

# **HYDRAMASTER**

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Corporation  
6323 204th Street SW, Lynnwood, WA 98036

## ProFire 3.7

Machine Serial Number \_\_\_\_\_

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HYDRAMASTER® Corporation  
Lynnwood, Washington

182-021

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# *Introduction*

*ProFire 3.7*

*Section 1-1*

**T**his manual contains installation and operation instructions as well as information required for proper maintenance, adjustment and repair of this unit. Since the first and most important part of repair work is the correct diagnosis of the problem, component manual troubleshooting charts have been included for your convenience.

Unlike a garden tractor, lawn mower or cement mixer, all having one or two functions to perform, the truck-mounted carpet cleaning plant has many functions to perform simultaneously.

- ▶ The engine has to run at a consistent RPM.
- ▶ The vacuum has to pull air and dirty water back from cleaning site.
- ▶ The water pump provides stable pressure at proper water flow for cleaning.
- ▶ The chemical has to be injected into the water stream at the right concentration.
- ▶ The heating system must maintain proper heat.
- ▶ The vacuum tank must store dirty water until drained.

As you can see, it is not just a turn-key operation with one thing to worry about, **Does it start?!**



The manufacturer uses this symbol throughout the manual to warn of possible injury or death.



This symbol is used to warn of possible equipment damage.

<b>HOURS</b>	<b>TELEPHONE NUMBERS</b>
Monday - Friday	(206) 775-7276 Parts
8:00 am to 5:00 pm	(206) 775-7275 Service
PACIFIC STANDARD TIME	(800) 426-4225 Parts / Service FAX

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# *System Operation*

## *ProFire 3.7*

### *Section 1-3*

The HydraCat ProFire machines are highly engineered cleaning plants developed by HydraMaster Corporation. The system utilizes the most current technology available in water heating and water recovery systems.

The system works as follows:

Water is fed into the machine under tap pressure. The water enters the machine and is combined with cleaning solution as it enters the mix tank. The cleaning solution is then picked up from the mix tank by the high pressure pump and pumped under pressure to the heater then out to the cleaning tool.

After the water is applied to the carpet, it is recovered by the vacuum system and carried back to the recovery tank.

As there is no guess work in the manufacture of these highly advanced cleaning plants, there must be none in preparing it to get the job done in the field. It is the purpose of this manual to help you properly understand, maintain, and service your cleaning plant. Follow the directions carefully and you will be rewarded with years of profitable, trouble-free operation.

It is imperative that no section be overlooked when preparing for operation of this equipment.

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# *Machine Specifications*

*ProFire 3.7*

*Section 1-4*

**Frame:** 23"W x 59"L x 37"H

**Weight:** ProFire 3.7: 650 lbs.

**Cowling:** Steel with baked-on Epoxy finish

**Engine:** Vanguard 16 HP Briggs and Stratton

**Ignition:** Electronic, Keystart

**Vacuum Blower:** Proprietary Dual Shaft Roots  
36 RAI J WhispAir™

**Chemical System:** Electro-mechanical, meter controlled

**Heating System:** Thermostatically controlled,  
140,000 BTU propane fired heater

**Instruments:** Water Pressure gauge, liquid filled, 0-1000 PSI  
Water Temperature gauge, 0-280° F  
Vacuum Level gauge, 0-30" HG  
Hour Meter, machine runtime  
Keyed Ignition, start/stop  
Chemical Flowmeter, clear acrylic, 0-10 GPH  
Circuit Breakers, resettable

**Recovery Tank:** 70 gallon aluminum, Epoxy finish.

**Cleaning Wand:** Stainless steel with heat shield. Grip and replaceable



vacuum lips with stainless steel solution valve.

**High Pressure Hose:** ¼" High temperature lined/vinyl covered. Hose rated to 1250 PSI.

**Vacuum Hose:** 2" reinforced, 1 ½" reinforced.

**Standard Equipment:**

- Machine Power Console
- Full Instrumentation
- WhispAir™ Vacuum Blower
- ProFire™ Water Heating Package
- Deluxe Sound Suppression Package
- Vacuum Recovery Tank
- Carpet Cleaning Wand
- Chemical Jug
- Chemical Jug Holder
- Chemical Jug Fill Line
- 100 ft, 2" Super Flex™ Vacuum Hose
- 10 ft, 1 ½" Wand Whip-line
- 10 ft, 1 ½" Recovery Drain Line
- 50 ft, Water Supply Line
- 100 ft, Super Flex™ Solution Line
- Freeze Guard System
- Battery Box with Holder
- Telescoping Console Legs with Casters
- Van Decal Package
- Van Installation Kit
- Operation Manual
- HydraMaster Jacket

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# *Spare Parts*

*ProFire 3.7*

*Section 1-6*

**D**own-time on the unit can be very expensive, because your truck-mounted unit is capable of generating several hundred dollars per day. In order to minimize such down-time, it is strongly recommended by the manufacturer that you purchase and keep in your truck the parts listed below.

## **Parts Orders**

**To expedite your parts needs, please call your sales representative.** In most instances, he either stocks or has access to parts through a regional service center. If further assistance is needed, contact the factory and coordinate your needs. If this becomes necessary, always indicate the method of shipment you desire, i.e. UPS, Blue Label, Air Freight, Air Express, etc.

HydraMaster Parts Dept. Phone . . . . . (206) 775-7276

HydraMaster Parts Dept. Toll Free Fax . . . 1-800-426-4225

## **Parts List (078-094)**

<b>PART NO</b>	<b>DESCRIPTION</b>	<b>QTY</b>
010-015	Belt, AX-31 Pump Drive	1
010-018	Belt, BX 59-MultiCat Drive	2
018-005	Breaker, 20 amp Circuit	1
025-011	Cable, Aqua 5' Choke	1
049-014	Filter, 16 HP Oil	1
049-007	Filter, S/S Vacuum Pump	1

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PART NO	DESCRIPTION	QTY
049-015	Filter, 1/2" Replacement Y	1
049-016	Filter, 1/4" Replacement Y	1
049-023	Screen, Garden Hose	1
049-012	Filter, 16 HP Air	1
049-030	Filter Bag, 92 + Truck Mount	2
052-050	Quick Connect, 440 Male	3
052-051	Quick Connect, 440 Female	2
052-052	Quick Connect, 660 Male	1
052-053	Quick Connect, 660 Female	1
057-043	Gasket, Recovery Tank - All	1
076-005	Jet, #6 S/S - Hydra Hoe	1
074-003	Gauge, Hi PSI (0-1000)	1
074-020	Meter, Chemical Flow - CDS	1
078-018	Kit, Diaphragm 3 GPM H-M Hi PSI	1
078-015	Kit, Chem Flowmeter	1
078-019	Kit, H/M Solution Valve	1
078-101	Kit, Seal & Spring Hi PSI	1
106-016	Plug, Vanguard Spark	2
131-037	Wrap, Exhaust Insulation	1
157-001	Switch, Tethered Mercury	2
157-007	Switch, 12V DC Lited	1
157-008	Switch, Ignition	1
157-022	Switch, Relay - A/C, B/C, CDS	2
157-111	Switch, Chrome Momentary	1
169-022	Valve, 1 1/2" Full Port	1
169-062	Valve, 1/4 Anti-Siphon	1
169-120	Valve, Chemical System	1

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# *Responsibilities*

*ProFire 3.7*

*Section 1-8*

**T**he Purchaser's responsibilities are:

Prior to arrival of unit, install 5/8" exterior plywood flooring in the vehicle and cover it with artificial turf.

◆ CAUTION ◆

Purchase heavy duty 42 - 60 amp hour battery and have the battery 'slow' charge if new. If the battery is not fully charged, damage can occur to the engine charging regulator.

**Reading of owner's manual:** It is the purchaser's responsibility to read the unit operation manual and to familiarize himself with the information contained therein. *Special attention should be paid to all **Cautions and Warnings.***

The **Sales Representative's** responsibilities are:

## **ACCEPTANCE OF SHIPMENT:**

1. If the unit shows any outward signs of damage, do not sign the delivery receipt until you have closely inspected the unit and noted any damage on the delivery receipt.
2. The salesman from whom you purchased your unit is responsible for supervising the correct installation of the unit in your vehicle and

thoroughly training you in its operation, maintenance and precautions.

## **CORRECT INSTALLATION INCLUDES:**

- ▶ Installation of through-floor fittings for gasoline fuel lines;
- ▶ Placing the unit and recovery tank in your vehicle and securing them with bolts or tie down cleats;
- ▶ Connecting gasoline lines;
- ▶ Connecting the battery;
- ▶ Checking the pump, vacuum blower and engine oil levels prior to starting the unit;
- ▶ Starting the unit to check engine and see that all systems function normally;
- ▶ Checking all hoses, wands, etc. for correct operation.

## **TRAINING SHALL INCLUDE:**

- ▶ A thorough review of the operation manual with purchaser;
- ▶ Instruction and familiarization in: how to correctly start up and shut down the unit, how to correctly clean with the unit, where and how often to check and change component oil levels, how the unit's systems work, how to troubleshoot the unit, how to do basic repairs, safety precautions and their importance, freezing damage and how to avoid it, hard water damage and how to avoid it;
- ▶ A thorough review of the unit warranty and warranty procedures.

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# *Vehicle Prep*

## *ProFire 3.7 Section 1-10*

The preferable vehicle for a CrossFire or ProFire installation is a cargo van with a heavy-duty suspension package. The van should have 3/4 ton capacity.

### **TRUCK PREPARATION**

The manufacturer recommends the installation of plywood flooring, covered with polypropylene backed astroturf (do not use rubber-backed), in the vehicle prior to installation of machine.

**◆ CAUTION ◆**

Be cautious when drilling any holes through the van floor. Many vans have critical components mounted directly below the van floor that could be damaged by a misplaced drill bit. (See Product Support Bulletins 92102, 94062 and 94063 at the end of this manual.)

This provides a metal-to-cushion mounting rather than metal-to-metal, insulation and makes an attractive van interior. The astroturf should be color keyed to the van interior.

#### **Materials Needed:**

1. 2 sheets 4x8x $\frac{5}{8}$ " exterior plywood
2. 6'x12' piece of commercial astroturf
3. 16 - 1 $\frac{1}{2}$ " sheet metal screws
4. 1 quart marine adhesive (optional)

5. 1 staple hammer with ½" staples  
(See illustration for correct placement of plywood flooring)

## **ROOF VENTS**

HydraMaster strongly recommends installation of roof vents in all truckmount installations. When installing equipment with propane heaters, these must be vented through the roof of the van.

## **PLACEMENT OF UNIT IN VEHICLE**

**There are two recommended unit placements** described below and illustrated in the following diagrams.

**A. SIDE DOOR:** Most installations are side door. This provides rear access for accessories and hoses as well as unobstructed access to the component/working side of the machine, thus making it a bit easier to perform maintenance and/or repair without removing the unit from the truck.

**B. REAR DOOR:** Although this location partly limits working access, it does direct the noise away from the cleaning site. Some cleaners in the colder areas prefer this location because it puts the weight over the rear wheels for better traction in ice and snow. Rear mounting requires the unit to be slid to the right side as far as possible. This not only provides adequate working space on the component side of the unit but also improves weight distribution inside the van (engine and component weight line up over drive shaft). Also, it is physically easier to load the unit into the rear door due to the height of the van bed.

Figure 1-1: Plywood Installation

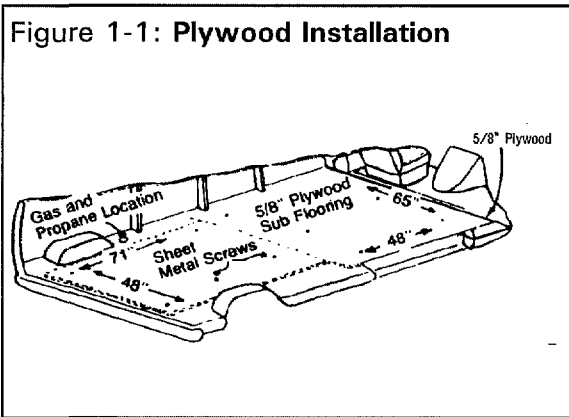


Figure 1-2: Astroturf and Roof Vent

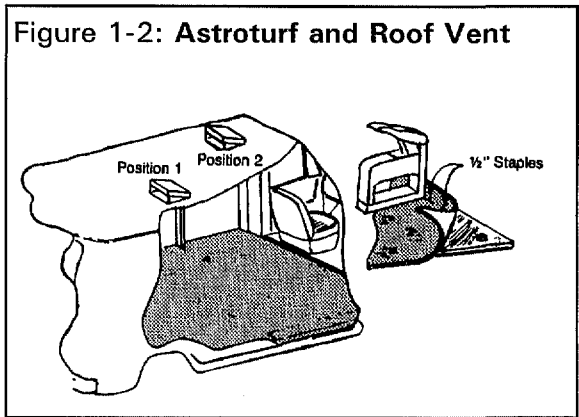
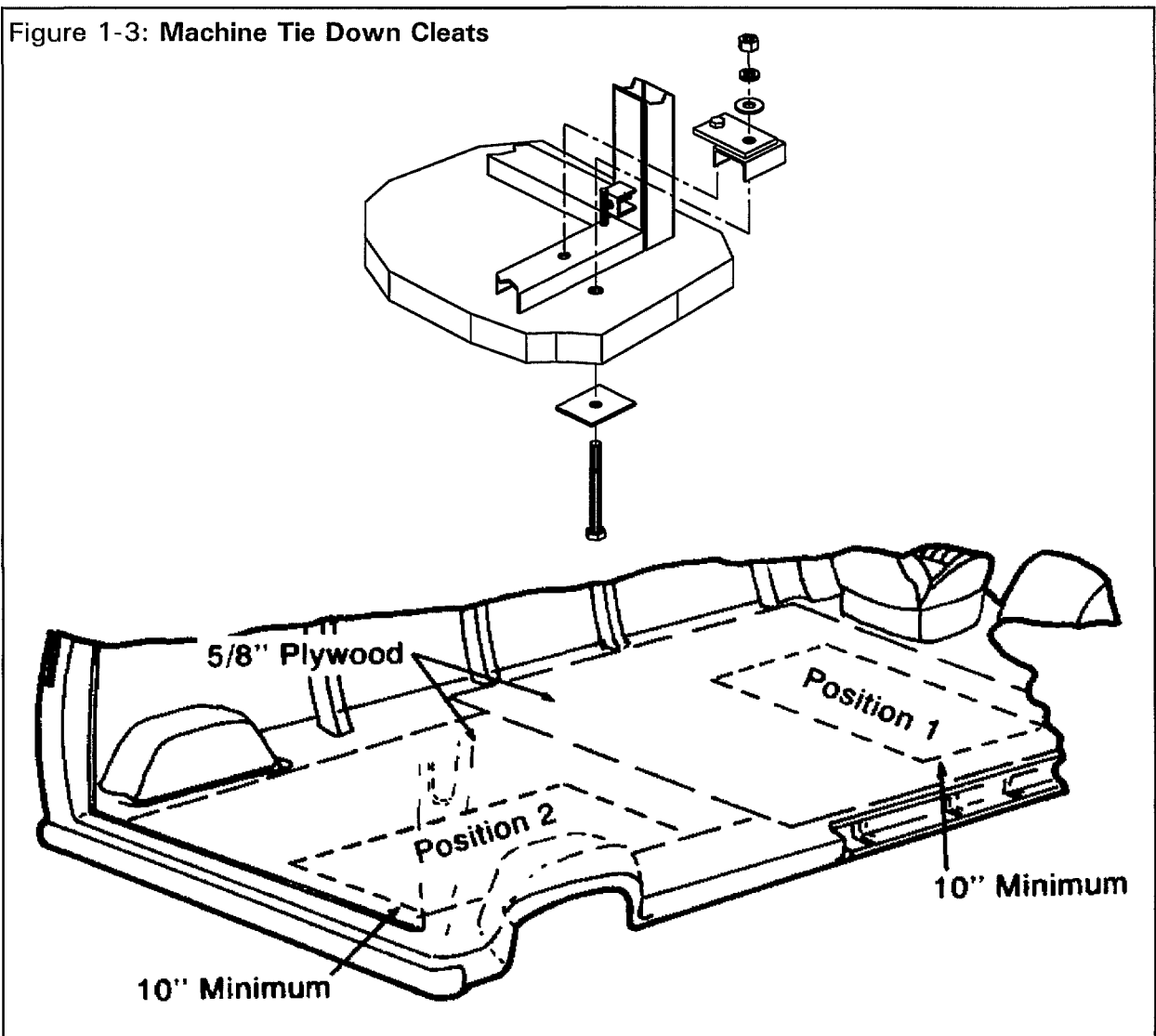


Figure 1-3: Machine Tie Down Cleats





◆ WARNING ◆

Ensure that the machine is well secured to the floor of the van with the hardware supplied. A sudden or crash stop will cause the machine to rocket forward, all 750 lbs. worth! Protect yourself and the machine. **SECURE IT!**

◆ WARNING ◆

It is recommended by the manufacturer that the exhaust from the front of the machine be vented down under the truck to prevent carbon monoxide from entering the job site. **Always park the truck so the exhaust is blowing away from the job site.**

The manufacturer also recommends the installation of aluminum vents in the truck roof to allow heat to escape.

Mount a fire extinguisher just inside the rear or side door for emergencies.

◆ WARNING ◆

Never operate this machine with a portable gas can inside the truck. Doing so increases the risk of a fire or explosion.

