USE AND MAINTENANCE MANUAL

Translation from the original instructions

Thank you for purchasing a United Trade motor pump.

This manual describes the use and maintenance procedures of the United Trade WP30 motor pump

All information contained in this publication is based on the latest product information available at the time of printing.

United Trade Import & export srl, reserves the right to make changes at any time without notice and without incurring any obligation.

This manual must be considered as an integral part of the motor pump and must therefore accompany the product even in case of resale.

The images in this manual are based on: WP30

Pay particular attention to the indications preceded by the following words:

Indicates a strong possibility of serious personal injury or death if the instructions are not followed.

WARNING: Indicates the possibility of damage to equipment or property if instructions are not followed.

NOTE: Provides useful information.

In case of problems or questions concerning the motor pump, please contact United Trade Import & Export srl

⚠

The Wp30 motor pump is designed to ensure safe operation andreliable as long as you follow the instructions.
Carefully read the Use and Maintenance Manual before putting in the motor pump works. Failure to do so could result in injurypersonal injury or damage to equipment.

- Illustrations may vary depending on the model.

⚠

Disposal

To respect the environment, do not dispose of the entire product, battery, oil engine, etc. along with other waste. Observe the local regulations in force or contact your authorized Honda dealer for disposal.

INDEX

1. SAFETY RULES

⚠ CAUTION

For safe operation

- **The United Trade motor pump is designed to ensure safe and reliable operation as long as you follow the instructions. Carefully read the Use and Maintenance Manual before starting the motor pump. Failure to do so could result in personal injury or equipment damage.**

- **Exhaust gases contain carbon monoxide, a colorless and odorless toxic gas. Inhalation of monoxide carbon can cause unconsciousness and lead**
- **to death.**
  If you operate the motor pump in an enclosed or confined environment, the air you breathe could contain a dangerous
- **amount of exhaust gas.**
  Never operate the motor pump inside a garage, of a house or near doors o
  Open windows.

- **Stop the engine before refueling. Gasoline is extremely flammable and, in certain conditions, explosive. Make the refueling in a well-ventilated area with the engine off.**

• Be careful not to spill petrol when refueling. Spilled fuel or its vapors could ignite. So far as If fuel leaks, make sure the area is dry first to start the engine.

• Never run the engine in an enclosed area. Exhaust gases contain carbon monoxide, a toxic gas which, if inhaled, cancause loss of consciousness and lead to death.

⚠ CAUTION

For safe operation

• Always perform a preliminary check (page 9) before starting the engine. Accidents or equipment damage can be avoided.

• For safety reasons, never use flammable liquids or corrosives, such as gasoline or acids. To avoid corroding the motor pump, do not use sea water, chemical solutions or caustic liquids such as used oil, wine or milk.

• Place the motor pump on a flat surface. If the motor pump istilted or turned upside down, gasoline may leak.

• In order to prevent fire and provide adequate ventilation, keep the motor pump at a distance of at least 1 meter from buildings and others equipment during operation. Do not place objects flammables near the motor pump.

