

ingco

Gasoline Water Pump

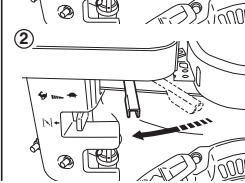
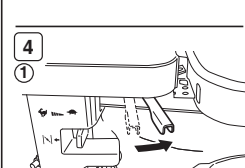
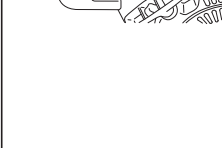
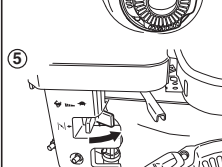
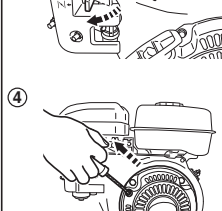
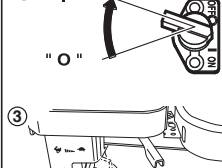
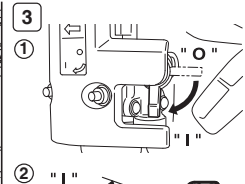
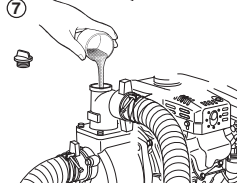
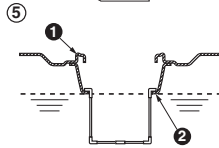
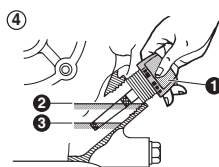
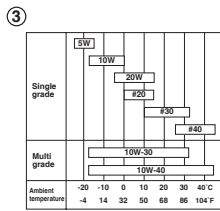
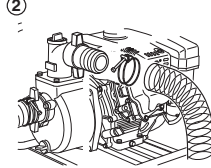
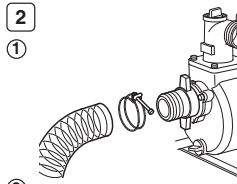
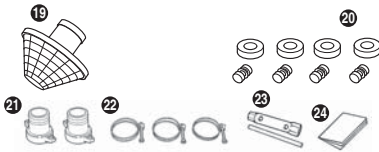
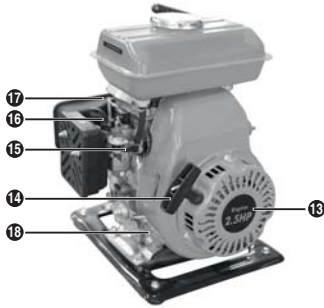
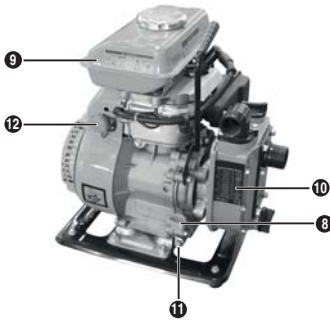
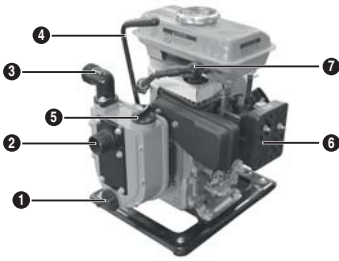
EN Gasoline Water Pump

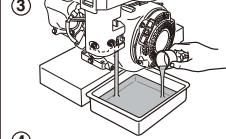
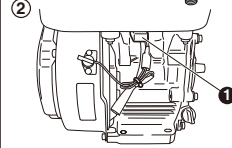
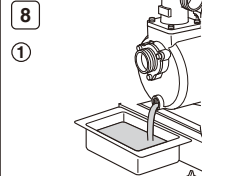
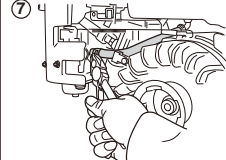
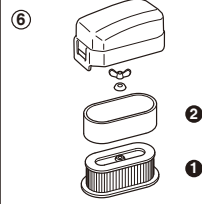
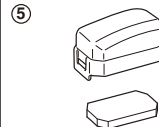
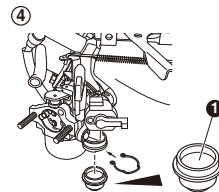
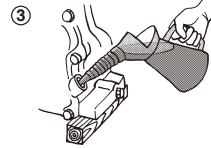
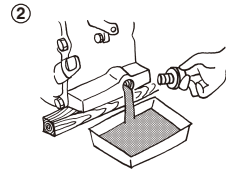
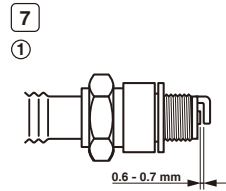
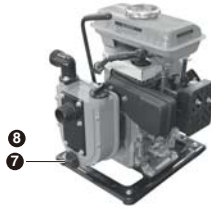
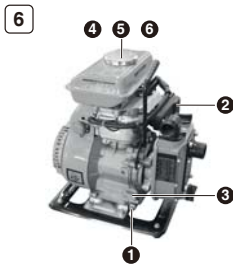
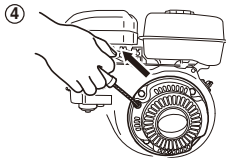
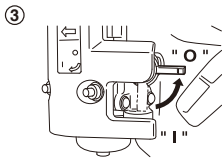
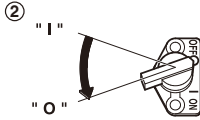
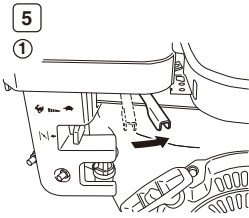