◆ WARNING ◆

Transportation in a vehicle of any vented fuel container that presently holds or has ever held a flammable liquid is strictly forbidden by HydraMaster Corporation and by federal and state regulation.

◆ **WARNING** ◆

Do not use a portable propane tank inside of the truck or van. It is dangerous and illegal in most states.

---

# *Propane System*

*ProFire 3.7*  
*Section 1-15*

**T**he purchaser's responsibility shall include:

Have belly-mount propane tank installed on vehicle.

◆ **WARNING** ◆

Do not use a portable propane tank inside of the truck or van. It is dangerous and illegal in most states.

◆ **WARNING** ◆

A belly-mount tank must be propane vapor type.

The **salesman's responsibility** shall include:

Correct installation of through floor propane fittings and the correct installation of the propane regulator, which is included with the unit.

Correct **training** shall include:

Instruction and familiarization with propane and propane heating systems.

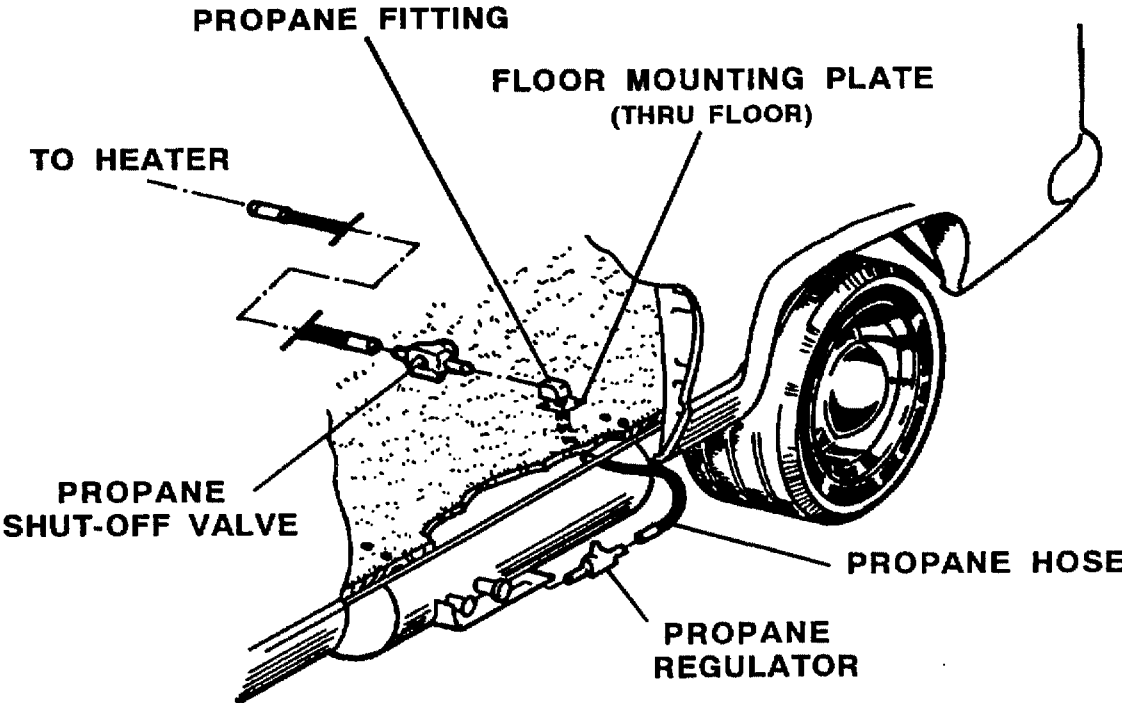
**PROPANE TANK LOCATION**

Either the 10 gallon or 16.5 gallon propane tank will fit at the location shown in the following illustration. Have your local propane dealer install the tank you select and purchase. The machine will come with the proper propane regulator. (The propane must have a vapor outlet.)

HydraMaster has available the following propane related parts:

<b>Item</b>	<b>Part Number</b>
Belly-mount Tank	000-159-011
Propane System Regulator	000-135-025
Heater, 3 Gallon	000-065-018
Heater, 1.5 Gallon	000-065-017
Through-Floor Kit	000-078-027

Figure 1-4



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# *Local Water Precautions*

*ProFire 3.7*  
*Section 1-18*

The quality of water varies greatly. Many areas have an excess of minerals in the water which results in what is commonly called "hard water". These minerals tend to adhere to the insides of heater coils and other parts of the machines causing damage and a loss of cleaning effectiveness. This influences the reliability and efficiency of equipment in direct proportion to the level of hardness.

## **HARD WATER AREA MAP**

The following map defines areas in the United States which compromise fluid related components such as hoses, fittings, heaters, pumps, valves and water cooled engines. For other countries, hard water area maps can be obtained from geological societies.

## **WATER SOFTENER**

Cleaning efficiency and equipment life is increased, chemical use decreased, and the appearance of cleaned carpets enhanced when water softeners are incorporated in hard water areas. The manufacturer strongly urges the use of water softener units in areas exceeding 3 1/2 grains per gallon. Using a hard water area map as a reference, determine the quality of water in your area and take action immediately, if necessary.

Reports from several of our machine users commending the results of the use of water softeners in conjunction with their machines prompts us to recommend the procedure to everyone in a "hard water" area.

The relatively low cost of a water softener service is more than made up for in the increased life of machine parts and continued cleaning efficiency. The water softener will also increase the effectiveness of the cleaning chemical being used and, therefore, less chemical will be needed.

Contact a water softener distributor in your area for information on the rental of a simple water treatment unit to carry in your truck. Be sure to change the water softener in accordance with the capability of the softener. For example: If the softener will treat 900 gallons of water and the machine uses an average of 30 gallons per hour, for an average of 5 hours a day, this equals 150 gallons per day. In 6 days the machine would use 900 gallons of water. Therefore, the softener would need to be changed every 6 working days for maximum softening.

### **WASTE WATER DISPOSAL ADVISORY**

There are laws in most communities prohibiting the dumping of recovered "gray" water from carpet cleaning in any place but a sanitary treatment system.

This cleaning rinse water, recovered into your unit's vacuum tank, contains materials such as detergents. These must be processed before being safe for streams, rivers and reservoirs.

**IN ACCORDANCE WITH THE EPA, STATE AND LOCAL LAWS, DO NOT DISPOSE OF WASTE WATER INTO GUTTERS, STORM DRAINS, STREAMS, RESERVOIRS, ETC.**

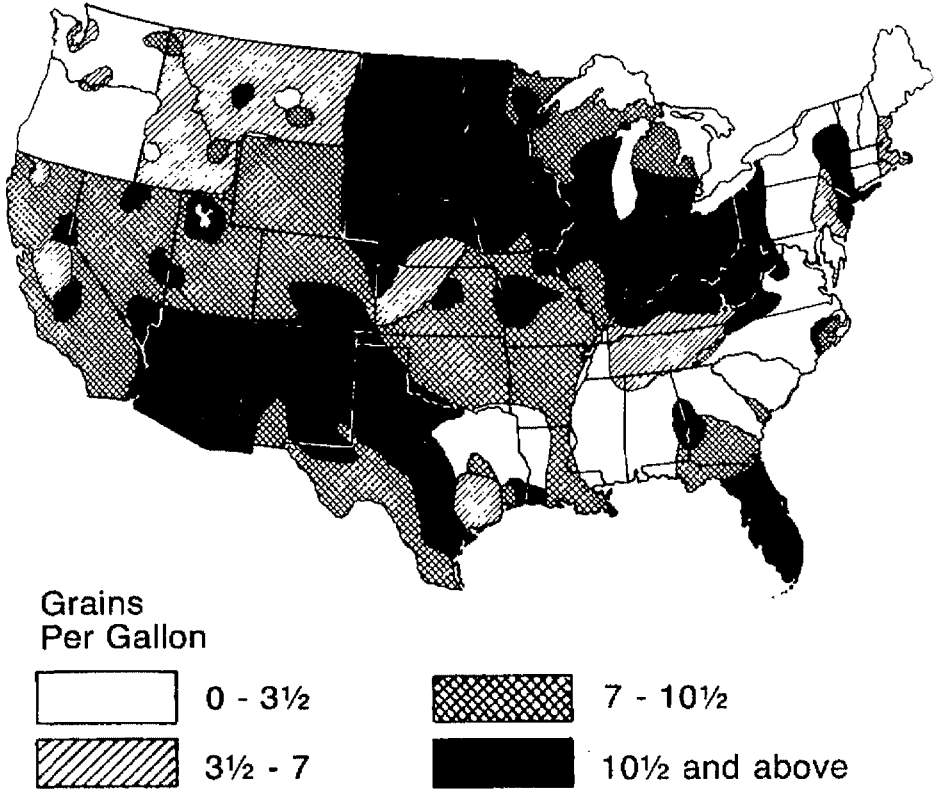
In most cases, an acceptable method of waste water disposal is to discharge into a municipal sewage treatment system after first filtering out solid material such as carpet fiber. Access to the sanitary system can be obtained through a toilet, laundry drain, RV dump, etc. Permission should first be obtained from any concerned party or agency.

One disposal method which usually complies with the law is to accumulate the waste water and haul it to an appropriate dump site. Another solution to the disposal problem is to equip yourself with an Automatic Pump-Out System. These systems are designed to remove waste water from the extractor's recovery system and actively pump the water through hoses to a suitable disposal drain. Properly designed, they will continuously monitor the level of waste water and pump it out simultaneously to the cleaning operation. The hidden benefit of this process is that the operator does not have to stop his cleaning to empty the recovery tank. HydraMaster makes an A.P.O. System available which can be ordered with new equipment or installed later.

The penalties for non-compliance can be serious. Always check local laws and regulations to be sure you are in compliance.



Figure 1-5: **Hard Water Map**



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# *Cleaning and Chemicals*

*ProFire 3.7*

*Section 2-1*

**Y**our mobile carpet cleaning plant has been engineered using the latest and most sophisticated technology available to produce the finest carpet cleaning results possible. Despite this, however, it remains only a tool of the carpet cleaning trade, and it can produce only as good a job as the person operating it.

## **PRECAUTIONS**

There are no short cuts to good carpet cleaning. It requires time, cleaning knowledge and the use of good chemicals. Therefore, the manufacturer recommends the use of spotting agents and traffic lane cleaners, as required, prior to the actual cleaning of carpeting.

The use of some chemicals through your mobile carpet cleaning plant can seriously damage the internal plumbing, high pressure pump and heater.

These harmful chemicals include concentrated acid (see the pH chart at the end of this section), solvents, and some paint, oil, and grease removers with a high concentration of solvents.

The manufacturer recommends only the use of chemicals containing rust and corrosion inhibitors and water softening agents to prevent chemical build-up which may lead to component failure and warranty invalidation.

◆ CAUTION ◆

The increased demand for "clear water" rinsing results in the need for special care when using these acid based chemicals in your equipment.

The negative side of these products is the corrosive effects the acid can have on metals, including swivels, pumps, heat exchangers, etc.

HydraMaster's *ClearWater Rinse* has been formulated to protect vital components. HydraMaster will not warranty parts that have been damaged from using unprotected acid products that have obviously caused failures.

## **CLEANING STROKE PROCEDURE**

Purpose: To eliminate excess moisture remaining in the carpet fiber and the sawtooth appearance which results from diagonal movement of the cleaning tool on all types of carpet.

Procedure: Always move the cleaning tool in smooth, forward and backward strokes. Apply slight pressure to the forward stroke while the solution is injected into the carpet. When extracting (drying), apply firm pressure on the forward stroke to ensure a positive "lock" for the vacuum and minimize the "hopping" effect resulting on carpet that is not smooth. During the forward and reverse strokes, movement to the right or left should only be accomplished at the extreme rear of the stroke. Overlapping is also important to ensure even application of solution and prevent saturation when cleaning wand is stopped twice at the same point at the rear of the cleaning stroke. This is illustrated at the end of this section.

Failure to adopt this procedure can result in increased chance of 'clean streaks', fiber shrinkage, brown-out and longer drying periods.

## **OVER-WETTING**

Over-wetting is annoying to all concerned, and sometimes leaves a bad

impression of the cleaning process used.

**THESE ARE SEVERAL AREAS THAT WILL CAUSE OVER-WETTING**

1. Too few vacuum strokes or improper saw-tooth vacuum strokes as shown in the following illustration.
2. Obstructed, cut or kinked hoses.
3. Vacuum tank drain valve left partially open.
4. Clogged vacuum blower filter or vacuum tank lid not sealing properly.
5. Cleaning a heavily foam-saturated carpet without defoamer. (We recommend crystal type.)

Figure 2-1

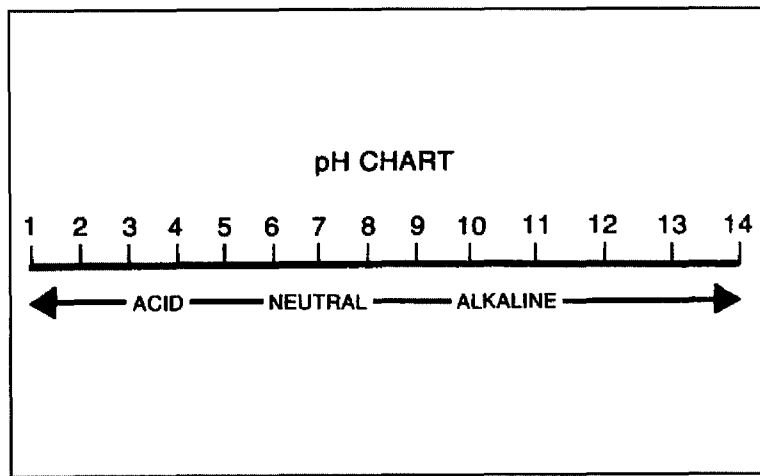
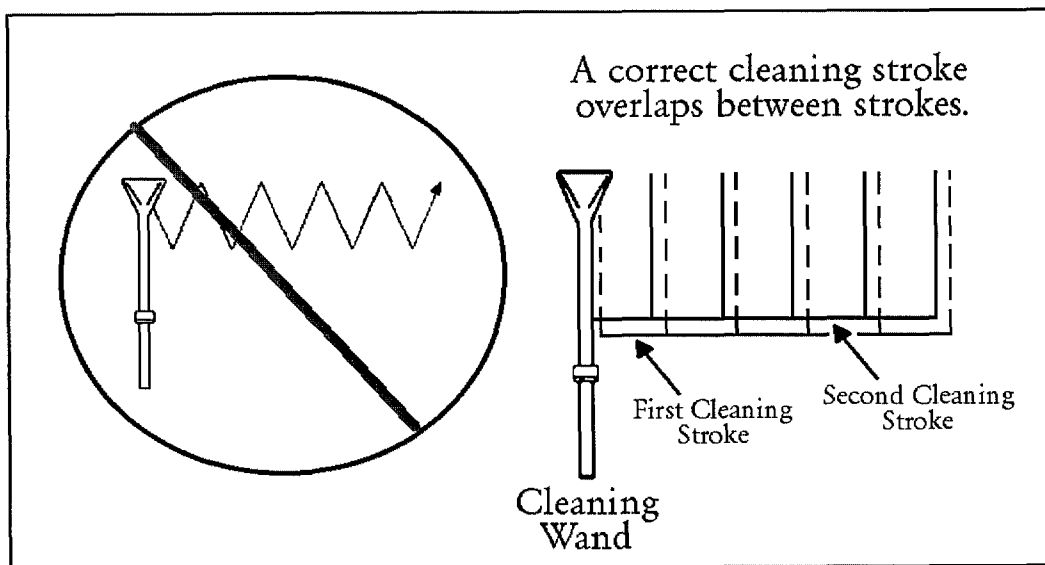


Figure 2-2: **CLEANING STROKE PROCEDURE**



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# *Operating Instructions*

*ProFire 3.7*

*Section 3-1*

## **START UP**

1. Perform daily/periodic maintenance as specified in this Owner Manual.
2. Connect all required hoses.
3. Connect the cleaning tool to the length of hose required to perform the cleaning.
4. Start engine (choke as required). If your machine is equipped with a two speed governor system, the engine may be started in either the run or idle throttle position. Idle RPM is approximately 2000. Run RPM is 3100.
5. Spray the wand to void all air from the system. When the mix tank begins a fill cycle, the chemical flowmeter may be adjusted to your desired setting. Set your cleaning pressure at 300 PSI.  
**NOTE:** A chemical flowmeter set at 5 GPH is a 1 to 30 mix ratio and 10 GPH is a 1 to 15 ratio. When the flowmeter is set at 10 GPH, you will be using what most chemical manufacturers recommend at 5 GPH.
6. Open propane tank shut off valve. Ignite heater in accordance with heater operating instructions in this owners manual.
7. Commence cleaning operation.

## **SHUT DOWN**

1. Remove the vacuum hose.
2. Flush clear water through the chemical system for 10 seconds. Vinegar should be rinsed through the system weekly. Turn off chemical flowmeter.  
**NOTE:** Descaler should be rinsed through the entire system monthly.
3. Turn on the cleaning tool to flush the chemical from unit the hoses and cleaning tool.
4. Turn the heater off. Also close the tank shut off valve at this time.
5. At this time, the blower should be lubricated with an oil based lubricant.  
**NOTE:** If freeze guarding is necessary, perform the freeze guard procedure at this time.
6. Turn the machine off.
7. Drain the vacuum tank. The vacuum filter should be cleaned prior to mobilization of the van.

