



MERCEDES
TEXTILES LIMITED
FORESTRY PRODUCTS

INNOVATION DELIVERED.

WICK® FT-200 OPERATING MANUAL



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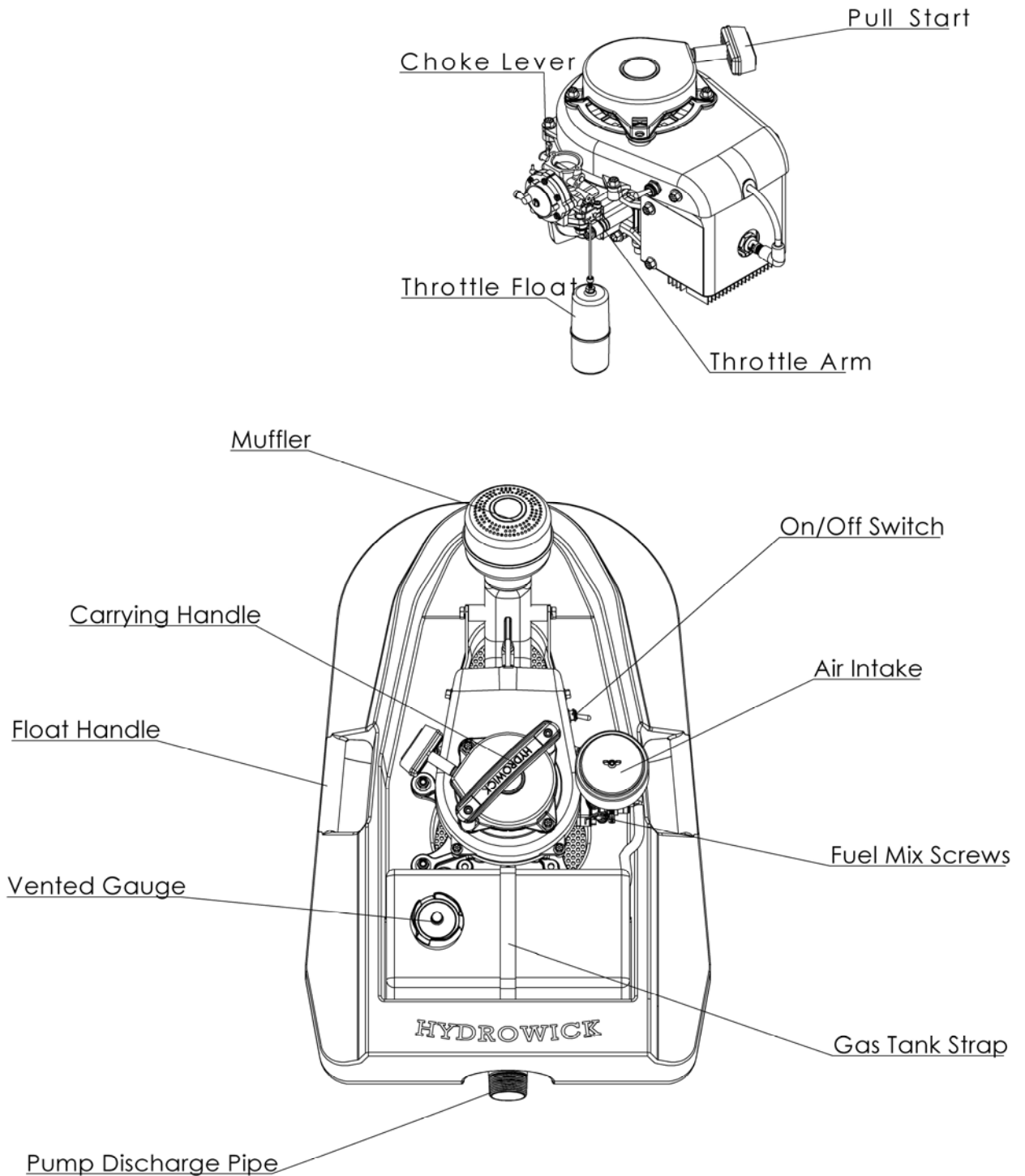
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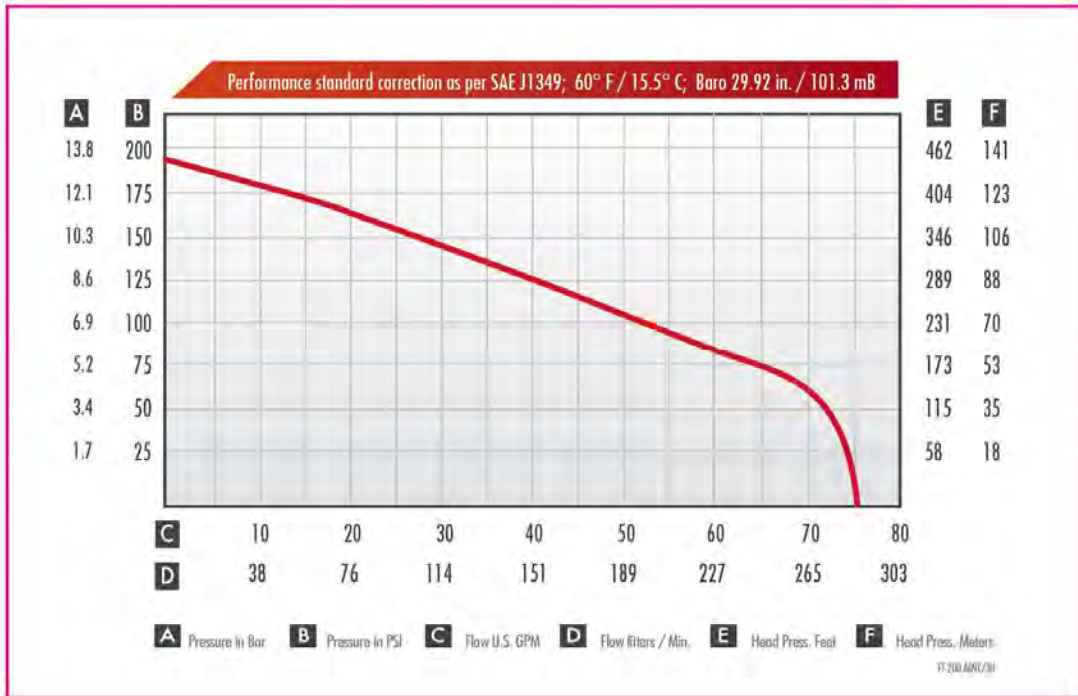
GENERAL DESCRIPTIONS

1.1 ABOUT THE WICKFT-200™

The Wick FT-200™ pump unit has been designed to meet the requirements of modern lightweight firefighting techniques. The major components of the pump including the housing, distributor and impeller are made from aluminum in order to reduce weight as much as possible. A corrosion resistant, self-adjusting spring loaded seal is utilized, which requires no maintenance. This pump also features an automatic reset “loss of prime” cut-out switch. The pump uses a HYDROWICK, two-cycle engine.