GWP102 GWP152

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 **INGCO GLOBAL**







1. SAFETY PRECAUTIONS

Please make sure you review each precaution carefully.

Pay special attention to statement preceded by the following words.

⚠ WARNING

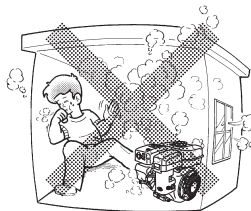
“WARNING” indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

⚠ CAUTION

“CAUTION” indicates a possibility of personal injury or equipment damage if instructions are not followed.

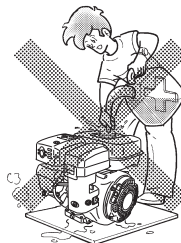
⚠ WARNING : EXHAUST PRECAUTIONS

- Never inhale exhaust gasses.
They contain carbon monoxide, a colorless, odorless and extremely dangerous gas which can cause unconsciousness or death.
- Never operate the pump indoors or in a poorly ventilated area, such as tunnel, cave, etc.
- Exercise extreme care when operating the pump near people or animals.
- Keep the exhaust pipe free of foreign objects.



⚠ WARNING : REFUELING PRECAUTIONS

- Gasoline is extremely flammable and its vapors can explode if ignited.
- Do not refuel indoors or in a poorly ventilated area.
- Be sure to stop the pump prior to refueling.
- Do not remove fuel tank cap nor fill fuel tank while engine is hot or running.
Allow engine to cool at least 2 minutes before refueling.
- Do not overfill the fuel tank.
- If fuel is spilt, wipe it away carefully and wait until the fuel has dried before starting the engine.
- After refueling, make sure that the fuel cap is secured to prevent spillage.

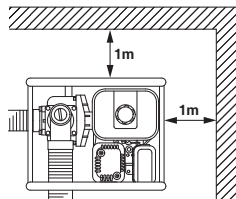


⚠ WARNING : FIRE PREVENTION

- Do not operate the pump while smoking or near an open flame.
- Do not use around dry brush, twigs, cloth rags, or other flammable materials.
- Keep cooling air intake (recoil starter area) and muffler side of the engine at least 1 meter (3 feet) away from buildings, obstructions and other burnable objects.
- Keep the pump away from flammables and other hazardous materials (trash, rags, lubricants, explosives).

⚠ WARNING : OTHER SAFETY PRECAUTIONS

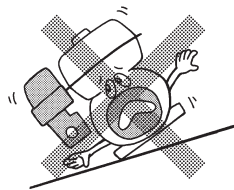
- Be careful of hot parts.
The muffler and other engine parts become very hot while the pump is running or just after it has stopped. Operate the pump in a safe area and keep children away from the running pump.
- Do not use diaphragm pump for the mixture of water and oil.



- Do not touch the spark plug and ignition cable when starting and operating the engine.
- Operate the pump on a stable, level surface.
If the engine is tilted, fuel spillage may result.

NOTE

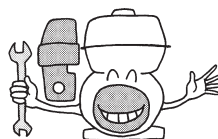
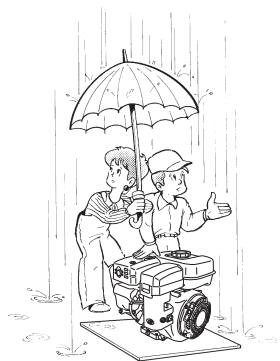
Operating the pump at a steep incline may cause seizure due to improper lubrication even with a maximum oil level.



- Do not transport the pump with fuel in tank or with fuel strainer cock open.
- Keep the unit dry (do not operate it in rainy conditions).

⚠ CAUTION : PRE-OPERATION CHECKS

- Carefully check fuel hoses and joints for looseness and fuel leakage. Leaked fuel creates a potentially dangerous situation.
- Check bolts and nuts for looseness. A loose bolt or nut may cause serious engine trouble.
- Check the engine oil and refill if necessary.
- Check the fuel level and refill if necessary. Take care not to overfill the tank.
- Keep cylinder fins and recoil starter free of dirt, grass and other debris.
- Wear snug fitting working clothes when operating the engine.
Loose aprons, towels, belt, etc., may be caught in the engine or drive train, causing a dangerous situation.



