ALL POWER

Water Pump

OWNER'S MANUAL

MODEL NO. WP200

Congratulations on your purchase of an All Power™ WP200 Water Pump!

Thank you for purchasing a **All Power™ Water Pump**. We want to help you to get the best results from your new engine and to operate it safely. This 'Owner's Manual' will provide you with a good basic understanding of the operation and maintenance of this machine. **Every effort has been made to ensure the accuracy and completeness of the information in this package. We reserve the right to change, alter and/or improve the product and this document at any time without prior notice.**

IMPORTANT INFORMATION

This manual contains important notations that you need to know and understand to protect YOUR SAFETY and to PREVENT EQUIPMENT PROBLEMS.

This is a safety alert symbol. This is used to alert you to potential personal injury hazard. Obey all safety messages that follow this symbol to avoid possible injury or death.

⚠ WARNING ⚠

A **WARNING** indicates a hazardous situation which, if not avoided, could result in death or serious injury.

A **NOTE** indicates special precautions that must be taken to avoid damage to the machine or other property.

READ AND UNDERSTAND ALL SAFETY PRECAUTIONS IN THIS MANUAL BEFORE OPERATING. FAILURE TO COMPLY WITH INSTRUCTIONS IN THIS MANUAL COULD RESULT IN PERSONAL INJURY, PROPERTY DAMAGE, AND/OR VOIDING YOUR WARRANTY. ALLPOWER™ AMERICA WILL NOT BE LIABLE FOR ANY DAMAGE DUE TO FAILURE OF COMPLYING THESE INSTRUCTIONS.

Pump	**Inlet Diameter**	2 inch, 50mm
	Outlet Diameter	2 inch, 50mm
	Pump Lift	85 ft, 26m
	Suction Height	26 ft, 8m
	Flow Rate	150 Gal/mlm, 550Lmlm
	Pressure (Maximum)	43.5 PSI
Gasoline Engine	**Horse Power**	5.5
	Type	4 stroke, OHV, air-cooled, recoil start
	Displacement	163cc
	Oil capacity	0.63 quart (0.6L)
	CARB/EPS approved	Yes
Fuel	**Type**	Unleaded Gasoline
	Capacity	0.95 Gallon (3.6 Liter)
	Running Time	2.8 Hour
	Fuel Gauge	Included
Weight	**Approximate Weight**	59.5 lbs.

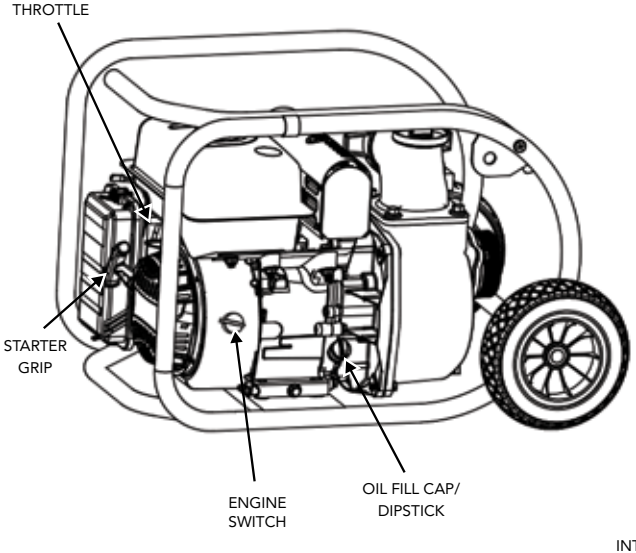
IMPORTANT SAFETY INFORMATION

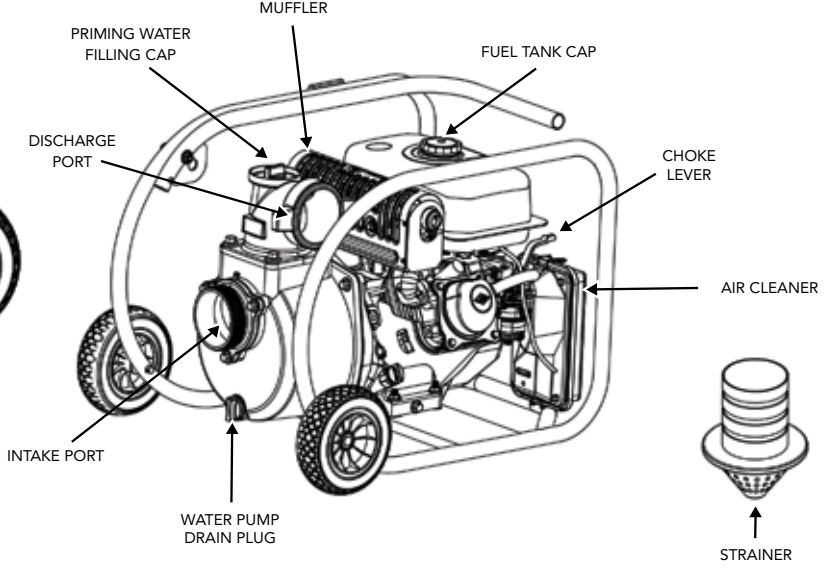
Most accidents with engines can be prevented if you follow all instructions in this manual and on the engine. Some of the most common hazards are discussed below, along with the best way to protect yourself and others.

⚠ WARNING ⚠

The warning, cautions and instructions discussed in this instruction manual cannot cover all possible conditions and situations that may occur. It must be understood by the operator that COMMON SENSE AND CAUTION ARE FACTORS WHICH CANNOT BE BUILT INTO THIS PRODUCT, BUT MUST BE SUPPLIED BY THE OPERATOR.

- Read and understand this owner's manual before operating the engine. Failure to do so could result in personal injury or equipment damage.
- This pump is designed to pump only water that is not intended for human consumption. Other uses can result in injury to the operator or damage to the pump and other property. Pumping flammable liquids, such as gasoline or fuel oils, can result in a fire or explosion, causing serious injury. Pumping sea water, beverages, acids, chemicals solutions, or any other liquid that promotes corrosion can damage the pump.
- Know how to stop the engine quickly and understand the operation of all controls. Never permit anyone to operate the engine without proper instructions.
- Do not allow child to operate the pump. Keep children and pets away from the area of operation.
- Dress properly. Do not wear loose clothing or jewelry. Keep you hair, clothing and gloves away from moving parts. Loose clothes, jewelry and long hair can be caught in moving parts.
- Do not operate pump in explosive atmospheres such as in the presence of flammable liquids, gases or dust. Engines create sparks, which may ignite the dust or fumes.
- Gasoline is extremely flammable and gasoline vapor can explode. Refuel outdoors in a well-ventilated area, with the pump stopped. Never smoke near gasoline and keep other flames and sparks away. Always store gasoline in an approved container. If any fuel is spilled, make sure the area is dry before starting the pump.
- The muffler becomes very hot during operating and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. Let the engine cool before storing the pump indoors.
- To prevent fire hazards and to provide adequate ventilation for stationary equipment applications, keep the pump at least 3 feet away from building walls and other equipment during operation. Do not place flammable objects close to the engine.
- Exhaust gas contains poisonous carbon monoxide. Avoid inhalation of exhaust gas. Never run the engine in a closed garage or confined area.
- Do not overload the pump. Use the correct pump for your application. The correct pump will do the job better and safer at the rate for which it is designed.


THROTTLE
STARTER GRIP
ENGINE SWITCH
OIL FILL CAP/ DIPSTICK


MUFFLER
PRIMING WATER FILLING CAP
FUEL TANK CAP
DISCHARGE PORT
CHOKE LEVER
AIR CLEANER
INTAKE PORT
WATER PUMP DRAIN PLUG
STRAINER

IS YOUR PUMP READY TO GO?

For your safety, and to maximize the service life of your equipment, it is very important to take a few moments before you operate the engine to check its condition. Be sure to take care of any problem you find, or have your servicing dealer correct it, before you operate the pump.

⚠ WARNING ⚠

Improperly maintaining this pump, or failing to correct a problem before operation, could cause a malfunction in which you could be seriously injured. Alway perform a pre-operation inspection before each operation and correct any problem.

Before beginning your pre-operation checks, be sure the pump is level and the engine switch is in the OFF position.

Check the General Condition of the Pump

1. Look around and underneath the pump for signs of oil or gasoline leaks.
2. Remove any excessive dirt or debris, especially around the engine muffler and recoil starter.
3. Look for signs of damage.
4. Check that all nuts, bolts and screws, hose connectors and clamps are tightened.

Check the Suction and Discharge Hoses

1. Check the general condition of the hoses. Be sure the hoses are in serviceable condition before connecting them to the pump. Remember that the suction hose must be reinforced construction to prevent hose collapse.

2. Check that the sealing washer in the suction hose connector is in good condition.
3. Check that the hose connectors and clamps are securely installed.
4. Check that the strainer is in good condition and is installed on the suction hose.

Check the Engine

1. Check the engine oil level. Running the engine with a low oil level can cause engine damage.
2. The oil sensor will automatically stop the engine before the oil level falls below safe limits. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.
3. Check the air filter. A dirty air filter will restrict air flow to the carburetor, reducing engine performance.
4. Check the fuel level. Starting with a full tank will help to eliminate or reduce operating interruptions for refueling.

⚠ WARNING ⚠

Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you. Avoid any areas or actions that expose you to carbon monoxide.

Before operating the engine for the first time, please review the *IMPORTANT SAFETY INFORMATION* and *BEFORE OPERATION*.

Pump only water that is not intended for human consumption. Pumping flammable liquids, such as gasoline or fuel oils, can result in a fire or explosion, causing serious injury. Pumping sea water, beverages, acids, chemical solutions or any other liquid that promotes corrosion, can damage the pump.

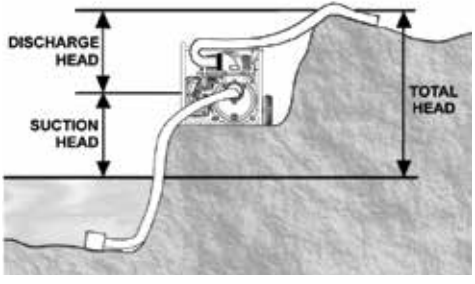
PUMP PLACEMENT

For best pump performance, place the pump near the water level, and use hoses that are no longer than necessary. That will enable the pump to produce the greatest output.