1.2 SPECIFICATIONS



Pump

Single stage, centrifugal pump, close coupled to engine shaft.
 Discharge: 1 1/2" N.P.S.H

Engine

Single cylinder, two-cycle, oil in fuel mix, air cooled engine.
 Spring rewind, manual pull starter.
 High speed cutout switch (for loss of prime).
 Displacement: 134 cc.
 Ignition: Flywheel magneto / solid state breaker less
 Power: 8HP@ 8000 RPM.
 Fuel Mix: 24:1 Type TC 2 Stroke Oil
 Spark Plug: NGK: B9HS CHAMPION: L77JC4 OR L82C, Bosch W3A
 Spark Plug Gap: .025 inch / .63 mm
 Fuel Tank Capacity: 5 qt.

2. OPERATING INSTRUCTION

2.1 TRANSPORTING

The Wick FT-200™ has two molded handles on either side, allowing it to be transported individually or by two people. Care should be taken not to drop or strike the pump, engine, or float; damage may occur rendering the unit inoperable.

If transporting the pump using a motor vehicle, the Wick FT-200™ should be securely fastened down to prevent it being damaged or causing damage to the surrounding items. If the fuel tank is filled with gasoline, the unit must be positioned in a horizontal position with the vent cap closed. **ONLY WHEN** the fuel tank is **EMPTY** could the pumping unit be stored in a vertical position. Ensure that the unit is not positioned against sharp edges as these may cause damage to the float.

WARNING

Close the fuel tank cap vent for storage and transportation.

Allow the pumping unit to cool before transporting. Hot engine parts present a fire hazard.

2.2 PREPARATION BEFORE STARTING

A suitable location should be chosen to allow the unit to be placed in and out of the water with ease. The water should be as free as possible from leaves, and or foreign material; it should be at least 5 inches (127 mm) deep and as calm as possible. If water is shallow, or if the water level goes low enough to permit the pump to rest on the bottom, sand or other foreign material entering the pump intake can cause the pump to seize. It is suggested to attach a tether rope to the Wick FT-200™ to prevent current or wind from swinging it back toward shallow water.

2.3 FUELING / OIL TYPE

- Fuel Mix: Using a high quality gas and two stroke oil (meeting class TC), mix fuel to oil at a 24:1 ratio (consult manufacturer for any variance).
- When mixing, pour a small amount of gasoline into tank, add all the oil required and stir, then add the remaining fuel to the tank and stir again.

Fuel:Oil Mix Ratio, 24:1			
Fuel	Oil	Fuel	Oil
1 Gal.	5.3 Fl. Oz.	1 Liter	42 mL
3 Gal.	16 Fl. Oz.	10 Liters	417 mL
5 Gal.	27 Fl. Oz.	20 Liters	833 mL

CAUTION

Oil and fuel separation may result in engine damage.

Do not use gasoline containing more than 10% alcohol.

CAUTION

If fuel has been stored for longer than 8 hours, agitate or mix fuel before using

WARNING

Fire or explosion hazard

Do not refuel the Wick FT-200™ with the engine running. Also make sure the muffler is cool before refueling to prevent an accidental fire or explosion.

2.4 STARTING

2.4.1 COLD START

See PREPARATION BEFORE STARTING instructions above

See FUELLING instructions above

1. Choose a suitable location in which to float the pump. Remove any nearby debris from the water.
2. Connect the discharge hose to the pump and lay hose out so that it is free of kinks, twists, and knots.
3. Close discharge nozzle.
4. **Open vent in fuel tank cap by turning it counter-clockwise.**
5. Place ignition switch to "On" position.
6. Close choke.
7. Pull starter grip slowly until resistance is felt, then pull upwards firmly and quickly to avoid kickback.
NOTE: The throttle is operated by a float connected to the throttle arm and is automatically held in idle position until unit is placed in the water.
8. Do not allow the grip to snap back into place. Guide it back to the resting position.
9. When the engine tries to start (generally after 2-3 pulls, not more than 5 pulls) push the choke in.
10. Continue pulling until engine starts.
11. When engine is running smoothly, slowly place the unit in water using the carrying handle and the throttle will automatically open wide.

WARNING

**Do not run the Wick FT-200™ without water inside for more than 1 minute.
Do not run the Wick FT-200™ without water inside at high speed.
These may result in engine damage.**

The pump's mechanical seal and impeller requires water for cooling and lubrication.
Throttle may be opened manually for short bursts by lifting throttle control float assembly, but unit may be damaged by prolonged high speed operation out of water.

NOTE: If you set the pump in the water too fast the engine may stall if it is cold or the carburetor is not adjusted properly.

NOTE: The pump will prime itself automatically. If the discharge hose is empty of water, the priming action will occur faster as air is quickly dispersed into the hose. However if there is already water in the hose the priming will take longer.

2.4.2 WARM OR HOT START

Follow the Cold Start instructions but leave the choke open (in the off position).

2.4.3 OTHER STARTING CONDITIONS

When starting a new Wick FT-200™, or if the unit ran out of fuel, more rewind pulls maybe required to bring fuel from the gas tank to the carburetor. Follow "Cold Start" starting procedures.

2.5 SHUTTING DOWN THE ENGINE

1. Close discharge nozzle.
2. Using the discharge hose or tether rope, pull the Wick FT-200™ out of the water.
NOTE: The pump may be removed from water before stopping the engine.

WARNING

**Hot temperature muffler.
May result in personal injury (burns).**

Do not touch the muffler while the engine is running or shortly after the engine was running.
To lift the Wick FT-200™, use the hand on top of the starter.

3. Move switch on fan cowl beside carburetor to Off/Stop position.
4. **Close fuel tank cap vent by turning it clockwise.**
5. After removing discharge hose, drain pump by lifting unit and tilting it forwards and backwards.

CAUTION

Pump must be protected from freezing or permanent damage may be caused to the pump end.

2.6 CARBURETOR FLOAT ADJUSTMENT/REPLACEMENT

The carburetor throttle float already comes pre-adjusted from the factory. There should be no need to adjust it during normal operation. Before adjusting the float, refer to trouble shooting section to see possible causes. If the float has to be adjusted, loosen the nut on top of the float and move the threaded rod in or out of the float by turning the float clock-wise or counter-clockwise, respectively. When the float is out of water the engine should be running at idle and when it is placed in water the engine should run full throttle before being fully seated. Once the proper adjustment is done tighten the nut to the float.

Float replacement or major adjustment can be achieved by moving the throttle shaft clamp bracket. Loosening the clamp nut allows the lever to be repositioned (section 5.2, item 27).

2.7 DEBRIS REMOVAL FROM PUMP END

If the pump end is jammed with foreign material, free the pump with one of the following methods.

WARNING

Accidental starting may result in personal injury.

Before attempting to free the pump, disconnect the spark plug wire from the engine to prevent accidental engine start up.

- a. Remove starter and turn engine clock-wise until it turns freely.
- b. Remove screws which attach screen to float. With a suitable wrench, turn hex nut at the end of impeller counter-clockwise (viewed from bottom of the pump) until it turns freely. Reinstall intake screen.
- c. Remove intake screen as directed above. Remove four screws and corresponding washers which attach the pump housing to pump flange and lift off lower volute. Thoroughly clean impeller and turn it to make sure that it is free. If it does not turn freely, contact your Mercedes Textiles™ dealer.

2.8 FUEL MIX SCREWS (CARBURETOR ADJUSTMENT)

This engine is equipped with adjustable fuel mix screws for low speed and high speed. This is to allow operators to adjust for different altitudes.

While it is difficult to fine tune an engine without a cylinder head temperature gauge, a general setting can be done by finding the maximum speed while water is flowing and enriching the mixture by 1/4 turn CCW, thus the speed should reduce. Usually this setting is 1-1/2 turns out from closed.

