

HOMELITE®

123TP4

4" TRASH PUMP

Instructions & Parts List

INSTRUCTIONS - - -

These special instructions apply only to the 123TP4. For general pump operating procedures, see the booklet "Homelite Pumps" which is packed with the unit.

ENGINE:

The Wisconsin booklet packed with the unit provides complete engine operating instructions. Read it thoroughly before running the engine.

THE CRANKCASE MUST BE FILLED WITH 2 QUARTS OF THE PROPER WEIGHT OIL BEFORE STARTING THE ENGINE. The crankcase should be drained & filled with clean oil every 40 operating hours.

AUXILIARY OIL SUPPLY

The 123TP4 is equipped with a 2-quart Auxiliary Oil Supply System which keeps the crankcase oil at the proper level. In operation, if the crankcase oil level drops enough to uncover the regulator probe, the crankcase pulsations reach the pumping head and cause it to pump oil from the reserve tank. FILL THE AUXILIARY OIL TANK WITH THE SAME GRADE OF OIL AS USED IN THE CRANKCASE.

CHECK THE AUXILIARY OIL LEVEL DAILY, and add oil if necessary. (See the engine manual for proper weight & grade.)

MAINTENANCE

The engine crankcase oil level should be checked occasionally to be certain that the Reserve System is operating. If the crankcase level drops to the "Fill" mark and the reserve tank is full, check the reserve system as follows:

1. Examine the supply hose for loose connections, cracking, and air leaks, and replace if necessary.
2. Disconnect the hose at the pump head and blow through (gently) to check for obstructions or clogged relief vent.
3. Remove the pump head and remove the probe. Blow out the probe (do NOT apply air pressure to the pumping head).
4. If no obstructions or air leaks are evident, the pumping head is probably defective and should be replaced.
5. When reassembling, make certain that all connections are tight, and that the hose is not kinked.

AUXILIARY FUEL SUPPLY

The engine is equipped with a fuel pump mounted below the carburetor. For extended stationary operation, a line may be connected from the fuel pump inlet to a suitable auxiliary fuel tank.

PUMP:

THE PUMP MUST BE FILLED WITH WATER BEFORE STARTING THE ENGINE. The 123TP4 will pump up to 36,500 gallons per hour, and handle solids up to 2" in diameter. ALWAYS USE A STRAINER ON THE SUCTION HOSE. Make certain the filler cap and suction hose connections are airtight.

MAINTENANCE

Disassembly:

The pump may be disassembled easily for cleaning and/or service by unscrewing the four quick-release handles and swinging them aside to remove the end housing.

Wear Plate:

The wear plate is mounted on the end housing inlet passage with a

gasket, and is a tight fit on the flange. If the wear plate is excessively worn & requires replacement, use a pair of pry bars to pry at both sides evenly.

To install a new plate, lubricate the small gasket lightly with oil, place it in the groove of the wear plate and position the locating notch opposite the locating boss on the end housing. Push the plate as far as it will go into the inlet passage. Use a mallet if necessary.

Impeller & Bushing:

If a loss in pumping efficiency is noted, open the pump to check the impeller & bushing. If the impeller is severely worn, chipped or cracked, or if it slips on the bushing, the worn parts must be replaced.

Remove the impeller and hub together by securing the engine crankshaft and using a 3/4" wrench to turn the hub counterclockwise. Hold the hub in a vise to remove the impeller nut, washer and bushing.

To reassemble, install the impeller on the hub and tighten the impeller nut securely before turning the hub onto the crankshaft.

Adjust the impeller-to-wear plate clearance as follows

1. Using the old shims, screw the impeller & hub onto the crankshaft.
2. Turn the impeller until the end of one vane is at the machined step in the wear plate opening of the impeller housing.
3. Place the square end of a steel rule on the step to overhang the end of the vane. The vane should just clear the rule (.005" to .015"-maximum 1/64"). Shim the impeller hub as necessary.

Seal Assembly & Gaskets:

A worn seal will cause air leaks and loss of vacuum. To replace the seal, secure the engine crankshaft and remove the impeller and hub. Remove both parts of the seal and clean the surfaces smooth before installing the new seal. Reinstall the shims and impeller. Whenever the pump is disassembled, the gaskets should be inspected and replaced if necessary.

