

**OPTIONAL ACCESSORIES**

**50H HOSE KIT - CODE NO. 70296**

4" (102mm) x 10' (3.05m)

**50H HOSE KIT - CODE NO. 70297**

5" (127mm x 10' (3.05m)

For vacuuming in hard to reach areas

**59B - CODE NO. 70299**

**BLOWER ATTACHMENT**

For converting the vac to a blower

**121 STANDARD DEBRIS BAG**

**GIANT-VAC MFG. INCORPORATED**

**CE95**

**OPERATOR OWNER'S MANUAL**

**159-B -- 159-B-IC**

**SPECIFICATIONS**

ENGINE: H.P.	5.0 (3.73 kW)
ENGINE: TYPE	Briggs & Stratton (B&S) or IC (Industrial Commercial)
ENGINE: FUEL CAP.	1.5 qt. (1.4 L)
ENGINE: OIL CAP.	.634 qt. (0.6 L)
WEIGHT: UNIT	170# (77.1 kg)
WEIGHT: SHIPPING	187# (84.8 kg)
ENGINE WEIGHT:	40# (18.1 kg)

UNIT SIZE: OVERALL LENGTH: 47" (1.19m) OVERALL WIDTH: 21.5" (0.55m) OVERALL HEIGHT: 40.5" (1.02m)

## IN THE INTEREST OF SAFETY



**BEFORE STARTING ENGINE, READ AND UNDERSTAND THE "ENTIRE OPERATOR'S MANUAL & ENGINE MANUAL."**



**THIS SYMBOL MEANS WARNING OR CAUTION. DEATH, PERSONAL INJURY AND/OR PROPERTY DAMAGE MAY OCCUR UNLESS INSTRUCTIONS ARE FOLLOWED CAREFULLY.**

### **WARNING: DO NOT**

- DO NOT** run engine in an enclosed area. Exhaust gases contain carbon monoxide, an odorless and deadly poison.
- DO NOT** place hands or feet near moving or rotating parts.
- DO NOT** store, spill or use gasoline near an open flame, or devices such as a stove, furnace, or water heater which has a pilot light or devices which can create a spark
- DO NOT** refuel indoors where area is not well ventilated. Outdoor refueling is recommended.
- DO NOT** fill fuel tank while engine is running. Allow engine to cool for 2 minutes before refueling. Store fuel in approved safety containers.
- DO NOT** remove fuel tank cap while engine is running.
- DO NOT** operate engine when smell of gasoline is present or other explosive conditions exist.
- DO NOT** operate engine if gasoline is spilled. Move machine away from the spill and avoid creating any ignition until the gasoline has evaporated.
- DO NOT** transport unit with fuel in tank.
- DO NOT** smoke when filling fuel tank.
- DO NOT** choke carburetor to stop engine. Whenever possible, gradually reduce engine speed before stopping.
- DO NOT** run engine at excessive speeds. This may result in injury &/or damage to unit.
- DO NOT** tamper with governor springs, governor links or other parts which may change the governed engine speed.
- DO NOT** tamper with the engine speed selected by the engine manufacturer.
- DO NOT** check for spark with spark plug or spark plug wire removed. Use an approved tester.
- DO NOT** crank engine with spark plug removed. If engine is flooded, place throttle in "FAST" position and crank until engine starts.
- DO NOT** strike flywheel with a hard object or metal tool as this may cause flywheel to shatter in operation. Use proper tools to service engine.
- DO NOT** operate engine without a muffler. Inspect periodically and replace, if necessary. If engine is equipped with muffler deflector, inspect periodically and replace, if necessary, with correct deflector.
- DO NOT** operate engine with an accumulation of grass, leaves, dirt or other combustible material in the muffler area.
- DO NOT** use this engine on any forest covered, brush covered, or grass covered unimproved land unless a spark arrester is installed on the muffler. The arrester must be maintained in working order by the operator. In the State of California the above is required by law (Section 4442 of the California Public Resources Code). Other states may have similar laws. Federal laws apply on federal lands.
- DO NOT** touch hot muffler, cylinder, or fins because contact may cause burns.
- DO NOT** run engine without air cleaner or air cleaner cover.
- DO NOT** operate during excessive vibration.
- DO NOT** leave machine unattended while in operation.
- DO NOT** park machine on a steep grade or slope.