The Wick FT-200™ engine is also fitted with an adjustment restrictor on the high speed jet screw. This prevents the accidental setting of the high speed jet to an overly lean condition, which would cause overheating of the engine. When running above 5,000 ft. of elevation, it may be required to override the restrictor device to run properly. To do this, bend back the folded section of the tubular guard with a screw driver, then adjust as per instructions above.

2.9 ELECTRONIC LOSS OF PRIME HIGH SPEED CUT-OUT SWITCH

The Wick FT-200™ is equipped with an "Electronic Cut-Out Switch" to prevent damage to the unit from loss of prime. For instance, should a substantial amount of air enter the suction side of the pump, the engine will increase in speed and the cut-out switch will stop the engine, then automatically reset after 3 seconds.

Note 1: There is no manual reset required before re-starting the engine, and no adjustments are required.

Note 2: Use only original parts when servicing the engine. Do not substitute components since this could affect the performance and criteria of the cut-out switch.

2.10 SHUT-OFF CONDITIONS

Running the pump at shut off for long periods will cause excessive heat to build and possibly damage the seal and components. If shut off is unavoidable, allow 2 gallons per minute to flow to carry heat away from pump. Assure that pump is set up with water as per section 2.2

3. MAINTENANCE

3.1 AIR CLEANER

Under ordinary operating conditions, the air cleaner should be cleaned daily. However, under extremely dirty conditions, more frequent cleaning is recommended. To clean the air cleaner, remove nut on intake housing, remove foam filter, brush off large debris, rinse in mineral spirits until clean, squeeze out remaining liquid and reinstall. Ensure backup screen is installed next to carburetor before installing foam.

IMPORTANT: Dirt that enters the engine through the carburetor is one of the greatest causes of engine wear. Therefore, it is very important that the air cleaner be serviced regularly.

3.2 STARTER SCREEN

The screen keeps debris, etc., from entering the fan housing and clogging the air cooling passages. Because this engine is air-cooled, it is necessary to keep this screen clean at all times to permit the unrestricted passage of air into the fan housing.

3.3 SPARK PLUG

Check and clean spark plugs regularly (every 15 hours of operation). A fouled, dirty or carboned spark plug causes hard starting and poor engine performance.

3.4 PUMP DISASSEMBLY

1. Remove the perforated intake screen from the bottom of the float by removing four screws and washers.
2. Remove the four screws and washers attaching the pump housing to pump flange.
3. Remove the foam partition wall by sliding it out over the discharge tube. Support the backside of the foam as you pull it out to avoid tearing or damage to the foam.
4. Pull pump housing straight off the flange. Be careful not to damage the o-ring that seals the housing to the flange.
5. To remove the impeller use a 5/8" socket on the hex end of the impeller and turn counter clockwise to unthread it from the engine crankshaft.

NOTE: If the engine turns over with the impeller, the engine should be locked in place. This can be achieved by removing the spark plug and feeding a nylon rope into the cylinder. Feed enough rope into the spark plug hole to prevent piston from reaching top dead center (TDC). This would lock the crankshaft in place while allowing you to remove the impeller.

3.5 PUMP END ASSEMBLY

For illustrative purposes refer to drawings in section 5.4.

- Locate the pump flange (item 2) over the engine (item 1). Do not tighten the screws yet.
 - **IMPORTANT:** Make sure that the pump flange is installed in the proper sense. That is, the milled identified pocket located in the flange must be facing the same direction as the engine's rewind. Otherwise, the engine-pump end assembly will not be able to be mounted on to the float correctly.
- Center the engine's shaft with the bottom bore of the Pump Flange (item 2) using the centering tool Pt#71W20-3196 (*Sold Separately*). Once the engine's shaft and Pump Flange are centered, fasten them using the 4 sets of screws, washers, and O-rings (item 3, 4, 5, and 6). Add some O-ring safe lubricant. You can now remove the centering tool.
- Place the rotary seal (item 7) over the impeller (item 9) as shown in the assembly drawing. Apply some lubricant.
- Install the O-ring (item 8) over the impeller (item 9), applying some O-ring safe lubricant.
- Fasten the impeller subassembly to the engine's using a 5/8" socket on the hex end of the impeller.
 - **IMPORTANT:** Make sure a small amount of anti-seize is applied and spread evenly on the threads and the end of the pump shaft.
- Install the O-ring (item 10) in the pump housing (item 11). Add some O-ring safe lubricant.
- Attach the pump housing (item 11) to the pump flange (item 2) using the 4 screws and washers (items 13 and 14).
- Thread the pump discharge pipe (item 12) onto the pump housing.
 - **IMPORTANT:** Apply anti-seize to the discharge pipe threads before installing it.
- The installation of foam partition wall (item 4, section 5.2) should be made after the mounting of the engine-pump end assembly onto the float (item 2, section 5.2).

3.6 FLOAT

The float requires very little maintenance. To clean the float, use a mild, non-abrasive detergent and warm water.

3.7 TORQUE VALUE CHART

Engine Components		Torque Value (In.Lbs.)
	Flywheel Nut	420
Connecting Rod Screws	80-90	
Spark Plug	140-180	
Head Screws	100	
General Screws	10-24	30
	10-32	35
	1/4-20	70
	1/4-28	75
	5/16-18	160
For detailed information refer to corresponding illustrations		