---

# *Precautions*

*ProFire 3.7*  
*Section 3-3*

◆ WARNING ◆

**NO SMOKING:** It is unsafe to smoke in or around the vehicle.

◆ CAUTION ◆

**ENGINE COOLING:** Units employing air-cooled engines must not be enclosed in a van with doors and windows shut. Excessive temperatures within the engine will result in premature engine failure and a compromise of applicable warranty.

◆ CAUTION ◆

**LEVEL OPERATION:** During operation, van or trailer must be parked on level ground not to exceed + or - 10°. Failure to insure proper leveling may prevent proper internal lubrication of engine, vacuum and/or high pressure components.

◆ CAUTION ◆

**ACID RINSE AGENTS:** The increased demand for "clear water" rinsing results in the need for special care when using these acid based chemicals in your equipment. The negative side of these products is the corrosive effects the acid can have on metals, including swivels, pumps, heat exchangers, etc.



HydraMaster's ***ClearWater Rinse*** has been formulated to protect vital components. HydraMaster will not warranty parts that have been damaged from using unprotected acid products that have obviously caused failures.

◆ CAUTION ◆

**FREEZE PROTECTION:** Mother nature gives little warning as to her cold spells. Therefore, protecting this equipment from freezing will save costly down-time. Placing an electric heater in the truck or parking the truck indoors, will help to insure against freezing.

◆ WARNING ◆

**LIGHTING HEATER:** Never put your face down close to the opening of the heater when lighting.

◆ WARNING ◆

**STRONG PROPANE ODOR:** Never light the heater if you smell a strong odor of propane around the heater.

◆ WARNING ◆

**HOT SURFACES:** During the operation of this equipment many surfaces on the machine will become very hot. When near the van for any reason, care must be taken not to touch any hot surface, such as heater, engine, exhaust, etc.

◆ WARNING ◆

**MOVING PARTS:** Never touch any part of the machine that is in motion, severe bodily injury may result.

◆ WARNING ◆

**CARBON MONOXIDE:** This unit generates toxic fumes. Position the vehicle so that the fumes will be directed away from the job site. **Do not park** where exhaust fumes can enter a building through open doors or windows, air conditioning units or kitchen fans.

◆ WARNING ◆

**PORTABLE GAS CANS:** Never operate this machine with a portable gas can inside the truck. Doing so increases the risk of a fire or explosion.

◆ WARNING ◆

**PORTABLE PROPANE TANKS:** Do not use a portable propane tank inside of the truck or van. It is dangerous and illegal in most states.

◆ WARNING ◆

**TRANSPORTATION OF FLAMMABLE LIQUID:** Transportation in a vehicle of any vented fuel container that presently has or has ever contained a flammable liquid is strictly forbidden by HydraMaster Corporation and by federal and state regulation.

◆ **WARNING** ◆

**ENGINE EXHAUST:** The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

◆ **CAUTION** ◆

**THROUGH-FLOOR DRILLING:** Be cautious when drilling holes through the van floor. Many vans have critical components mounted directly below the van floor that could be damaged by a misplaced drill bit. (See Product Support Bulletins 92102, 94062 and 94063 at the end of the manual.)

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# *Freeze Guard*

*ProFire 3.7*

*Section 4-1*

**A**ny freezing of this machine is not covered by warranty and during the colder months of operation, careful protection should be of utmost concern.

The Following Precautions are Recommended:

1. Run the machine before leaving for the first job to insure nothing has frozen the night before, including hoses and wand.
2. Insulate the garden hose from the cold ground by running it through an extra 1 1/2 inch vacuum hose.
3. In colder climates, insulating the truck walls and floor boards will help protect the unit.
4. Do not procrastinate during the cleaning operation or the hot water solution line will also freeze on the ground. The solution line should be insulated in extremely cold climates.
5. Whenever possible, the truck and machine should be stored in a heated garage at night or over the weekend. If not possible, place a 1500 watt electric heater inside the truck, aimed directly at the machine. Never use a propane heater. It causes excessive moisture on the truck ceiling and the possibility of it going out higher. If the machine and truck are left outside with a heater, you should first drain of possible water from the machine cleaning tools and hoses. (They freeze also.)

To Drain the Machine Follow These Steps:

1. Siphon a 50/50 mixture of anti-freeze and water through the chemical flow meter.
2. Drain the mix tank.

3. Connect the freeze guard hose to the recovery tank.
4. Connect the other end of the freeze guard hose to the freeze guard fitting on the machine.
5. Connect an open 440 quick connect to the fittings marked "cleaning solution" on the front of the machine. (An alternative would be to connect your solution hoses and wand, so as to freeze guard them also. If you choose to do this you will also need to hold the trigger down on the wand.)
6. Start the unit, allowing the vacuum from the machine to drain the lines.
7. \*Remove the garden hose inlet adapter from the end of the garden hose. Connect the adapter to the incoming water quick connect on the front of the machine.
8. \*Place a vacuum hose over the garden hose quick connect and allow the vacuum from the machine to drain the lines.

\*An alternative to #7 and 8 would be to make an adapter to allow you to use the premade freeze guard hose.

**NOTE:** Prior to freeze guarding your machine, make sure the heating system has been cooled down.

#### **ALTERNATE PROTECTION USING ANTI-FREEZE**

1. Follow the draining procedure.
2. Connect the solution hoses and wand to the machine.
3. Pour a 50/50 anti-freeze solution into the mix tank.
4. Turn on the machine. Spray the wand.
5. Continue to add anti-freeze solution until the mixture comes out of the wand set.
6. Remove and store the hoses.

If you are using an anti-freeze solution to protect your machine from

freezing, it is necessary to flush the machine in preparation for use. Simply connect the unit to fresh water and spray the wand until anti-freeze solution is discharged. The anti-freeze solution may be recovered by spraying into an empty container. This solution can be used several times.

**Recovering anti-freeze for re-use:**

Open the mix tank drain valve and allow the anti-freeze solution to drain into a sealable container so that it may be used again.

Before cleaning with the machine again, flush the remaining anti-freeze solution from the system by spraying water through

**◆ CAUTION ◆**

One manufacturer of antifreeze cautions: "WHEN DISPOSING OF USED ANTIFREEZE COOLANT: Follow local laws and regulations. If required, dispose at facilities licensed to accept household hazardous waste. If permitted, dispose in sanitary sewer systems. Do not discard into storm sewers, septic systems, or onto the ground."

**◆ WARNING ◆**

This warning appears on the label of one brand of antifreeze:

"HARMFUL OR FATAL IF SWALLOWED. Do not drink antifreeze coolant or solution. If swallowed, induce vomiting immediately. Call a physician. Contains Ethylene Glycol which caused birth defects in animal studies.

Do not store in open or unlabeled containers.

KEEP OUT OF REACH OF CHILDREN AND ANIMALS."

***BE SURE YOUR MACHINE IS PROTECTED! Freezing will cause GRIEF, MONEY, and DOWN-TIME.***

---

# *Water and Chemical System*

*ProFire 3.7  
Section 5-1*

**T**his electro-mechanical system has been designed to be simple and trouble free.

## **WATER FLOW**

Incoming water flows first through the Solenoid Control Valve and the low pressure Chemical injector which are both mounted on the exterior of the mix tank. As the water passes through the Chemical injector, it is automatically proportioned with a predetermined quantity of detergent. The Mix Tank is equipped with a Water Level Float which responds to the level of the water in the tank and will maintain the proper volume of solution to be reserved for the water pump.

At this point in the flow, solution (water with chemical) will now be siphoned from the bottom of the Mix Tank to the inlet of the Water Pump. When the wand is not using solution by spraying, the solution will be by-passed from the bottom of the brass Pressure Relief Valve, back to the Mix Tank.

When the wand is spraying, the solution continues its flow to the Water Heater. The coils of this heater have a capacity of up to 2 gallons, therefore it is extremely important that all air pockets are bled out of the heater prior to initial start-up. This may be achieved by running the water system, without the heater on, for approximately 60 seconds.



**CHEMICAL FLOW**

The desired chemical injection ratio may be obtained by an adjustment of the Chemical Flowmeter during the fill cycle of the mix tank. Water must be flowing into the mix tank in order to adjust the chemical mix. The chemical will flow from the Chemical Jug to the Chemical Flowmeter, then to the Chemical injector where it is proportioned into the Mix Tank at the desired chemical setting.

**NOTE:** With this unique chemical system, the chemical flow is proportioned only during the filling cycles of the Mix Tank, not during the direct spraying of the wand. Therefore, it is possible that as your wand is spraying, you may have no chemical flow. Also, the converse is true in that you may not be spraying your wand, but if the mix tank is in a filling cycle, your Chemical Flowmeter may be active at the desired flow rate.

The chemical proportioning system will mix chemical with water at a 1 to 30 ratio when the Flowmeter is set at 5 GPH, or a 1 to 15 ratio when the Flowmeter is set at 10 GPH.

**CHEMICAL SYSTEM MAINTENANCE**

The chemical lines may need to be flushed with vinegar periodically to prevent abnormal chemical build-up. This flushing may be done by removing the clear plastic hose from the Chemical Jug and inserting it into a one quart container of vinegar. This should be done with the Chemical Flowmeter setting 10 GPH. Simply spray water from the wand until the quart of vinegar is exhausted. Then repeat the process with one quart of clear water to void all lines of vinegar.

———— Low Pressure  
———— High Pressure

Figure 5-1

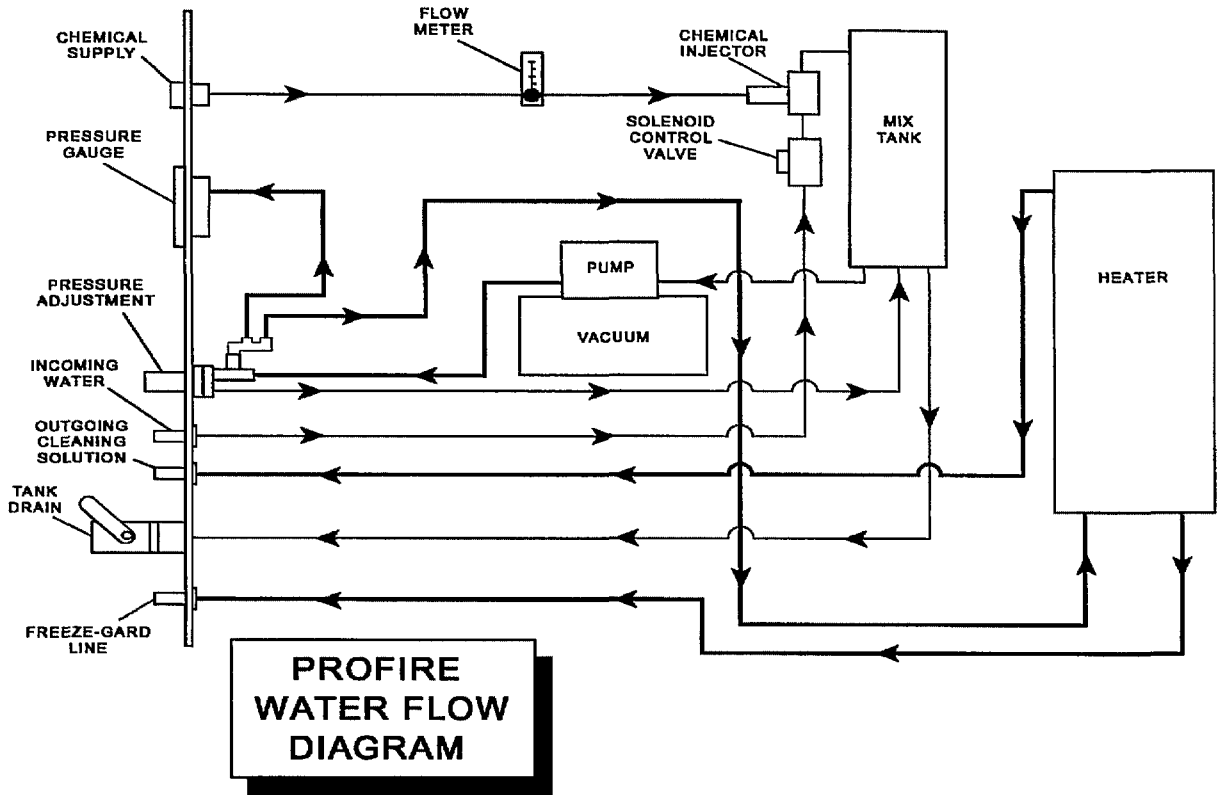


Figure 5-2: PROPORTIONER DIAGRAM

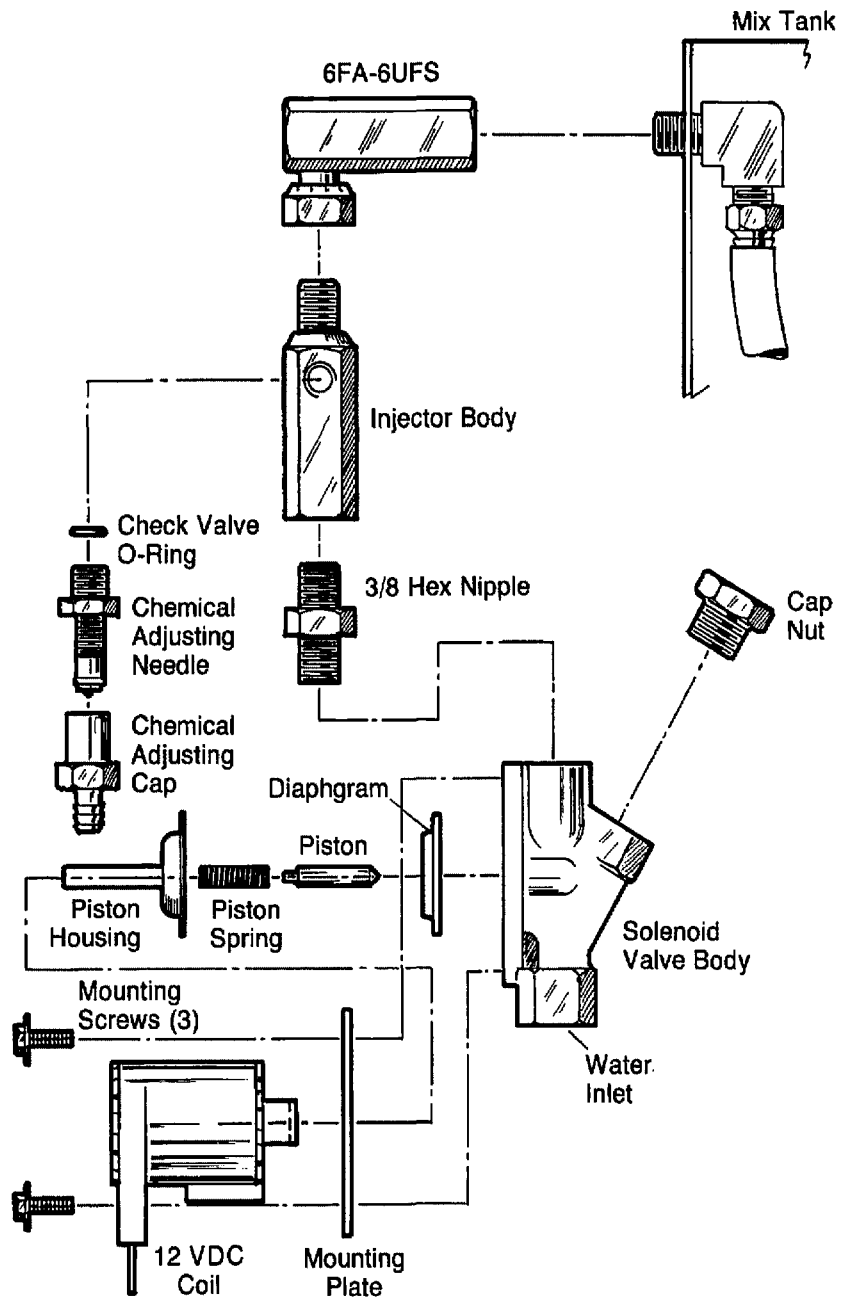
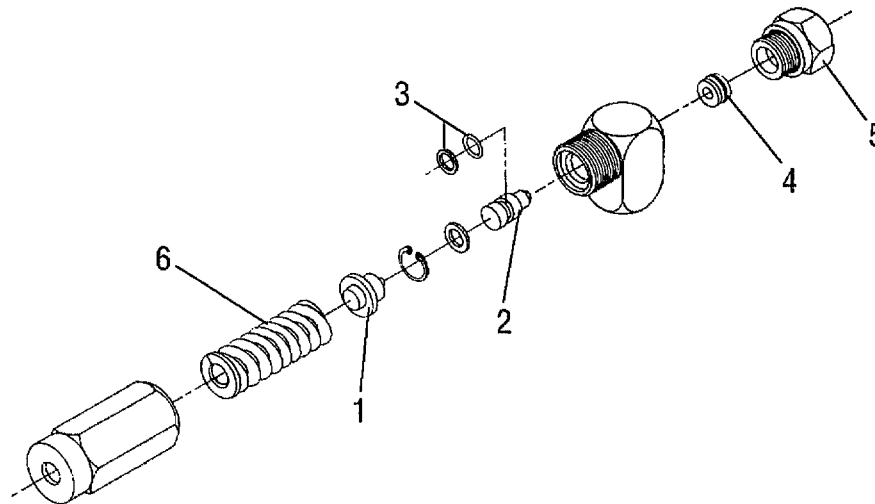


Figure 5-3: **By-Pass Valve Assembly**



**169-101 Valve, By-Pass Truckmount**

ITEM	PART NO	DESCRIPTION	QTY
1	105-101	Thrust Plate, By-pass Valve	1
2	105-102	Piston Plate, By-pass Valve	1
3	097-028	Seal Set for By-pass Valve	1
4	148-004	Seat and O-Ring, By-pass Valve	1
5	097-005	O-Ring, By-pass Valve Fitting	1
6	155-019	Spring, High PSI By-pass	1
Not Shown:			
	078-102	Kit, By-pass Repair (Includes Items 1-5)	1
	078-101	Kit, Seal and Spring High PSI By-pass (Includes Items 3 and 7)	1

---

# Chemical Tank Troubleshooting

ProFire 3.7  
Section 5-6

No	Problem / Possible Cause	Solution
<b>1</b>	<b>There is a loss of water pressure.</b>	
1.1	There is a clogged <i>filter</i> in the water supply to the pump.	If a filter is present in the water supply line to the pump, remove and discard it.
1.2	The end of the <i>mix tank water supply hose</i> is pointed directly at the pump inlet hole in the bottom of the mix tank.	Inspect the mix tank and determine the orientation of the water hose. If it is pointing directly at the pump inlet hole in the bottom of the tank, reposition the hose to point towards the opposite side of the tank from the inlet.
1.3	The <i>water supply hose</i> from the mix tank to the pump is kinked or blocked.	Remove the hose and clean it. If it is kinked, order a replacement hose from your HydraMaster distributor.
1.4	Foreign material is blocking the outlet hole for the pump in the bottom of the <i>mix tank</i> .	Inspect the outlet hole leading to the pump in the bottom of the mix tank. Remove any foreign material blocking the hole.
1.5	Foreign material is blocking the <i>water supply hose</i> leading to the pump from the mix tank.	Remove the water supply hose between the mix tank and the pump. Sight through the hose. Remove any foreign material from the hose. Reattach the hose.
1.6	The <i>mix tank supply hose</i> is blocking the outlet hole leading to the pump in the bottom of the mix tank.	The water inlet hose may have to be shortened or lengthened to avoid blocking the outlet hole.