As head (pumping height) increase, pump output decreases. Maximum head specifications and pump performance curves are shown in the table on page 2. The length, type and size of the suction and discharge hoses can also significantly affect pump output.

Discharge head capability is always greater than suction head capability. So it is important for suction head to be the shorter part of total head.

Minimizing suction head (placing the pump near the water level) is also very important for reducing self-priming time. Self-priming time is the time it takes the pump to bring water the distance of the suction head during initial operation.



SUCTION HOSE INSTALLATION

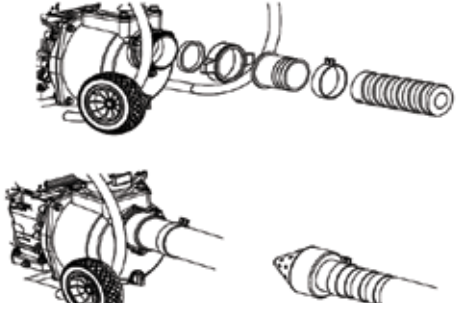
Use the commercially available hose and hose connector with the hose clamp provided with the pump. The suction hose must be reinforced with a non-collapsible wall or braided wire construction.

The suction hose should be no longer than necessary. Pump performance is best when the pump is near the water level and the hoses are short.

Use a hose clamp to securely fasten the hose connector to the suction hose in order to prevent air leakage and loss of suction. Verify that the hose connector sealing washer is in good condition.

Install the strainer (provided with the pump) on the other end of the suction hose, and secure it with a hose clamp. The strainer will help to prevent the pump from becoming clogged or damaged by debris.

Securely tighten the hose connector on the pump suction port.

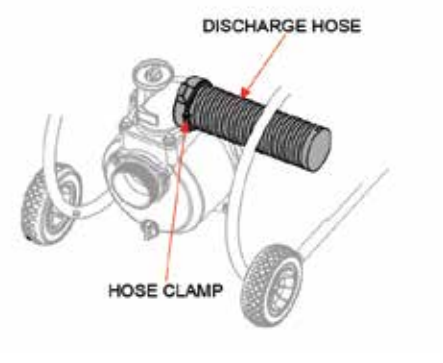


DISCHARGE HOSE INSTALLATION

Use the commercially available hose and hose connector with the hose clamp provided with the pump.

It is best to use a short, large-diameter hose, because that will reduce fluid friction and improve pump output. A long or small-diameter hose will increase fluid friction and reduce pump output.

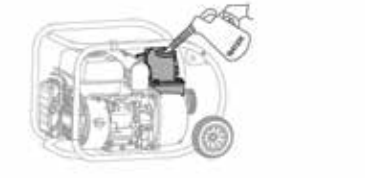
Tighten the hose clamp securely to prevent the discharge hose from disconnecting under high pressure.



PRIMING THE PUMP

Before starting the engine, remove the filler cap from the pump chamber and completely fill the pump chamber with water. Reinstall the filler cap and tighten it securely.

NOTE: Operating the pump dry will destroy the pump seal. If the pump has been operated dry, stop the engine immediately and allow the pump to cool before priming.

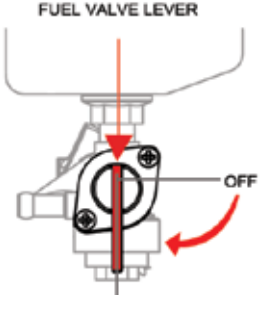


STARTING THE ENGINE

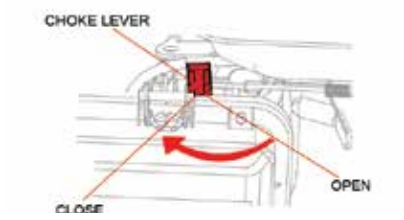
1. Prime the pump.
2. Move the fuel valve lever to the ON position.

   The fuel valve opens and closes the passage between the fuel tank and the carburetor.

   The fuel valve lever must be in the ON position for the engine to run.



STARTING THE ENGINE (cont'd)



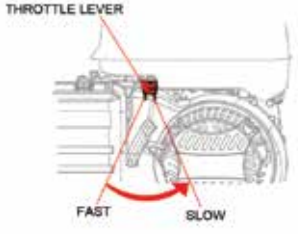
3. To start a cold engine, move the choke lever to the CLOSED position. To restart a warm engine, leave the choke lever in the OPEN position.

   The choke lever opens and closes the choke valve in the carburetor.

   The CLOSED position enriched the fuel mixture for starting a cold engine.

   The OPEN position provides the correct fuel mixture for operation after starting and for restarting a warm engine.

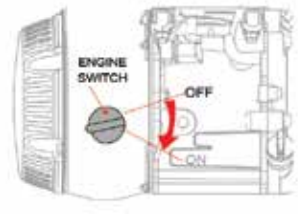
4. Move the throttle lever away from the SLOW position, about 1/3 of the way toward the FAST position.



   The throttle lever controls engine speed.

   Moving the throttle lever in one direction or the other, makes the engine run faster or slower.

5. Turn the engine switch to the ON position.

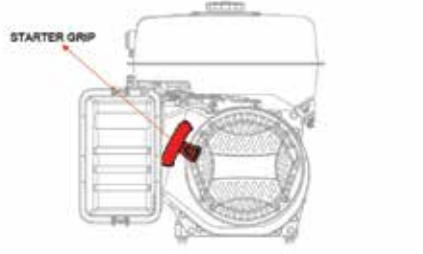


   The engine switch enables and disables the ignition system.

   The engine switch must be in the ON position for the engine to run.

   Turing the engine switch to the OFF position stops the engine.

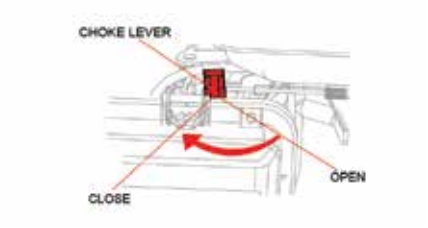
6. Operate the RECOIL STARTER:



   Pull the starter grip lightly until you feel resistance, then pull briskly. Return the starter grip gently.

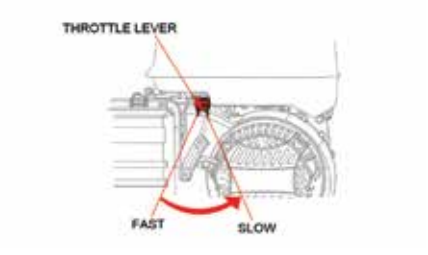
   Pulling the starter grip operates the recoil starter to crank the engine.

7. If the choke lever has been moved to the CLOSED position to start the engine, gradually move it to the OPEN position as the engine warms up.



SETTING ENGINE SPEED

1. Position the throttle lever for the desired engine speed.



2. Moving the throttle lever in the directions shown makes the engine run faster or slower.

3. After starting the engine, move the throttle lever to the FAST position and check pump output.

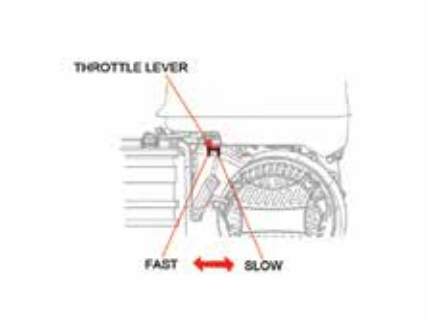
4. Pump output is controlled by adjusting engine speed. Moving the throttle lever in the FAST direction will increase pump output. Moving the throttle lever in the SLOW direction will decrease pump output.

⚠ WARNING ⚠

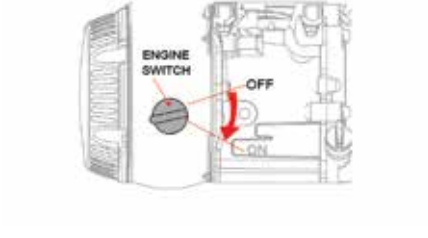
Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you. Avoid any areas or actions that expose you to carbon monoxide.

STOPPING THE ENGINE

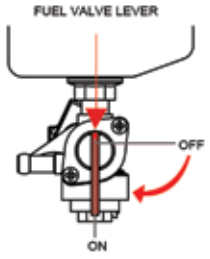
To stop the engine in an emergency, simply turn the engine switch to the OFF position. Under normal conditions, use the following procedure:



1. Move the throttle lever to the SLOW position.



2. Turn the engine switch to the OFF position.



3. Turn the fuel valve lever to the OFF position.

   When the pump is not in use, leave the fuel valve lever in the OFF position to prevent the carburetor from flooding and to reduce the possibility of fuel leakage.

After use, remove the pump drain plug, and drain the pump chamber. Remove the filter cap and flush the pump chamber with clean, fresh water. Allow the water to drain from the pump chamber, then reinstall the filler cap and drain plug.

SERVICING YOUR PUMP
THE IMPORTANCE OF MAINTENANCE

Good maintenance is essential for safe, economical and trouble-free operation. It will also help reduce air pollution.

⚠ WARNING ⚠

Improperly maintaining this pump or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

To help you properly care for your pump, the following pages include: a maintenance schedule, routine inspection procedures, and simple maintenance procedures using basic hand tools. Other service tasks that are more difficult or require special tools, are best handled by professionals and normally performed by a qualified mechanic.

The maintenance schedule applies to normal operating conditions. If you operate your engine under unusual conditions, such as sustained high-load or high-temperature operation, or use in unusually wet or dusty conditions, consult your servicing dealer for recommendations applicable to your individual needs and use.

Maintenance, replacement or repair of emission control devices and systems may be done by any engine repair establishment or individual, using parts that are "certified" to EPA/CARB standards.

MAINTENANCE SAFETY

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will eliminate several potential hazards.

SAFETY PRECAUTIONS (cont'd)

- **Carbon monoxide poisoning from Engine exhaust**
  Be sure there is adequate ventilation whenever you operate the engine.
- **Burns From Hot Parts**
  Let the engine and exhaust system cool before touching.
- **Injury from moving parts.**
  Do not run the engine unless instructed to do so.

- Read the instructions before you begin and make sure you have the tools and skills required.
- To reduce the possibility of fire or explosion, be careful when working around gasoline. Use only a nonflammable solvent, not gasoline, to clean parts. Keep cigarettes, sparks and flames away from all fuel-related parts.

To ensure the best quality and reliability, use only new, original replacement parts or their equivalents for repair and replacement.