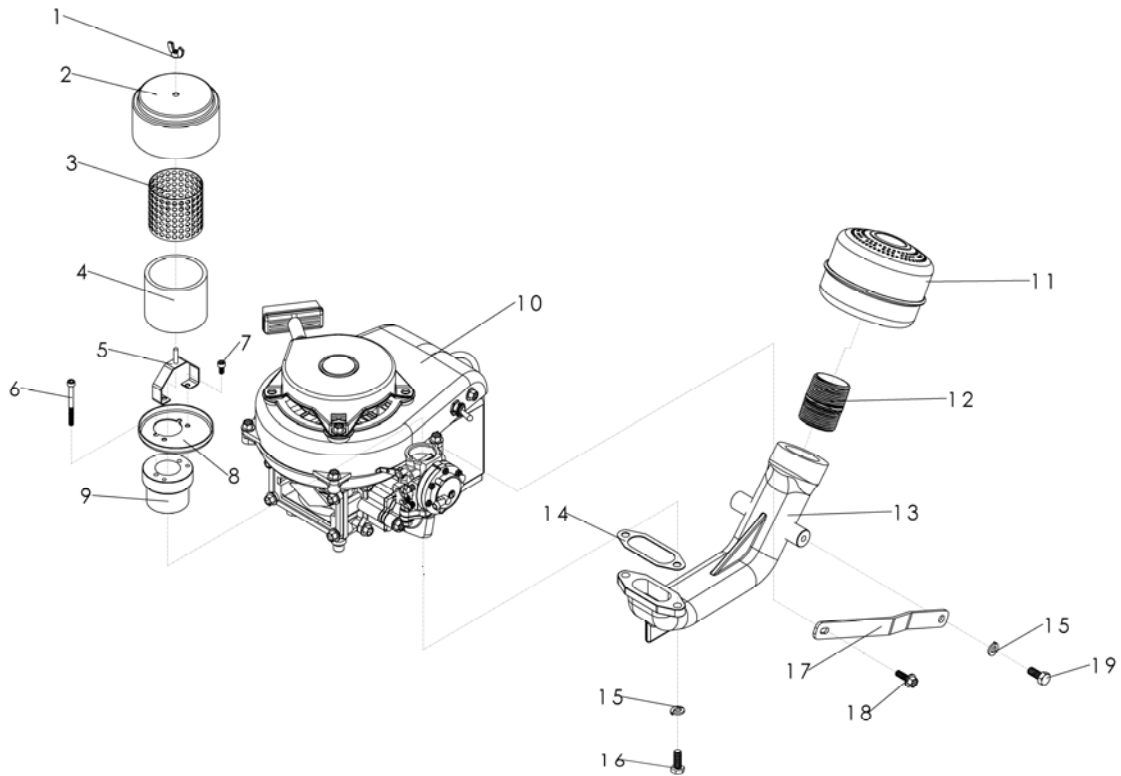
4. TROUBLESHOOTING

CAUSE	RECOMMENDATION
<p>ENGINE FAILS TO START. Stop switch off. No fuel in tank. Fuel line or fuel tank screen clogged. Flooded.</p> <p>Spark plug shorted or fouled. Spark plug broken (cracked porcelain or electrode is broken). Magneto lead wire short broken or disconnected from spark plug Magneto inoperative (no spark from lead wire).</p>	<p>Turn to the ON/RUN position. Fill tank. Clean fuel line and screen. Close carburetor main adjustment needle and crank until engine starts. Then turn needle to 1 turn open. Install new spark plug. Install new spark plug.</p> <p>Replace lead wire or attach to spark plug.</p> <p>Contact the factory or your nearest authorized dealer.</p>
<p>ENGINE HARD TO START. Water in gasoline or stale fuel mixture. Too much oil in fuel mixture. Engine over or under choked.</p> <p>Carburetor out of adjustment. Gasket leaks (carburetor or reed plate gaskets). Weak spark at lead wire.</p>	<p>Drain entire fuel system and refill. Drain and refill with correct mixture. If flooded by over choking, proceed according to instructions in previous section. If under choked, move choke lever to closed position and crank 2 or 3 times. See Fuel Mix Screws, section 2.8. Replace gaskets.</p> <p>Contact the factory or your nearest authorized dealer.</p>
<p>ENGINE MISSES. Dirt in fuel line/carburetor. Carburetor improperly adjusted. Spark plug fouled, broken or incorrect gap setting. Weak or intermittent spark at lead wire</p>	<p>Remove and clean. See Fuel Mix Screws, section 2.8. Clean or replace spark plug and set gap as per spec. Contact the factory or your nearest authorized dealer.</p>
<p>ENGINE LACKS POWER. Air cleaner clogged. Carburetor out of adjustment. Muffler clogged. Clogged exhaust ports.</p> <p>Poor Compression</p>	<p>Clean air cleaner. See Fuel Mix Screws, section 2.8. Clean carbon from muffler. Remove muffler, rotate engine until the piston is at bottom of cylinder. With a wooden scraper or blunt tool, remove all carbon from exhaust ports. Be careful not to scratch or damage piston or cylinder walls. Blow any loose carbon with compressed air. Start engine and run briefly to remove all carbon, then install muffler and gasket. Contact the factory or your nearest authorized dealer.</p>
<p>ENGINE OVERHEATS. Insufficient oil in fuel mixture. Air flow obstructed.</p>	<p>Mix fuel as shown in starting instructions. Clean flywheel and cylinder fins and screen.</p>

Improperly adjusted high speed mix screw.	Adjust, see section 2.8.
Engine noisy or knocking. Loose flywheel. Spark plugs incorrect heat range. Worn bearings, piston rings or cylinder walls. Bent fan housing.	Tighten flywheel. Replace with plugs specified for engine. Contact the factory or your nearest authorized dealer. Remove fan housing and straighten bent portion.
ENGINE "STALLS" UNDER LOAD. Carburetor main adj. too "lean". Engine overheats.	See Fuel Mix Screws, section 2.8. See above.