No	Problem / Possible Cause	Solution
1.7	The end of the <i>mix tank water supply hose</i> is pointed directly at the pump inlet hole in the bottom of the mix tank.	Inspect the mix tank and determine the orientation of the water hose. If it is pointing directly at the pump inlet hole in the bottom of the tank, reposition the hose to point towards the opposite side of the tank from the inlet.
1.8	The <i>water supply hose</i> from the mix tank to the pump collapses when the machine is running hot.	Allow the machine to reach full water operating temperature (approximately 10 minutes). Inspect the water supply hose between the mix tank and the pump. If the hose appears to be collapsing, remove the hose and order a replacement hose from your HydraMaster distributor. Reinstall the new hose. <b>NOTE:</b> Older model machines will require an additional 8M12 UFS fitting for the pump end of the hose.
1.9	The <i>by-pass valve</i> is malfunctioning.	Remove the plunger and lube "O" rings. Clean the walls of the by-pass valve with a bristle brush and de-scaler. <b>NOTE:</b> Use a water resistant high temperature lube.
1.10	There is a loss of prime in the cells of the <i>pump</i> because the oil level is low.	Add oil to the pump reservoir. Adjust the pressure regulator for high pressure and run the pump for 20 to 30 minutes until it reprimed itself.
1.11	There is foreign material in the inlet or outlet valves of the <i>pump</i> .	Inspect the valves and remove any foreign material.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
1.12	There is an air leak in the <i>water supply hose</i> from the mix tank to the pump.	Inspect the supply hose for worn or damaged areas. Also check for loose fittings. Replace the hose or fittings if necessary.
1.13	The <i>mix tank water supply hose</i> is missing. This will cause aeration and turbulence in the tank.	Look inside the mix tank and determine if a water inlet hose is present. If the hose is missing, order a new hose from your HydraMaster distributor and install it.
1.14	There is a broken or cracked <i>diaphragm</i> in the pump.	Inspect the water in the mix tank. If there is oil in the water, a diaphragm has ruptured. Inspect the oil level in the pump. If there is no oil in the pump, a diaphragm has ruptured. For older model pumps, a new cushion plate should also be installed. Contact your HydraMaster distributor to determine if your machine requires a cushion plate. Order a diaphragm replacement kit from your HydraMaster distributor. Remove the pump. Replace the diaphragm. Refill and reinstall the pump. See your owner's manual for the procedure.
1.15	The <i>pump "O" rings</i> are forced out of their grooves from over-pressurization (freezing).	Inspect the "O" rings. Replace them if necessary. See your owner's manual for the procedure.
1.16	The <i>pump manifold</i> is warped from over-pressurizing the system (freezing).	Inspect the manifold with a straight edge. Replace it if necessary.

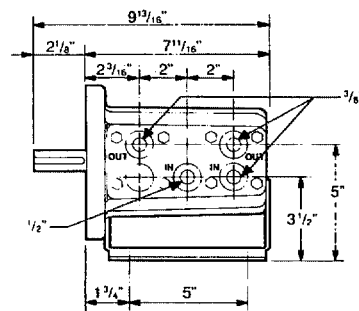
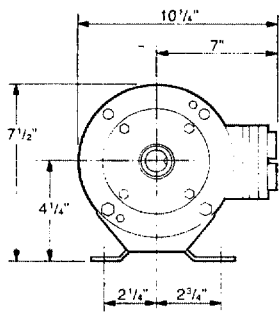
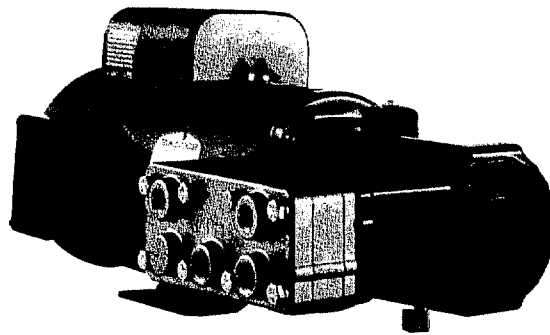
<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
<b>2</b>	<b>There is pressure on the gauge, but no water coming out of the wand.</b>	
2.1	The <i>wand jet</i> is plugged.	Inspect and clean the jet.
2.2	The <i>quick connect</i> on one or more of the high pressure hoses is defective.	Remove and clean or replace the defective quick connect(s).
2.3	The <i>cleaning tool</i> has a clogged valve.	Remove the valve stem. Clean the valve. Replace the "O" rings and stem if they are bad.
2.4	The high pressure <i>quick connect</i> on the front of the machine is clogged.	Remove and clean or replace the quick connect.
2.5	The inner lining on a <i>hose</i> is constricted.	Remove the restriction or replace the hose.



No	Problem / Possible Cause	Solution
<b>3</b>	<b>The water in the mix tank will not keep up with the wand.</b>	
3.1	There is dirt in the <i>solenoid valve</i> along side of the mix tank.	Take the valve apart and clean it.
3.2	The <i>upper float</i> is bad.	Remove the wire on terminal 17b at the Diagnostic Center. With a volt-OHM meter check for continuity from the end of the wire you removed and terminal 20 on the Diagnostic Center. There should be no continuity reading on the meter with the float in the down position. Replace the float if necessary.
3.3	The <i>mix tank relay</i> is bad.	Replace the relay.
3.4	The <i>water supply</i> is improperly adjusted.	The water supply should be two (2) gallons per minute or more.
3.5	The <i>water inlet supply hose filter</i> is clogged or the hose is kinked.	Remove the obstructions.
3.6	There is a problem with the <i>pump-in pump</i> .	Check the amount of water your pump is supplying. It should supply a minimum of 2 GPM if you use one wand or one RX20. It should supply a minimum of 3 GPM if you use two wands.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
<b>4</b>	<b>The mix tank overflows.</b>	
4.1	The <i>upper float in the mix tank</i> is malfunctioning.	Connect one end of a 12 inch piece of wire to terminal 20 (see the Diagnostic Center) and touch the other end to terminal 17. If the water stops flowing with the key on, replace the float.
4.2	There is dirt in the <i>solenoid valve</i> next to the mix tank.	Remove one of the wires from terminal 16 (see the Diagnostic Center) and turn the key on. If the water continues to flow, take the solenoid apart and remove foreign matter. Replace the solenoid valve if necessary.
4.3	The <i>chemical relay</i> is bad.	Check the relay with a volt-OHM meter. With the ignition key turned on, there should be 12 volts between pin 85 and 86. If the voltage is present, check the voltage between ground and pin 87a on the relay. If voltage is present at 87a, replace the relay.

# **H** ydra Pump igh Pressure Pump



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# *Pump Maintenance*

*ProFire 3.7*

*Section 6-1*

## **DAILY**

Check the oil level and the condition of the oil. The oil level should be 3/4 inch from the top of the fill port to the line on the oil fill plug's dipstick (63).

Use a 5-30 weight synthetic motor.

◆ CAUTION ◆

If you are losing oil but don't see any external leakage, or if the oil becomes discolored and contaminated, one of the diaphragms (17) may be damaged. Refer to the Service Section.

**Do not operate the pump with a damaged diaphragm!**

◆ CAUTION ◆

Do not leave contaminated oil in the pump housing or leave the housing empty. Remove contaminated oil as soon as discovered and replace it with clean oil.

## **PERIODICALLY**

Change the oil after the first 100 hours of operation, and every 400 operating hours thereafter. When changing, remove the drain plug (60)

at the bottom of the pump so all oil and accumulated sediment will drain out.

◆ CAUTION ◆

**Do not turn the drive shaft while the oil reservoir is empty.**

◆ CAUTION ◆

**Protect the pump from freezing.**

---

# *Service of Wet End*

*ProFire 3.7*

*Section 6-3*

**T**his section explains how to disassemble and inspect all easily-serviceable parts of the pump. Repair procedures for the hydraulic end (oil reservoir) of the pump are included in a later section of the manual.

◆ CAUTION ◆

**Do not disassemble the hydraulic end unless you are a skilled mechanic. For assistance, contact HydraMaster (206-775-7275) or the distributor in your area.**

**1. Remove Manifold (3) and Valve Plate (12)**

- a. Remove all eight bolts (1) around the manifold.
- b. Remove the manifold (3) and valve plate (12).
- c. Inspect the manifold for warping or wear around the inlet and outlet ports. If wear is excessive, replace the manifold.

To check if the manifold is warped, remove the O-rings (4) and place a straightedge across it. A warped manifold (.003 inches or greater) should be replaced.

- d. Inspect the valve plate in the same manner as the manifold.

**2. Inspect Valves (5-11)**

The three inlet and three outlet valve assemblies are identical (but face in the opposite direction). Inspect each valve as follows:

- a. Check the spring retainer (10), and replace if worn.
- b. Check the valve spring (8). If it is shorter than a new spring, replace it (don't just stretch the old spring).
- c. Check the valve poppet (7). If worn excessively, replace it.
- d. Remove the valve seat (6).

Inspect the valve seat for wear, and replace it if necessary. A new O-ring (5) should be installed.

- e. Check the dampening washer (11), and replace if worn.
- f. Reinstall the valve assemblies:
  - ▷ Clean the valve ports and shoulders with emery cloth, and lubricate them with lubricating gel or petroleum jelly.
  - ▷ Install the O-Ring (5) on the valve seat (6).
  - ▷ **Inlet (3 upper valves in the illustration below).** Insert the spring retainer (10) into the valve plate, then insert the spring, valve, Tetra seal, valve seat, and dampening washer (8,7,9,6.11). A flat O-Ring [Tetra seal] (5) goes between the retainer and seat.
  - ▷ **Outlet (3 upper valves in the illustration).** Insert the

dampening washer, valve and spring, then the retainer. Install the flat O-ring between the retainer and seat.

### **3. Inspect and Replace Diaphragms (17)**

- a. Remove the two cap screws (14) from the valve plate (12).
- b. Lift a diaphragm by one edge and turn the pump shaft until the diaphragm moves up to "top dead center." This will expose machined cross-holes in the plumber shaft behind the diaphragms.
- c. Insert a hex wrench through one of the machined cross holes, to hold the diaphragm up. (Don't remove the tool until the new diaphragm is installed in step "g" below.)
- d. Unscrew the diaphragm. Use a 5/16 in. open end wrench, and turn counterclockwise.
- e. Inspect the diaphragm carefully. A ruptured diaphragm generally indicates a pumping system problem, and replacing only the diaphragm will not solve the larger problem. Inspect the diaphragm for the following:
  - ▷ **Small Puncture.** Usually caused by a sharp foreign object in the fluid, or by an ice particle.
  - ▷ **Diaphragm pulled away** from the side. Usually caused by fluid being frozen in the pump, or by over-pressurization of the pump.
  - ▷ **Diaphragm becoming stiff** and losing flexibility. Usually caused by pumping a fluid which is incompatible with the diaphragm material.



- ▷ **Diaphragm edge chewed away.** Usually caused by over-pressurizing the system.
  - f. Clean away any spilled oil. Apply Loctite #242 Threadlocker to the screw of the new diaphragm (or the old one, as appropriate).
  - g. Install the diaphragm and tighten to 10 in-lbs.
  - h. Repeat the above inspection procedure (and replacement, if necessary) with the other two diaphragms.
- 4. Flush Contaminant from Hydraulic End  
(only if a diaphragm has ruptured)**
- a. With the valve plate, manifold, and diaphragm cushion plate still removed (see above), remove the oil drain cap (63) and allow all oil and contaminant to drain out.
  - b. Fill the reservoir with kerosene or solvent. Manually turn the pump shaft to circulate the kerosene. Drain.

**◆ CAUTION ◆**

**If you have EPDM diaphragms, or if food grade oil is in the reservoir, do not use kerosene or solvents. Instead, flush with the same lubricant that is in the reservoir. Pumps with EPDM diaphragms have "E" as the 7th digit of the Model Number.**

- c. Repeat the flushing procedure (step "B" above).
- d. Fill the reservoir with fresh oil. Manually turn the pump shaft to circulate the oil. And drain once again.

- e. Refill the reservoir. If the oil appears milky, there is still contaminate in the reservoir. Repeat the flushing procedure until the oil appears clean.

### **5. Prime the Hydraulic Cells**

- a. With the pump **horizontal**, fill the reservoir with the appropriate Hydra oil for the application.
- b. All air in the oil within the hydraulic cell (behind the diaphragms) must be forced out by turning the shaft (and thus pumping the piston). A shaft rotator is included in the Wanner Tool Kit.

Turn the shaft until a **bubble-free** flow of oil comes from behind all the diaphragms. Watch the oil level in the reservoir. If it gets too low during priming, air will be drawn into the pistons (inside the Hydraulic end). This will cause the pump to run rough, and you will have to start over again with priming the hydraulic cells.

- c. Wipe excess oil from the diaphragm plate and diaphragms.

### **6. Reinstall Valve Plate (12) and Manifold (3)**

- a. Reinstall the valve plate (12), with the valve assemblies installed as outlined above, onto the diaphragm plate (18).
- b. Reinstall the O-rings (4) on the rear side of the manifold. Use petroleum jelly or lubricating gel to hold them in place.
- c. Reinstall the manifold onto the valve plate.
- d. Insert all bolts (1) around the edge of the manifold, and alternately tighten opposite bolts until all are secure. Torque to 15 ft-lbs.

- e. Recheck all bolts for tightness.

---

# *Service of Hydraulic End*

*ProFire 3.7  
Section 6-9*

**T**his section explains how to disassemble and inspect the hydraulic end (oil reservoir) of the pump.

◆ CAUTION ◆

**Do not disassemble the hydraulic end unless you are a skilled mechanic. For assistance, contact HydraMaster (206-775-7275) or the distributor in your area.**

Depending on the repair you are attempting, you may or may not have to remove the motor from a direct-drive pump/motor unit.

Internal piston components (21 - 27) can be serviced without removing the motor or crankshaft. The motor and crankshaft must be removed to service the connecting rod (59), piston housing (20), crankshaft (57), front bearing (68), back bearing (55), or seal (54).

## **TO SERVICE PISTONS WITHOUT REMOVING MOTOR OR CRANKSHAFT**

### **1. Disassemble Pistons**

With the manifold, valve plate, diaphragm cushion, diaphragm plate, and diaphragm removed, and the oil drained from the pump (see the basic Service Section):

- a. Remove the snap ring (27) from one of the pistons, using a standard

snap-ring pliers.

- b. Pull out the valve plunger (24). This also removes the washer (26) and spring (35).
- c. Insert a hook through the center hole of the valve cylinder (22), and pull the cylinder out of the piston. Be careful not to damage the piston.
- d. Inspect all parts, and replace the O-ring and any other parts which are worn or may be damaged.
- e. Repeat steps "a" through "d" for the remaining pistons.

## **2. Reassemble Pistons**

- a. Tip the pump so the pistons are vertical.
- b. Drop a ball (21) into the opening in the bottom of the piston.
- c. Insert a valve plunger (24) into a valve cylinder (22). Slide a spring (25) over the plunger, inside the valve cylinder.
- d. Slide the assembled valve cylinder, plunger, and spring (22-25) into the piston (20).
- e. Insert a washer (26) over the plunger.
- f. Insert a snap ring (27) into the piston. Use the snap-ring pliers.
- g. Repeat the above procedure for the other two pistons.