SYMBOLS

	Read the owner's manual.		
	Stay clear of the hot surface.		
	Exhaust gas is poisonous. Do not operate in an unventilated area.		
	Stop the engine before refueling.		
	Fire, open flame and smoking prohibited.		
	On (Run)		Plus ; Positive polarity
	Off (Stop)		Battery
	Engine oil		Engine start (Electric start)
	Add oil		

2. COMPONENTS (See Fig. 1)

NOTE Please refer to the illustrations on the back page of the front cover or back cover for Fig.1 to 8 indicated in the sentence.

CENTRIFUGAL PUMP (GWP202,GWP302) (See Fig. 1 - 1)

- | | | |
|-------------------------------|-------------------------------|------------------------|
| 1 Plug (drain) | 10 Casing cover | 19 Strainer |
| 2 Suction | 11 Drain plug (at two places) | 20 Cushion rubber |
| 3 Delivery | 12 Stop Switch | 21 Hose coupling |
| 4 Frame | 13 Recoil starter | 22 Hose band |
| 5 Plug (priming) | 14 Recoil Starter handle | 23 Tools |
| 6 Muffler | 15 Fuel cock | 24 Instruction for use |
| 7 Spark plug | 16 Chocke lever | (This publication) |
| 8 Oil filler (with oil guage) | 17 Air cleaner | |
| 9 Fuel tank | 18 Speed control lever | |

3. SPECIFICATION

	Model	GWP102	GWP152
Pump	Max. head	16m/52.5feet	18m/59feet
	Max.suction	7m/22.9feet	7m/22.9feet
	Max. flow	100L/min 26Gal/min	167L/min 44.1Gal/min
	Suction size	25mm/1"	40mm/1.5"
	Discharge size	25mm/1"	40mm/1.5"
Engine	Max. Power	2.5HP	2.5HP
	Displacement	105cc	105cc
	Fuel capacity	1.2L/0.31Gal	1.2L/0.31Gal
	Oil capacity	0.4L/0.10Gal	0.4L/0.10Gal
	Lubricant	SEA/10W-30	SEA/10W-30
	Starting system	Recoil	Recoil
		< 375g/kW.h	< 375g/kW.h

3. PRE-OPERATION FOR STARTING

(See Fig. 2)

1. CONNECT SUCTION HOSE

(See Fig. 2 -1)

Use a reinforced-wall or wire braided hose to prevent suction collapse.

Since the pump self-priming time is directly proportional to hose length, a short hose is recommended.

CAUTION

Always use a strainer with the suction hose. Gravel or debris sucked into the pump will cause serious damage to the impeller and the pump casting.

2. CONNECT DELIVERY HOSE

(See Fig. 2 -2)

When using a fabric hose, always use a hose band to prevent the hose from disconnecting under high pressure.

3. CHECK ENGINE OIL (See Fig. -4) 2

Before checking or refilling engine oil, be sure the engine is located on stable, level surface and stopped.

- Do not screw the oil gauge into the oil filler neck to check oil level. If the oil level is low, refill to the upper level with the following recommended oil.
- Use 4-stroke automotive detergent oil of API service class SE or higher grade (SG, SH or SJ is recommended).
- Select the viscosity based on the air temperature at the time of operation as shown in the table. (See Fig.2 - 3)

Explanation of Fig.2 -4

- 1 Oil Gauge
- 2 Upper Level
- 3 Lower Level

Model	Oil capacity
GWP102	0.4L
GWP152	0.4L

4. CHECK FUEL

(See Fig. 2 -5)

WARNING

Do not refuel while smoking, near an open flame or other such potential fire hazards. Otherwise fire accident may occur.

- Stop the engine and open the cap.
- Use automotive unleaded gasoline only.

This engine is certified to operate on automotive unleaded gasoline.

Fuel Tank Capacity

- Close the fuel cock before filling the fuel tank.
- Do not fill above the top of the fuel filter screen (marked w), or the fuel may overflow when it heats up later and expands.
- When filling the fuel tank, always use the fuel filter screen.
- Wipe off any spilled fuel before starting the engine. (See Fig.2 - 6)

5. CHECK PRIMING WATER

(See Fig. 2 -7)

It is recommended that the water chamber of pump casing should be primed with full of water before operating.

WARNING

Never attempt to operate the pump without priming water or the pump will overheat. Extended dry operation will destroy the mechanical seal.

If the unit has been operated dry, stop the engine immediately and allow the pump to cool before adding priming water.