### **WARNING: DO**

- ALWAYS DO** remove the wire from the spark plug when servicing the engine or equipment **TO PREVENT ACCIDENTAL STARTING.**
- DO** keep cylinder fins and governor parts free of grass and other debris which can affect engine speed.
- DO** pull starter cord slowly until resistance is felt. Then pull cord rapidly to avoid kickback and prevent hand or arm injury.
- DO** examine muffler periodically to be sure it is functioning effectively. A worn or leaking muffler should be repaired or replaced as necessary.
- DO** use fresh gasoline. Stale fuel can gum carburetor and cause leakage.
- DO** check fuel lines and fittings frequently for cracks or leaks. Replace if necessary.
- Follow** engine manufacturer operating and maintenance instructions.
- Inspect** machine and work area before starting unit.

### SOUND

#### SOUND TESTS

Sound tests conducted were in accordance with 79/113/EEC and performed on 08/08/96 under the conditions listed:

GENERAL CONDITION: Clear (Sun)  
TEMPERATURE: 73°F (22.1°C)  
WIND SPEED: 4 MPH (5.4 Km/h)  
WIND DIRECTION: S.W.  
HUMIDITY: 48%  
BAROMETRIC PRESSURE: 30.1" Hg (765mmHg)

### VIBRATION

#### VIBRATION LEVELS 0.0 g 2.7g

Vibration levels at the operators handles were measured in the vertical, lateral, and longitudinal directions using calibrated vibration test equipment. Tests were performed on 08/08/96 under the conditions listed:

GENERAL CONDITION: Clear (Sun)  
TEMPERATURE: 73°F (22.1°C)  
WIND SPEED: 4 MPH (5.4 Km/h)  
WIND DIRECTION: S.W.  
HUMIDITY: 48%  
BAROMETRIC PRESSURE: 30.1" Hg (765mmHg)

### GENERAL SAFETY

*For your safety and the safety of others, these directions should be followed:*



Do not operate this machine without first reading owner's manual and engine manufacturer's manual.



Use of Ear Protection is recommended while operating this machine.



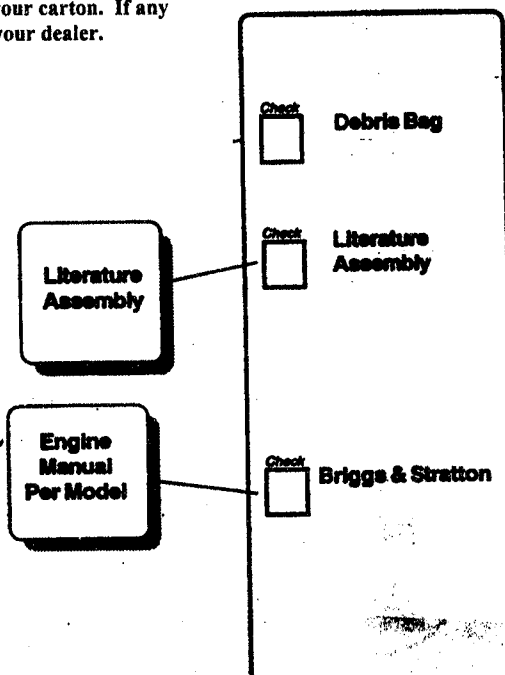
Use of Eye and Breathing protection is recommended when using this machine, especially in dry and dusty conditions.

- DO NOT place hands or feet inside nozzle intake opening near debris outlet or near any moving parts.
- DO NOT start engine without debris bag and quick disconnect connected firmly in place to exhaust outlet.
- DO NOT start or operate machine with debris bag zipper open.