## **TO SERVICE THE REMAINDER OF THE HYDRAULIC END**

### **1. Remove Pump Housing**

- a. Remove the manifold, valve plate, diaphragm cushion, and diaphragms, as outlined in the basic Service Section.
- b. Drain the oil from the pump housing by removing the drain plug (60).
- c. Stand the pump on end, with the drive shaft up.
- d. Remove the bolts (50) that secure the back cover (52) to the housing (78). Use a 3/8 in. socket wrench. Save the O-rings (51).
- e. Remove the cover and the cover O-ring (53).
- f. Remove the crankshaft (57) by pulling it through the connecting rods (59).

### **2. Remove and Replace Pistons**

To remove the pistons (20), first remove the connecting rod (59) and pin (58) by pressing the pin through the connecting rod.

Reverse the process to reinstall the pistons.

Refer to Step 5 and 6 below to replace the diaphragm and reassemble the pump.

### **3. Reassemble Housing and Casting**

**NOTE:** Inspect the shaft seal (54) before continuing. If it looks damaged in any way, replace it. Refer to "Replace Shaft Seal"

**below.**

- a. Stand the pump on end.
- b. With the pistons and connecting rods in place, reinstall the crankshaft by threading it through the connecting rods.
- c. Reinstall the back cover, cover O-ring, and bolts (with their O-rings).

#### **4. Replace Shaft Seal**

- a. Press the back bearing (55) and seal (54) out of the back cover (52). Discard the seal.
- b. Apply a coating to Loctite High-Performance Pipe Sealant with Teflon, or a comparable product, to the outer surface of a new seal and the inside surface of the opening in the back cover (52) where the seal will rest.
- c. Press the new seal into the back cover.
- d. Inspect the bearing (55). If pitted or damaged, replace it.
- e. Apply a coating of Loctite Rc-609 retaining Compound or comparable product to the outer surface of the bearing. Press the bearing into the back cover until it rests on the shoulder. The shield on the bearing **must** face away from the back cover.

#### **5. Reinstall Diaphragms**

- a. Screw the plunger puller (from the Tool Kit or Repair Kit) into the plunger (24). Pull out to expose the cross holes in the plunger. Rotate the shaft until the piston is at top dead center.

- b. Insert a diaphragm hex wrench (from the Tool Kit), or similar dowel-type object, through the plunger holes to hold the plunger away from the diaphragm place (18), and to keep the plunger from turning when the diaphragm is being installed.
- c. Apply a small amount of Loctite #242 to the threads of the diaphragm screw (be sure the threads are clean).
- d. Set the diaphragm (17) on the plunger (24), ridge-side out. Screw the diaphragm onto the plunger.
- e. Hold the diaphragm hex wrench, and tighten the diaphragm to 10 in.-lbs of torque.
- f. Repeat the above procedure for the plungers and diaphragms of the other two cylinders.
- g. Fill the reservoir with fresh oil and prime the pump, as outlined in the basic Service Section.

#### **6. Reassemble Pump**

Reassemble the pump as outlined in the basic Service Section.



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# *Pump Troubleshooting*

*ProFire 3.7*  
*Section 6-14*

## Cavitation

Inadequate fluid supply because of:

- Inlet line collapsed or clogged
- Air leak in inlet line
- Worn or damaged inlet hose

Fluid too hot for inlet suction piping system.

Air entrained in fluid piping system.

Aeration and turbulence in supply tank.

Inlet suction vacuum too high.

Symptoms of Cavitation:

- Excessive pump valve noise
- Premature failure of spring or retainer (8, 10)
- Volume or pressure drop
- Rough-running pump.

## Drop in Volume or Pressure

Air leak in suction piping.

Clogged suction line or suction strainer.

Suction line inlet above fluid level in tank.

Inadequate fluid supply.

Pump not operating at proper RPM.

Worn pump valve parts.

Foreign material in inlet or outlet valves.

Loss of oil prime in cells because of low oil level.

Ruptured diaphragm.

Cavitation.

Warped manifold from over-pressurized system.

O-rings forced out of their grooves from over-pressurization.

Air leak in suction line strainer or gasket.

## Water Pulsations

Foreign object lodged in pump valve.

Loss of prime in hydraulic cells because of low oil level.

Air in suction line.

Valve spring broken.

Cavitation.

Aeration or turbulence in supply tank.

## Valve Wear

Normal wear.

## Loss of Oil

External seepage.

Rupture of diaphragm.

Frozen pump.

Worn shaft seal.

Oil drain piping or fill cap loose.

Valve plate and manifold bolts loose.

## Premature Failure of Valve Spring or Retainer

Cavitation.

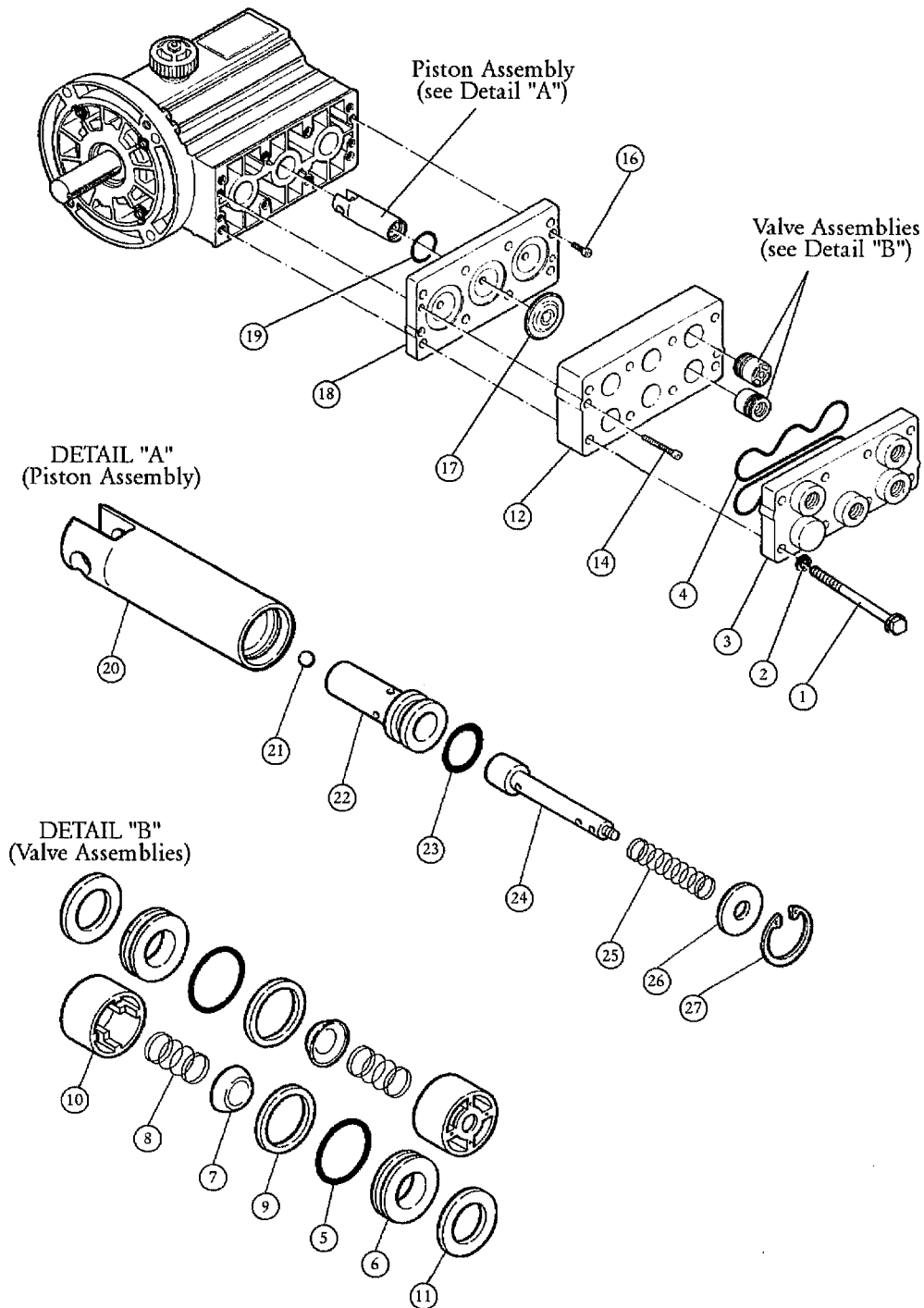
Foreign object in the pump.

Pump running too fast.

Spring/retainer material incompatible with fluid being pumped.

Excessive inlet pressure.

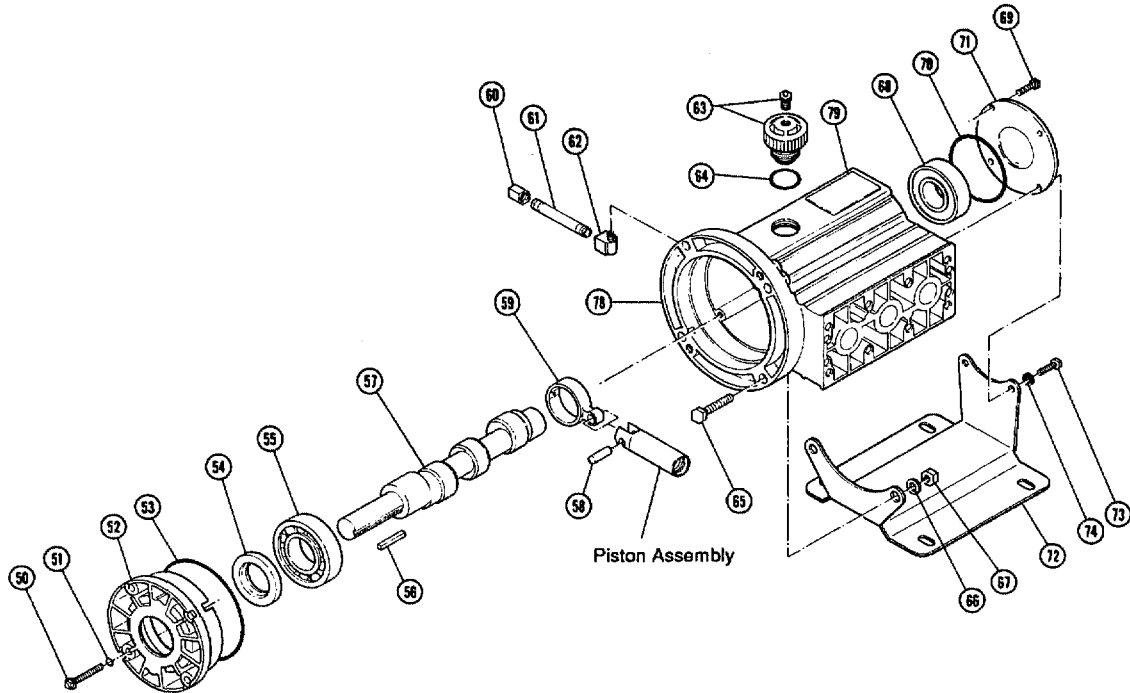
Figure 6-1



**PARTS LIST**

REF. NO.	PART NO.	DESCRIPTION	QTY. PER PUMP
1	D03-024-2010	Bolt, 3" hex-head	8
2	C22-014-2000	Washer, 5/16"	8
3	D03-004-1010	Manifold, brass, NPT	1
4	D03-073-2110	O-ring, manifold, Buna	2
5	C24-009-2110	O-ring, valve seat, Buna	6
6	D03-020-1002	Valve Seat, 17-4 SST	6
7	D03-021-1002	Valve, 17-7 SST	6
8	D03-022-3114	Valve Spring, Elgiloy	6
9	D03-092-2110	Tetra Seal, Buna	6
10	D03-023-2310	Retainer, valve spring, Celcon	6
11	D03-125-2310	Washer, dampening, Celcon	6
12	D03-003-1010	Valve Plate, brass	1
14	D03-029-2010	Cap Screw, socket-head, 1"	2
16	D03-088-2010	Cap Screw, socket-head 1/2"	2
17	D03-018-1220	Diaphragm, Buna-N-XS	3
18	D03-002-1000	Diaphragm Plate	1
19	D03-075-2110	O-ring, diaphragm plate, Buna	3
20	D03-014-1004	Piston	3
21	D10-015-3010	Ball	3
22	D03-043-1000	Valve Cylinder	3
23	D03-034-2110	O-ring, valve cylinder, Buna	3
24	D03-044-1000	Valve Plunger	3
25	D03-045-3110	Spring, sleeve valve	3
26	D03-049-1000	Washer	3
27	D03-048-2210	Snap Ring	3

Figure 6-2



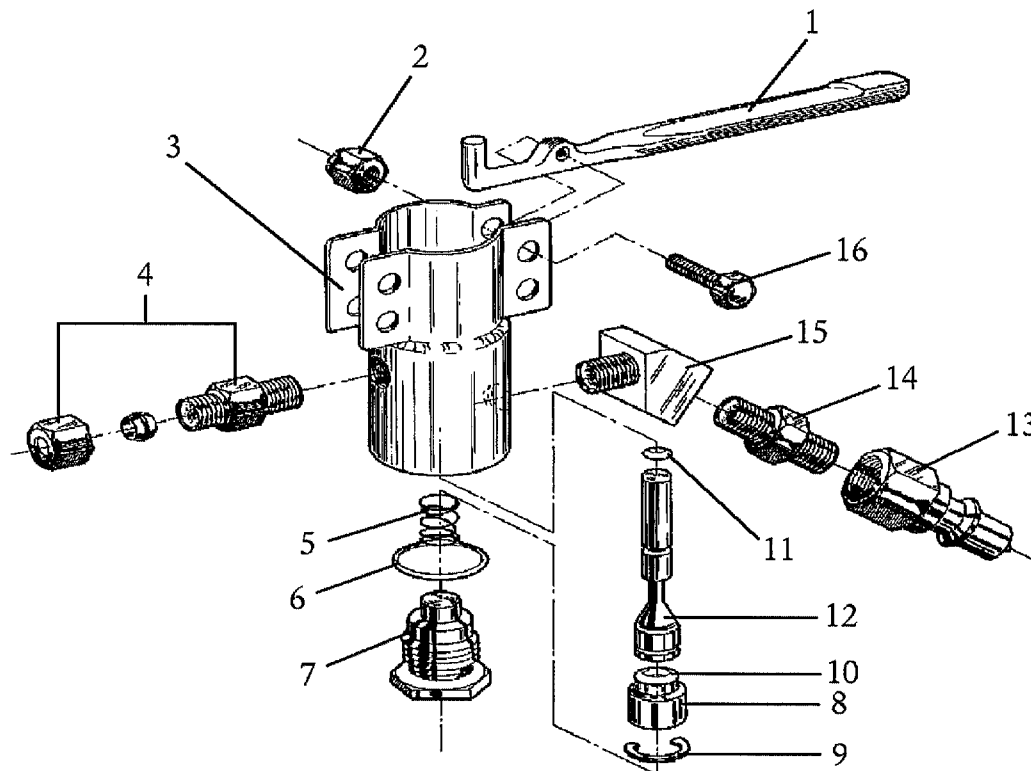
**PARTS LIST CONTINUED...**

REF. NO.	PART NO.	DESCRIPTION	QTY. PER PUMP
50	D03-086-2010	Cap Screw, hex-head, with washer	4
51	D03-036-2110	O-ring, back cover screws, Buna	4
52	D03-131-1000	Back Cover	1
53	D03-037-2110	O-ring, back cover, Buna	1
54	D03-031-2110	Seal, Buna	1
55	D03-011-2910	Back Bearing	1
56	D03-085-2210	Key, shaft	1
57	D03-009-1003	Crank Shaft, shaft-driven, 3.0 GPM @ 1725 RPM	1
58	D03-133-1000	Pin	3
59	D03-132-1000	Connecting Rod	3
63	000-027-006	Cap, HydraPump w/ vent & O-ring	1
64	D10-080-2110	O-ring, oil fill, Buna	1
68	D03-010-2910	Front Bearing	1
69	D03-087-2010	Cap Screw, hex-head, 1/2"	4
70	D40-074-2110	O-ring, front cover, Buna	1
71	D03-130-1000	Front Cover	1
78	D03-001-1001	Pump Housing [D-03, M-03]	1
	M13-001-1001	Pump Housing [M-13]	1
79	D10-040-2410	Name Plate	1