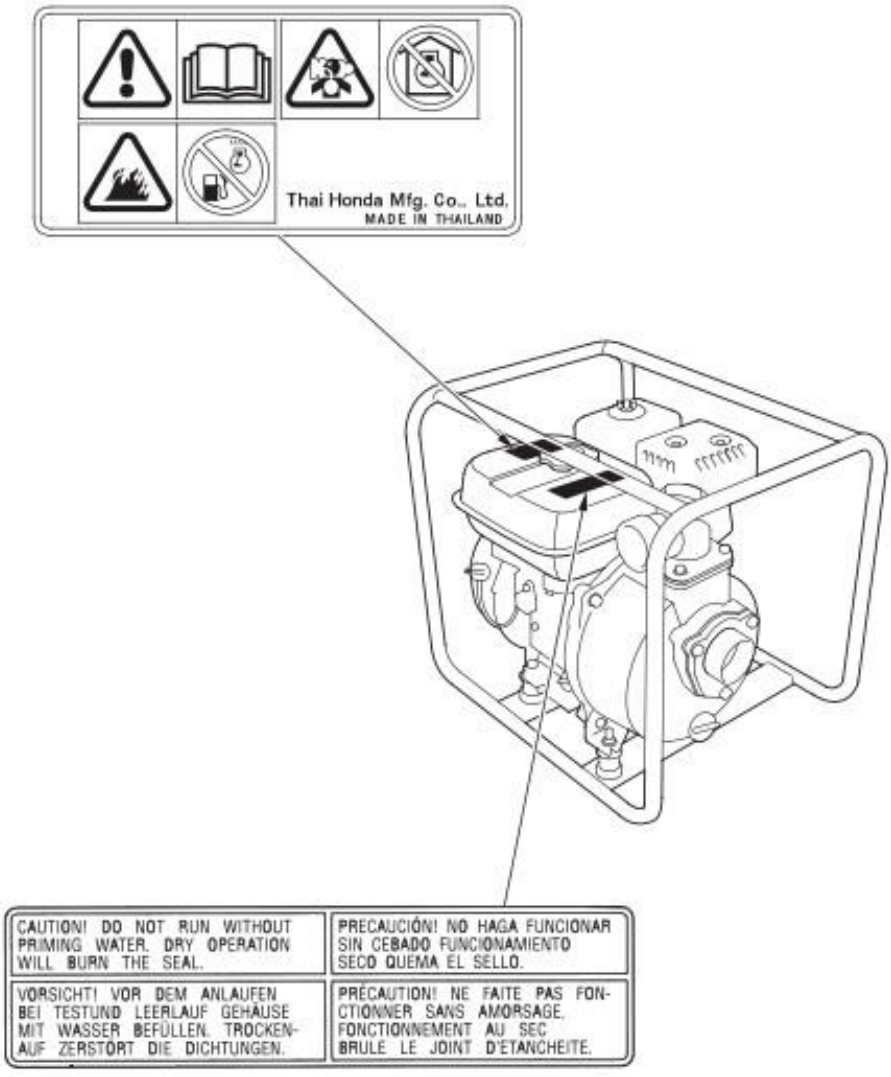
• Keep children and animals away from the operating area in order to reduce the possibility of burns from engine components overheated.

• Learn to stop the motor pump quickly and understand the operation of all controls. Do not let anyone use the motor pump without proper instructions.

2. POSITION OF SAFETY LABELS

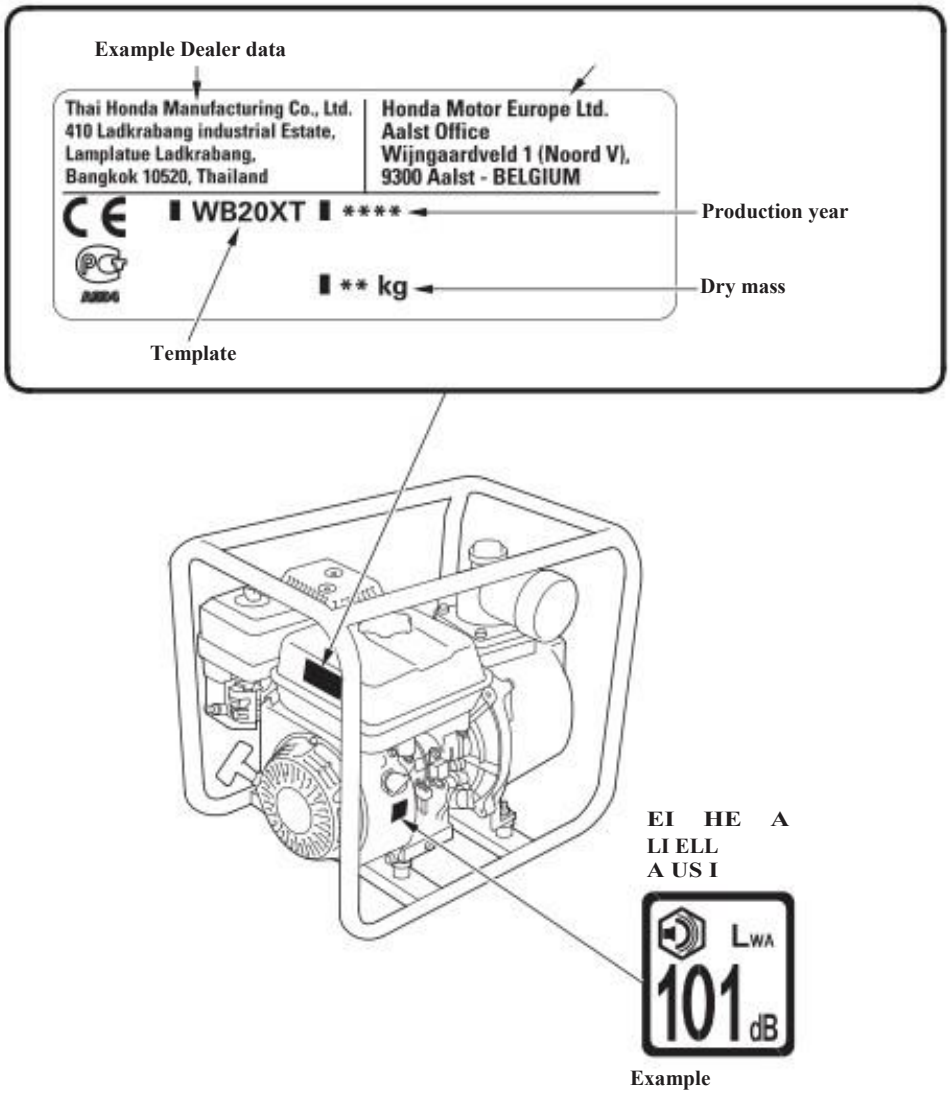
These labels warn of potential hazards that can cause serious injury. Read the labels, safety rules and precautions carefullyreported in this manual.