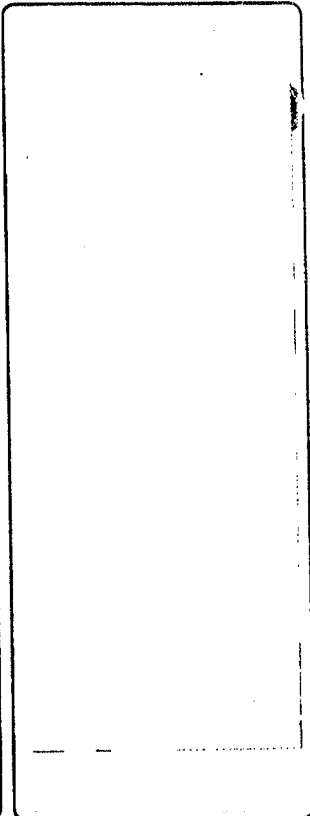
- DO NOT operate during excessive vibration.
- DO NOT remove bag until engine has been turned off and has come to a complete stop.
- DO NOT operate machine with hose flange, bag or hose removed.
- DO NOT use this machine for vacuuming exclusively sand, dust, fine dirt, rock, glass, string like material, grain, rags, cans, metal, bark or water.
- DO NOT operate this machine on slopes greater than 20%.
- DO NOT pick up any hot or burning debris, or any toxic or explosive material.
- DO NOT allow children to operate this equipment.

### PACKING CHECKLIST

These items should be included in your carton. If any of these parts are missing, contact your dealer.

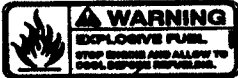


Literature Checklist	
Owner's Manual	<input type="checkbox"/> Check Owner's Manual
Literature Loose Parts	<input type="checkbox"/> Check Literature Loose Parts
Accessories	<input type="checkbox"/> Check Accessories
Warranty Card	<input type="checkbox"/> Check Warranty Card
EU Declaration of Conformity & EU Distributor List	<input type="checkbox"/> Check EU Declaration of Conformity & EU Distributor



**INSTRUCTION LABELS**

These labels should be included on your Vacuum. If any of these labels are damaged, replace them before putting this equipment into operation.



Label Do Not Fill While Engine is Hot



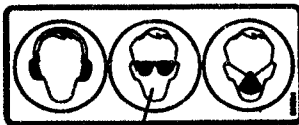
Label Read Owner's Manual



Label Danger Flying



Label Danger Keep Hands and Feet Away



Label Ear Eye Breathing

**ENGINE LABELS**

Briggs & Stratton



## ASSEMBLY



Read all safety and operating instructions before assembling or starting this unit.



PUT OIL IN ENGINE BEFORE STARTING

As you unpack your Giant-Vac power unit, you will find following parts:

- 1-Power unit with motor, impeller, and wheels mounted
- 1-Set of handles in three parts
- 1-Handle brace
- 1-Package of hardware

Inspect parts for any damage that might have occurred during shipping. If any are found, save the packing box and **IMMEDIATELY** notify the transport carrier who delivered your machine, as they are responsible for the damage and are the only ones to make any adjustments. Before leaving our plant, all dimensions are held to close tolerances. Thus you will have little difficulty in assembling your Giant-Vac if you follow these steps.

The handles and handle brace should be completely assembled and fastened to the vac as a unit. When assembling the handles, it is important that you **DO NOT TIGHTEN ANY OF THE BOLTS** until the assembly operations are complete. With the bolts loose, there will be enough movement to permit fast and easy assembly. Proceed as follows:

1. Insert the two lower handles into the upper handle until the bolt holes are in line.
2. Fasten the handle brace to the handles with the two 5/16 x 1-3/4" round head bolts, lock washers, and acorn nuts. In order to avoid tearing the bag, **THE HEADS OF THE BOLTS SHOULD BE ON THE INSIDE OF THE HANDLES AND THE ACORN NUTS ON THE OUTSIDE. DO NOT TIGHTEN THESE BOLTS YET.** The handle assembly is now ready to attach to the vac.
3. Fasten the lower handles to the base with four 5/16 x 1-3/4" hex bolts, lock washers, and nuts. **DO NOT TIGHTEN THESE BOLTS YET.**
4. Install the handle brace to the stud on the housing with a 3/8" lock washer and nut.
5. Now that the handles are assembled to the machine, tighten **ALL** the bolts.
6. Take the throttle cable and run it along the left side of the handle about 1/3 of its length. Secure it with a clip about two inches below the brace.
7. The throttle lever is secured to the handle by means of two 10-24 x 1-1/2" bolts, lock washers and nuts.
8. Put the second clip just below the curve of the upper handle. Make sure you have left a generous loop between the engine and the bottom clip. **THIS IS IMPORTANT** to keep the throttle from binding.
9. After starting your engine, adjust the length of the cable by loosening the screw at the throttle lever for proper engine operation.