# *Cleaning Wand Parts*

*ProFire 3.7*  
*Section 7-1*

Figure 7-1: **VALVE ASSEMBLY**



**Figure 7-2: JET ASSEMBLY**

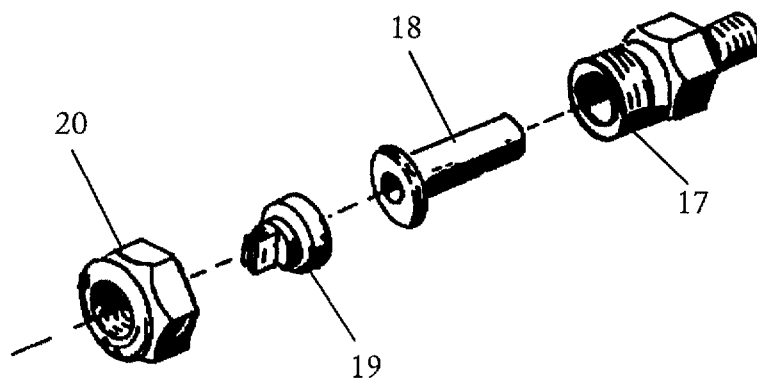
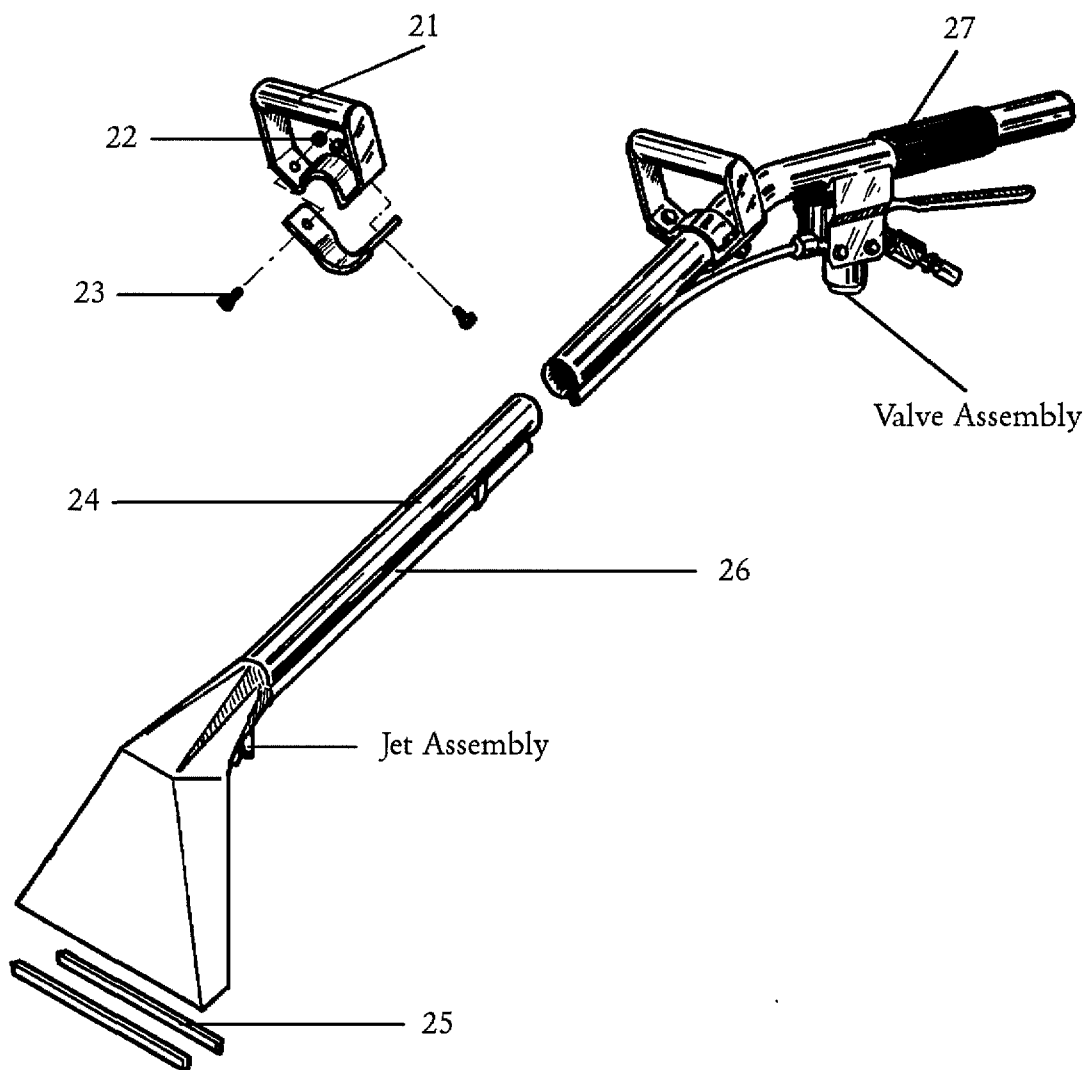




Figure 7-3: **WAND ASSEMBLY**



### Valve, Jet, Wand Parts List

ITEM NO	PART NO	DESCRIPTION	QTY
1	167-013	Trigger, Cast Hydra Hoe Valve	1
2	094-009	Nut, 1/4 - 20 s/s Nylock	3
3	600-012-001	Valve Body - HydraMaster Valve	1
4	052-152	1/4 Male Comp. Fitting - Hydra Hoe	1
5	155-003	Spring, HydraMaster Solution Valve	1
6	097-011	O-Ring, HMaster Solution Valve Cap	1
7	027-001	Cap, s/s HMaster Solution Valve	1
8	139-004	Ring, Solution Valve Retaining	1
9	139-003	Ring Keeper, HMaster Solution Valve	1
10	097-010	O-Ring, HM Valve Plunger - Large	1
11	097-022	O-Ring, Solution Valve/Flowmeter - small	1
12	107-129	Plunger, HydraMaster Solution Valve	1
13	052-050	440 Male Quick Connect with Viton	1
14	052-071	Nipple, 1/4 Brass Hex	1
15	052-082	Elbow, 1/4 Brass 45 Street	1
16	143-002	Screw, 1/4 - 20 x 1" HHC s/s	1
17	052-153	Brass Stabilizer Housing	1
18	186-001	Stabilizer	1
19	076-005	Jet, #6 s/s Hydra Hoe	1
20	094-028	Nut, Brass - Jet Assembly Group	1
21	061-006	Handle, Pressure Guide Wand	1
22	094-035	Nut, 5/16 - 18 s/s Nylock Half Nut	2
23	143-012	Screw, 5/16 - 18 x 3/4" s/s HHC	2
24	173-001	Wand, s/s Hydra Hoe - Stock	1
25	082-004	Lips, 12" s/s Hydra Hoe (2 piece set)	1
26	168-001	Tube, s/s Hydra Hoe Solution	1
27	061-007	Handle Grip - Hydra Hoe	1
Not Shown:	154-001	Spacer, 1/4 x 5/16 - s/s Sol. Valve	5
	169-055	Valve Assembly, s/s Hydra Hoe	1
	143-005	Screw, 1/4 - 20 x 1.75" HHC s/s	2
	094-009	Nut 1/4 - 20 s/s Nylock	1
	052-151	Compression, 1/8" Female Hydra Hoe Fitting	1
	081-015	Label, "Hydra-Man" - Wand	1
	174-003	Washer, 1/4" s/s	4
	174-065	Washer, .438" x 1" x .083" s/s	2

---

# *Heating System*

*ProFire 3.7*

*Section 8-1*

The propane heater incorporated in this equipment is a special design for use in the carpet cleaning industry. Its high pressure coils and thermostatic temperature control make it simple to operate and reliable. Once the desired temperature is set, the heater will then go 'on' and 'off' according to the water temperature within the heater. As water is used through the cleaning tool, cold water entering the heater will activate the thermostatically controlled propane valve thereby firing the heater to maintain a consistent flow of hot water. Once the cleaning wand is shut off and the flow of water through the heater stops, the heater will continue to burn until the set temperature is attained.

It is possible with this design that the flame may be on when the wand is off, likewise, it is possible the flame may be off when the wand is on.

◆ CAUTION ◆

This heater is designed to burn vapor propane gas only. Any liquid propane entering the heater may cause damage to the control valve on the heater. It will also cause improper burning and a soot build-up on the coils. Therefore, it is necessary to shut off the heater and close the valve at the tank between cleaning locations. Failure to do this allows sloshing liquid to enter the vapor feed line to the heater.

**IMPORTANT:** Overfilling of the propane tank will cause many problems. To avoid this, advise the attendant filling the tank **not to fill the tank over 90%**. When filling the tank, watch the 10% valve and immediately stop filling when white liquid starts spurting from the 10% valve. To prevent damage to the propane regulator, always close the valve on the tank

before filling.

The propane regulator is pre-set at the factory at 6 oz. of propane. This reading is taken at the control valve on the heater. To prevent road dust and moisture from entering the propane regulator, keep the white plastic cover (supplied) on the regulator at all times.

To avoid restriction of air flow at the base of the heater, keep articles such as chemical containers, hoses, boxes, etc. from within 18 inches of the base of the heater.

**NOTE:** This restricted situation also creates an over rich condition which results in soot build-up.

**IMPORTANT:** If a new propane tank has been installed or hoses have been disconnected, air may enter the propane hoses and must be purged prior to attempting to light the pilot burner. Should this condition exist, the operator must depress the pilot button for 1 to 5 minutes and attempt to ignite the pilot light at 15 second intervals. A very slight hissing noise should be evident while performing this operation.

**◆ WARNING ◆**

Check heater for propane leaks regularly. While loading and unloading hoses, tools, etc., they may accidentally bump against the heater fitting or pipes.

(See additional cautions in Operating Precautions, Section 3, Page 3.)

## HEATER OPERATING INSTRUCTIONS

◆ CAUTION ◆

The heater must be filled with water prior to igniting.

### A. TO START PILOT:

1. Adjust thermostat control knob on unitrol to desired setting.
2. Adjust gas valve to pilot position.
3. Depress pilot button.
4. Depress sparking button to light pilot.

### IF PILOT FAILS TO LIGHT:

Is propane tank full?

Is propane tank valve open?

Has air been properly bled from propane line?

Is ignition system working?

### WHEN PILOT LIGHTS:

Wait ten seconds, depressing button manually, then release button.

◆ WARNING ◆

Always keep your face away from the main burner opening to avoid ignition flash burn.

### B. TO LIGHT MAIN BURNER:

1. Turn upper knob to 'on' position. Flame will come on.

If you do not get the burner to flame, the pilot has expired. You must turn the upper dial to 'off' position. Do not attempt to re-light the pilot for 60 seconds.

To light the main burner, repeat instructions 1 through 4 as above (TO START PILOT).

OR, water may already be at controlled temperature. The flame will turn off when the thermostat senses maximum temperature.

**C. TO ACHIEVE PROPER CARPET CLEANING TEMPERATURE:**

1. Complete procedures A and B.
2. With 100' of hose, turn cleaning wand on for 5 minutes and the temperature should stabilize.
3. Once a constant temperature is established, turn cleaning wand 'off'. The flame on the heater burner should remain on for 10 to 15 seconds.
  - a. If the flame expires prior to 10 seconds, turn the thermostat dial to a higher reading, then repeat C 1-3.
  - b. If the flame remains lit after 15 seconds, turn the thermostat dial to a lower reading, then repeat C 1-3.

The thermostat settings are:

- |          |          |
|----------|----------|
| 1 - 175° | 2 - 180° |
| 3 - 185° | 4 - 190° |
| 5 - 195° | 6 - 200° |
| 7 - 205° |          |

**D. TO SHUT DOWN HEATER:**

1. Turn gas valve dial to 'off' position.

**◆ CAUTION ◆**

2. Turn cleaning wand on for 3 to 5 minutes to cool heater core. If heater core is not cooled, it is possible that the heat retained in the core will cause boiling back into a chemical mix tank. This results in damages to the water pump.

3. Close propane tank valve.

PILOT BURNER ADJUSTMENT:

1. Remove pilot adjustment cap screw.
2. Adjust pilot key to provide properly sized flame.
3. Replace pilot adjustment cap screw.

Allen head pipe plug can be removed for manometer insertion to read propane ounces.

# Heater Troubleshooting

ProFire 3.7

Section 8-6

No	Problem / Possible Cause	Solution
1	The pilot fails to light.	<b>CAUTION:</b> Any time a propane fitting is loosened it is necessary to take precautions to make sure it does not leak after it is retightened.
1.1	The <i>propane tank</i> is empty.	Fill the tank. <b>NOTE:</b> The tank should only be filled to 80% of its capacity.
1.2	The <i>gas supply</i> to the thermostat is turned off.	Turn on the LP Gas valve and the in-line gas valve. Turn the thermostat valve to "Pilot."
1.3	The <i>pilot igniter</i> is not sparking.	The igniter tip is grounding out or the igniter is defective. Check the igniter tip for cracks in the insulator. The tip should be more than $\frac{1}{8}$ of an inch away from either the pilot deflector or the thermocouple. If the igniter is defective, replace it.
1.4	There is air in the <i>propane line</i> .	Turn the gas on until the air is expelled and the gas will ignite at the pilot head. This may take up to 20 seconds.
1.5	The <i>pilot orifice</i> is clogged.	Unscrew the pilot tubing and orifice fitting. Soak the fitting in isopropyl alcohol. Use pressurized air to unstop the two pilot orifices. Reassemble and test the pilot light. Replace the orifice if necessary.



No	Problem / Possible Cause	Solution
<b>2</b>	<b>The pilot lights but goes out when the red button plunger is released.</b>	
2.1	The <i>pilot flame</i> is too small. It does not strike the thermocouple.	Adjust the size of the flame with the adjustment screw on the unitrol. If the size of the flame can not be adjusted then the pilot orifice is clogged. See 1.5 in this chapter.
2.2	The <i>thermocouple</i> is loose or defective.	Examine the thermocouple. If loose, retighten. If necessary, replace.
2.3	The magnetic unit in the <i>unitrol</i> is defective.	Replace the unitrol.
2.4	The <i>gas pressure regulator</i> is not supplying the correct pressure.	Have an LP gas dealer adjust the regulator to the correct pressure. While the burner is on, the correct pressure should be 6 ounces per square inch.
2.5	The <i>gas line</i> size from the LP tank to the heater is too small.	Install at least a ½ inch i.d. liquid propane gas hose or the equivalent.

---

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
<b>3</b>	<b>The pilot lights but goes out during operation.</b>	
3.1	The <i>wind</i> blows the pilot out.	Locate the van in a place where the wind will not blow out the pilot.
3.2	The <i>pilot flame</i> is too small.	Adjust the pilot flame, clean the pilot orifice, and adjust the gas pressure. (For procedures, see Problems 2.1, 1.5, and 2.4 in this chapter.)

No	Problem / Possible Cause	Solution
4	<b>There is a loud noise when the burner ignites.</b>	
4.1	The <i>pilot flame</i> is too small.	Clean the pilot orifice (see 1.5 in this chapter).
4.2	The <i>pilot flame</i> needs to be redirected.	Bend the pilot bracket so that the pilot flame goes between the two burner jets.
4.3	The <i>burner jets</i> beneath the pilot flame are clogged.	Remove the clogged jets and clean them in isopropyl alcohol. Poke a 1/32 inch or size number 68 gas welding torch tip cleaner inside the orifice. Then clear it with pressurized air.
4.4	There is excessive <i>propane pressure</i> .	See 2.4 in this chapter.

No	Problem / Possible Cause	Solution
<b>5</b>	<b>The water is not hot enough.</b>	
5.1	The <i>heater coil</i> is covered with soot.	Remove the coil. Spray oven cleaner on the soot. Then clean off the coil with pressurized water.
5.2	The <i>burner jet orifices</i> are clogged.	Remove the burner. See 4.3 in this chapter.
5.3	The <i>heater coil</i> is scaled on the inside.	De-scale the heater coil or remove the coil and take it to a radiator shop to be boiled out.
5.4	The <i>water flow</i> rate through the heater coils is too fast.	Measure the water output. With an 8006 jet, your output at 300 PSI should be less than 1.5 GPM. If the GPM is more than 1.5, the temperature will be low. To achieve maximum efficiency with your heater, the water output must not be constant. A ten second "on", ten second "off" pattern is necessary to keep the temperature at the correct level.
5.5	The <i>propane regulator</i> is not adjusted correctly.	See 2.4 in this chapter.
5.6	The <i>propane regulator</i> is freezing up. (Look for frost on the outside of your regulator.)	<ul style="list-style-type: none"> <li>a) The regulator must be kept free of moisture. Areas with heavy snow fall or road splatter may require a hood or enclosure to protect the regulator.</li> <li>b) Liquid propane inside the regulator will also cause it to freeze up.</li> </ul>

No	Problem / Possible Cause	Solution
<b>6</b>	<b>The heater is putting out excessive heat.</b>	
6.1	The <i>propane regulator</i> is not adjusted correctly.	See 2.4 in this chapter.
6.2	The <i>jet orifice</i> in the <b>cleaning tool</b> is partially clogged or is too small and therefore the water flow rate through the heater coil is too slow.	Unclog the cleaning tool jet. See 5.4 in this chapter for the correct water flow.
6.3	The heater is being "teased" with short spurts of <i>water</i> .	<b>CAUTION:</b> When cleaning upholstery, be sure to turn down the temperature on the thermostat.
6.4	The <i>propane tank</i> is overfilled.	Have the excessive propane removed from your tank. If necessary, have all of the liquid propane heater components (ie. the regulator) cleaned by a propane dealer.
6.5	The burner will not turn off with the temperature turned down to its lowest setting. The <i>unitrol valve</i> is defective.	Replace the unitrol.
6.6	<b>With large three gallon heaters only</b> the burner will not turn off with the thermostat to its lowest setting. There is a gas leak in one of the <i>bleed line fittings</i> between the heater control valve and the thermostat control.	With the burner operating, check all of the gas fittings with a soap solution. Bubbles indicate leaks. If there is a leak, repair it.
6.7	<b>With large three gallon heaters only</b> the burner will not turn off with the thermostat to its lowest setting and there is no gas leak. The <i>control valve</i> is defective.	Replace the control valve.