SAFETY LABELS



Position of CE mark and sound level label [For European types]

MA HI E Example



3. COMPONENT IDENTIFICATION

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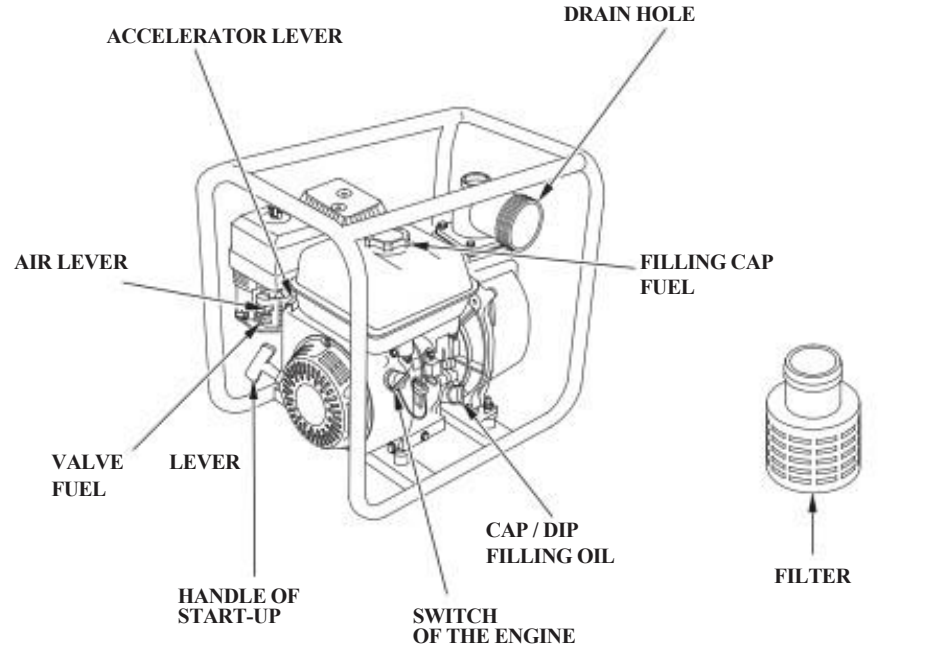