PERIODIC MAINTENANCE

Safety is an obligation of the owner. Regular maintenance is very important to ensure the best performance and longevity of the your generator. Please see the Table below for recommended maintenance.

Item: Perform at every indicated month or operating hour interval, whichever comes first.	**Routine**	**Each Use**	**Every**			
			First Month or 20 Hrs.	**50 Hours or 3 months**	**300 Hours or 6 months**	**30 Hours or every year**
Engine Oil	Check Level	O				
	Change		O		O	
Reduction Gear Oil	Check Level	O				
	Change		O		O	
Air Filter	Check	O				
	Clean			O(1)	O*(1)	
	Replace					O**
Sediment Cup	Clean				O	
Spark Plug	Check/Adjust				O	
	Replace					O
Spark Arrester (optional Parts)	Clean				O	
Idle Speed	Check/Adjust					O(2)
Valve Clearance	Check/Adjust					O(2)
Combustion Chamber	Clean	After every 500 Hrs. (2)				
Fuel Tank & Filter	Clean				O(2)	
Fuel Tube	Check	Every 2 years (replace if necessary) (2)				

⚠ WARNING ⚠

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed. Always follow the procedures and precautions in the owner's manual.

- **Emission related items**

* **Internal vent carburetor with dual element type only**

** **Replace paper element type only. Cyclone type every 2 years or 600 hours.**

(1) Service more frequently when used in dusty areas.

(2) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient.

(3) For commercial use, log hours of operation to determine proper maintenance intervals.

REFUELING

With the engine stopped and on a level surface, remove the fuel tank cap and check the fuel level. Refill the tank if the fuel level is low.

⚠ WARNING ⚠

Gasoline is highly flammable and explosive.
You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away
- Handle fuel only outdoors
- Wipe up spills immediately

Refuel in a well-ventilated area before starting the engine. If the engine has been running, allow it to cool. Refuel carefully to avoid spilling fuel. Do not fill the fuel tank completely. Fill tank to approximately 1 inch below the top of the fuel tank to allow for fuel expansion. It may be necessary to lower the fuel level depending on operating conditions. After refueling, tighten the fuel tank cap securely.

Never re-fuel the engine inside a building where gasoline fumes may reach flames or sparks. Keep gasoline away from appliance pilot lights, barbecues, electric appliances, power tools, etc.

Spilled fuel is not only a fire hazard, it causes environmental damage. Wipe up spills immediately.

NOTE: Fuel can damage paint and plastic. Be careful not to spill fuel when filling your fuel tank.

FUEL RECOMMENDATIONS

Use unleaded gasoline with a pump octane rating of 86 or higher.

These engines are certified to operate on unleaded gasoline. Unleaded gasoline produces fewer engine and spark plug deposits and extends exhaust system life.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt or water in the fuel tank.

Occasionally you may hear a light "spark knock" or "pinging" (metallic rapping noise) while operating under heavy loads. This is no cause for concern.

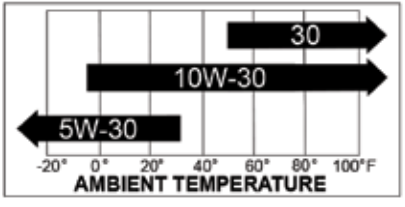
If spark knock or pinging occurs at a steady engine speed, under normal load, change brands of gasoline.

NOTE: Running the engine with persistent spark knock or pinging can cause engine damage. Running the engine with persistent knocking or pinging is considered misuse, and the warranty does not cover parts damaged by misuse.

OIL RECOMMENDATIONS

Oil is a major factor affecting performance and service life. Use 4-stroke automotive detergent oil.

SAE 10W-30 is recommended for general use. Other viscosities show in the chart may be used when the average temperature in your area is within the recommended range.

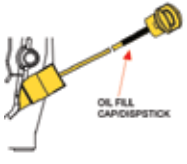


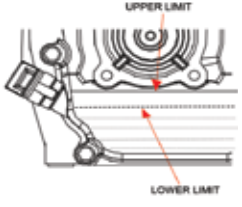
The SAE oil viscosity and service classification are in the API label on the oil container. The manufacture recommends that you use API SERVICE category SJ or SL oil.

Oil Level Check

Check the engine oil level with the engine stopped and in a level position.

1. Remove the filler cap/dipstick and wipe it clean.
2. Fully insert the oil filler cap/dipstick, then remove it to check the oil level.
3. If the oil level is low, remove the oil filler cap/dipstick, and fill with the recommended oil to the upper limit mark on the oil level dipstick.
4. Reinstall the oil filler cap/dipstick and oil filler cap.





NOTE: Running the engine with a low oil level can cause engine damage.

The oil sensor will automatically stop the engine before the oil level falls below safe limit. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.

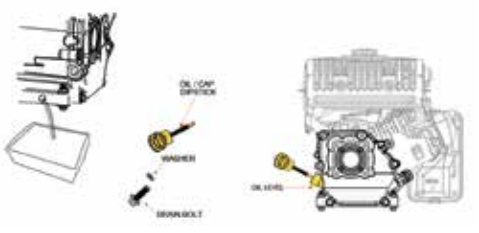
OIL CHANGE

Drain the used oil when the engine is warm. Warm oil drains quickly and completely.

1. Place a suitable container below the engine to catch the used oil, then remove the oil filler cap, drain bolt and sealing washer.

2. Allow the used oil to drain completely, then reinstall the drain bolt and new sealing washer, and tighten the drain bolt securely.

Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take used oil in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash, pour it on the ground, or pour it down a drain.



OIL CHANGE (Cont'd)

3. With the engine in a level position, fill with the recommended oil to the upper limit mark on the oil level dipstick.

NOTE: Running the engine with a low oil level can cause engine damage. The oil senor will automatically stop the engine before the oil level falls below the safe limit. However, to avoid the inconvenience of an unexpected shutdown, fill to the upper limit and check the oil level regularly.

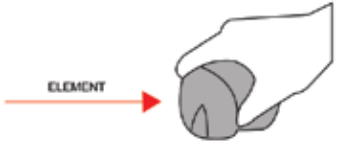
4. Reinstall the oil filler cap and oil level dipstick securely.

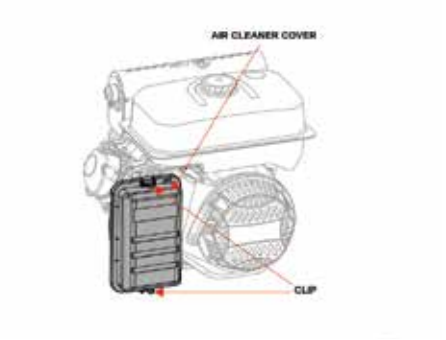
AIR CLEANER SERVICE

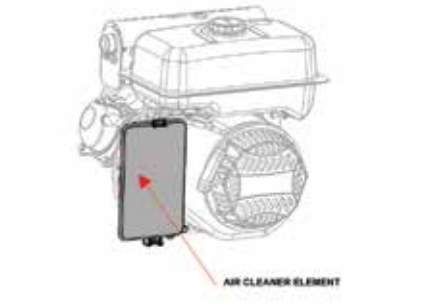
A dirty air filter will restrict air flow to the carburetor, reducing engine performance. If you operate the engine in very dusty areas, clean the air filter more often than specified in the MAINTENANCE SCHEDULE.

NOTE: Operating the engine without an air filter, or with a damaged air filter, will allow dirt to enter the engine, causing rapid engine wear.

1. Unsnap the air cleaner cover clips, remove the air cleaner cover and element.
2. Wash the element in a solution of household detergent and warm water. Rinse thoroughly or wash in a nonflammable or high flash point solvent. Allow the element to dry thoroughly.
3. Soak the element in clean engine oil and squeeze out the excess oil. The engine will smoke during initial start-up if too much oil is left in the element.
4. Reinstall the air cleaner element and the cover.







SEDIMENT CUP CLEANING

1. More the fuel valve to the OFF position, then remove the fuel sediment cup and O-ring.

⚠ WARNING ⚠

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep hear, sparks and flames away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

2. Wash the sediment cup and O-ring in nonflammable solvent, and dry them thoroughly.
3. Place the O-ring in the fuel valve, and install the sediment cup. Tighten the sediment cup securely.
4. Move the fuel valve to the ON position and check for leaks. Replace the O-ring if there is any leakage.

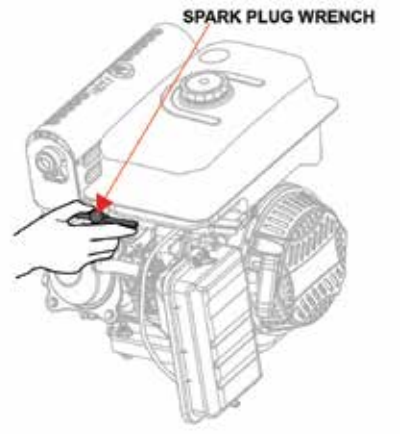
SPARK PLUG SERVICE

Recommended spark plugs:
BPR6ES (NGK)
W20EPR-U (DENSO)

NOTE: An incorrect spark plug can cause engine damage.

1. Disconnect the spark plug cap, and remove any dirt from around the spark plug area.
2. Remove the spark plug with a 13/16" spark plug wrench.
3. Inspect the spark plug. Replace it if the electrodes are worn heavy carbon buildup is found, or if the insulator is cracked or chipped.

SPARK PLUG SERVICE (cont'd)

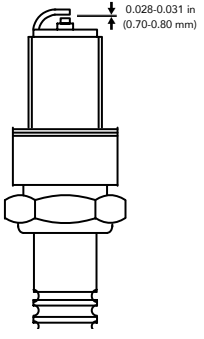


4. Measure the spark plug electrode gap with a suitable gauge. The gap should be 0.028 - 0.031" (0.70 - 0.80 mm). Correct the gap, if necessary, by carefully bending the side electrode.
5. Install the spark plug carefully, by hand, to avoid cross-threading.

SPARK PLUG SERVICE (cont'd)

6. After the spark plug seats, tighten with a 13/16" spark plug wrench to compress the sealing washer.

   If re-installing the used spark plug, tighten 1/8 - 1/4 turn after the spark plug seats. If installing a new spark plug, tighten 1/2 turn after the spark plug seats.