No	Problem / Possible Cause	Solution
7	Flames come out of the bottom of the heater.	
7.1	There is excessive <i>propane</i> pressure.	See 2.4 in this chapter.
7.2	The <i>vent</i> is stopped up.	Unstop the vent.
7.3	The <i>wind</i> is blowing down into the heater.	Install a diverter.
7.4	The bottom of the <i>heater coil</i> is clogged with soot.	Remove the heater coil and spray oven cleaner on the soot. Then clean the coil with pressurized water.
7.5	The <i>burner jet orifices</i> are too big.	Install new burner jets. The orifice is size number 68 (or 1/32") for LP gas.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
<b>8</b>	<b>The heater soots up quickly.</b>	
8.1	The heater does not have enough " <i>breathing room.</i> "	Keep the area around the heater clear of equipment and clutter to allow air to get to it.
8.2	The <i>gas pressure regulator</i> is not supplying the correct pressure.	See 2.4 in this chapter.
8.3	The <i>burner jet orifices</i> are too big.	See 7.5 in this chapter.

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# *Vacuum System*

*ProFire 3.7*

*Section 9-1*

The vacuum blower in this machine is a positive displacement lobe type. The performance and life of this unit is greatly dependent on the care and proper maintenance it receives.

Because of the close tolerances between the lobes and housing of the vacuum blower, solid objects entering the inlet will damage the internal lobes, gears, bearings or drive system.

To prevent this, a stainless steel filter screen has been placed at the vacuum inlet inside the vacuum recovery tank. This stainless steel screen is finger tight and should be removed for cleaning weekly.

◆ CAUTION ◆

When machine is being run for test purposes and the vacuum inlet on top of the machine is open, caution should be used.

To protect the vacuum blower from overloading and damaging itself, there is a vacuum relief system installed on the vac tank. When the vacuum tank inlet is completely sealed off, a maximum of 12 HG will be attained. At the end of each day, an oil based lubricant should be sprayed into the blower lubrication port before shutting down the machine. If you fail to lubricate the vacuum blower daily, rust deposits and moisture will decrease the life of the vacuum blower.



**◆ CAUTION ◆**

Foam passing through the blower could lead to serious problems. Therefore, it is important to keep the vacuum tank foam free.

Read the vacuum blower manual carefully for proper oil change and grease application. The maintenance log may differ slightly from the manual, but the truck-mounted carpet cleaning machine application is very demanding of the vacuum blower and therefore it should be maintained more regularly.

**◆ CAUTION ◆**

The Vacuum tank is protected from overflowing by a vacuum tank float kill switch. The switch is not activated by foam, only by liquid.

**VACUUM TANK FILTER BAGS**

HydraMaster filter bags are designed to trap lint, sand and dirt that would normally collect at the bottom of your vacuum tank. The use of these bags, if emptied at the end of each job, will eliminate the build-up of much of the debris in the tank. The drawstring top of these bags is designed to be slipped around the incoming dirty water inlet in the vacuum tank.

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# *Blower Troubleshooting*

*ProFire 3.7*

*Section 9-3*

No	Problem / Possible Cause	Solution
<b>1</b>	<b>There is no vacuum or a loss of vacuum.</b>	
1.1	The <i>stainless steel filter</i> is clogged.	Clean or replace the filter.
1.2	The <i>filter bag</i> is clogged.	Clean or replace the filter bag.
1.3	The <i>vacuum tank dump valve</i> is "open" or defective.	If water drips from the valve when the machine is not running, the valve will cause a vacuum loss when the machine is running. Replace it if it is defective.
1.4	The <i>hose</i> on the live hose reels is collecting water.	Unroll the entire length of the hose each time you use it.
1.5	The <i>vacuum hose</i> is plugged.	Remove the obstruction by reversing the vacuum hose.
1.6	There is a restriction in the <i>cleaning tool</i> .	Remove the obstruction.
1.7	The <i>vacuum tank seal</i> is defective.	Replace the seal.
1.8	The <i>hose</i> from the blower to the recovery tank is kinked or has collapsed inside.	Replace or reshape the hose. <b>NOTE:</b> A special reinforced hose is required for replacement.
1.9	There is a hole in the <i>recovery tank</i> .	Inspect the tank for leaks using smoke and weld the tank if it is required.
1.10	There is a hole in the <i>vacuum hose</i> .	Repair or replace the hose.
1.11	The <i>vacuum release</i> is loose.	Readjust the vacuum release.
1.12	The <i>engine speed</i> is too low.	Adjust the speed.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
1.13	The <i>vacuum blower's</i> end plates or lobes are worn.	Replace the worn components. <b>NOTE:</b> This must be accomplished by a qualified technician.
1.14	There are <i>vacuum leaks</i> around the top collector box.	A vacuum leak can usually be detected by spraying a mist of WD40 or blowing smoke towards the leak. The mist or smoke will be sucked into the leak. When you see the leak, repair it.

No	Problem / Possible Cause	Solution
<b>2</b>	<b>The blower is noisy.</b>	
2.1	There is an <i>exhaust</i> leak between the blower and the silencer.	Inspect the fittings to determine where the air leak is. Repair as necessary.
2.2	The <i>blower</i> is out of oil or the gears may be bad. <b>NOTE:</b> Permanent damage may result from a lack of lubrication.	Add oil. If the noise continues, replace the gears or blower. <b>NOTE:</b> Replacement of the gears must be accomplished by a qualified technician.
2.3	The <i>silencer</i> is bad.	Inspect it for an external hole. Repair or replace the silencer.
2.4	The <i>lobes</i> are hitting.	Replace the blower.
2.5	The <i>engine</i> is running at the wrong speed. This is noticeable because the blower noise increases with speed.	Adjust the engine to run at the proper speed.
2.6	The <i>bearings</i> are worn.	Remove and replace the bearings as required. <b>NOTE:</b> This process must be accomplished by a qualified technician.

No	Problem / Possible Cause	Solution
<b>3</b>	<b>The blower will not turn.</b>	
3.1	The <i>lobes</i> are locked up because of rust, burnt chemical foam, or a sugar-like substance has been vacuumed up from the carpet.	<p>a. Most <i>burnt foam</i> and <i>rust</i> can be removed by soaking the lobes with liquid wrench. After soaking the lobes, with the machine running, pour a half gallon of hot water into the top of the blower. Then spray WD40 or Pennz Lube into the top of the blower to displace the water.</p> <p>b. Any <i>sugar-like substances</i> can be removed by soaking the lobes with hot water.</p>
3.2	There is debris in the <i>blower</i> .	Remove the debris. A stainless steel filter is provided at the vacuum inlet in the vacuum tank to prevent this problem.
3.3	The blower has broken <i>gears</i> or shattered <i>lobes</i> .	Rebuild or replace the blower. <b>NOTE:</b> Rebuilding the blower must be accomplished by a qualified technician.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
<b>4</b>	<b>The shaft turns, but the lobes do not.</b>	
4.1	The <i>shaft</i> is broken inside the blower.	Replace the blower.

# Engine Troubleshooting

*ProFire 3.7*  
*Section 10-1*

No	Problem / Possible Cause	Solution
<b>1</b>	<b>The engine will not turn over.</b>	
1.1	The <i>circuit breaker</i> on the control panel has tripped.	Press the reset button. Inspect the unit to determine the cause of the tripped circuit breaker and correct the problem.
1.2	There is a loose <i>battery cable</i> or corroded <i>battery terminals</i> .	Clean and tighten the battery terminal connections.
1.3	The <i>battery</i> is dead.	Recharge or replace the battery.
1.4	There is a problem with the <i>fuse link</i> .	Check the link. If it is defective, replace it.
1.5	There is a problem with the <i>starter solenoid</i> .	With the ignition switch in the "Start" position, check the following on the solenoid. Check for + 12 volts on: a. the small terminal with the blue wire from the ignition switch, b. the large terminal with the cable from the battery, and c. the large terminal with the cable going to the starter. If the voltage is present on the first two checkpoints, but not on the large terminal going to the starter, replace the solenoid.
1.6	The <i>ignition switch</i> is defective.	Test the switch for entering voltage. If there is voltage entering but no voltage exiting the center post when the switch is fully engaged, then replace the switch.
1.7	The <i>vacuum blower</i> has seized.	Refer to The Blower, Chapter 10.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
1.8	The <i>starter motor</i> is defective.	Remove the belt(s) from the engine. Check to see if the engine will turn over manually. Check that the engine is grounded to the minus side of the battery. With the ignition key in the start position, check the starter motor for +12 volts. If all of the above conditions are met and the starter will not turn, replace it.
1.9	There is an <i>engine</i> problem.	Refer to the engine operation and maintenance manual in your owner's manual or see the local Briggs & Stratton engine repair facility.



No	Problem / Possible Cause	Solution
2	<b>The starter turns the engine over, however the engine will not start. (There is no spark<sup>♦</sup>.)</b>	♦ Check for spark at the spark plugs. If there is no spark, examine the troubleshooting guide above. However, if there is no gas, see troubleshooting problem number 3 on the following page for possible fuel problems.
2.1	The <i>recovery tank</i> is full.	Empty the tank.
2.2	The <i>recovery tank float</i> is causing the engine to shut down.	Disconnect the float. If the unit starts, replace the defective float.
2.3	The <i>engine</i> is malfunctioning.	Refer to the Briggs & Stratton Engine Maintenance manual included in your owner's manual.
2.4	The <i>magnetron</i> is malfunctioning.	Check the magnetron. If it is adjusted properly, all the wires tight, and none of the wires are grounding out, then remove all the wires from the engine kill lug. If there is still no spark, replace it.
2.5	A <i>spark plug</i> is faulty.	Check for worn, fouled or improperly gapped spark plugs. Replace if necessary. <b>CAUTION:</b> Allow the engine to cool completely before attempting to remove the plugs.
2.6	The <i>engine kill relay</i> is malfunctioning.	Remove either end of the wire that runs from the relay to the engine kill lug. If the engine starts, replace the relay.
2.7	The <i>oil pressure switch</i> is causing the engine to shut down.	Check the engine oil level. If it is at the proper level, then disconnect the oil pressure switch. If the unit starts, then replace the switch.
2.8	The <i>high temperature shutdown switch</i> is defective.	Disconnect the switch. If the engine starts, then test the switch. The switch operates at 245° F. Replace it if it is defective.

No	Problem / Possible Cause	Solution
3	<b>The starter turns the engine over, however the engine will not start. (There is no gas<sup>♦</sup>.)</b>	♦ Check for spark at the spark plugs. If there is no spark, see troubleshooting problem number 2 on the previous page. However if there is a spark, examine the above troubleshooting guide for possible fuel problems.
3.1	The <i>fuel pump</i> is defective.	Remove the fuel line from the engine and place it in a container to see if the fuel is being pumped when the ignition is on. Replace the fuel pump if it is defective.
3.2	There is a poor <i>battery ground</i> to the fuel pump.	Repair the loose ground connection.
3.3	The <i>fuel pump</i> is sucking air between the gas tank and the inlet side of the fuel pump.	Examine the gas inlet side of the fuel pump. Tighten any loose fittings or clamps. Replace any ruptured hose.
3.4	The <i>fuel filter</i> is clogged.	Inspect the filter and replace if necessary.
3.5	The <i>quick connect</i> in the fuel line is clogged.	Clean or replace the quick connect.
3.6	The engine's <i>carburetor solenoid valve</i> is defective.	With the ignition on, check for 12 volts going to the valve. If the voltage is present, the valve should be open. Replace the valve if it is defective.
3.7	<b>In CrossFire machines only</b> , the <i>lower float in the chemical mix tank</i> , which also activates the fuel solenoid at the carburetor, is defective.	Push in the freeze guard switch located on the lower control panel. (This is recommended because it is possible for the float switch to carry enough continuity to light a test probe but not enough to open the solenoid.) If the engine starts and runs with the switch engaged, then replace the defective float.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
3.8	<b>In CrossFire machines only</b> , the chemical mix tank is out of water caused by a defective <i>upper float in the mix tank</i> .	When the float is down, the circuit is open. When the float is up, the circuit is closed. Replace the float if it is defective.
3.9	<b>In CrossFire machines only</b> , the chemical mix tank is out of water caused by a dirty or defective <i>solenoid valve</i> along side of the mix tank.	The solenoid valve is normally closed and should open with 12 volts across its terminals. Remove any foreign matter from inside the valve. Replace the valve if it is defective.
3.10	<b>In CrossFire machines only</b> , the chemical mix tank is out of water caused by a defective <i>chemical relay</i> .	Remove the wire going to the chemical relay terminal 17a at the Diagnostic Center. Turn the ignition switch on and check for + 12 volts on relay terminal 16. If no voltage is present, replace the relay.

No	Problem / Possible Cause	Solution
<b>4</b>	<b>The engine runs poorly or dies after running for awhile.</b>	
4.1	The <i>air or gas filter</i> is clogged.	Inspect both filters and replace the clogged one.
4.2	There is a poor <i>battery ground</i> to the fuel pump.	Inspect the electrical grounds and repair any loose ground connections.
4.3	The <i>fuel pump</i> is sucking air between the gas tank and the fuel pump.	Inspect for air leaks between the fuel pump and the gas tank. Repair or replace any leaking components.
4.4	The <i>fuel pump</i> is defective.	Remove the fuel line from the engine and place it in a container to see if the fuel is being pumped when the ignition is turned on. Replace the fuel pump if it is defective.
4.5	There is excessive <i>engine load</i> .	Clean and adjust the recovery tank relief valve. Adjust for 12 inches of lift under a full load.
4.6	The engine overheats from poor <i>ventilation</i> .	Remove any air restriction from around the engine. Add a roof vent or external fan, if necessary.
4.7	The engine overheats from carbon build up in the <i>combustion chamber</i> .	Refer to a local Briggs & Stratton dealer.
4.8	The engine overheats from too much oil in the <i>crankcase</i> .	Check the oil level and correct if necessary.
4.9	The <i>carburetor solenoid valve</i> is defective.	With the ignition switch on, check for 12 volts at the solenoid valve. If the voltage is present, the valve should be open. If the valve is defective, it must be replaced.

<b>No</b>	<b>Problem / Possible Cause</b>	<b>Solution</b>
4.10	The <i>engine</i> is malfunctioning.	Refer to the Engine Operation and Maintenance manual, or see local Briggs & Stratton dealer.
4.11	<b>In CrossFire machines only</b> , a clogged <i>heat exchanger</i> is causing back pressure.	This will cause the engine to run slow and spit gas from the carburetor. Remove the two brass plugs from the end of the stainless steel heat exchangers. If the engine runs better without the plugs, then clean the debris from the bottom of the copper heat exchanger.
4.12	<b>In CrossFire machines only</b> , the <i>lower float in the mix tank</i> is bad.	If the engine runs better when depressing the freeze guard switch, then replace the lower float.
4.13	<b>In dual tank Fords</b> , the engine is pulling through the ' <i>Tank Switching Valve</i> '.	Do not try to pull gas from both tanks.

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# *Electrical System*

*ProFire 3.7*  
*Section 11-1*

**T**he ProFire electrical system has been specifically designed with the operator in mind. Often the most difficult problem to trace is an electrical failure.

The ProFire series of machines utilizes a wiring diagnostic center which allows the operator or mechanic to trace all the electrical circuits from the front of the machine.

The entire electrical system operates on 12 volts DC which is provided by a battery. Battery levels are sustained by a 20 amp alternator inside the engine.

**NOTE:** When a new battery is installed, check that it is properly charged before installation or damage to the charging regulator may occur.



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# *Machine Maintenance*

*ProFire 3.7*  
*Section 12-1*

**T**o avoid costly repairs and down-time, it is imperative to develop and practice good maintenance procedures from the beginning. These procedures fall into daily, weekly, monthly and quarterly increments, and are outlined below. All recommended maintenance must be performed by competent service personnel.

**Important:** Record date and machine hours in maintenance log.

We have provided a maintenance log for your convenience at the end of this section. *Records of maintenance must be kept and copies may be required to be furnished to HydraMaster before the warranty is honored.* It is recommended that you affix a copy of the log on the vehicle door near your unit for convenience and to serve as a maintenance reminder.

## **OPERATIONAL MAINTENANCE**

### **DAILY**

Check engine oil level.

Inspect garden hose screen. Clean as needed.

Visually inspect machine for loose wires, oil leaks, water leaks, etc.

Inspect recovery tank s/s filter and filter bag for tears, holes, etc.

Clean, repair or replace as needed.

Lubricate blower with an oil based lubricant through blower inlet.



## WEEKLY

One time check of the belt tensioning *after first 25 hours* of use.  
Check oil level in blower.  
Check high pressure pump oil. Add as necessary.  
Check drive system screws. Tighten as needed.  
Check pump drive belt for wear.  
Check pump pulleys.  
Check high pressure water lines for wear or chafing.  
Check all nuts and bolts. Tighten as needed.  
Clean recovery tank thoroughly with high pressure washer.  
Check wiring for any chafing.  
Flush water and chemical system with 50/50 white vinegar solution.  
Change engine oil every two weeks.

## MONTHLY

Change oil filter.  
Check engine air cleaner filter. Clean as necessary.  
Remove pressure By-pass Valve stem. Grease stem. Reinstall.  
Check water level in battery. Clean connections as needed.  
Check the belt tensioning every 2 months.  
The single belt drive system tension is approx.  $\frac{3}{8}$ " deflection with 8 to 9 lbs of force, measured at midspan. The dual belt system tension is approx.  $\frac{3}{8}$ " deflection with 4 to 5 lbs of force per belt, measured at midspan.

## QUARTERLY

Check engine compression.  
Clean and gap spark plugs.  
Change oil in blower.

Change oil in pump.  
Grease blower bearing fittings.

## DE-SCALING, As Required

Scale deposits on the interior of the heating system can cause a noticeable loss in heating performance. Deposits of this kind result from hard water deposits, excessive chemical use, improper chemicals, etc. The frequency with which de-scaling procedures are required will vary.