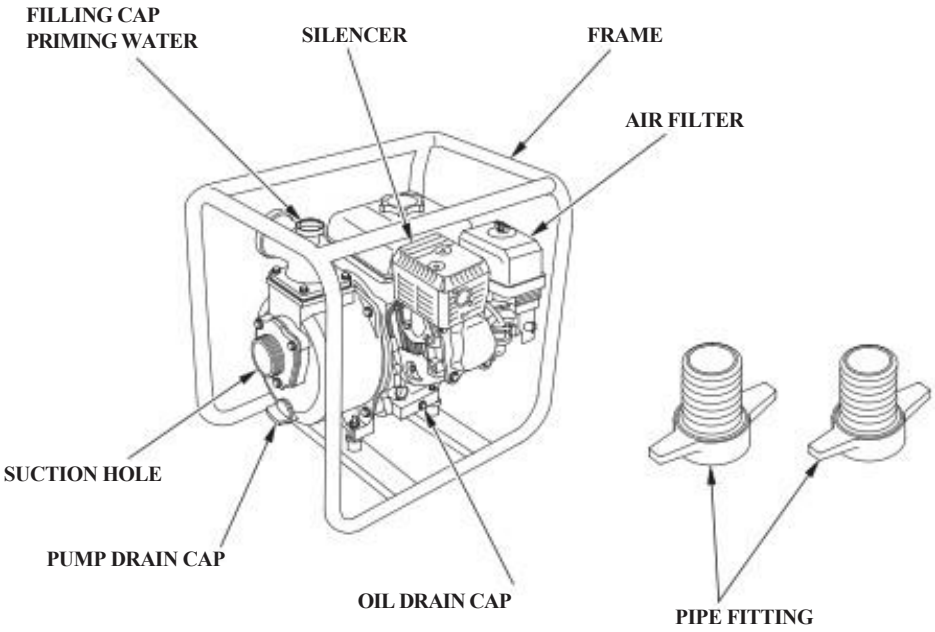

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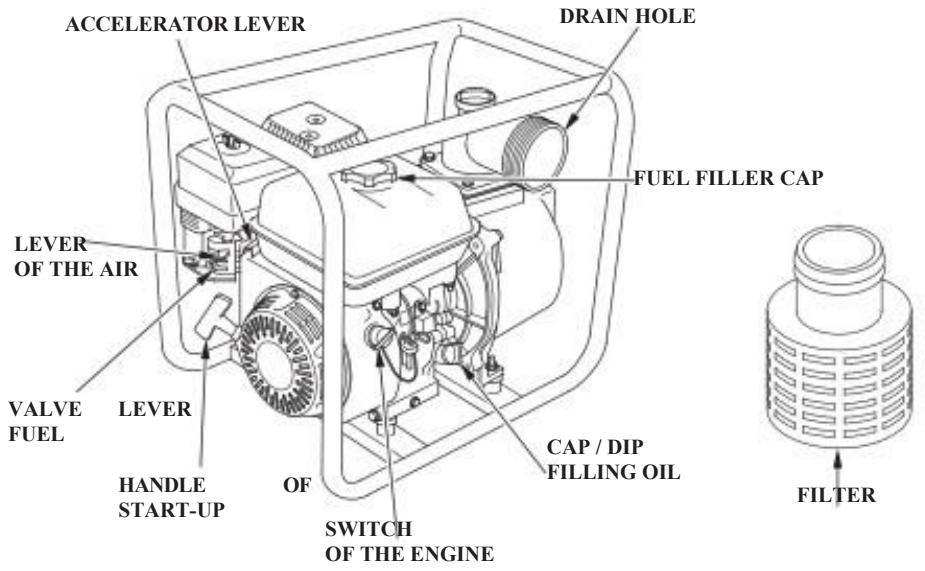
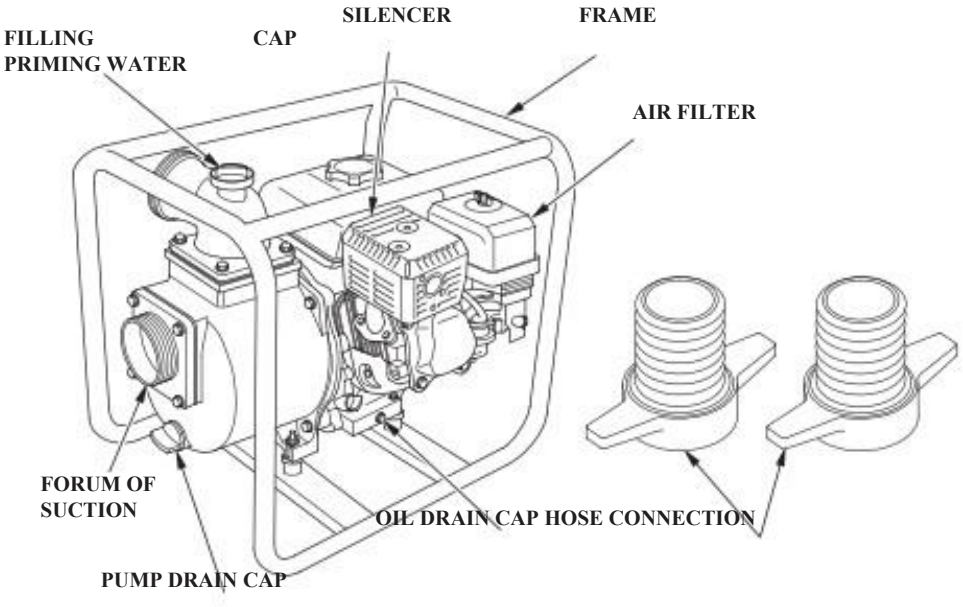