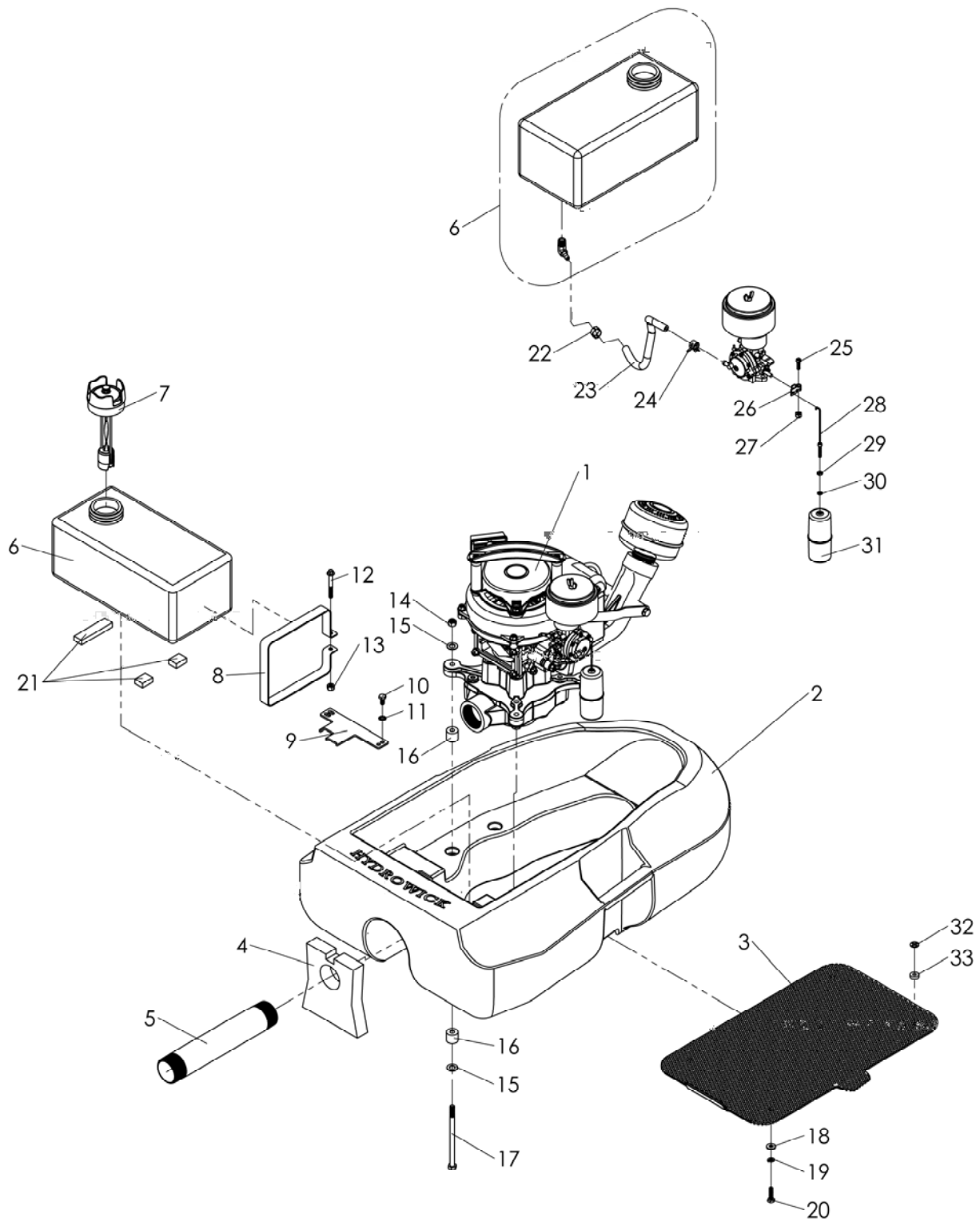
5. PARTS LIST

5.1 AIR INTAKE AND EXHAUST



ITEM	PART NO.	DESCRIPTION	QTY/ASSY
1	78NW1024L	Wing Nut	1
2	71W25-1188	Air Filter Casing	1
3	71W25-1888	Air Filter Screen	1
4	71W25-1191	Air Filter	1
5	71W25-1124	Air Filter Holder	1
6	78SC103232PL	Socket Cap Screw	2
7	78SC103206L	Socket Cap Screw	2
8	71W20-3162	Air Filter End Cap	1
9	71W20-3161	Carburetor Extension	1
10	72E08HWCFT	Engine	1
11	71W20-MUFFLER	Muffler	1
12	6720TM20TM32	Muffler Pipe Extension	1
13	71W20-3153	Exhaust	1
14	72PUS-175279	Copper Exhaust Gasket	1
15	78WL05P	Lock Washer	4
16	78SM051816PH	Machine Screw	2
17	71W20-3169	Exhaust Bracket	2
18	72PUS-1523	Flanged Cap Screw [70 In. Lbs.]	2
19	78SC051812P	Cap Screw	2

5.2 FLOAT AND FUEL SYSTEM



ITEM	PART NO.	DESCRIPTION	QTY/ASSY
1	72E08HWCFTASSY	Engine Complete with pump and exhaust (Excludes items 25-31)	1
2	71W20-3154	Float	1
3	71W20-3157	Bottom Screen	1
4	71W20-3158	Partition Wall	1
5	6124TM24TM160	Pump Discharge Pipe	1
6	71W20-3189	Gas Tank Assembly	1
7	71W20-FCAPG	Vented Gauge	1
8	71W20-3168	Gas Tank Strap	1
9	71W20-3388	Gas Tank Locating Bracket	1
10	78SM042008PH	Cap Screw	2
11	78WT04SS	External Tooth Lock Washer	2
12	78SC042032SS	Flange Head Cap Screw	1
13	78NL0420SS	Nylon Insert Lock Nut	1
14	78NJ0518SF	Flex Top Expanding Lock Nut	4
15	78WF0512SS	Plain Washer	8
16	71W20-3155	Rubber Bushing	8
17	78SC051880SS	Cap Screw	4
18	78WF040901S	Plain Washer	4
19	78WL04SS	Split Lock Washer	4
20	78SM042016SS	Cap Screw	4
21	0860216RA	Bumper	6"
22	78CLH09DE	Oeticker Hose Clamp	1
23	71W20-FLINE	Fuel Line	1
24	78CLH08SGP	Spring Band Hose Clamp	1
25	78SM102410PL	Socket Cap Screw	1
26	72PUS-155A75	Bracket	1
27	78NL-1024PL	Nylon Insert Lock Nut	1
28	71W20-3187	Float Connecting Rod	1
29	78NH0832SS	Hex Nut	1
30	78WB0306SS	Belleville Washer	1
31	71W20-CARBFLT	Carburetor Throttle Float	1
32	78R041001	Retaining Washer	4
33	78SP041003AL	Spacer	4