### INSTRUCTIONS FOR ASSEMBLING AND ADJUSTING DRIVE LINKAGE FOR SELF-PROPELLED GIANT-VAC.

After assembling the handles and other fittings on your self-propelled vac, as explained above, you are now ready to assemble the Drive Linkage Assembly.

1. Before assembling it is best to get acquainted with the transmission box. You will note, a bracket is attached to the transmission with a 5/16 x 3/4" hex bolt. This rod has three positions. Turn it left, it will drive forward, in the middle it is in neutral, turn it right, it will be in reverse.
2. **NOTE: IF SHIFTING IS DIFFICULT IN ANY POSITION, ROLL THE MACHINE FORWARD ON ITS WHEELS WHILE MAKING THE ABOVE CHECKS.** This allows the gears to mesh correctly.
3. To assemble: Remove the belt guard, then slide the lever into the bracket.
4. Replace the belt guard and attach the master link.

**DRIVE CABLE:** You will note the lower end of the drive cable is connected to the idler arm. Be certain the cable is flexible.

1. Then fasten other end of cable to the bottom of the spring attached to the clutch handle.
2. Adjust the cable length with the cable clamp, then tighten the clamp.
3. **CAUTION:** While fastening the cable to the clutch handle, or adjusting the clutch, pull the cable until the idler pulley just clears the belts. It is important to have this adjustment correct, as the transmission might be seriously damaged if shifted while power is being supplied to the transmission.



**NOTE: IMPORTANT**

When running the machine, be certain that the transmission is not revolving when the shift lever is in the neutral position. This would be caused by the idler pulley contacting the belt. **THIS MUST BE OBSERVED.** Neglect will result in a damaged transmission.

## ATTACHMENTS

Your Giant-Vac is extremely versatile, therefore, many attachments available. These are easily interchangeable and fasten to your machine as follows:

1. All attachments which are fastened to the suction end of the machine (the large round hole in the front) are secured by 3/8" wing bolts and lock washers.
2. All attachments for the exhaust end of the machine (the smaller hole at the top of the housing) are fastened with 5/16 x 1" blots, lock washers, and wing nuts. This hardware is found in the package shipped with the power unit.

**VACUUM UNIT:** The vacuum unit, separately packaged, contains the nose cone, discharge elbow and dust control bag. These are attached to the power unit by means of the hardware describes in the foregoing paragraph. The nose cone is attached to the suction end of the machine and the exhaust elbow is attached to the exhaust end of the machine. In general if your Giant-Vac is being used on an even surface, a 5/8" clearance for the nose cone is desirable. The nose cone is adjusted for height by turning the caster assembly at the front of the nose cone and tightening the thumb nut after the desired height has been set.

**DUST CONTROL BAG:** The bag is held over the exhaust elbow by means of a fast tightening, locking buckle. A loop at the opposite end fits over the upper handle. This is a very large capacity bag - designed to keep dust to a minimum. A vent is added at the upper end of the zippered opening for faster pick-up on some applications. This also allows the bag to be filled completely. It should be emptied after every use and cleaned periodically. One way to clean the bag is to leave the zipper open and run the engine for a few minutes while shaking the bag vigorously. Turning the bag inside out and sweeping briskly with a stiff broom is sometimes desirable when the bag is extremely dirty. A 510 liner bag is recommended for exceedingly dusty applications. This bag fits into the regular 210 dust control bag. **IMPORTANT: TO AVOID INJURY - DO NOT STAND BEHIND THE OPENING WITH THE ZIPPER OPEN WHILE THE ENGINE IS RUNNING.** It is most important that the bag be kept clean for efficient operation. Occasional dry cleaning is recommended.