4. OPERATING YOUR PUMP

1. STARTING (See Fig. 3)


- (1) Open the fuel cock. (See Fig.3 - 1)
- (2) Turn the STOP SWITCH to the position “ I ” (ON).
(See Fig.3 - 2)
- (3) Close the choke lever. (See Fig.3 - 3)
If the engine is cold or the ambient temperature is low,
close the choke lever fully.
If the engine is warm or the ambient temperature is high,
open the choke lever half-way, or keep it fully open.
- (4) Pull the starter handle slowly until resistance is felt. This
is the “compression” point. Return the handle to its
original position and pull swiftly. Do not pull out the rope
all the way. After starting the engine, allow the starter
handle to return to its original position while still holding
the handle. (See Fig.3 - 4)
- (5) After starting the engine, gradually open choke by turning
the choke lever and finally keep it fully opened. Do not
fully open the choke lever immediately when the engine
is cold or the ambient temperature is low, because the
engine may stop. (See Fig.3 - 5)

2. RUNNING (See Fig. 4)

- (1) After the engine starts, set the speed control lever at the
low speed position (L) and warm it up without load for a
few minutes.
(See Fig.4 -1)
- (2) Gradually move the speed control lever toward the high
speed position (H) and set it at the required engine speed.
(See Fig.4 -2)

Whenever high speed operation is not required, slow the
engine down (idle) by moving the speed control lever to
save fuel and extend engine life.

3. STOPPING (See Fig. 5)

- (1) Set the speed control lever at the low speed position and
allow the engine to run at low speed for 1 or 2 minutes
before stopping.
(See Fig.5 - 1)
- (2) Turn the STOP SWITCH counterclockwise to the position
“  ” (OFF). (See Fig.5 - 2)
- (3) Close the fuel cock. (See Fig.5 - 3)
- (4) Pull the starter handle slowly and return the handle to its
original position when resistance is felt. This operation is
necessary to prevent outside moist air from intruding
into the combustion chamber. (See Fig.5 - 4)

STOPPING ENGINE WITH THE FUEL COCK

Close the fuel cock and wait for a while until the engine stops.
Avoid to let the fuel remain in the carburator over long periods,
or the passages of the carburator may become clogged with
impurities, and malfunctions may result.

5. MAINTENANCE

(See Fig. 6)

**MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION
CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY
ANY NONROAD ENGINE REPAIR ESTABLISHMENT OR
INDIVIDUAL.**

1. DAILY INSPECTION

Before running the engine, check the following service items.

- 1 Loose or broken bolts and nuts
- 2 Clean air cleaner element
- 3 Enough clean engine oil
- 4 Leakage of gasoline and engine oil
- 5 Enough gasoline
- 6 Safe surroundings
- 7 Check the priming water
- 8 Excessive vibration, noise

2. PERIODIC INSPECTION

Periodic maintenance is vital to the safe and efficient operation of your pump.

Check the table below for periodic maintenance intervals.

IT IS ALSO NECESSARY FOR THE USER OF THIS PUMP TO CONDUCT THE MAINTENANCE AND ADJUSTMENTS ON THE EMISSION-RELATED PARTS LISTED BELOW TO KEEP THE EMISSION CONTROL SYSTEM EFFECTIVE.

The emission control system consists of the following parts :

- (1) Carburetor and internal parts
- (2) Cold start enrichment system, if applicable
- (3) Intake manifold, if applicable
- (4) Air cleaner elements
- (5) Spark plug
- (6) Magneto or electronic ignition system
- (7) Spark advance/ retard system, if applicable
- (8) Exhaust manifold, if applicable.
- (9) Hoses, belts, connectors, and assemblies

Periodic Maintenance Schedule table

Maintenance items	Every 8 hours (Daily)	Every 50 hours (Weekly)	Every 200 hours (Monthly)	Every 500 hours	Every 1000 hours
CLEAN ENGINE AND CHECK BOLTS AND NUTS	● (Daily) ● (Refill daily up to upper level)				
CHECK AND REFILL ENGINE OIL		● (Every 100 hours)			
CHANGE ENGINE OIL (*Note 1)	● (Initial 20 hours)	● (Every 100 hours)			
CLEAN SPARK PLUG					
CLEAN AIR CLEANER		●			
REPLACE AIR CLEANER ELEMENT			●		
CLEAN FUEL CUP			●		
CLEAN AND ADJUST SPARK PLUG AND ELECTRODES			●		
REPLACE SPARK PLUG		● (Every 100 hours)		●	
SPARK ARRESTER (OPTIONAL PART)					
REMOVE CARBON FROM CYLINDER HEAD (*Note 2)				●	
CHECK AND ADJUST VALVE CLEARANCE (*Note 2)				●	
CLEAN AND ADJUST CARBURETOR (*Note 2)				●	
REPLACE FUEL LINES					● (yearly)
OVERHAUL ENGINE IF NECESSARY (*Note 2)					●

*Note: 1. Initial oil change should be performed after first twenty (20) hours of operation. Thereafter change oil every hundred (100) hours. Before changing oil, check for a suitable way to dispose of old oil. Do not pour it down into sewage drains, onto garden soil or into open streams.