ACCELERATOR LEVER
DRAIN HOLE
FUEL FILLER CAP
LEVER
OF THE AIR
VALVE
FUEL
LEVER
HANDLE
START-UP
OF
SWITCH
OF THE ENGINE
CAP / DIP
FILLING OIL
FILTER


SILENCER
FRAME
FILLING
PRIMING WATER
CAP
AIR FILTER
FORUM OF
SUCTION
OIL DRAIN CAP HOSE CONNECTION
PUMP DRAIN CAP

4. PRELIMINARY OPERATIONS FOR START-UP

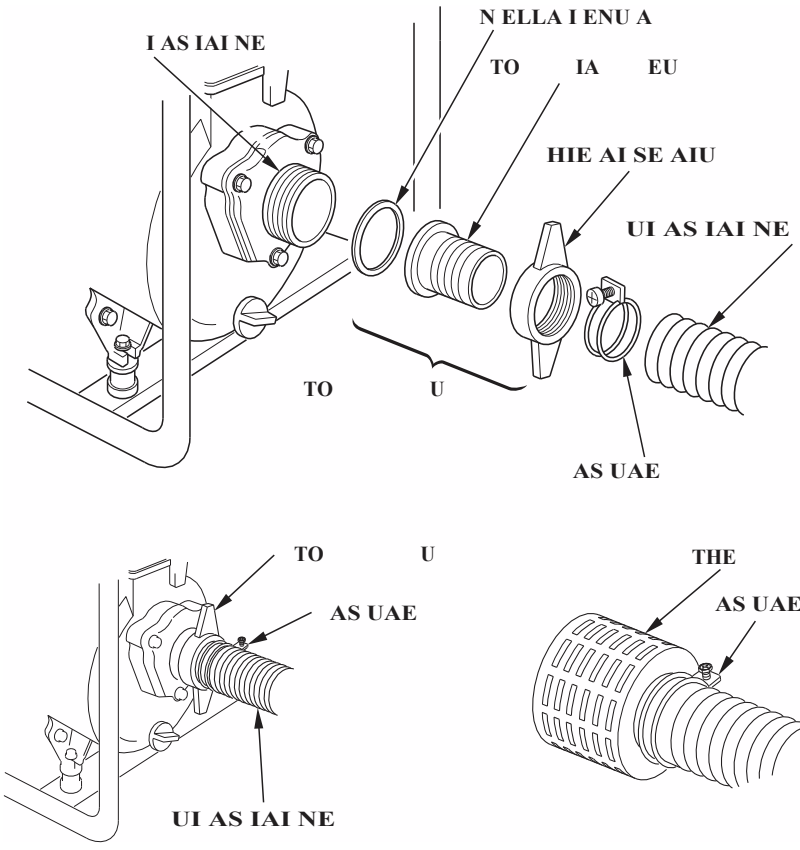
1. Connect the suction hose.

Use a commercially available hose, fitting and clamps. The tube of suction must be reinforced, and not collapsible. The length of the tube suction should not exceed the necessary extent, since the performance of the motor pump are better when this does not exceed the level by much of water. The priming time is also proportional to the length of the tube.

The filter supplied with the motor pump must be fixed to the end of the suction through a clamp, as shown in the figure.

WARNING:

Always install the filter at the end of the suction tube before pumping. The filter will prevent the entry of debris that can causeclogging or damage to the impeller.

