

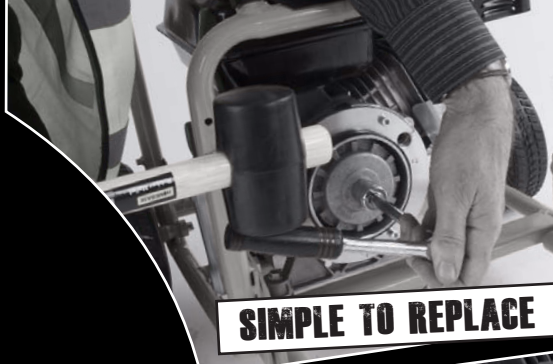
evoSYSTEM®

Registered Design. Patent Pending 1101605.2.



EVO-SYSTEM ENGINE MAINTENANCE RUBBER COUPLING INSPECTION AND REPLACEMENT INSTRUCTIONS

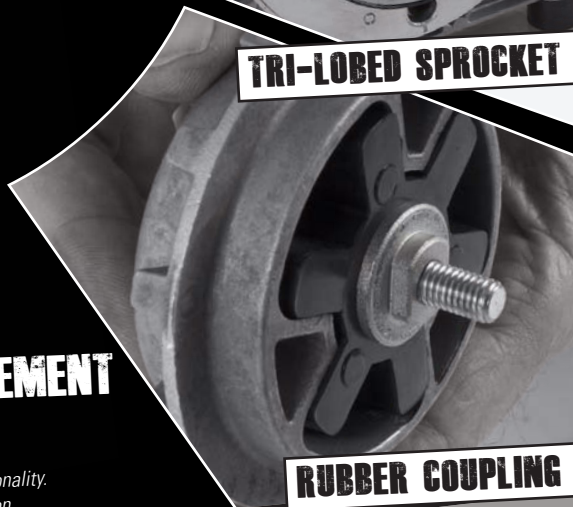
** Generic images shown to illustrate the Evo-System's functionality.
Engine and outputs may vary according to market destination.*



SIMPLE TO REPLACE



TRI-LOBED SPROCKET



RUBBER COUPLING

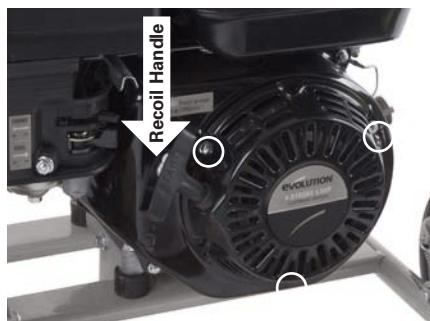
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Note: This procedure is a two person operation and must only be attempted with the engine completely COLD!

The rubber coupling is part of the transmission system of the Evo-engine. It is a 'wearing part' and should be checked every 250 hours for serviceability. The following instructions are intended for owner/operators who are familiar with and have competence/experience in the maintenance procedures required for small capacity 4 stroke petrol engines. If you do not feel completely confident with the following instructions, please contact our helpline for extra advice.

- Note the position of the recoil starting handle for future re-installation. Remove the recoil starting system by undoing and removing the 3 x $\varnothing 8$ mm (Evolution Engine) or 3 x $\varnothing 10$ mm (Mitsubishi Engine) securing bolts and washers. Store these and the recoil system safely.



Removing the recoil starting system will give access to the $\varnothing 21$ mm nut on the end of the engine crankshaft.



This nut can be held with a spark plug spanner to prevent the crankshaft from rotating.

- Hold the crankshaft securely to prevent it from rotating.



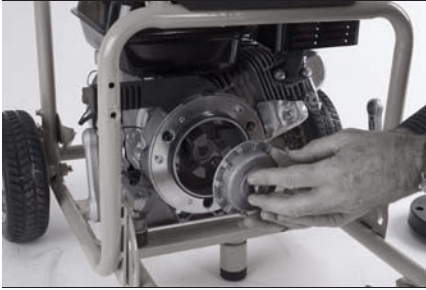
- Loosen the $\varnothing 19$ mm AF bolt on the opposite end of the crankshaft by using a 19mm socket with a tommy bar attached. The socket can be 'pushed' into the machine to gain extra security for the socket on the bolt head.