*Note: 2. As to the procedures for these items, please refer to the SERVICE MANUAL or consult your nearest INGCO service dealer.

The maintenance schedule indicated in the following table is based on the normal engine operation.

Should the engine be operated in extremely dusty condition or in heavier loading condition, the maintenance intervals must be shortened depending on the contamination of oil, clogging of filter elements, wear of parts, and so on.



Replace rubber pipes for fuel passage every two years. If fuel leakage is found, replace the pipe immediately.

3. INSPECTING THE SPARK PLUG

(See Fig.7 - 1)

- (1) Clean off carbon deposits on the spark plug electrode using a plug cleaner or wire brush.
- (2) Check electrode gap. The gap should be 0.6 mm to 0.7 mm. Adjust the gap, if necessary, by carefully bending the side electrode.

**Recommended Spark Plug : NGK BR-6HS
(CHAMPION RL86C)**

4. ENGINE OIL CHANGE (See Fig. 7 - 2,3)

Initial oil change : After 20 hours of operation
Thereafter : Every 100 hours of operation

- (1) When changing oil, stop the engine and loosen the drain plug. Drain the used oil while the engine is warm. Warm oil drains quickly and completely.

⚠ CAUTION

To prevent injury, pay attention to the hot oil. Make sure the fuel cap is tightly secured to avoid spillage.

- (2) Re-install the drain plug before refilling oil.

Model	Oil capacity
GWP102	0.4 L
GWP152	0.4 L

- (3) Refer to page 6 for the recommended oil.
 - Always use the best grade and clean oil. Contaminated oil, poor quality oil and shortage of oil cause damage to engine or shorten the engine life.

5. CLEANING FUEL CUP (See Fig. 7 - 4)

⚠ WARNING Flame Prohibited

- (1) Inspect fuel cup for water and dirt.
(See Fig.7 - 4-1)
- (2) To remove water and dirt, close the fuel cock and remove the fuel cup.
- (3) After removing dirt and water, wash the fuel cup with kerosene or gasoline. Reinstall securely to prevent leakage.

6. CLEANING AIR CLEANER

(See Fig.7 - 5,6)

A dirty air cleaner element will cause starting difficulty, power loss, engine malfunctions, and shorten engine life extremely. Always keep the air cleaner element clean.

⚠ WARNING Flame Prohibited

- (1) Urethane Foam Element Type
(See Fig.7 - 5)
 - Remove the element and wash it in kerosene or diesel fuel. Then saturate it in a mixture of 3 parts kerosene or diesel fuel and 1 part engine oil. Squeeze the element to remove the mixture and install it in the air cleaner.
- (2) Urethane Foam Dual Element Type
(See Fig.7 - 6)
 - Urethane Foam cleaning (See Fig.7 - 6 - 2)
Wash and clean the urethane foam with detergent. After cleaning, dry it. Clean the urethane foam element every 50 hours.
 - Second element (See Fig.7 - 6 - 1)
Clean by tapping gently to remove dirt and blow off dust. Never use oil. Clean the paper element every 50 hours of operation, and replace element set every 200 hours.

Clean and replace air cleaner elements more often when operating in dusty environments.

7. FUEL HOSE REPLACEMENT (See Fig.7 7)

⚠ WARNING

Take extreme caution when replacing fuel hose ; gasoline is extremely flammable.

Replace the fuel hose every 1,000 hours or every year. If fuel leaks from fuel hose, replace the fuel hose immediately.

8. CHECKING BOLTS, NUTS AND SCREWS

- Retighten loose bolts and nuts.
- Check for fuel and oil leaks.
- Replace damaged parts with new ones.

9. CLEANING PUMP INSIDE

- Turn the knob counterclockwise and open the casing cover holder.
- Pull the casing toward you, and then remove the casing and the inner casing.
- Clean the inside of pump casing and casing cover with clean water.

6. PREPARATIONS FOR STORAGE

1. WATER (See Fig.8 - 1)

Drain all water from the drain plug.

⚠ CAUTION

When retightening drain plug, be sure to clean the drain plug and the thread of casing. Otherwise, the thread may be damaged.

2. DISCONNECT THE DELIVERY HOSE

Tilt the pump and drain all water from delivery hole. Severe damage to pump may result if water freezes in the pumping chamber.

3. DISCHARGE FUEL (See Fig.8 - 3)

⚠ WARNING Flame Prohibited

If you do not use the engine more than 1 month, discharge fuel to prevent gum in the fuel system and carburetor parts.

- Remove the strainer cup, place the strainer over a container and open the strainer cock to discharge fuel from the fuel tank.
- Remove the drain screw of the carburetor float chamber and discharge fuel.