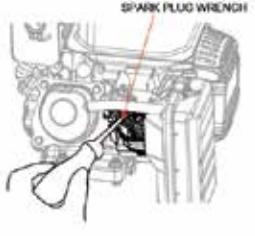
NOTE: A loose spark plug can overheat and damage the engine. Over-tightening the spark plug can damage the threads in the cylinder head.

7. Attach the spark plug cap.

IDLE SPEED ADJUSTMENT

1. Start the engine outdoors and allow it to warm up to operating temperature.
2. Move the throttle lever to its slowest position.
3. Turn the throttle stop screw to obtain the standard idle speed.

   Standard Idle Speed:
   1,400 (+200/-150) RPM



STORING THE PUMP

Storage Preparation

Proper storage preparation is essential for keeping your engine trouble-free and looking good. The following steps will help to keep rust and corrosion from impairing your pump's function and appearance, and will make the pump easier to start after storage.

Cleaning

1. If the engine has been running, allow it to cool for at least half an hour before cleaning.
2. Wash the engine and pump.

   Wash the engine by hand and be careful to prevent water from entering the air cleaner or muffler opening. Keep water away from controls and all other places that are difficult to dry, as water promotes rust.

NOTE: Using a garden hose or pressure washing equipment can force water into the air cleaner or muffler opening. Water in the air cleaner will soak the air filter and water that passes through the air filter or muffler can enter the cylinder, causing damage.

STORING THE PUMP (cont'd)

NOTE: Water contacting a hot engine can cause damage. If the engine has been running, allow it to cool for at least half an hour before washing.

3. Wipe dry all accessible surfaces.

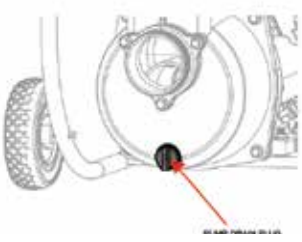
4. Fill the pump chamber with clean, fresh water. Start the engine outdoor and allow it to run until it reaches normal operating temperature. This will evaporate any external water.

NOTE: Dry operation will damage the pump seal. Be sure the pump chamber is filled with water before starting the engine.

5. Stop the engine and allow it to cool.

4. Remove the pump drain plug and flush the pump with clean, fresh water. Allow the water to drain from the pump chamber, then reinstall the drain plug.

4. After the pump is clean and dry, touch up any damaged paint. Coat areas what may rust with a light film of oil. Lubricate controls with a silicone spray lubricant.



FUEL

Gasoline will oxidize and deteriorate in storage. Old gasoline will cause hard staring, and it leaves gum deposits that clog the fuel system. If the gasoline in your engine deteriorates during storage, you may need to have the carburetor and other fuel system components serviced or replaced.

The length of time that gasoline can be left in your fuel tank and carburetor without causing functional problems will vary with such factors as gasoline blend, your storage temperatures, and whether the fuel tank is partially or completely filled. The air in a partially filled fuel tank promotes fuel deterioration. Very warm storage/temperatures accelerate fuel deterioration. Fuel deterioration problems may occur within a few months, or even less if the gasoline was not fresh when you filled the fuel tank.

The warranty does not cover fuel system damage or engine performance problems resulting from neglected storage preparation.

You can extend fuel storage life by adding a fuel stabilizer that is formulated for that purpose, or you can avoid fuel deterioration problems by draining the fuel tank and carburetor.

Adding a Fuel Stabilizer To Extend Fuel Storage Life

When adding a fuel stabilizer, fill the fuel tank with fresh gasoline. If only partially filled air in the tank will promote fuel deterioration during storage. If you keep a container of gasoline for refueling, be sure that it contains only fresh gasoline.

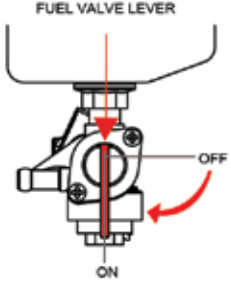
1. Add fuel stabilizer following the manufacturer's instructions.

Adding a Fuel Stabilizer To Extend Fuel Storage Life (cont'd)

2. After adding a fuel stabilizer, run the engine outdoors for 10 minutes to be sure that treated gasoline has replaced the untreated gasoline in the carburetor.

NOTE: Dry operation will damage the pump seal. Be sure the pump chamber is filled with water before starting the engine.

3. Stop the engine, and move the fuel valve to the OFF position.



Draining The Fuel Tank and Carburetor

1. Place an approved gasoline container below the carburetor. Use a funnel to avoid spilling fuel .

2. Place an approved gasoline container below the carburetor. Use a funnel to avoid spilling fuel.

⚠ WARNING ⚠

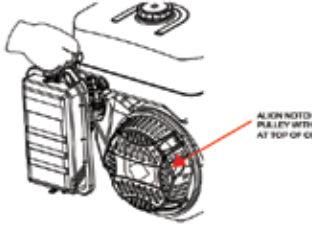
Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep hear, sparks and flames away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

3. After all the fuel has drained into the container, reinstall the drain bolt and sediment cup. Tighten them securely.

ENGINE OIL

1. Change the engine oil.
2. Remove the spark plug.
3. Pour a tablespoon of clean engine oil into the cylinder.
4. Pull the starter rope several times to distribute the oil in the cylinder.
5. Reinstall the spark plug.
6. Pull the starter slowly until resistance is felt and the notch on the starter pulley aligns with the hole at the top of the recoil starter cover. This will close the valves so moisture cannot enter the engine cylinder. Return the starter rope gently.



Storage Precautions

If your pump will be stored with gasoline in the fuel tank and carburetor, it is important to reduce the hazard of gasoline vapor ignition. Select a well-ventilated storage area away from any appliance that operates with a flame, such as a furnace ,water heater, or clothes dryer. Also avoid any area with a spark-producing electric motor, or where power tools are operated.

If possible, avoid storage areas with high humidity, because that promotes rust and corrosion.

Unless all fuel has been drained from the fuel tank, leave the fuel valve lever in the OFF position to reduce the possibility of fuel leakage.

Position the pump so that it is level. Tilting can cause fuel or oil leakage.

With the engine and exhaust system cool, cover the pump to keep out dust. A hot engine and exhaust system can ignite or melt some materials. Do not use sheet plastic as a dust cover. A nonporous cover will trap moisture around the engine, promoting rust and corrosion.

Removal From Storage

Check your engine as described in the BEFORE OPERATION chapter of this manual.

If the fuel was drained during storage preparation, fill the tank with fresh gasoline. If you keep a container of gasoline for refueling, be sure that it contains only fresh gasoline. Gasoline oxidizes and deteriorates over time, causing hard starting.

If the cylinder was coated with oil during storage preparation, the engine may smoke briefly at startup. This is normal.

Transporting

If the pump has been running, allow it to cool for at least 15 minutes before loading the pump on the transport vehicle. A hot engine and exhaust system can burn you and can ignite some materials.

Keep the pump level when transporting to reduce the possibility of fuel leakage. Move the fuel valve lever to the OFF position.

TROUBLESHOOTING GUIDE

The following troubleshooting guide is recommended for basic or common problems; if there's an issue with the generator that is not listed, **please call 1-888-896-6881.**

Problem	Probable Cause	Solution
Engine will not start or starts and runs rough.	1. Fuel valve OFF	1. Move fuel valve lever to ON
	2. Choke OPEN	2. Move choke lever to CLOSED unless engine is warm.
	3. Engine switch OFF.	3. Turn engine switch to ON.
	4. Out of fuel.	4. Refuel.
	5. Bad fuel; engine stored without treating or draining gasoline, ore refueled with bad gasoline.	5. Drain fuel tank and carburetor. Refuel with fresh gasoline.
	6. Spark plug faulty, fouled, or improperly gapped.	6. Remove and inspect spark plug. Clean, gap or replace spark plug.
	7. Spark plug wet with fuel (flooded engine).	7. Remove and inspect spark plug. Dry and reinstall spark plug. Start engine with throttle lever in FAST position.
	8. Fuel filter clogged, carburetor malfunction, ignition malfunction, valves stuck, etc.	8. Take engine to qualified mechanic. Replace or repair faulty components as necessary.
Engine Lacks Power	1. Filter element(s) clogged.	1. Check air filter. Clean or replace filter.
	2. Bad fuel; engine stored without treating or draining gasoline, or refueled with bad gasoline.	2. Drain fuel tank and carburetor. Refuel with fresh gasoline.
	3. Fuel filter clogged, carburetor malfunction, ignition malfunction, valves stuck, etc.	3. Take engine to a qualified mechanic. Replace or repair faulty components as necessary.

TROUBLESHOOTING GUIDE

The following troubleshooting guide is recommended for basic or common problems; if there's an issue with the generator that is not listed, **please call 1-888-896-6881.**

Problem	Probable Cause	Solution
No Pump Output	1. Pump not primed.	1. Prime pump.
	2. Hose collapsed, cut or punctured.	2. Replace suction hose.
	3. Strainer not completely underwater.	3. Sink the strainer and the end of a suction hose completely underwater.
	4. Air leak at connector.	4. Refuel.
	5. Strainer clogged.	5. Drain fuel tank and carburetor. Refuel with fresh gasoline.
	6. Excessive head.	6. Remove and inspect spark plug. Clean, gap or replace spark plug.
Low Pump Output	1. Hose collapsed, damaged, too long or diameter too small.	1. Replace suction hose.
	2. Air leak at connector.	2. Replace sealing washer if missing or damaged. Tighten hose connector and clamp.
	3. Strainer clogged.	3. Clean debris from strainer.
	4. Hose damaged, too long, or diameter too small.	4. Replace discharge hose.
	5. Marginal Head	5. Relocate pump and/or hoses to reduce head.

CARBURETOR MODIFICATION FOR HIGH ALTITUDE OPERATION

At high altitude, the standard carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase. A very rich mixture will also foul the spark plug and cause hard starting. Operation at an altitude that differs from when the engine was certified, for extended periods of time, may increase emissions.

High altitude performance can be improved by specific modifications to the carburetor. If you always operate your engine at altitudes above 5,000 feet (1,500 meters), have a qualified mechanic perform this carburetor modification. This engine, when operated at high altitude with the carburetor modification for high altitude use, will meet each emission standard throughout its useful life.