5.3 NON-ILLUSTRATED PARTS

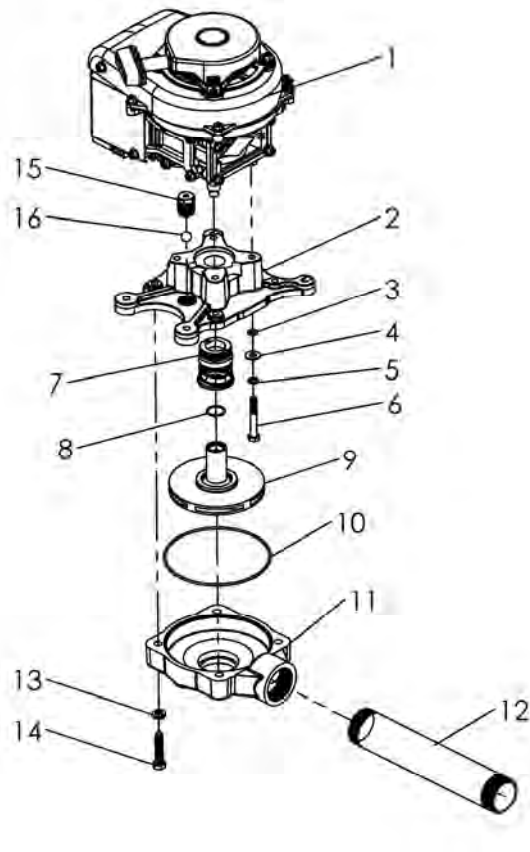
OTHER COMPONENTS

PART NO.	DESCRIPTION	QTY/ASSY
71W20-BOX	Shipping Box	1

OPTIONAL PARTS FOR PUMP ASSEMBLY

PART NO.	DESCRIPTION	QTY/ASSY
70FL15TPPS	Thread Protector 1.5" - Discharge	1

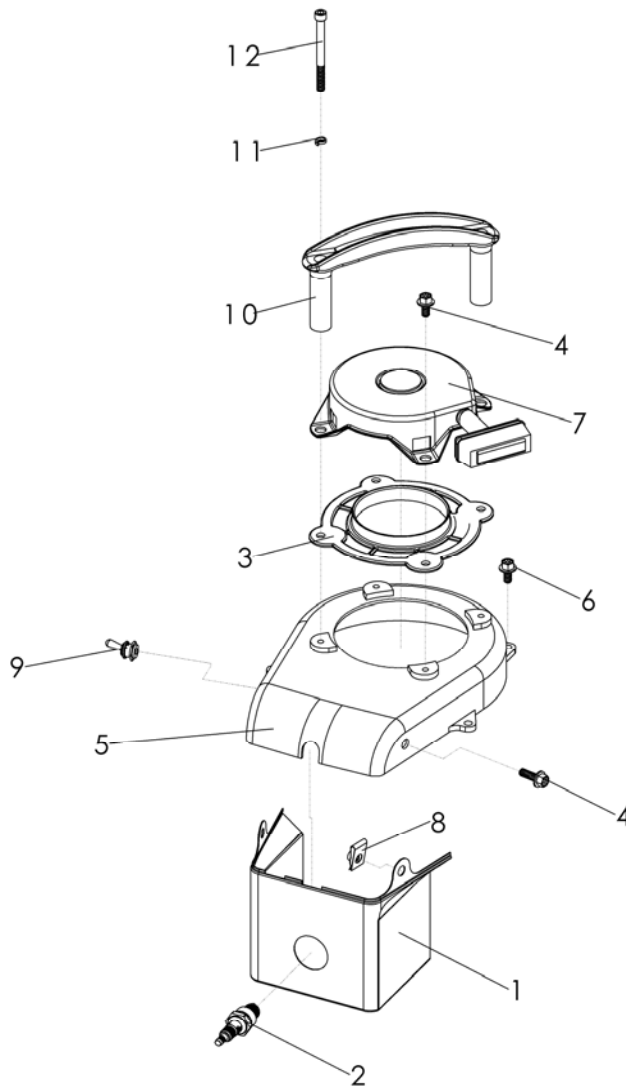
5.4 PUMP END



ITEM	PART NO.	DESCRIPTION	QTY/ASSY
1	72E08HWCFT	Engine	1
2	71W20-3149	Pump Flange	1
3	78ORI-109N	O-Ring	4
4	78WS05SS	Belleville Washer	4
5	78WF0512SS	Flat Washer	4
6	78SC051836SS	Cap Screw	4
7	71W20-SEAL	Rotary Seal	1
8	78ORI-019N	O-Ring	1
9	71W20-3151	Pump Impeller	1
10	78ORI-159N	O-Ring	1
11	71W20-3147	Pump Housing	1
12	6124TM24TM160	Pump Discharge Pipe	4
13	78WL06S	Split Lock Washer	4
14	78SC061628S	Cap Screw	1
15	71W204-3751	Self-Priming Valve	1
16	78BR08N	Rubber Ball	1

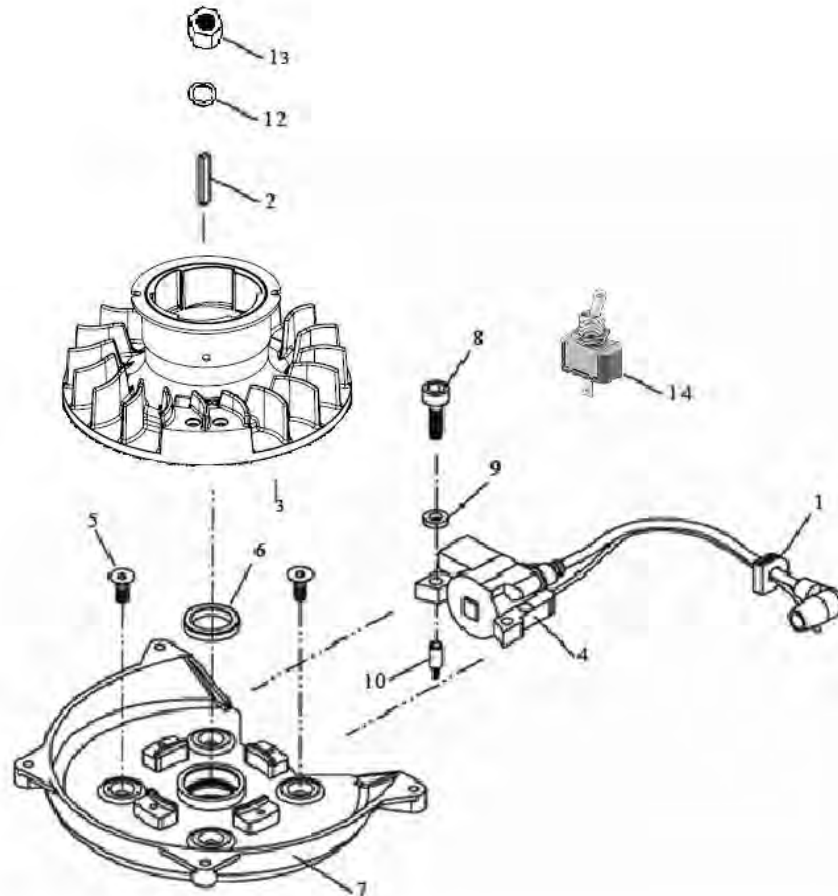
5.5 ENGINE ASSEMBLY

5.5.1 STARTER / FAN HOUSING



ITEM	PART NO.	DESCRIPTION	QTY/ASSY
1	72PUS-180648	Cylinder Cover	1
2	71W25-PK-B9HS	Spark Plug [140-180 In. Lbs.]	1
3	72PUS-15603-1	Screen	1
4	72PUS-1096	Bolt [70 In. Lbs.]	4
5	72PUS-177596	Fan Housing	1
6	72PUS-1439	Bolt [70 In. Lbs.]	4
7	72PUS-K1078-1	Pull Start (CW)	1
8	78UN0420S	U-nut 1/4-20 (For sheet metal)	2
9	78ESWT-1	Single Pole Toggle Stop Switch	1
10	71W20-3165	Carrying Handle	1
11	78WL04HSS	Split Lock Washer	2
12	78SC042044SS	Socket Cap Screw	2