4. ENGINE OIL (See Fig.8 - 4)

- Change the engine oil with fresh oil.
- Remove the spark plug, pour about 5 cc of engine oil into the cylinder, slowly pull the starter handle of the recoil starter 2 or 3 times, and reinstall the spark plug.

5. CLEAN AND STORE

- Slowly pull the recoil starter handle until resistance is felt and leave it in that position.
- Clean the pump thoroughly with an oiled cloth, put the cover on, and store the pump indoors in a well ventilated, low humidity area.

Oil sensor

1. FUNCTION OF OIL SENSOR

The engine will stop automatically when the oil level falls below the safety limit. The engine cannot be started unless the level is raised above the prescribed limit.
(See Fig. 2 - 4)

2. RESTARTING

- (1) Fill the crankcase with oil up to the proper level.
- (2) As for restarting and operating the engine, refer to section **"4. OPERATING YOUR PUMP"** on page 7.
 - Check the wire connector from the engine. It must be connected securely to the wire from oil sensor.
 - When selecting the engine oil, refer to page 6 for the recommended oil.

7. EASY TROUBLESHOOTING

1. PUMP DOES NOT RUN .

- Engine dose not start.
- Sticking of impeller
(Disassemble and clean.)

2. PUMPING VOLUME IS SMALL.

- Sucking air at suction side.
(Check piping at suction side.)
- Drop off engine output
(Consult your nearest dealer.)
- Breakage of mechanical seal.
(Consult your nearest dealer.)
- High suction lift (Lower.)
- Suction hose is too long or thin.
(Use a thick hose in minimum length.)
- Leak of water from water passage.
(Stop leaking.)
- Clogging of foreign substance in impeller.
(Disassemble and clean.)
- Wear of impeller.
- Looseness of suction chamber. (Retighten)
- Strainer is clogged. (Clean.)
- Engine speed is too low.
(Consult your nearest dealer.)

3. PUMP DOES NOT SELFPRIME.

- Suction of air at suction side.
(Check piping at suction side.)
- Insufficient priming water inside pump casing
(Prime fully.)
- Imperfect tightening of drain plug.
(Tighten the plugs completely.)
- Engine speed is too low.
(Consult your nearest dealer.)
- Sucking air from mechanical seal.
(Consult your nearest dealer.)

4. WHEN ENGINE DOES NOT START :

Perform the following checks before you take the pump to your Robin dealer. If you still have trouble after completing the checks, take the pump to your nearest Robin dealer.

(1) Is there a strong spark across the electrode ?

- Is the stop switch at position “ I ” (ON)?
- Remove and inspect the spark plug.
If the electrode is fouled, clean or replace it with new one.
- Remove the spark plug and connect it to the plug cap.
Pull the starter handle while grounding spark plug against engine body. Try with a new spark plug if the spark is weak or there is no spark.
The ignition system is faulty if there is no spark with a new spark plug.

WARNING

- **Wipe out spilled fuel carefully before testing.
Place spark plug as far away from spark plug hole as possible.**
- **Do not hold spark plug by hand while pulling recoil starter.**

NOTE

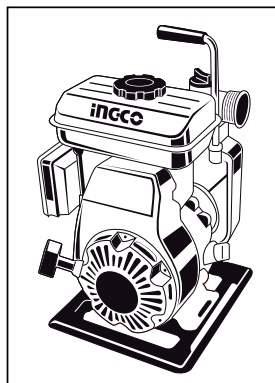
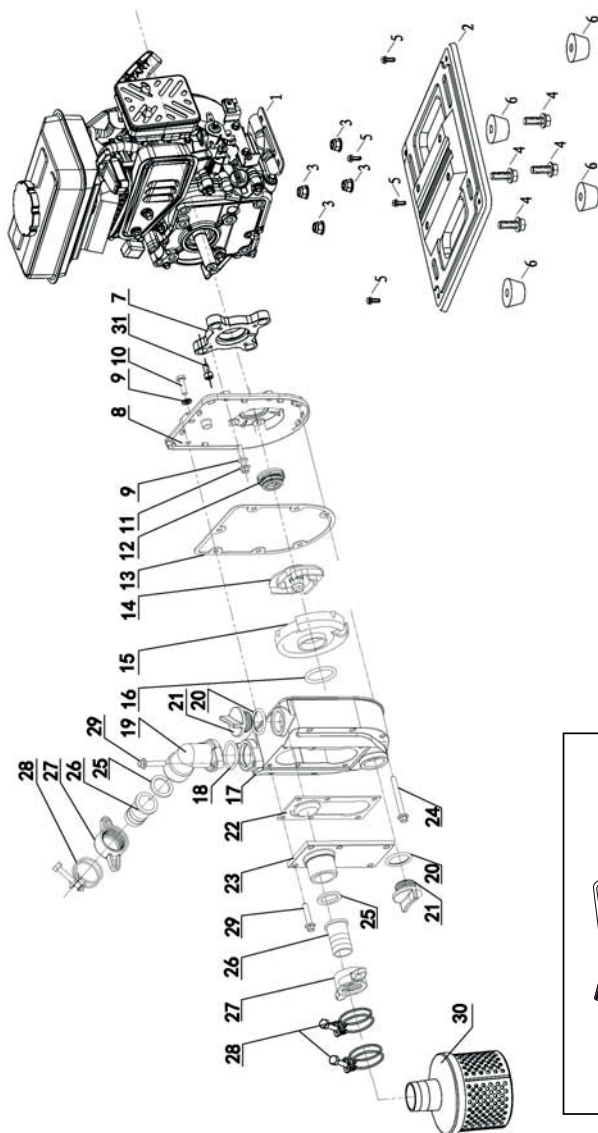
The engine with oil sensor will stop automatically when the oil level falls below the prescribed limit. Unless the oil level is raised above the prescribed limit, the engine will stop immediately after starting.