Even with carburetor modification, engine horsepower will decrease about 3.5% for each 1,000-foot (300-meter) increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

NOTE: When the carburetor has been modified for high altitude operation, the air-fuel mixture will be too lean for low altitude use. Operation at altitudes below 5,000 feet (1,500 meters) with a modified carburetor may cause the engine to overheat and result in serious engine damage. For use at low altitudes, have a qualified mechanic return the carburetor to original factory specifications.

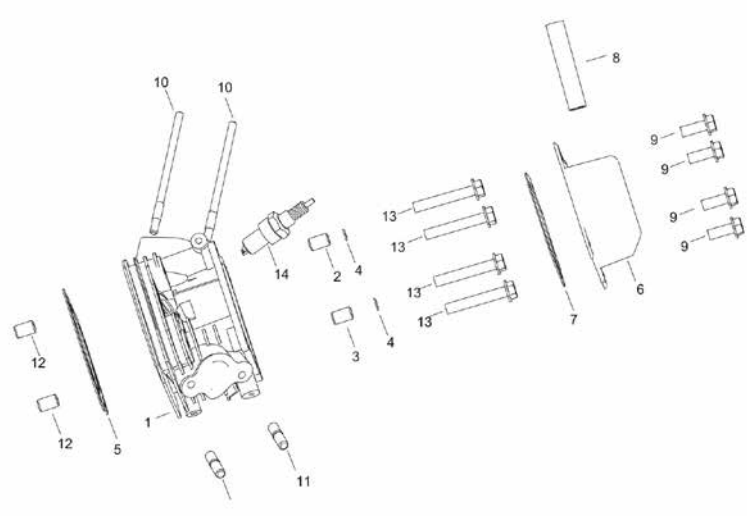
REPLACEMENT PARTS

The emission control systems on your engine were designed, built and certified to conform with EPA and California emission regulations. We recommend the use of original replacement parts whenever you have maintenance done. These original-design replacement parts are manufactured to the same standards as the original parts, so you can be confident of their performance. The use of replacement parts that are not of the original design and quality may impair the effectiveness of your emission control system.

A manufacturer of an aftermarket part assumes the responsibility that the part will not adversely affect emission performance. The manufacturer or rebuilder of the part must certify that use of the part will not result in a failure of the engine to comply with emission regulations.

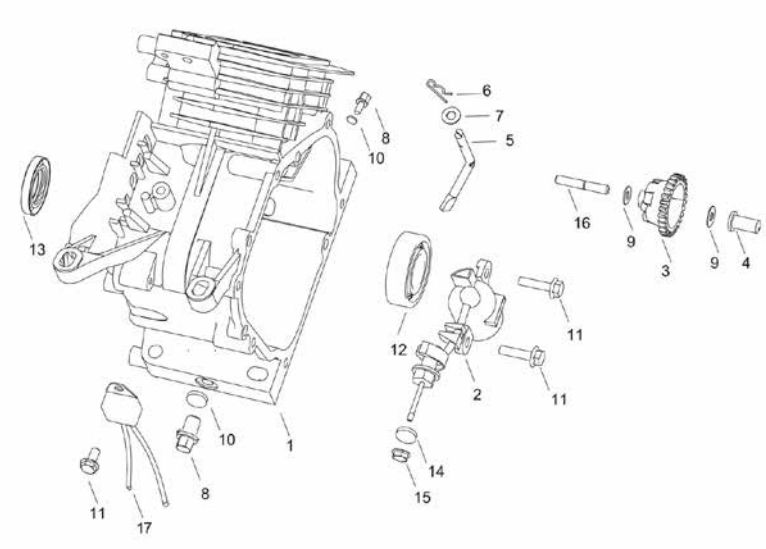
NOTE: Specifications may vary according to the types and are subject to change without notice.

CYLINDER HEAD



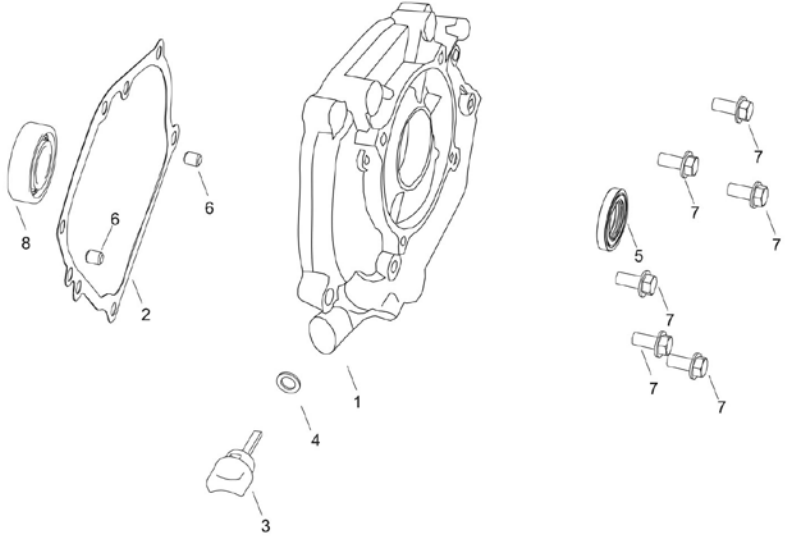
A		
APA #	**DESCRIPTION**	**PART #**
W200-A-01-JD	CYLINDER HEAD COMP	JF168-A-01
W200-A-02-JD	EX VALVE GUIDE	JF168-A-02
W200-A-03-JD	IN VALVE GUIDE	JF168-A-03
W200-A-04-JD	VALVE GUIDE CLIP	JF168-A-04
W200-A-05-JD	CYLINDER HEAD SEALING PAD	JF168-A-05
W200-A-06-JD	HEAD COVER COMP	JF168-A-06
W200-A-07-JD	HEAD COVER PACKING	JF168-A-07
W200-A-08-JD	TUBE	JF168-A-08B
W200-A-09-JD	HEAD COVER COMP BOLT (MX12)	JF168-A-09
W200-A-10-JD	CARBURETOR STUD BOLT	JF168-A-10B
W200-A-11-JD	EXHAUST PIPE STUD BOLT	JF168-A-11
W200-A-12-JD	DOWEL PIN (10X16)	JF168-A-12
W200-A-13-JD	FLANGE BOLT (M8X58)	JF168-A-13
W200-A-14-JD	SPARK PLUG	JF168-A-14

CRANK CASE



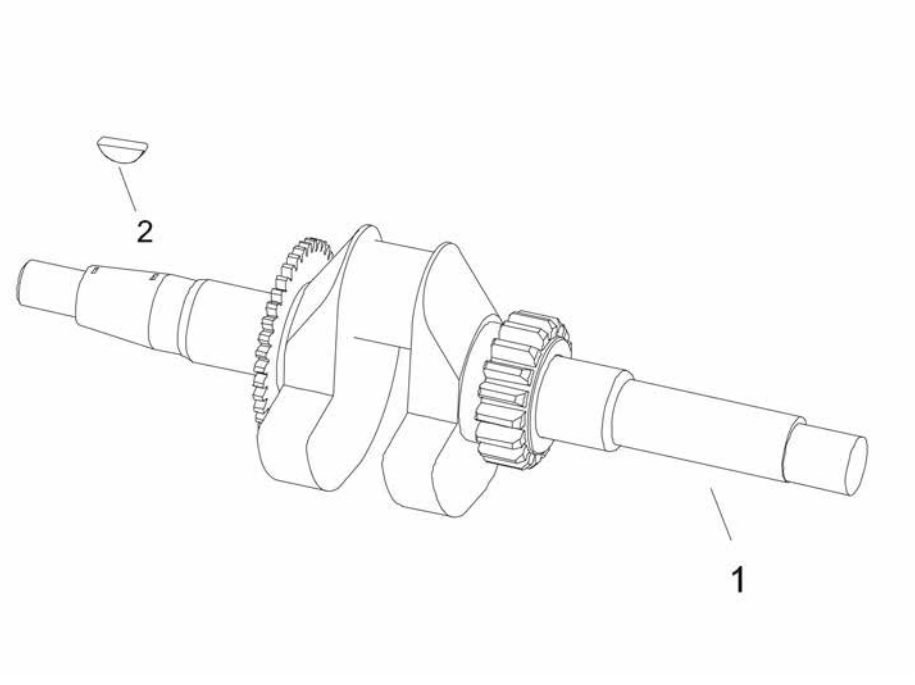
B		
APA PART #	**DESCRIPTION**	**PART #**
W200-B-01-JD	CRANKCASE	JF168-B-01
W200-B-02-JD	OIL LEVEL SWITCH ASSY	JF168-B-02
W200-B-03-JD	GOVERNOR GEAR ASSY	JF168-B-03
W200-B-04-JD	SLIDER SHAFT	JF168-B-04
W200-B-05-JD	GOVERNOR ARM SHAFT	JF168-B-05
W200-B-06-JD	LOCK PIN (8MM)	JF168-B-06
W200-B-07-JD	WASHER	JF168-B-07
W200-B-08-JD	DRAIN PLUG BOLT	JF168-B-08
W200-B-09-JD	SLIDER/THRUST WASHER	JF168-B-09
W200-B-10-JD	DRAIN PLUG WASHER (10.2MM)	JF168-B-10
W200-B-11-JD	FLANGE BOLT	JF168-B-11
W200-B-12-JD	BALL BEARING (6205)	JF168-B-12
W200-B-13-JD	OIL SEAL (ϕ25Xϕ41.25X6)	JF168-B-13
W200-B-14-JD	O-RING	JF168-B-14
W200-B-15-JD	FLANGE NUT (M10)	JF168-B-15
W200-B-16-JD	GOVERNOR SLIDER	JF168-B-16
W200-B-17-JD	OIL PROTECTOR	JF168-B-17