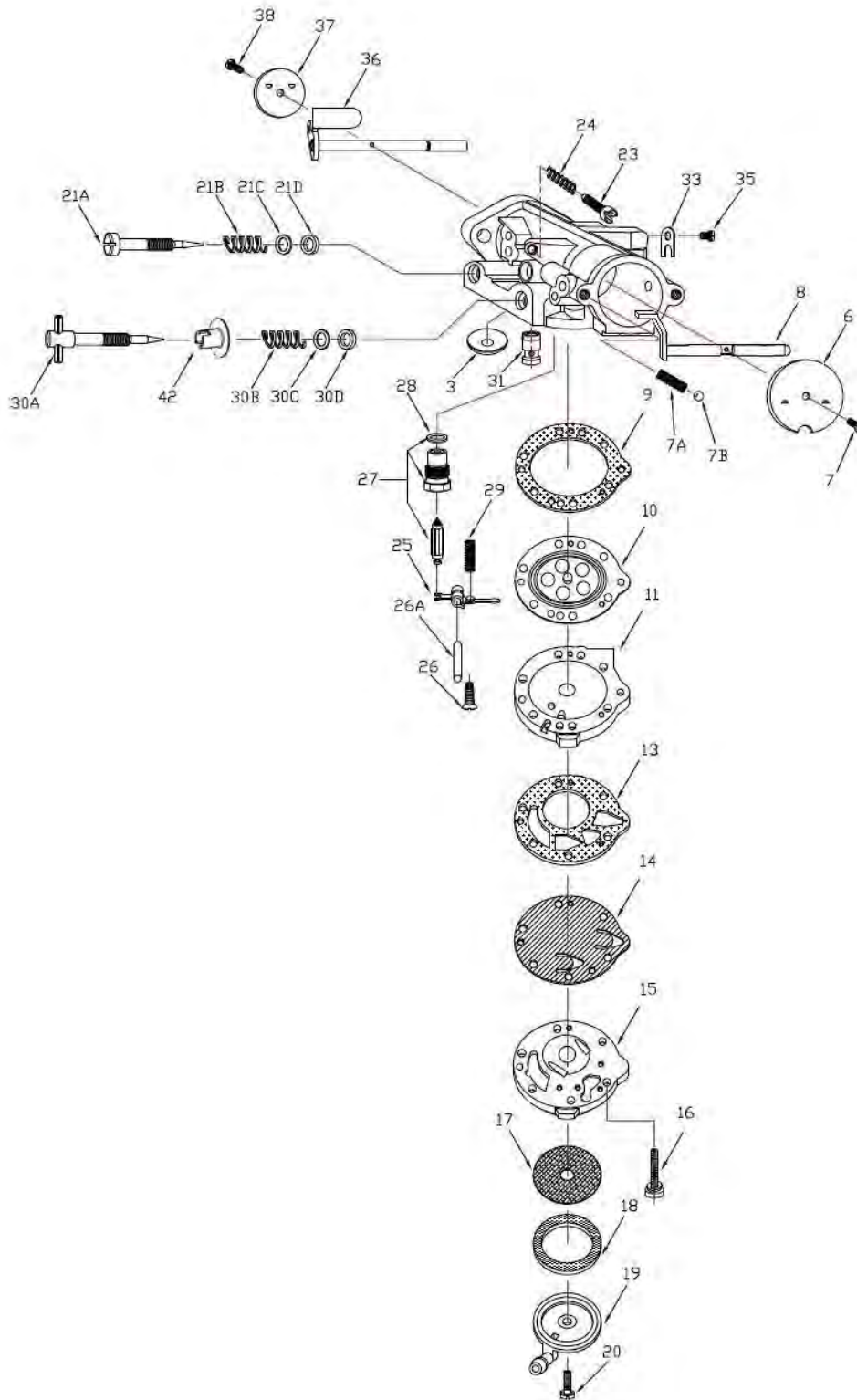
5.5.2 IGNITION



ITEM	PART NO.	DESCRIPTION	QTY/ASSY
1**	72PUS-175899	Grommet	1
2	78K020318	Flywheel Key	1
3	72PUS-236098M	Flywheel	1
4	72PUS-A-560475-3	Coil	1
5	72PUS-1156	Bolt [70 In. Lbs.]	4
6	72PUS-2770146-1	Seal – Ignition Side	1
7	72PUS-A-560038-1	Support Plate with Seal	1
8	72PUS-1523	Bolts to attach coil [70 In. Lbs.]	2
9	78WL105	Washer (where used)	2
10	72PUS-263212	Stand-Off Studs [70 In. Lbs.]	2
12	78WF0716P	Washer	1
13	72PUS-1354	7/16-20 Locknut Flywheel [420 In. Lbs.]	1
14	78ESWT-1	Single Pole Toggle Stop Switch	1

** Indicates items included in 72PUS-A560475-2 Coil Assembly.

5.5.3 CARBURETOR (71W20-CARBMOD)

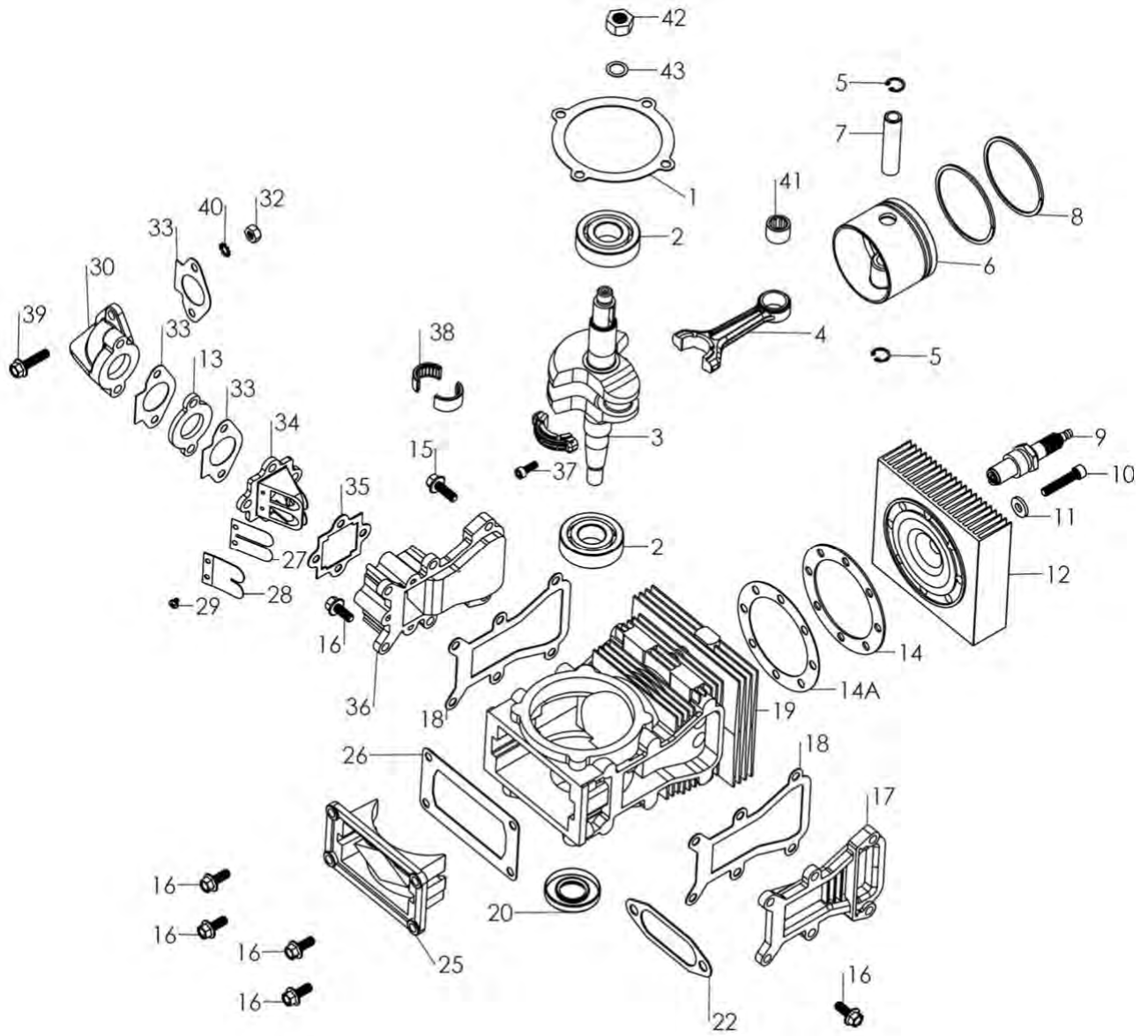


ITEM	PART NO.	DESCRIPTION	QTY/ASSY
	71W20-CARBMOD	Carburetor Complete Assembly	
3*	72PUS-O-2531	Body Channel Welch Plug	1
6	72PUS-O-13547	Choke Shutter	1
7	72PUS-O-8942-1	Choke Shutter Screw	1
7A	72PUS-O-88	Choke Shaft Friction Spring	1
7B	72PUS-O-4784	Choke Shaft Friction Bearing	1
8	72PUS-26977	Choke Shaft	1
9+*	72PUS-O-12475	Diaphragm Gasket	1
10+*	72PUS-O-12476	Diaphragm	1
11	72PUS-O-13228	Diaphragm Cover	1
13+*	72PUS-O-12930	Fuel Pump Gasket	1
14+*	72PUS-O-12698	Fuel Pump Diaphragm	1
15	N/A	Fuel Pump Body	1
16	72PUS-O-18031	Fuel Pump Body Screw (6)	1
17	72PUS-O-10530	Fuel Strainer Screen	1
18*	72PUS-O-10529	Fuel Strainer Cover Gasket	1
19	72PUS-O-10527	Fuel Strainer Cover	1
20	72PUS-O-10571	Retaining Screw	1
21A	72PUS-O-11498	Idle Mixture Screw	1
21B	72PUS-O-8793	Idle Mixture Screw Spring	1
21C	72PUS-O-11428	Idle Mixture Screw Washer	1
21D	72PUS-O-10404	Idle Mixture Screw Packing	1
23	72PUS-O-5095	Idle Speed Screw	1
24	72PUS-O-788	Idle Speed Screw Spring	1
25*	72PUS-O-14042	Inlet Control Lever	1
26	72PUS-O-13269	Inlet Control Lever Fulcrum Screw	1
26A	72PUS-O-13406	Inlet Control Lever Fulcrum Pin	1
27*	72PUS-O-15206	Inlet Needle & Seat Set	1
28*	N/A	Inlet Seat Gasket	1
29	72PUS-O-11503	Inlet Tension Spring	1
30A	72PUS-O-12225	High Speed Mixture Screw	1
30B	72PUS-O-8793	High Speed Mixture Screw Spring	1
30C	72PUS-O-11428	High Speed Mixture Screw Washer	1
30D	72PUS-O-10404	High Speed Mixture Screw Packing	1
31	72PUS-O-18036	Nozzle Check Valve	1
33	72PUS-O-9678	Throttle Shaft Clip	1
35	72PUS-O-1974	Throttle Shaft Clip Retaining Screw	1
36	72PUS-O-13165	Throttle Shaft & Lever	1
37	72PUS-O-13534	Throttle Shutter	1
38	72PUS-O-8942-1	Throttle Shutter Screw	1
	72PUS-K-10013	Repair Kit	1
	72PUS-K-10009	Diaphragm & Gasket Set	1
	71W25-NS-233665	Carb Needle & Seat Gasket	1
42	71W25-1393	High Speed Jet Stop	1