(2) Is there enough compression?

Pull the starter handle slowly and check if resistance is felt. If little force is required to pull the starter handle, check if the spark plug is tightened firmly. If the spark plug is loose, tighten it.

(3) Is the spark plug wet with gasoline?

- Is the fuel cock opened?
- Choke (close choke lever) and pull the starter handle five or six times. Remove the plug and check if its electrode is wet. If the electrode is wet, fuel is well supplied to your engine.
- When the electrode is dry, check where the fuel stops.
(Check the fuel intake of the carburetor.)
- In case the engine does not start with well supplied fuel, try using fresh fuel.

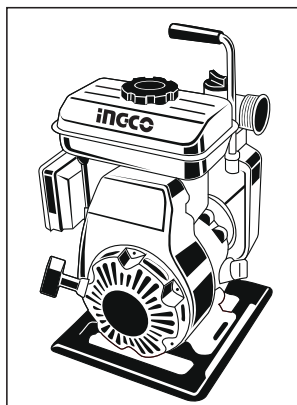
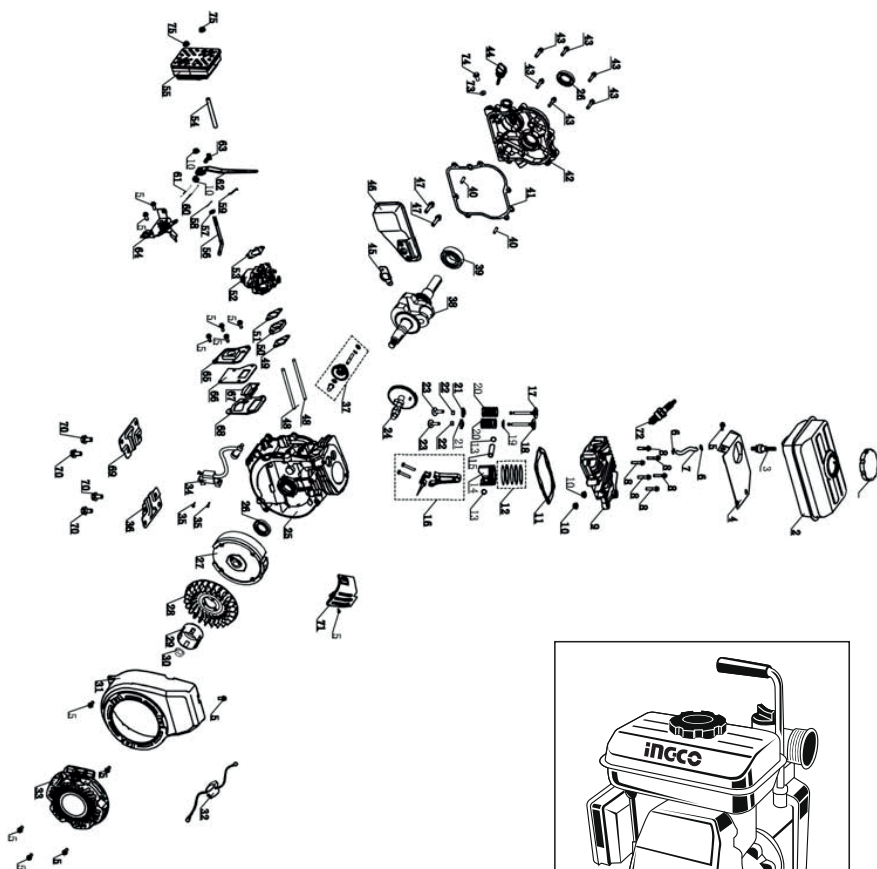
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SPARE PART LIST