## OPTIONAL ATTACHMENTS

**BLOWING ATTACHMENT:** The blower attachment is in a separate package, which contains the exhaust blowing nozzle with an adjustable vane and the front baffle plate. These are fastened to the power unit assembly with the exhaust blower attaching in place of the exhaust elbow, and the baffle going on the front in place of the nose cone, using the bolts supplied with the power unit assembly. When using the blower unit, it is important to install the front baffle plate to shield the high speed impeller. **REMEMBER THAT HIGH SPEED MOVING PARTS SHOULD BE TREATED WITH CARE. WE HAVE INSTALLED SAFEGUARDS - BE SURE TO USE THEM!!** The blower unit can be mounted so that it is either facing the side or the front of the machine. Changing the speed of your engine changes the force of the exhaust. By using this method, you can move litter into a neat row at a very rapid rate. In operation, it is best to bear down on the handles so that the front assembly is raised slightly off the ground. Do not pass or stand on the air discharge side of the blowing nozzle with the engine running. Stop operation when another person or an animal approaches.

**HOSE ATTACHMENTS:** Many hose attachments are available for both vacuuming and blowing operations. These are all mounted in the same manner as the foregoing. They are ideal for cleaning leaves from hedges, chimneys and stair wells as well as, other applications.

**MOTOR INSTRUCTIONS:** You have received a complete engine manual with your machine. Be sure to especially note the instructions on **OILING**. ALL MACHINES ARE SHIPPED WITHOUT OIL OR GASOLINE UNLESS OTHERWISE NOTED. If you have any difficulties with the engine, check the Yellow Pages of your phone book for the engine dealer nearest you, rather than us, as the engines are under their own manufacturer's warranty.

**INTENDED USE:** This machine is designed for vacuuming leaves, grass clippings and other types of organic litter. Debris mixed with cans, bottles and small amounts of sand can be vacuumed; however, it is not this machine's primary purpose. Vacuuming cans, bottles and sand will affect the longevity of your machine.

Do not operate if excessive vibration occurs. If excessive vibration occurs, shut engine off immediately and check for damaged or worn impeller, loose impeller bolt, loose impeller key, loose engine or lodged foreign objects. (See trouble shooting section).



Like all mechanical tools reasonable care must be used when operating machine.

**Inspect machine work area and machine before operating. Make sure that all operators of this equipment are trained in general machine use and safety.**



**PUT OIL IN ENGINE BEFORE STARTING**

## **STARTING**



**ENGINE:** See engine manufacturer's instructions for type and amount of oil and gasoline used.

Engine must be level when checking and filling oil and gasoline.

**ENGINE SPEED:** Controlled by throttle lever on the handle. Under normal conditions, operate at minimum throttle to accomplish your current cleaning task.

**FUEL VALVE:** Move fuel valve to "ON" position (when provided on engine).

**PRIMER:** Push primer.

**THROTTLE:** Move remote throttle control to "ON" position. *while*  
When the engine is cold, you may have to initially choke the engine. (The choke lever is next to the carburetor.) Pull the recoil starter rope slowly until you feel compression, then pull fast and steady. Do not let the starter rope snap back by itself. This may damage the rope or recoil starter assembly. After the engine starts, move the throttle lever to approximately half way down.

### ***IF YOUR UNIT FAILS TO START:***

See Troubleshooting on page 11.

## **DEBRIS BAG**

**Debris bags are normal replaceable wear items.**



**Note:** Frequently empty debris to prevent bag overloading with more weight than you can lift.

**DO NOT place bag on or near hot surface, such as engine.** Run engine at 1/2 throttle for first 1/2 hour to condition new bag. Your new bag requires a break-in period to condition the pores of the material against premature blockage. The entire bag surface serves as a filter, and must be able to breath to have good vacuum performance.

Be sure engine has come to a complete stop before removing or emptying bag.