*Indicates Contents of Repair Kit

+Indicates Contents of Diaphragm &Gasket Set.

5.5.4 POWER HEAD



ITEM	PART NO.	DESCRIPTION	QTY/ASSY
1*	72PUS-175277	*Bearing Plate Gasket	1
2	72PUS-127910-2	Ball Bearing	1
3	72PUS-236018B	Crankshaft	1
4	72PUS-175016B	Connecting Rod	1
5	72PUS-31410	Lock Ring	2
6	72PUS-175015K	Piston C/W Rings	1
7	72PUS-175017	Piston Pin	1
8	72PUS-175260k	Ring Set (2) - Keystone	1
9	71W25-PK-B9HS	Spark Plug (B9HS) [140-180 In. Lbs.]	1
10	72PUS-1465	Screw [100 In. Lbs.]	8
11	72PUS-8026	Washer	8
12	72PUS-180518	Cylinder Head	1
13	72PUS-236836	Carburetor Elbow Spacer	1
14*	72PUS-175529 062	*Head Gasket	1
14A	72PUS-175529 032	Head Gasket	1
15	72PUS-1497	Screw [70 In. Lbs.]	2
16	72PUS-1439	Screw [70 In. Lbs.]	16
17	72PUS-175222	Transfer Port Cover	1
18*	72PUS-175223	* Gasket Transfer Cover	2
19	72PUS-2A560010	Cylinder	1
20	72PUS-31146	Seal Drive End	1
22*	72PUS-175279	* Exhaust Gasket	1
25	72PUS-175150	Crank Case Cover	1
26*	72PUS-175148	* Cover Gasket	1
27	72PUS-31160-2	Reed	2
28	72PUS-31161	Reed Stop	2
29	78SM63203ZP	Reed Screw [10 In. Lbs.]	4
30	72PUS-247167	Carb Elbow	1
32	72PUS-1490	Hex Nut	2
33*	72PUS-174906	*Elbow Gasket	3
34	72PUS-A-31158-1	Reed Block	1
35*	72PUS-31168	* Manifold Gasket	1
36	72PUS-A-175157	Manifold Intake	1
37	72PUS-175634	Conn Rod Cap Screw [80-90 In. Lbs.]	2
38	72PUS-175228B	Bearing Crank Pin	1
39	72PUS-1523	Screw	6
40	72PUS-8060	Lock washer	2
41	72PUS-55217	Needle Bearing Wrist Pin	1
42	72PUS-1354	7/16-20 Locknut	1
43	78WF0716P	Washer	1
	72PUS-SHBLOCK	Assembled short block (all above items)	1
	72E08HWC	Engine Assembly 8.2 C.I. (134 CC)	1
	72PUS-27209-1	Stud	2
	72PUS-G819-2	Gasket Set	1

* Indicates items included in G819-2 gasket set

6. WINTER STORAGE

The following steps should be taken to prepare the unit for storage:

- Empty the fuel tank. Start engine and allow it to run until it stops from lack of fuel. This will use up all the fuel in the carburetor and prevent the formation of deposits due to evaporation of fuel.
- Disconnect fuel line from carburetor and permit all fuel to drain from the gasoline tank. Reconnect fuel line.
- Remove spark plug and pour 1/4 cup of motor oil into cylinder. Replace spark plug.
- Crank engine two or three times to distribute oil throughout cylinder. This will coat the cylinder walls with oil and prevent rust from forming during the storage period.
- Store hose in a dry location, and free from mice or other rodent infested areas, they love to chew on hose.

Note: Pump end must be protected from freezing (see warranty)

7. WARRANTY FOR THE WICK™ WATER PUMP

Coverage

Subject to the conditions, limitations and exclusions set forth below, this warranty covers defects in material and workmanship under normal use and service for one hundred and eighty (180) days from the date of purchase by the consumer.

Remedies

Mercedes Textiles Ltd. will repair or replace, without charge for parts or labor, any part it supplies which it deems defective pursuant to the coverage described above, at any authorized Mercedes Textiles Ltd. distributor or designated dealer. To obtain this repair or replacement, the consumer must return the Wick FT-200™ pump to the Mercedes Textiles Ltd. distributor or designated dealer.

Exclusion

This warranty does not cover parts or accessories not supplied by Mercedes Textiles Ltd. or damage incurred through the use of such parts and accessories. This warranty shall not apply to the Wick FT-200™ pump when used in a manner that Mercedes Textiles Ltd. regards as an unusual or unapproved operation.

In addition, this warranty shall not apply to any Wick FT-200™ pump engine that was:

- Operated without oil or with improper fuel mixture, or with any oil other than a BIA certified TCW3 oil.
- Modified or altered, including but not limited to, modifications resulting in increased revolutions.
- Damaged by overheating due to excessive dirt in cooling fins, or by dirt entering the engine.
- Merely requiring normal tune-up or adjustment of carburetor, breaker points or spark plugs.
- Improperly repaired in a manner which affected the quality or reliability of the Wick FT-200™ industrial engine.
- Subjected to more than normal usage. This relates to circumstances where an examination of the engine indicates that the malfunction is the result of normal wear of a part or parts operating under adverse conditions where a shorter service life could be expected. Warranty coverage is not applicable to engines where a normal use has exhausted the service life of a part.
- The result of failure of the owner to observe operating instructions.
- Mercedes Textiles Ltd. cannot assume responsibility for consequential damages such as loss of use of the product, loss of time, inconvenience, expense for gasoline, telephone, travel, transportation or lodging, loss or damage to personal property, or loss of revenue.

This is the only warranty, expressed or implied, made by Mercedes Textiles Ltd. applicable to its Wick FT-200™ pump, and Mercedes Textiles Ltd. does not authorize any person, firm, corporation or representative to make any warranty or to assume for Mercedes Textiles Ltd. any other liability.

Note: Performance specs may be subject to change without notice.

INNOVATION DELIVERED.



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