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No	Part Description	QTY
1	Engine FC152	1
2	Baseboard	1
3	Nut M8	4
4	Bolt M8×16	4
5	Bolt M6×12	4
6	Cushioning	4
7	Connection Piece	1
8	Cover,Casing	1
9	Washer 6	5
10	Bolt M6×16	1
11	Bolt M6×20	4
12	Mechanical seal	1
13	Seal Ring ,Casing	1
14	Impeller	1
15	Case Volute	1
16	Casing	1
17	Casing	1
18	Packing Outlet	1
19	Outlet	1
20	O-ring	2
21	Cap Filler	2
22	Packing,Inlet	1
23	inlet	1
24	Bolt M6×85	6
25	Packing Coupling	2
26	Coupling Hose	2
27	Ring Hose Clamp	2
28	Band Hose	3
29	Bolt M6×16	6
30	Strainer Comp	1
31	Bolt M6×16	4

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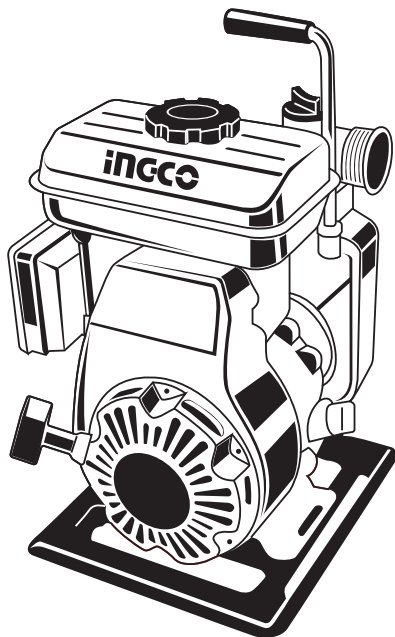


SPARE PART LIST

GWP102 GWP152

No	Part Description	QTY	No	Part Description	QTY
1	FUEL CAP	1	39	BEARING 6203	1
2	FUEL TANK	1	40	DOWEL PIN $\phi 8 \times 14$	2
3	FUEL COCK	1	41	GASKET, CRANKCASE COVER	1
4	SHROUD	1	42	CRANKCASE COVER	1
5	BOLT M6 \times 12	14	43	BOLT M6 \times 28	6
6	CLAMP, FUEL HOSE	2	44	DIPSTICK	1
7	FUEL HOSE 65mm	1	45	GASKET, MUFFLER	1
8	BOLT M6 \times 35	6	46	MUFFLER	1
9	VALVE COVER	1	47	BOLT M6 \times 45	2
10	NUT M6	3	48	STUD M5 \times 118	2
11	GASKET, VALVE COVER	1	49	GASKET, CARBURETOR INSULATOR	1
12	PISTON RING SET	1	50	CARBURETOR INSULATOR	1
13	CIRCLIP, PISTON PIN	2	51	CARBURETOR GASKET	1
14	PISTON	1	52	CARBURETOR	1
15	PISTON PIN	1	53	AIR FILTER GASKET	1
16	CONNECTING ROD	1	54	VENTING HOUSE	1
17	EXHAUST VALVE	1	55	AIR FILTER	1
18	INTAKE VALVE	1	56	MOVING STAFF	1
19	INTAKE VALVE SEAL	1	57	OIL SEAL	1
20	VALVE SPRING	2	58	PIN LOCK	1
21	VALVE SPRING SEAT	2	59	PULLING ROD	1
22	ADJUST CAP, EXHAUST	2	60	GOVERNOR SPRING	1
23	TAPPET	2	61	IDLE SPRING	1
24	CAMSHAFT	1	62	SPEED REGULATING ARM	1
25	CRANKCASE	1	63	LOCK BOLT M6 \times 21	1
26	OIL SEAL	2	64	GOVERNOR GEAR BRACKET ASSY	1
27	FLYWHEEL	1	65	OIL HOUSE COVER	1
28	COOLING FAN	1	66	OIL COVER GASKET	1
29	STARTER CUP	1	67	OIL COVER	1
30	MUT M12	1	68	OIL HOUSE COVER GASKET	1
31	COOLING FAN COVER	1	69	ENGINE BASE RIGHT	1
32	ENGINE SWITCH	1	70	BOLT M8 \times 12	4
33	RECOIL STARTER	1	71	LOWER SHIELD	1
34	IGNITION COIL	1	72	SPARK PLUG	1
35	BOLT M6 \times 22	2	73	WASHER $\phi 10$	1
36	ENGINE BASE LEFT	1	74	BOLT M10 \times 16	1
37	GOVERNOR ASSEMBLY	1	75	NUT M6	2
38	CRANKSHAFT	1			

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INGCO TOOLS CO.,LIMITED
No.45 Songbei Road,Suzhou
Industrial Park,China.

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