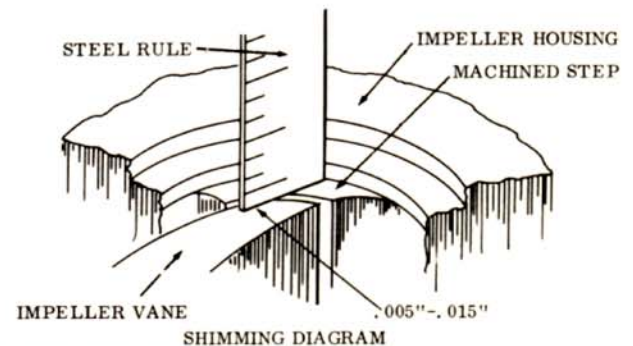
DOLLY ASSEMBLY:

DO NOT ATTEMPT TO TRAIL THIS UNIT BEHIND A VEHICLE.

The mounting dolly may be moved by hand only; the wheels and axles are not designed for vehicle trailing.

The wheels should be greased as required by usage. Apply standard wheel bearing grease to the fitting at each wheel hub.

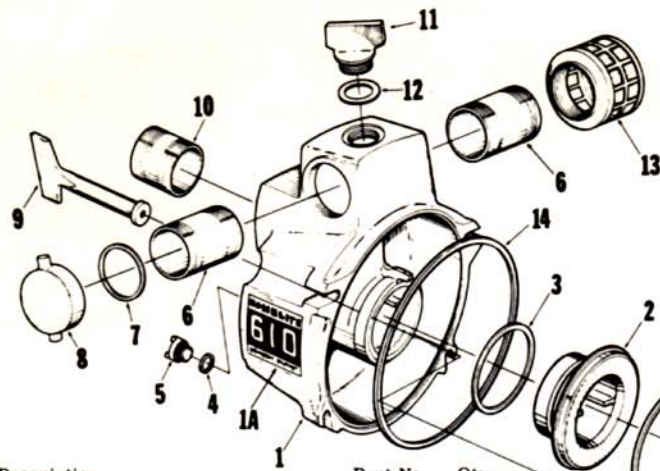
Tire pressure should be kept at 15 p. s. i.