**This vacuum is designed for picking up trash, organic material and other similar debris** (see Safety Warning page 2 & 3).

However, many vacuums are used where dust is mixed with trash. Your unit can intermittently vacuum in dusty areas. Dust is the greatest cause of lost vacuum performance. However, following these rules will help maintain your machine's ability to vacuum in dusty conditions:

- Use a 510 liner bag.
- Run machine at idle to quarter throttle.
- The debris bag must be cleaned more frequently. A vacuum with a clean, pillow soft bag will have good pickup performance. One with a dirty, tight bag will have poor pickup performance. If dirty, empty debris and vigorously shake bag free of dust. One way to clean the bag is to leave the zipper open and run the engine for a few minutes while shaking the bag vigorously. Turning the bag inside out and sweeping briskly with a stiff broom is sometimes desirable.

***IMPORTANT:*** TO AVOID INJURY - DO NOT STAND BEHIND THE OPENING WITH THE ZIPPER OPEN WHILE THE ENGINE IS RUNNING.

- Dry clean if normal cleaning does not fully clean bag.

*Having one or more spare debris bags is a good way to reduce down time dirty bags are being cleaned.*

- DO NOT** leave debris in bag while in storage

## **HANDLING & TRANSPORTING:**

Using two people to lift machine is recommended. Lift holding the handle and front of nose cone. Secure in place during transport.

**VACUUM NOSE CONE HEIGHT ADJUSTMENT:** is raised and lowered by adjusting the front caster wheels.

**FOR MAXIMUM PICKUP:** Adjust nose cone close to debris, but without blocking airflow into the nose cone.  
**NOTE:** Never bury nose cone into debris.



**CLEARING A CLOGGED NOSE CONE & EXHAUST:** Turn engine off and wait for impeller to stop completely and disconnect spark plug wire. Wearing durable gloves, remove clog. **Danger,** the clog may contain sharp materials. Reconnect spark plug wire.

Never adjust the Leaf Vac or change attachments until the engine has been turned off and the spark plug wire has been disconnected.

If carburetor adjustment is necessary, stand to one side and keep hands and feet in the clear while making adjustments.

Keep engine free from accumulations of grass, leaves and excessive grease. An accumulation of these combustible materials may result in a fire.

Gasoline powered equipment or fuel containers should not be stored in a basement or any closed area where heating or heat appliances or even open pilot lights are present, unless the fuel is completely drained from the power equipment and the fuel containers.

**If engine is to be unused for 30 days or more, prepare as follows:** Be sure engine is cool. Do not smoke. Remove all gasoline from carburetor and fuel tank to prevent gum deposits from forming on these parts and causing possible malfunction of engine. Drain fuel outdoors, in an approved container, away from the open flame. Run engine until fuel tank is empty and engine runs out of gasoline.

**NOTE:** Fuel stabilizer (such as Sta-Bil) is an acceptable alternative in minimizing the formation of fuel gum deposits during storage. Add stabilizer to gasoline in fuel tank or storage container. Always follow mix ratio found on stabilizer container. Run engine at least 10 min. after adding stabilizer to allow it to reach the carburetor.



**Do not store with debris in bag.**

Please fill in the WARRANTY CARD and send the upper part to Giant-Vac. The WARRANTY terms are stated on the lower part which remains with the user. Whenever a Giant-Vac Machine is faulty due to a defect in material and / or workmanship, the owner should make a warranty claim as follows:

The Machine should be taken to the dealer from whom it was purchased or to an authorized Giant-Vac dealer.

The owner should present the remaining half of the Warranty Registration Card, or, if this is not available, the invoice or receipt.

The Warranty Claim will be filled in by the authorized Giant-Vac Dealer, who will send it with the faulty part to Giant-Vac.

The Quality / Service department at Giant-Vac will study the claim and will notify their conclusions.

The decision by the Quality / Service department at Giant-Vac to approve or reject a Warranty claim is final and binding.