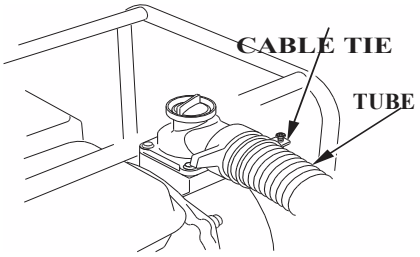


2. Connect the drain hose.

Use a commercially available hose, fitting and clamp. A short tube or large diameter is the best choice. A long or diameter tube reduced in fact increases the friction of the fluid and reduces the power of the motor pump.

NOTE:

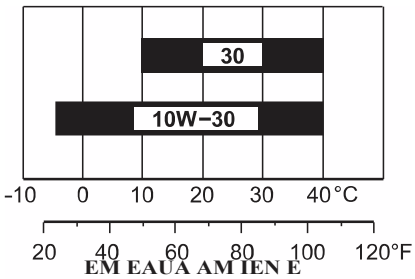
Tighten the hose clamp firmly to prevent strong pressure from making it disconnect the tube.



3. Check the engine oil level. WARNING:

- **Engine oil has a major influence on engine performance and service life. Therefore, it is recommended not to use non-oilsdetergents or vegetables.**
- **Check the oil level with the engine stopped and with the motor pump placed on a flat surface.**

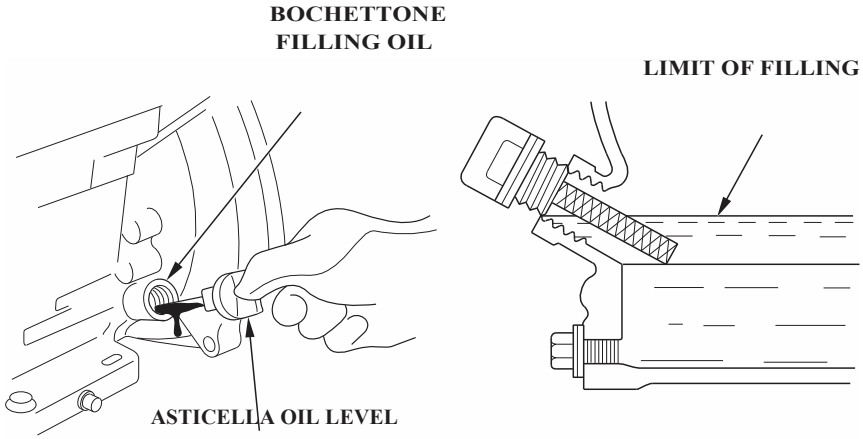
Use a premium quality, highly detergent, 4-stroke engine oil
meets at least the requirements set by US car manufacturers to re-enter
in the API SE service classification or later (or equivalent).
Select the appropriate viscosity for the average temperature in your area.



Remove the oil filler cap / dipstick and clean.

Insert the oil filler cap / dipstick into the oil filler neck, but do not screw. If the oil level is low, add the recommended oil to the limit of the filler neck.

WARNING:
Operation of the engine with an insufficient amount of oil can seriously damage the engine.



Oil alarm system (where provided)
The oil warning system is designed to prevent the engine from being damaged due to insufficient oil in the crankcase. Before the oil levelfalls below the permitted limit, the oil warning system stops the engine automatically (the engine switch remains in the ON position).
If the engine stops and does not restart, check the engine oil level before troubleshooting in other areas.

4. Check the fuel level.

Use unleaded automotive gasoline with an octane rating of research equal to 91 or higher (a Pump Octane Number equal to 86 o upper).

Never use stale or contaminated gasoline or oil / gasoline mixture. To avoidthat dust or water gets into the fuel tank.

⚠ CAUTION

• Gasoline is extremely flammable and, under certain conditions, explosive.

• Refuel in a well-ventilated area with the engine off. Do not smoke and do not bring flames or sparks near where refueling is carried out or where petrol is stored.

• Be careful not to spill petrol when refueling. Spilled fuel or its vapors could ignite. So far as If fuel leaks, make sure the area is dry first to start the engine.

• Avoid repeated or prolonged contact with the skin and also avoid inhale the vapors.