SEE PARTS LIST ON PAGE 2

4" TRASH PUMP 123 TP4

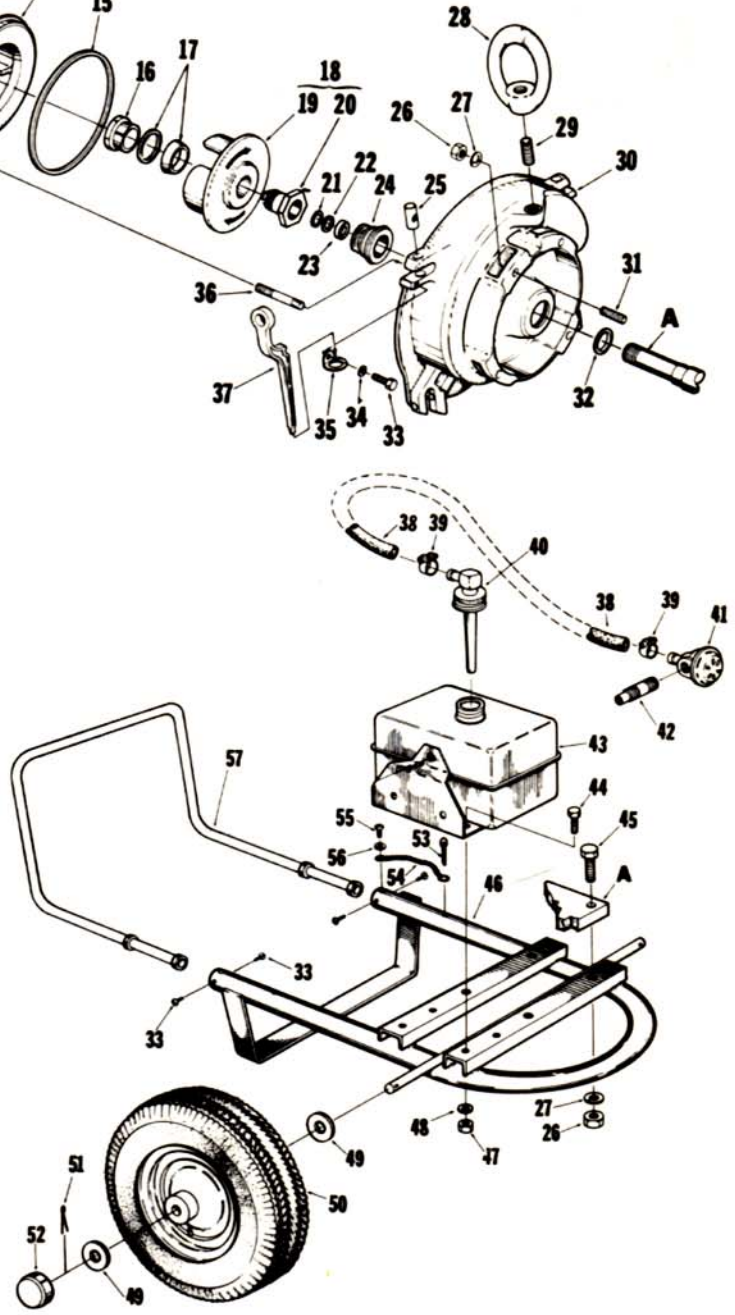
ALWAYS FURNISH MODEL AND SERIAL
NUMBER WHEN ORDERING PARTS



No.	Description	Part No.	Qty.
A	ENGINE-Wisconsin S-12D	53276	1
1A	DECAL-trash pump	53447	2
* 1	HOUSING-end	A-53742	1
	Includes:		
2	PLATE-wear (See Note 3)	50679-1	1
3	GASKET-small	54665	1
4	WASHER-drain plug gasket	76885-A	1
5	PLUG-drain	54858-6	1
6	FITTING-discharge (4")	54958-1	2
7	GASKET-hose	25672	1
8	CAP-discharge	53341-2	1
9	HANDLE-disconnect	54572-2	4
10	FITTING-suction (4")	54957-1	1
11	PLUG-wing (filler)	54551-3	1
12	GASKET-wing plug	18108	1
13	STRAINER-suction	54956	1
14	GASKET-large	54664	1
15	GASKET-wear plate	53189	1
16	NUT-impeller	53270	1
17	BUSHING & WASHER (See Note 1)	A-53509	1
18	IMPELLER & HUB KIT (See Note 2)	A-53556	1
	Includes:		
19	IMPELLER (See Note 2)	54655-2A	1
20	HUB-impeller (See Note 2)	53252-1A	1
21	SHIM-.010"	75909	as req'd
22	SHIM-.015"	75910	as req'd
23	WASHER-hub spacer	84046	as req'd
24	SEAL ASSEMBLY	A-62713-1	1
25	PIVOT-disconnect handle	54570-1	4
26	NUT-hex, 7/16-14	81060	8
27	WASHER-lock, 7/16	83054	8
28	NUT-eye	54193	1
29	STUD-eye nut	53273-1	1
30	HOUSING-impeller	54458-2	1
31	STUD-engine mounting	54963-1	4
32	SLINGER	62688	1
33	SCREW-hex hd., 1/4-20 x 3/8	80179	5
34	WASHER-flat, 1/4"	84020	1
35	HOLDER-spanner wrench	62450-1	1
36	STUD-handle	54571-1	4
37	WRENCH-spanner	22148	1
38	HOSE-oil supply	53358	1
39	CLAMP-hose	53359	2
40	CAP-swivel	53360	1
41	HEAD-pumping	53349	1
42	PROBE-pumping regulator	53255	1
43	TANK-oil reserve	53332-1	1
44	SCREW-hex hd., 3/8-16 x 3/4	80171	2
45	SCREW-hex hd., 7/16-14 x 1-3/4	80372	4
46	FRAME-dolly	A-53347-1	1
47	NUT-hex, 3/8-16	81023	2
48	WASHER-lock, 3/8"	83018	2
49	WASHER-wheel	66628	4
50	WHEEL & TIRE	A-53254	2
	Includes (each assembly):		
	WHEEL	53436	1
	TIRE-4.80/4.00 x 8	†	1
51	PIN-cotter	86304	2
52	CAP-hub	66608	2
53	PIN-cotter (handle stop)	86328	2
54	CHAIN-pin retaining	53268	2

* Denotes new parts
† Purchase tire locally

Note 1 - Below serial no. 3222974, use A-53509 when replacing bushing or impeller nut.
Note 2 - Below serial no. 3255633, use Kit A-53556.
Note 3 - Below serial no. 3482646, use 53158-1



No.	Description	Part No.	Qty.
55	SCREW-drive	80001	2
56	WASHER-flat	84011	2
57	HANDLE-dolly	A-53348-1	1
Accessories: (not shown)			
	SEAL (for solvents)	A-62713-2	1
*	ELBOW-45° Street	50535	1
*	NUT-lock, 1" pipe	50536	1

HOMELITE®

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DIVISION

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