**Note:** To process a Warranty Claim, it is necessary to quote the Model & Serial number which are printed on the Giant-Vac serial plate,

**GIANT-VAC MFG. INCORPORATED**  
11 MACHINE SHOP RD.  
P.O. BOX 195  
SOUTH WINDHAM, CT 06266 / USA  
PHONE: 860-423-7741 FAX: 860-423-2654



## PARTS LIST NO. 5782

REF. NO.	PART NO.	DESCRIPTION	159-B
1	10137	Blower housing & engine base	1
2	31592	5/16" wing nut	4
3	31003	5/16" lock washer	4
4	31105	Rubber gasket	1
5	31282	5/16 x 1" hex bolt	4
6	24510	Exhaust elbow	1
7	21553	Impeller	1
8	31020	7/16" special flat washer	1
9	31020	7/16" lock washer	1
10	31020	7/16 x 2" impeller bolt	1
11	27112	159 nose cone	1
12	31026	5/16" T-bolt	3
13	31003	5/16" lock washer	3
14	31016	5/16 x 5/8" hex bolt	4
15	31003	5/16" lock washer	4
19	31005	5/16 x 1 1/4" hex bolt	2
20	31003	5/16" lock washer	21
21	31004	5/16" hex nut	27
22	31027	5/16 flat washer	20
27	31000	5/8" snap ring	2
28	31074	Plain washer	2
29	33028	410 x 3.50 pneumatic wheel	2
30	31073	Pillow block	2
31	31603	3/4" flange bushing	4
32	31593	Pillow block spacers	4
33	31030	1/4" hex nut	4
34	31013	1/4" lock washer	4
35	31079	1/4" flat washer	4
36	31195	1/4 x 1 1/4" hex bolt	4
37	33153	Axle and differential assembly	1
38	31594	Axle key 3/16 x 1"	2
39	36209	#41 chain w/30 outer links & half link	1
40	37107	Transmission bracket	1
41	31031	5/16 x 3/4" hex bolt	7
42	36012	Transmission	1
43	Trans.	Sprocket	1
44	Trans.	Sprocket key	1
45	Trans.	Snap ring	1
46	37108	Shift rod bracket	1
47	31031	5/16 x 3/4" hex bolt	1
48	36207	#41 master link	1
49	Trans.	Snap ring	2
50	36017	Transmission pulley	1
51	31107	3/16 x 5/8" woodruff key	1
52	Trans.	Spacer	2
53	36081	Idler arm	1
54	31006	5/16 x 1 1/2" hex bolt	1
55	36080	Idler pulley	1
56	31595	3/8 x 1 3/4" hex bolt	1
57	31008	3/8" lock washer	1
58	24502	Idler spring	1
59	31355	3/8" lock nut	1
60	37110	Cable guide	1
61	31031	5/16 x 3/4" hex bolt	2
62	36078	Belt L331	1
63	37109	Belt guard	1

REF. NO.	PART NO.	DESCRIPTION	159-B
64	37000	Chain guard	1
65	31596	5/16 x 3/4" self-threading bolt	1
66	31031	5/16 x 3/4" hex bolt	1
67	31031	5/16 x 3/4" hex bolt	1
68	23034	Lower handle - right	1
69	23035	Lower handle - left	1
70	31062	5/16 x 1 3/4" hex bolt	4
71	23005	Upper handle	1
71-A	31590	Foam handle cover	1
72	23016	Handle brace	1
73	31598	5/16" eye bolt	1
74	31004	5/16" nut	1
75	31028	5/16" acorn nut	2
76	23189	Shifting handle	1
77	23066	Clutch handle	1
78	31256	1/4-20 x 1 3/4" hex bolt	1
79	31293	1/4-20 lock nut	1
80	31466	Brake spring	1
81	35008	Drive cable 55"	1
82	31597	Cable clamp	1
83	31597	Clamp base	1
84	31597	Clamp nuts	2
85	35002	Throttle cable	1
86	31010	10-24 x 1 1/2" bolt	2
87	31010	10-24 lock washer	2
88	31010	10-24 hex nut	2
89	31056	5/16 x 1 1/2" cap screw	2
95	31009	3/8" nut	1
96	31008	3/8" lock washer	1
97	Engine	Head bolt	1
98	31591	Anti-vibration bracket	1
99	39001	5 H.P. B&S engine	1
99	39034	5 H.P. B&S 1/C engine	1
100	31020	Impeller key	1
101	31006	5/16 x 1 1/2" hex bolt	4
102	31007	Throttle clip	2