CRANKSHAFT/PISTON



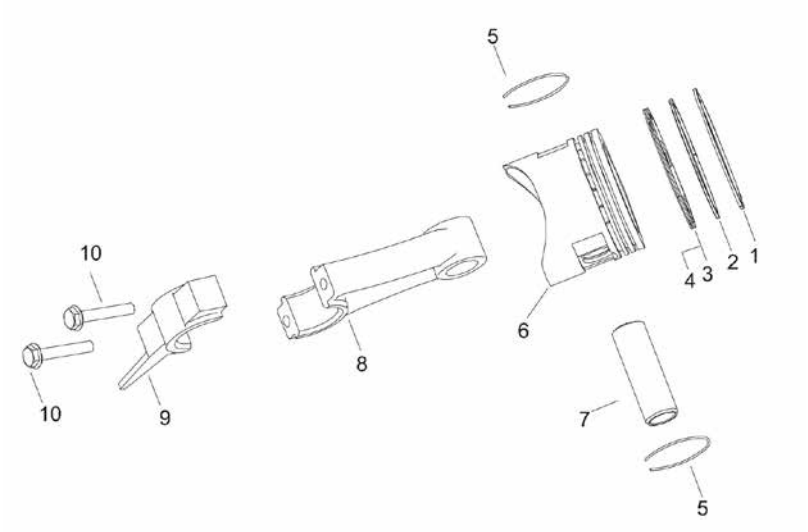
C		
APA PART #	**DESCRIPTION**	**PART #**
W200-C-01-JD	CRANKCASE COVER	JF168-C-01B
W200-C-02-JD	CRANKCASE COVER PAD	JF168-C-02
W200-C-03-JD	OIL SCALE	JF168-C-03
W200-C-04-JD	OIL SCALE SEAL	JF168-C-04
W200-C-05-JD	OIL SEAL (ϕ25Xϕ41.25X8)	JF168-C-05
W200-C-06-JD	DOWEL PIN (8X14)	JF168-C-06
W200-C-07-JD	FLANGE BOLT (M8X28)	JF168-C-07
W200-C-08-JD	BALL BEARING (6205)	JF168-C-08

CRANKSHAFT SYSTEM ASSY



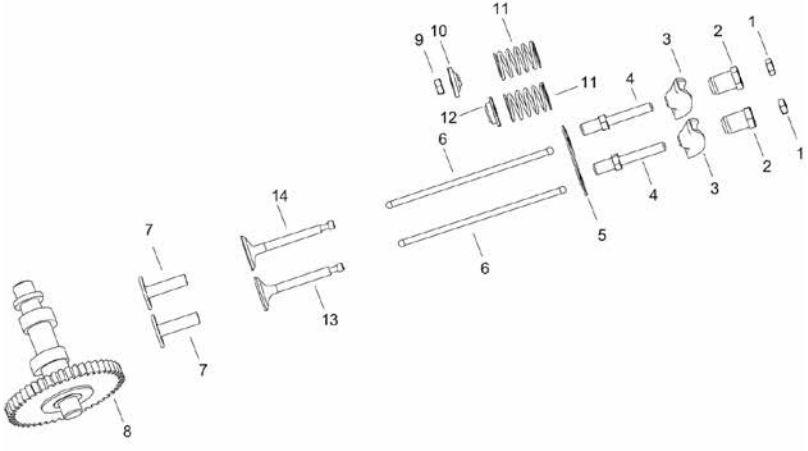
D		
APA PART #	**DESCRIPTION**	**PART #**
W200-D-01-JD	CRANKSHAFT COMP	JF168-D-01
W200-D-02-JD	SEMICIRCLE KEY	JF168-D-02

PISTON AND CONNECTING ROD SYSTEM ASSY



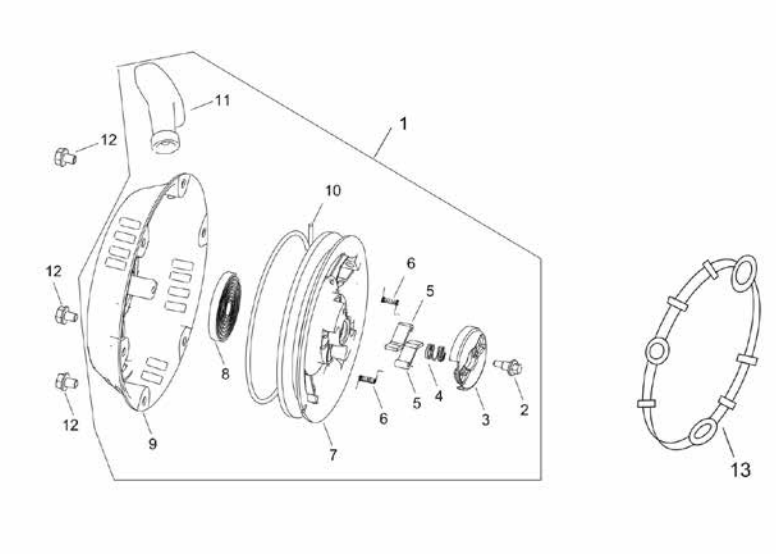
E		
APA PART #	**DESCRIPTION**	**PART #**
W200-E-01-JD	COMPRESSION RING A	JF168-E-01
W200-E-02-JD	COMPRESSION RING B	JF168-E-02
W200-E-03-JD	OIL RING A	JF168-E-03
W200-E-04-JD	OIL RING B	JF168-E-04
W200-E-05-JD	PISTON PIN CLIP	JF168-E-05
W200-E-06-JD	PISTON	JF168-E-05
W200-E-07-JD	PISTON PIN	JF168-E-06
W200-E-08-JD	CONNECTING ROD	JF168-E-07
W200-E-09-JD	CONNECTING COVER	JF168-E-08
W200-E-10-JD	CONNECTING ROD BOLT	JF168-E-09

RECOIL STARTER SYSTEM ASSY



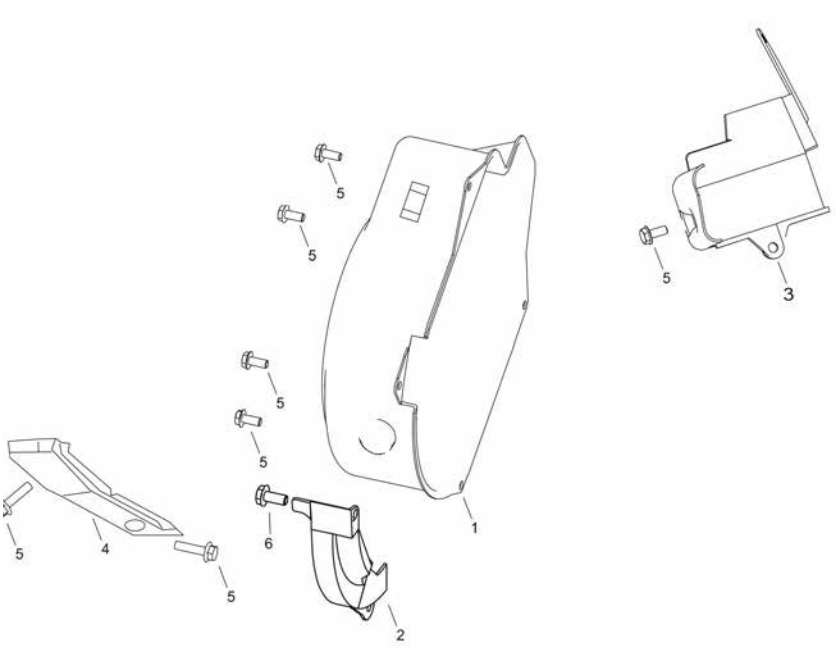
F		
APA PART #	**DESCRIPTION**	**PART #**
W200-F-01-JD	PIVOT ADJUSTING NUT	JF168-F-01
W200-F-02-JD	ROCKER ARM PIVOT	JF168-F-02
W200-F-03-JD	ROCKER ARM	JF168-F-03
W200-F-04-JD	PIVOT BOLT (M8)	JF168-F-04
W200-F-05-JD	PUSH ROD GUIDE PLATE	JF168-F-05
W200-F-06-JD	ROD PUSH	JF168-F-06
W200-F-07-JD	VALVE LIFTER	JF168-F-07
W200-F-08-JD	CAMSHAFT	JF168-F-08
W200-F-09-JD	VALVE ROTATOR	JF168-F-09
W200-F-10-JD	EX VALVE SPRING RETAINER	JF168-F-10
W200-F-11-JD	VALVE SPRING	JF168-F-11
W200-F-12-JD	IN VALVE SPRING RETAINER	JF168-F-12
W200-F-13-JD	IN VALVE	JF168-F-13
W200-F-14-JD	EX VALVE	JF168-F-14

RECOIL STARTER SYSTEM ASSY



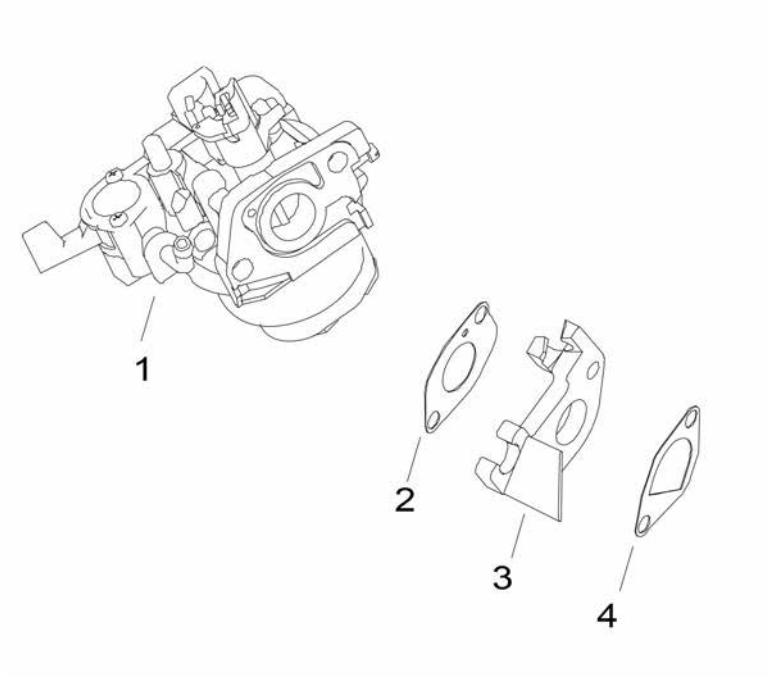
G		
APA PART #	**DESCRIPTION**	**PART #**
W200-G-01-JD	RECOIL STARTER ASSY	JF168-G-01
W200-G-02-JD	SETTING SCREW	JF168-G-02
W200-G-03-JD	SPRING RETAINER	JF168-G-03
W200-G-04-JD	PLATEN SPRING	JF168-G-04
W200-G-05-JD	STARTER RATCHET	JF168-G-05
W200-G-06-JD	RETURN SPRING	JF168-G-06
W200-G-07-JD	RECOIL STARTER REEL	JF168-G-07
W200-G-08-JD	RECOIL STARTER SPRING	JF168-G-08
W200-G-09-JD	RECOIL STARTER CASE COMP	JF168-G-09
W200-G-10-JD	RECOIL ROPE	JF168-G-10
W200-G-11-JD	STARTER KNOB	JF168-G-11
W200-G-12-JD	FLANGE BOLT (M6X8)	JF168-G-12
W200-G-13-JD	RECOIL STARTER SPACER	JF168-G-13