If your area has particularly hard water or you see evidence of deposits in the water system, you may have to de-scale monthly. To de-scale your system, add an appropriate de-scaler chemical to your mix tank. Circulate it through the heating system. Let it stand. Flush and repeat as necessary. Clean all screens and strainers, and check them frequently following de-scaling.

## OVERALL MACHINE MAINTENANCE

**Maintaining the original appearance of your unit is important for two reasons:**

1. It represents a big dollar investment for your cleaning business and its appearance should reflect that fact. A dirty machine is not professional.
2. Maintenance, troubleshooting, and repair is much easier to accomplish on a clean, well maintained unit. Regular cleaning of the machine offers you an opportunity to visually inspect all facets of the machine and spot potential problems before they occur.

The following maintenance is recommended by the manufacturer at the frequency indicated:

## AFTER EACH JOB

Check recovery tank, stainless steel filter and filter bag as required.

## DAILY

Wipe machine down thoroughly with a damp cloth.

Flush recovery tank out thoroughly.

Empty filter bag and inspect for rips, tears, etc. Replace as needed.

Remove, thoroughly clean and reinstall stainless steel filter screen in recovery tank.

Inspect and clean vacuum slot on cleaning wand.

Check wand head for sharp edges that could tear carpet. File down as needed.

Clean wand to maintain original appearance.

Wipe down vacuum and high pressure hoses as needed.

Visually inspect hoses for cuts, etc.

## WEEKLY

Wipe down entire unit as needed.

Apply good coat of auto wax to all painted surfaces inside and out, and to control panel.

Thoroughly clean recovery tank using high pressure hot water (unit with optional high pressure cleaning gun may be used for this).

Remove stainless steel filter in recovery tank and thoroughly clean, removing all lint build-up. Inspect for damage and reinstall.

Remove filter bag. Thoroughly clean and reinstall. If torn, replace.

Empty chemical from chemical container. Wash out thoroughly to

remove any chemical build-up.

Inspect chemical feed line strainer and use 50% white vinegar/water solution to remove any chemical build-up.

Thoroughly clean wand and inspect for clogged jet, debris in vacuum slot and leaking fittings at valve.

Apply light coat of auto wax to wand.

Thoroughly clean vacuum and high pressure hoses including hose cuffs.

Inspect for wear or damage to hoses and quick connect fittings.

Inspect garden hose connect/adaptor screen for debris. Remove and clean thoroughly.

Inspect all lines for wear or abrasions that may cause possible leaks.

## MAINTENANCE LOG

MAX HRS	DAILY SERVICE	OIL RECOMMENDATIONS							
8	ENGINE OIL check	BLOWER	40 weight non-detergent						
8	GARDEN HOSE SCREEN clean	PUMP	5 - 30 weight synthetic motor oil						
8	MACHINE general inspection	ENGINE	30 weight motor oil						
8	RECOVERY TANK FILTER BAG clean		NOTE: Overhead valve engines can use multi-viscosity oil, but will experience increased oil consumption.						
8	BLOWER INLET spray with lubricant								
	WEEKLY SERVICE	DATE & HOURS							
25	BELTS check tension		Break-in. One time only.						
25	BLOWER check oil level								
25	PUMP OIL check								
25	DRIVE SYSTEM tighten screws								
25	BELTS & PULLEYS check for wear								
25	HIGH PRESSURE LINES check for chafing								
25	NUTS & BOLTS check tightness								
25	RECOVERY TANK clean								
25	WIRING check for chafing								
25	CHEMICAL SYSTEM flush with vinegar								
50	ENGINE OIL change								
	MONTHLY SERVICE								
100	OIL FILTER change								
100	ENGINE AIR CLEANER check and clean								
100	BY-PASS VALVE grease cup and stem								
100	BATTERY WATER LEVELS check								
200	BELTS check tension								
	QUARTERLY SERVICE (3 MONTHS)								
300	ENGINE COMPRESSION check								
300	SPARK PLUGS clean and gap								
400	BLOWER OIL change								
400	PUMP OIL change								
400	BLOWER grease bearing								

## MAINTENANCE LOG

MAX HRS	DAILY SERVICE	OIL RECOMMENDATIONS							
8	ENGINE OIL check	BLOWER	40 weight non-detergent						
8	GARDEN HOSE SCREEN clean	PUMP	5 - 30 weight synthetic motor oil						
8	MACHINE general inspection	ENGINE	30 weight motor oil						
8	RECOVERY TANK FILTER BAG clean		NOTE: Overhead valve engines can use multi-viscosity oil, but will experience increased oil consumption.						
8	BLOWER INLET spray with lubricant								
<b>WEEKLY SERVICE</b>			<b>DATE &amp; HOURS</b>						
25	BELTS check tension	Break-in. One time only.							
25	BLOWER check oil level								
25	PUMP OIL check								
25	DRIVE SYSTEM tighten screws								
25	BELTS & PULLEYS check for wear								
25	HIGH PRESSURE LINES check for chafing								
25	NUTS & BOLTS check tightness								
25	RECOVERY TANK clean								
25	WIRING check for chafing								
25	CHEMICAL SYSTEM flush with vinegar								
50	ENGINE OIL change								
<b>MONTHLY SERVICE</b>									
100	OIL FILTER change								
100	ENGINE AIR CLEANER check and clean								
100	BY-PASS VALVE grease cup and stem								
100	BATTERY WATER LEVELS check								
200	BELTS check tension								
<b>QUARTERLY SERVICE (3 MONTHS)</b>									
300	ENGINE COMPRESSION check								
300	SPARK PLUGS clean and gap								
400	BLOWER OIL change								
400	PUMP OIL change								
400	BLOWER grease bearing								

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# *How to Order Parts*

*ProFire 3.7*  
*Section 13-1*

**T**o obtain a proper diagnosis of your malfunction, and to order warranty replacement parts, it is important that you proceed in the following manner:

## **WARRANTY PARTS ORDERS**

1. Call HydraMaster Warranty/Service Department at (206) 775-7275.
2. Give the Warranty/Service representative the following information:
  - A. Your Company Name and Address
  - B. Equipment Model
  - C. Date of Purchase
  - D. Hours on the Unit
  - E. Unit Serial Number
  - F. Name of Person Authorized to Order Parts
  - G. Sales Representative from which Unit was Purchased
  - H. Description of Malfunction
  - I. High Pressure Gauge Readings with the Wand Turned On and Off
3. If warranty replacement parts are needed, please specify method of shipment desired. HydraMaster will pay for ground UPS. If you require replacement parts overnight they will be sent freight collect, via: Air Freight, Air Mail, or Air Express.
4. Do not give malfunctioning parts to a HydraMaster sales or service representative. **All parts must be returned directly to HydraMaster, freight prepaid.**

**PARTS ORDERS**

To expedite your parts needs, please call your sales representative. In most instances, he either stocks or has access to parts through a regional service center. If further assistance is needed, contact the factory and coordinate your needs. If this becomes necessary, always indicate the method of shipment you desire, i.e. UPS, Blue Label, Air Freight, Air Express, etc.

HydraMaster Parts Dept. Phone . . . . . (206) 775-7276  
HydraMaster Parts Dept. Toll Free Fax . . . 1-800-426-4225

HydraMaster has a \$40 minimum on parts orders. Orders below the minimum will be charged a \$15 expediting fee.

**ONE FINAL NOTE**

Any questions you have regarding the warranty program should be directed to the Warranty/Service Department personnel at HydraMaster Corporation.

We shall always endeavor to be fair in our evaluation of your warranty claim, and shall provide you with a complete analysis of our findings.

HydraMaster warranty covers only defective materials and/or workmanship for the periods listed. **Labor and/or diagnostic reimbursement is specifically excluded.**



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# *Warranty Information*

*ProFire 3.7*  
*Section 14-1*

**T**o avoid misunderstandings which might occur between machine owners and manufacturer, we are listing causes of component failure that specifically voids warranty coverage. Such causes as listed below shall constitute **abuse or neglect**.

**BLOWER:** Failure to lubricate impellers daily with an oil based lubricant. Failure to lubricate bearings as recommended in blower manual. Failure to maintain proper oil levels in the blower. Failure to use the correct oil grade and viscosity as recommended in blower manual. Failure to properly maintain blower safeguard systems such as waste tank filter screen, vacuum safety relief valve and waste tank automatic shut-off system. Allowing foam to pass through blower.

**HIGH PRESSURE WATER PUMP:** Failure to maintain proper oil level as recommended in pump manual. Failure to change oil in pump at recommended intervals. Failure to protect pump against freezing. Failure to maintain pump protection shut-off system. Failure to use water softener in hard water areas. Use of improper chemicals.

**VAC TANK:** Failure to properly maintain filtering devices in tank. Failure to clean tank as recommended by manufacturer. Failure to maintain vacuum safety release in tank lid. Use of improper chemicals.

**CHEMICAL PROPORTIONER:** Use of improper chemical. Failure to use water softener in hard water area. Operating machine without proper chemical filter screen. Failure to protect against freezing.

**CONTROL PANEL:** Failure to protect flowmeter and water pressure gauge against freezing.

**VACUUM AND SOLUTION HOSES:** Failure to protect hoses against freezing. Failure to protect hoses against burns from engine/blower exhaust. Damage to hoses from being run over by vehicles. Kinking or cracking from failure to store or unroll hoses correctly. Normal wear and tear from everyday use.

**CLEANING WAND:** Failure to protect against freezing. Obvious physical abuse of wand.

**WATER HEATING SYSTEM:** Over pressurization of the system (recommended maximum working pressure - 800 PSI). Failure to protect against freezing.

## **WARRANTY PROCEDURE**

Warranty coverage is available to you **ONLY** through HydraMaster Corporation, 6323 204th Street SW, Lynnwood, Washington 98036. When warranty parts are needed, write **HydraMaster Warranty Dept.** at the above address, or call the Warranty/Service Dept. at (206) 775-7275. **No collect calls will be accepted.** When calling, be sure to have machine information and serial number ready for the service representative. **Hours of Warranty/Service Dept. are 8:00 am to 5:00 pm Pacific Time.**

**IMPORTANT:** HydraMaster's warranty policy provides replacement parts without charge for thirty (30) days to customers maintaining current account status. An invoice will be sent to the customer for the amount of the parts sent. The customer's faulty parts **must be** returned for evaluation prior to the expiration of the thirty (30) day period. Upon warranty approval, a credit will be issued the customer for the replacement parts invoice. **Warranty disapproval or failure to return the faulty parts within the thirty (30) day period allowed will result in the customer being charged for the replacement parts sent.**

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# Accessories

*ProFire 3.7  
Section 15-1*

## **Genuine HydraMaster Accessories & Detergents**

**T**his section of your Owners Manual is devoted to Accessories and Detergents which we have found to be helpful and useful. *These products can enhance your cleaning and reduce your labor costs!*

HydraMaster Machine accessories are the most innovative collection available in the cleaning industry. Our patented **RX-20 Rotary Extractors** have changed the shape of steam cleaning. Our hoses and tanks are of the finest quality construction.

**SafeClean Detergents** have been specially prepared, not only to give you exceptional cleaning, but also to optimize your truckmount's operation and reliability. *Most detergents don't work well under the high heat, high pressure conditions of truckmount use.* **SafeClean** will maintain your machines's water pump and water heating systems at peak efficiency and help ensure fewer breakdowns.

***For more information, or to order Genuine  
HydraMaster Accessories and Detergents  
Call your nearest authorized HydraMaster Distributor.***

# HYDRAMASTER

Corporation  
6323 204th Street SW, Lynnwood, WA 98036

## PRODUCT SUPPORT BULLETIN

TO: HydraMaster Dealers

DATE: 14 Jul 1993

RE: Interior Van Heat  
Build-Up with Slide-In  
Truck Mounts

PSB #: 93071

Many times, in hot climates as well as cold ones, there can be excessive heat build-up on the inside of a van with a slide-in truckmount operating. The concern regarding heat inside of a van is 1.) General Operational Safety, and 2.) Equipment Reliability and Service Life.

The new CrossFire and ProFire units are somewhat different than past models in *where the heat is directed* but they are similar in *the amount of heat generated*. If the Distributor Service Center determines that interior van heat is a problem, the following points should be considered and remedied as necessary:

1. **Heater Venting:** As a general rule, Propane Heaters should not exhaust into the van interior. As such, this should be remedied immediately if heat is a problem.
2. **Cargo Area Venting:** Open doors and pop-out windows are helpful. More effective heat control is obtained with a Power Roof Vent wired into the truckmount, to operate automatically when the machine is in operation. This should be installed as required.
3. **Engine Cooling Air:** Care in installation should be taken not to restrict the flow of cooling air from the engine. Do not mount anything too close to the air outlet. Any item in the vicinity of the cooling airflow should be reasonably heat resistant. Items not heat resistant should be removed from the area or shielded.
4. **Machine Adjustment:** The CrossFire and ProFire models are generally running at about 300 RPM faster than the models they replaced and therefore generate

some additional heat. To rectify, where heat is a problem, reduce the speed of the engine to 2800 RPM. No drop in performance from past models will be seen.

5. **Stress Operator Safety:** Both old and new models have many hot surfaces. The cover on the side of a heater is hot. The front Exhaust Outlet is hot. On the new units, the area next to the engine air outlet is also hot. The same precautions of use apply to all slide-in units.

# **HYDRAMASTER**

Corporation  
6323 204th Street SW, Lynnwood, WA 98036

## **PRODUCT SUPPORT BULLETIN**

TO: All HydraMaster Machine  
Owners

DATE: 8 Oct 1993

RE: Acid Rinse Products  
Precautions

PSB #: 93102

As most of you are aware, there is increasing interest in a process of cleaning using acid rinse products. Sometimes known as "fibre rinse," these products have an acid base and can cause problems for carpet cleaning equipment.

HydraMaster Corporation, in response to market demand, has recently introduced a new SafeClean chemical called "ClearWater Rinse". Extensive testing was conducted during the design phase because this is an acid based product. The testing showed that the acid based solutions used in most rinse products is very aggressive in attacking water system components. As a result of testing, special protectants were added to our "ClearWater Rinse" to make it safe for commercial use.

HydraMaster advises that if you are using, or considering the use of, a "rinse" product, that you first determine its compatibility with your equipment. HydraMaster does not warranty equipment against the use of unprotected acid products.

# HYDRAMASTER

Corporation  
6323 204th Street SW, Lynnwood, WA 98036

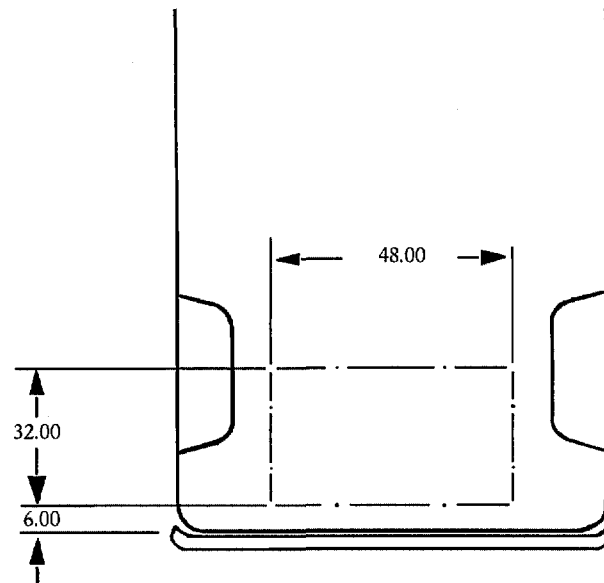
## PRODUCT SUPPORT BULLETIN

TO: All HydraMaster Distributors      DATE: 14 Jun 1994

RE: '93 Dodge Vans      PSB #: 94062  
Location of Fuel Tanks

It has come to our attention that the fuel tanks on 1993 and newer Dodge vans are located directly against the floor of the van. Caution must be used when drilling any holes through the floor. The attached illustration indicates the area in the rear of the van where no screws may penetrate the floor.

Anyone who has installed flooring in a 1993 or newer Dodge van may need to check to see that no damage was done to the fuel tank. The fuel tanks are rotationally molded polyethylene plastic. If any holes were made in the tank they can be easily sealed with a hot knife. Please do not use an open flame.



# HYDRAMASTER

Corporation  
6323 204th Street SW, Lynnwood, WA 98036

## PRODUCT SUPPORT BULLETIN

TO: All 1993-94 Truck-Mounts      DATE: 1 Sep 1994  
RE: Fuel Pumps                      PSB #: 94091

HydraMaster has available three fuel pumps (Nos. 111-001, 111-045 and 111-002). These pumps have different flow rates and pressure capability. In order to determine which pump is appropriate for a particular application it must be "sized". Each engine has a particular flow and pressure limitation.

The mounting location of the machine and the fuel pump can effect how much fuel flow and pressure the engine sees. Therefore sizing a pump is important. The accompanying chart shows the options available for each machine and fuel pump.

*If you are not able to mount the fuel pump within the required ranges shown below, please call HydraMaster Service for other mounting options.*

Machine & Engine	Standard Fuel Pump	Required Installation
3.2 Briggs and Stratton	111-001 Square	Mount 12 to 32 inches below the carburetor.
3.7 Briggs and Stratton	111-001 Square	
4.2 Honda	111-045 Round	Mount 32 to 48 inches below the carburetor.
4.2 Kawasaki	111-002 Round	
4.7 Onan	111-045 Round	