PARTS LIST NO. 5781

<u>REF.</u> <u>NO.</u>	<u>PART</u> <u>NO.</u>	<u>DESCRIPTION</u>	<u>159-B</u>
		<u>ITEMS NOT SHOWN</u>	
	24533	Blower air chute	1
	20101	Blower intake baffle	1
	24513	Blower chute deflector	1
	31055	1/4 x 5/8" bolt, wing nut & lock washer	2
	20128	Intake flange 4" - SP	1
	20129	Intake flange 5" - SP	1
	20130	Intake flange 6" - SP	1
	34002	Intake hose 4"	1
	34003	Intake hose 5"	1
	34004	Intake hose 6"	1
	34011	Hose clamp 4"	2
	34012	Hose clamp 5"	2
	34013	Hose clamp 6"	2
	20145	Nozzle 4"	1
	20146	Nozzle 5"	1
	20147	Nozzle 6"	1
	121	Dust control bag	1

ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

## MAINTENANCE



Use only a qualified mechanic for any adjustments, disassembly or any kind of repair.



**WARNING: TO AVOID PERSONAL INJURY, ALWAYS TURN MACHINE OFF. MAKE SURE ALL MOVING PARTS COME TO A COMPLETE STOP.**



**DISCONNECT SPARK PLUG WIRE BEFORE SERVICING UNIT.**



**ENGINE:** See engine manufacturer operator's instructions.

**DEBRIS BAG:** See page 5.



**RECONNECT SPARK PLUG WIRE, GUARDS, BAG, CAPS, AND / OR HOSE BEFORE STARTING ENGINE.**

### IMPELLER REMOVAL

1. Wait for engine to cool and disconnect spark plug.
2. Drain fuel and oil from engine.
3. Remove bag, disconnect throttle control from upper handle, and remove upper handle.
4. Invert and support machine without engine touching to prevent damage to recoil starter.

### IMPELLER REMOVAL continued

5. Remove nose cone or intake flange.
6. Remove impeller bolt (item 10), lock washer (item 9) and flat washer (item 8).
7. Lift impeller free from engine.
8. If impeller does not remove easily, obtain a 1" (25.4mm) longer bolt of the same diameter and thread type as the impeller bolt. Thread the longer bolt by hand into crank shaft until bolt bottoms. Using a suitable gear or wheel puller against the bolt head and special puller grooves on front of the impeller, remove impeller from shaft.
10. Reinstall new impeller, impeller bolt, lock washer, and flat washer in reverse order.

**Maintenance Schedule** Follow these hourly maintenance intervals

Maintenance Operation	Every Use	Every 5 hrs or (Daily)
Engine (See Engine Manual)		
Check for excessive vibration		
Clean debris bag	•	
Check bag strap tightness	•	
Inspect for loose parts		•
Inspect for worn or damaged parts		•

## TROUBLESHOOTING

*Before Requesting Service Review These Suggestions*

Problem	Possible cause	Solution
Will not vacuum or has poor vacuum performance.	Dirty debris bag. Nozzle height set too high or too low. Hose kit cap missing. Clogged nozzle or exhaust. Excessive quantity of debris.	Clean debris bag. Shake bag clean or wash. Adjust nozzle height. Check for hose kit cap. Unclog nozzle or exhaust (see page 5). Allow air to feed with debris.
Abnormal vibration.	Loose or out of balance impeller or loose engine.	Check impeller and replace if required. Check Engine.
Engine will not start.	Throttle in off position. Out of gasoline. Bad or old gasoline. Spark Plug wire disconnected. Dirty air cleaner.	Check throttle and gasoline. Connect spark plug wire. Clean or replace air cleaner. Or contact a qualified service person.
Engine is locked, will not pull over.	Debris locked in impeller. Engine problem.	See page 5. Contact an engine servicing dealer for engine problems.

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