FAN COVER SYSTEM ASSY



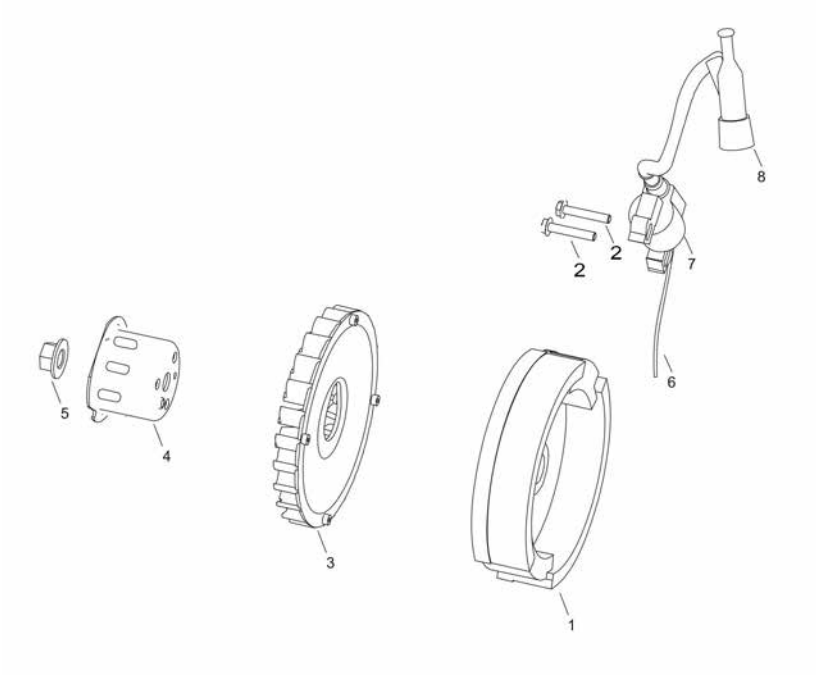
H		
APA PART #	**DESCRIPTION**	**PART #**
W200-H-01-JD	FAN COVER COMP	JF168-H-01
W200-H-02-JD	FLYWHEEL SIDE PLATE	JF168-H-02
W200-H-03-JD	SHROUD	JF168-H-03
W200-H-04-JD	AIR CLEANER SUPPORT	JF168-H-04
W200-H-05-JD	FLANGE BOLT (M6X12)	JF168-H-05
W200-H-06-JD	FLANGE BOLT (M6X12)	JF168-H-06

CARBURETOR SYSTEM ASSY



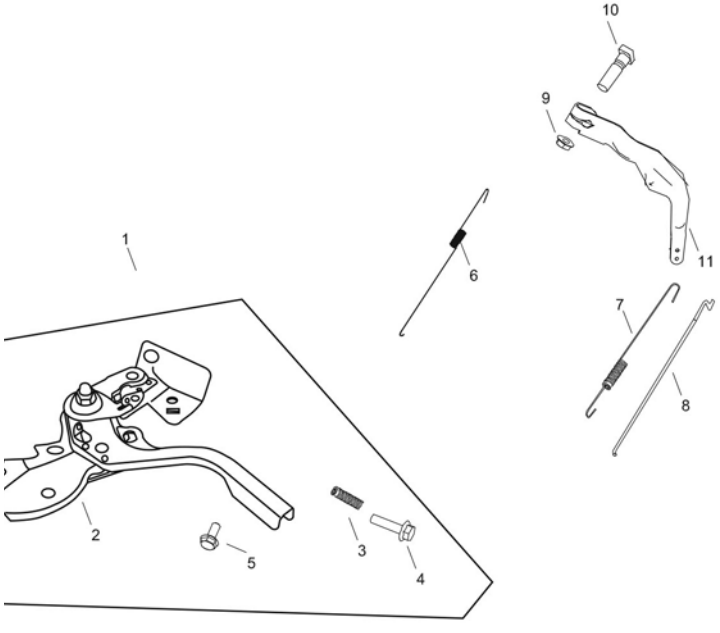
I		
APA #	**DESCRIPTION**	**PART #**
W200-I-01-JD	CARBURETOR ASSY	JF168-I-01B
W200-I-02-JD	CARBURETOR PAPER GASKET	JF168-I-02
W200-I-03-JD	CARBURETOR INSULATING PLATE	JF168-I-03B
W200-I-04-JD	INTAKE PIPE GASKET	JF168-I-04

FLYWHEEL SYSTEM ASSY



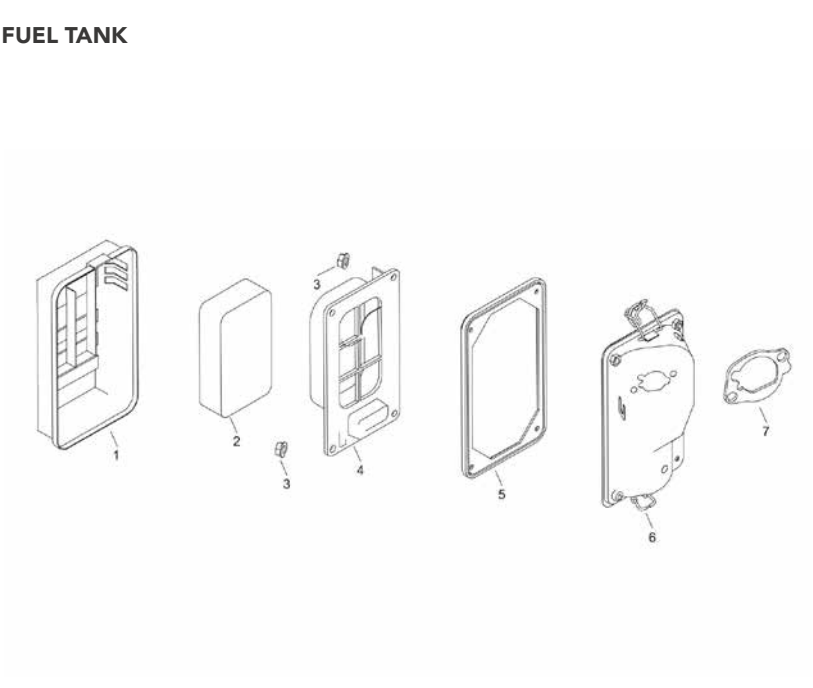
J		
APA PART #	**DESCRIPTION**	**PART #**
W200-J-01-JD	FLYWHEEL	JF168-J-01
W200-J-02-JD	FLANGE BOLT (M6X25)	JF168-J-02
W200-J-03-JD	COOLING FAN	JF168-J-03
W200-J-04-JD	STARTER PULLEY	JF168-J-04
W200-J-05-JD	FLYWHEEL NUT (M16)	JF168-J-05
W200-J-06-JD	STOP SWITCH CORD	JF168-J-06
W200-J-07-JD	IGNITION COIL ASSY	JF168-J-07
W200-J-08-JD	SPARK PLUG CAP ASSY	JF168-J-08

CONTROL SYSTEM ASSY



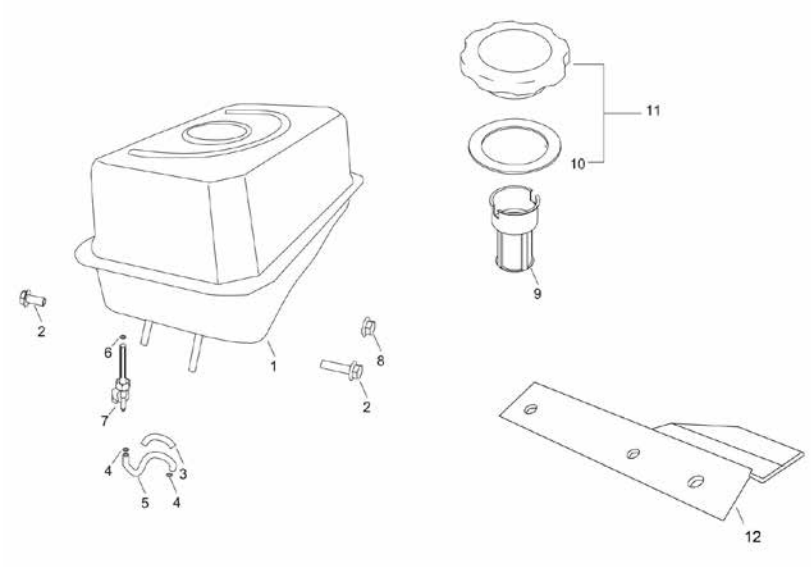
K		
APA #	**DESCRIPTION**	**PART #**
W200-M-01-JD	CONTROL ASSY	JF168-M-01A
W200-M-02-JD	CONTROL BASE COMP	JF168-M-02A
W200-M-03-JD	CONTROL ADJUSTING SPRING	JF168-M-03
W200-M-04-JD	PAN SCREW (M5X34)	JF168-M-04
W200-M-05-JD	FLANGE BOLT (M6X14)	JF168-M-05
W200-M-06-JD	GOVERNOR SPRING	JF168-M-06
W200-M-07-JD	THROTTLE RETURN SPRING	JF168-M-07
W200-M-08-JD	GOVERNOR ROD	JF168-M-08
W200-M-09-JD	FLANGE NUT (M6)	JF168-M-09
W200-M-10-JD	GOVERNOR ARM BOLT (M6)	JF168-M-10
W200-M-11-JD	GOVERNOR ARM	JF168-M-11