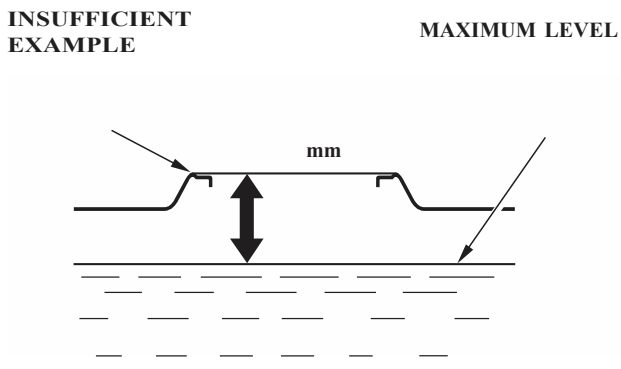
KEEP OUT OF REACH OF CHILDREN.

With the engine off and the pump placed on a level surface, remove the fuel cap and check the fuel level.

Fill the tank if the fuel level is low.

Do not fill the fuel tank completely. Fill it to about 25mm below the top to allow the fuel to expand. It may be necessary to reduce the fuel level depending on the operating conditions.

After refueling, make sure that the tank cap is correctly e firmly closed.



NOTE:
Gasoline deteriorates very quickly due to factors such as exposure to light, temperature and time.
In the worst cases, gasoline can become contaminated in 30 days.
Using contaminated gasoline can seriously damage the engine (carburetor clogged, valves blocked).
Such damage due to contaminated gasoline is not covered by the warranty.

- To avoid this, strictly follow the recommendations below:
- Use only the specified gasoline (see page 12).
- Use fresh, clean gasoline.
- To slow deterioration, store gasoline in a suitable place fuel container.
- If extended storage (more than 30 days) is planned, empty the fuel tank and carburetor (see page 27).

Petrol containing alcohol

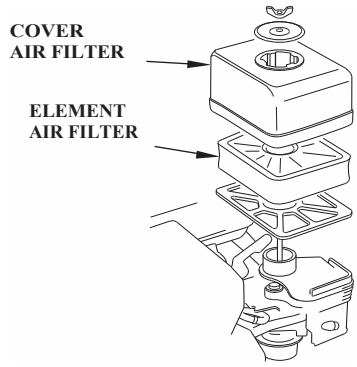
If you decide to use a mixture of gasoline and alcohol, make sure that the Octane number is at least equivalent to that recommended by United Trade. There are two types of "gasohol": one containing ethanol and the other containing
methanol. Do not use gasohol containing more than10% ethanol. Not use gasoline containing methanol (methyl or methyl alcohol) that is free of cosolvents
and specific anticorrosives for methanol. Do not use gasoline containing more than 5% methanol, even if equipped with cosolvents and corrosion inhibitors.

NOTE:

- Damage to the fuel system or engine performance problems resulting from the use of fuels containing alcohol are not covered by the warranty. Honda cannot endorse the use of fuels containing methanol as they do not
  there is still definitive evidence of their suitability.
- Before buying fuel at an unknown station, find out if the fuel contains alcohol, and if so, make sure of its type and percentage of alcohol content. If you notice any malfunctions,
  using gasoline containing alcohol, or gasoline that is thought to contain alcohol, switch to a type of gasoline that you are sure does not contain alcohol.

5. Check the air cleaner element.

Remove the wing nut, washer and air cleaner cover.
Check if the element is dirty or clogged. Clean the element as needed(see page 23).

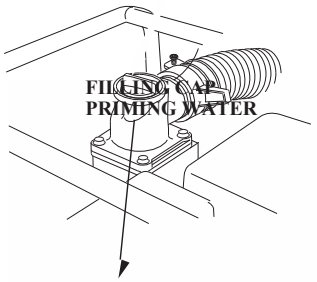


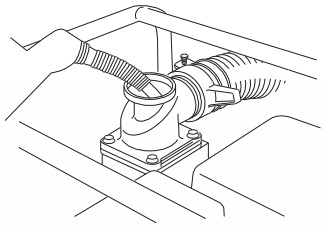
WARNING:
Never run the engine without the air filter. Materialscontaminants, such as dust or dirt, would enter the engine through the carburetor, causing rapid wear.

6. Check the priming water.

The motor pump chamber must be filled with water before operation.