The $\varnothing 19$ mm bolt is tightened to a reasonably high torque and may need to be 'shocked loose' by subjecting the socket tommy bar to a sharp blow (use a rubber mallet).



Between 6 – 8 full turns of the bolt head should be sufficient for the dog clutch to be disconnected from the engine crankshaft. This however may not be apparent to the operator as the bolt may not withdraw from the dog clutch.

- Gently pull on the dog clutch and ease the assembly from the engine.



The rubber coupling can now be inspected in 'situ' or removed from the inside of the dog clutch for closer inspection. For close inspection, gently ease the rubber coupling from the inside of the dog clutch by pulling it outwards. A flat bladed screwdriver can be used to help ease the rubber coupling from the dog clutch, but exercise care so as not to score or otherwise damage any of the parts.



Inspect the 6 'teeth' of the rubber element for wear or damage. Slight surface hairline fractures of the rubber compound are to be expected and are acceptable. Cracks or missing rubber is not acceptable, and if detected the element must be replaced.

If you are at all doubtful of the serviceability of the rubber element replace it as a matter of course.

Replacement of the rubber element and dog clutch is a reversal of the removal procedure.

However note the following:

- The rubber element is a precise fit within the dog clutch.
- The rubber element within the dog clutch must be aligned with the tri-lobed drive sprocket on the engine crankshaft.



- The $\varnothing 19$ mm bolt must be screwed fully 'home' into the 'top hat bush'

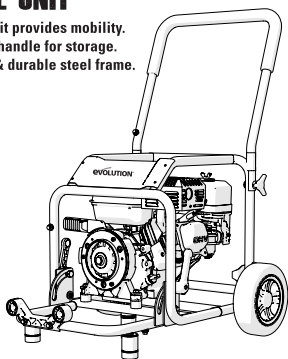


- Gently push the dog clutch into place within the engine.
- Hold the crankshaft so that it cannot rotate.
- Tighten the $\varnothing 19$ mm bolt using a 19mm socket and tommy bar drawing the dog clutch into its operational position on the output side of the engine.
- Tighten the $\varnothing 19$ mm bolt to 'Hand Tightness'. In operation the bolt is 'self tightening'.
- Replace the recoil starting system, which is a reversal of the removal procedure.
- Ensure that the recoil system is re-fitted in the same position it occupied prior to removal.

DID YOU KNOW YOU CAN ALSO BUY...

ENGINE UNIT

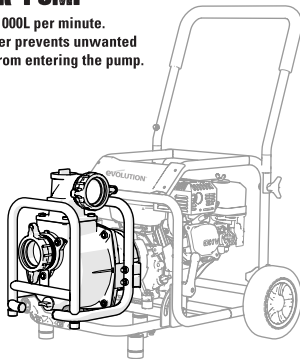
- ✓ Wheel kit provides mobility.
- ✓ Folding handle for storage.
- ✓ Robust & durable steel frame.



EVO-SYSTEM ENGINE

WATER PUMP

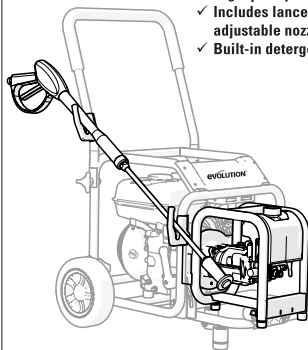
- ✓ Pumps 1000L per minute.
- ✓ Inlet filter prevents unwanted debris from entering the pump.



WATER PUMP OUTPUT

PRESSURE WASHER

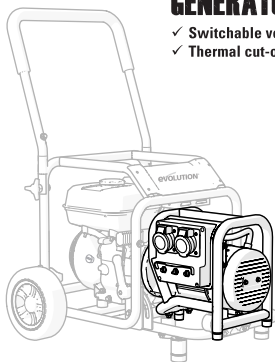
- ✓ High quality brass pump.
- ✓ Includes lance with adjustable nozzle & hose.
- ✓ Built-in detergent system.



PRESSURE WASHER OUTPUT

GENERATOR

- ✓ Switchable voltages.
- ✓ Thermal cut-outs.



GENERATOR OUTPUT



...WITH MORE OUTPUTS AVAILABLE SOON!

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