FUEL TANK



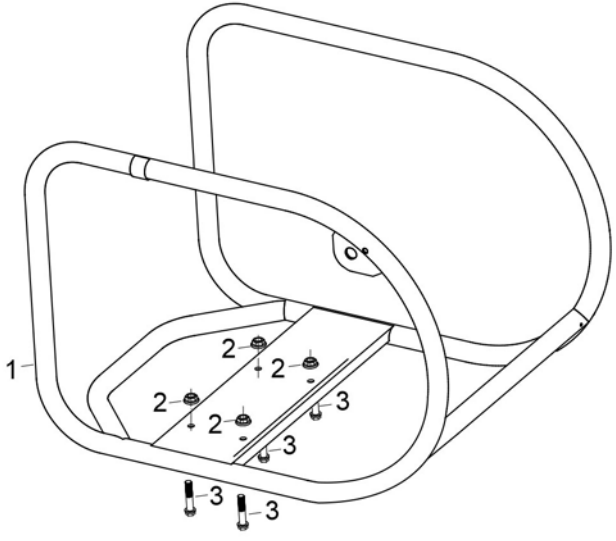
L		
APA PART #	**DESCRIPTION**	**PART #**
W200-0-01-JD	AIR CLEANER COVER COMP	JD3000-C-01
W200-L-02-JD	AIR CLEANER ELEMENT	JD3000-C-02
W200-L-03-JD	FLANGE NUT (M5)	JD3000-C-03
W200-L-04-JD	AIR CLEANER SEPARATOR	JD3000-C-04
W200-L-05-JD	AIR CLEANER SEAL	JD3000-C-05
W200-L-06-JD	AIR CLEANER CASE COMP	JD3000-C-06
W200-L-07-JD	GASKET	JD3000-C-07

FUEL TANK SYSTEM ASSY



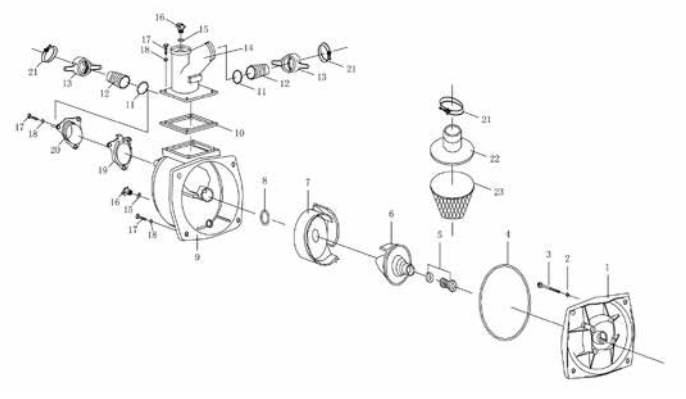
M		
APA PART #	**DESCRIPTION**	**PART #**
W200-M-01-JD	FUEL TANK ASSY	JF168-L-P-01
W200-M-02-JD	FLANGE BOLT (M8X25)	JF168-L-P-02
W200-M-03-JD	SUPPORTER RUBBER	JF168-L-P-03
W200-M-04-JD	TUBE CLIP	JF168-L-P-04
W200-M-05-JD	FUEL TUBE	JF168-L-P-05
W200-M-06-JD	O-RING (14MM)	JF168-L-P-06
W200-M-07-JD	FUEL TANK JOINT	JF168-L-P-07
W200-M-08-JD	FLANGE NUT (M6)	JF168-L-P-08
W200-M-09-JD	FUEL FILTER	JF168-L-P-09
W200-M-10-JD	FUEL FILLER CAP PACKING	JF168-L-P-10
W200-M-11-JD	FUEL FILLER CAP COMP	JF168-L-P-11
W200-M-12-JD	FUEL TANK BRACKET	JF168-L-P-12

FRAME COMP ASSY



N		
APA PART #	**DESCRIPTION**	**PART #**
W200-N-01-JD	FRAME COMP	WP20-M-01
W200-N-02-JD	FLANGE NUT (M8)	WP20-M-02
W200-N-03-JD	FLANGE BOLT (M8X58)	WP20-M-03

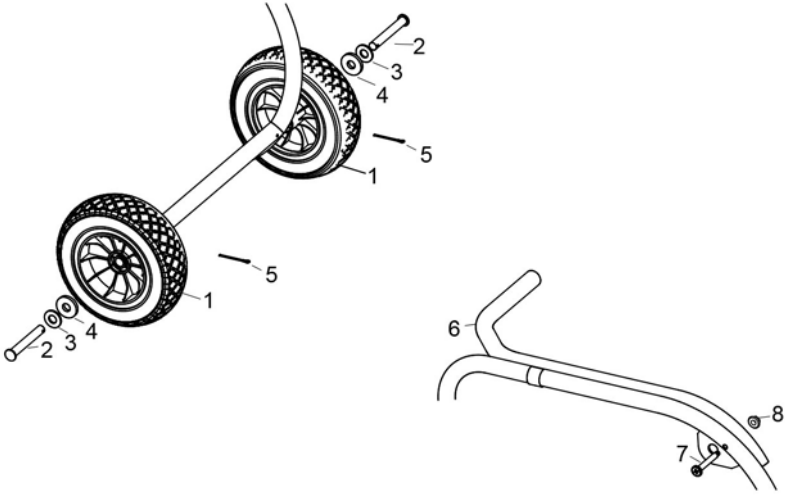
WATER PUMP



O		
APA PART #	**DESCRIPTION**	**PART #**
W200-O-01-JD	PUMP COVER	WP30-S-01
W200-O-02-JD	RUBBER WASHER	WP30-S-02
W200-O-03-JD	HEXAGON SOCKET HEAD BOLT	WP30-S-03
W200-O-04-JD	O-RING	WP30-S-04
W200-O-05-JD	SEAL UNIT	WP30-S-05

APA PART #	DESCRIPTION	PART #
W200-O-06-JD	WATER PUMP IMPELLER	WP30-S-06
W200-O-07-JD	VOLUTE CASING	WP30-S-07
W200-O-08-JD	RUBBER PACKING RING	WP30-S-08
W200-O-09-JD	HOUSING OF PUMP	WP30-S-09
W200-O-10-JD	RUBBER PAD	WP30-S-10
W200-O-11-JD	RUBBER PACKING	WP30-S-11
W200-O-12-JD	PIPE JOINT	WP30-S-12
W200-O-13-JD	JOINT GRIP	WP30-S-13
W200-O-14-JD	DISCHARGE FLANGE	WP30-S-14
W200-O-15-JD	PLUG PACKING	WP30-S-15
W200-O-16-JD	PLUG	WP30-S-16
W200-O-17-JD	HEXAGON HEAD BOLT	WP30-S-17
W200-O-18-JD	SPRING WASHER	WP30-S-18
W200-O-19-JD	CHECK VALVE	WP30-S-19
W200-O-20-JD	SUCTION FLANGE	WP30-S-20
W200-O-21-JD	CONVERGING ATTACK	WP30-S-21
W200-O-22-JD	ABOUT	WP30-S-22
W200-O-23-JD	MESHWORK FILTER	WP30-S-23

WHEEL AND HAND ASSY



P		
APA PART #	**DESCRIPTION**	**PART #**
W200-P-01-JD	COTTER PIN	WP20-C-01
W200-P-02-JD	SHAFT	WP20-C-02
W200-P-03-JD	PLAIN WASHER	WP20-C-03
W200-P-04-JD	PLASTIC WASHER	WP20-C-04
W200-P-05-JD	WHEEL	WP20-C-05
W200-P-06-JD	HANDLE	WP20-C-06
W200-P-07-JD	HANDLE PIN	WP20-C-07
W200-P-08-JD	FLANGE NUT (M6)	WP20-C-08

CONSUMER INFORMATION

MODEL NO.	
SERIAL NO.	
DATE OF PURCHASE	
PLACE OF PURCHASE	

Record your engine's model number, serial number, date of purchase and place of purchase in the spaces provided. Have this information available when ordering parts and when making technical or warranty inquiries.

Note: It is recommended that you place the completed sticker on the unit itself where it can be seen (e.g., gas tank.)

Machine Identification
The machine serial number is stamped in the location as shown.

LIMITED WARRANTY

All Power warrants to the original purchaser who uses the product in a consumer application (personal, residential or household usage) that all products covered under this warranty are free from defects in material and workmanship for one year from the date of purchase. All products covered by this limited warranty which are used in commercial applications (i.e. income producing) are warranted to be free of defects in material and workmanship for 90 days from the date of original purchase. Products covered under this warranty include air compressors, air tools, service parts, pressure washers and generators.

All Power will repair or replace, at All Power sole option, products or components which have failed within the warranty period. Service will be scheduled according to the normal work flow and business hours at the service center location, and the availability of replacement parts. All decisions of All Power with regard to this limited warranty shall be final.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

RESPONSIBILITY OF ORIGINAL PURCHASER (initial User): To process a warranty claim on this product, DO NOT return item to the retailer. The product must be evaluated by an Authorized Warranty Service Center. For the location of the nearest Authorized Warranty Service Center call 888.896.6881.

Retain original cash register sales receipt as proof of purchase for warranty to work.

Use reasonable care in the operation and maintenance of the product as described in the Owner's Manual(s).

Deliver or ship the product to the Authorized Warranty Service Center. Freight costs, if any must be paid by the purchaser.

If the purchaser does not receive satisfactory results form the Authorized Warranty Service Center, the purchaser should contact All Power.

THIS WARRANTY DOES NOT COVER:

- Merchandise sold as reconditioned, used as rental equipment, or floor or display models.
- Merchandise that has become damaged or inoperative because of ordinary wear, misuse, cold, heat, rain, excessive humidity, freeze damage, use improper chemicals, negligence, accident, failure to operate the product in accordance with the instructions provided in the Owner's Manual(s) supplied with the product, improper maintenance, the use of accessories or attachments not recommended by All Power, or unauthorized repair or alterations.
- Repair and transportation costs of merchandise determine not to be defective.
- Costs associated with assembly, required oil, adjustments or other installation and start-up costs.
- Expendable parts or accessories supplied with the product which are expected to become inoperative or unusable after a reasonable period of use.
- Merchandise sold by All Power which has been manufactured by and identified as the product of another company, such as gasoline engines. The product manufacturer's warranty, if any, will apply.
- ANY INCIDENTAL, INDIRECT OR CONSEQUENTIAL LOSS, DAMAGE, OR EXPENSE THAT MAY RESULT FROM ANY DEFECTS, FAILURE OR MALFUNCTION OF THE PRODUCT IS NOT COVERED BY THIS WARRANTY. Some states do not allow the exclusion, so it may not apply to you.
- IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO ONE YEAR FROM THE DATE OF ORIGINAL PURCHASE. Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

ALL POWER

www.allpoweramerica.com