WARNING:
Never try to run the motor pump without priming water, otherwise the motor pump will overheat. A dry run prolonged can destroy the gasket of the motor pump. In the case of the machine has been running dry, stop the engine immediately and let the motor pump cool down before adding water.

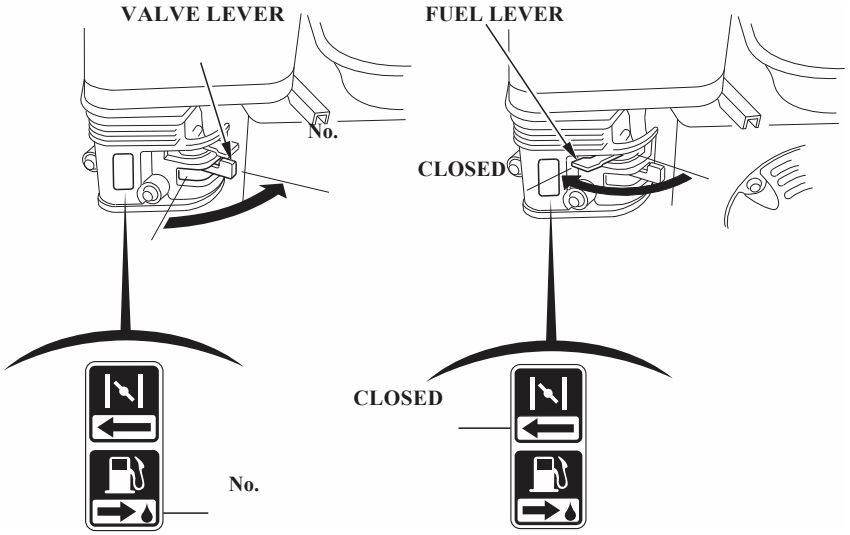




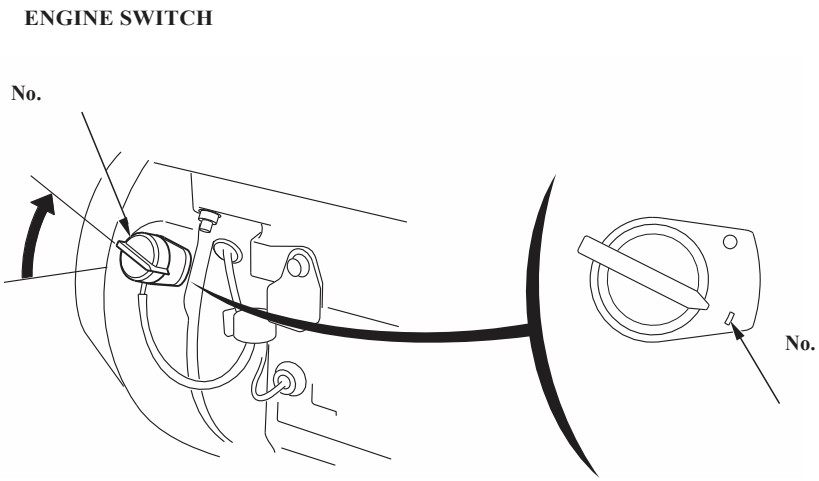
5. STARTING THE ENGINE

1. Place the fuel valve lever in the ON position.
2. Move the choke lever to the CLOSED position.

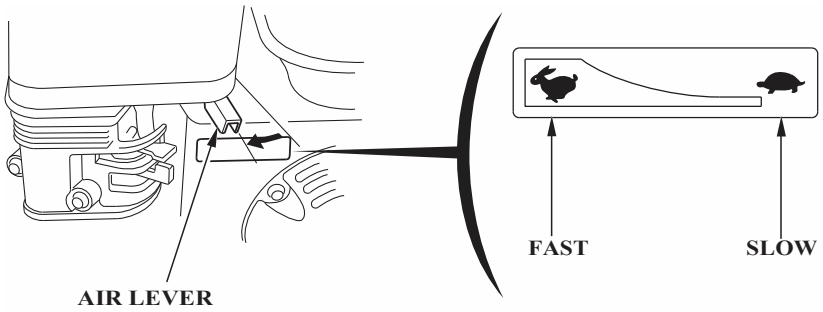
NOTE:
Do not use the choke if the engine is hot or the ambient temperature is high.



3. Turn the engine switch to the ON position.

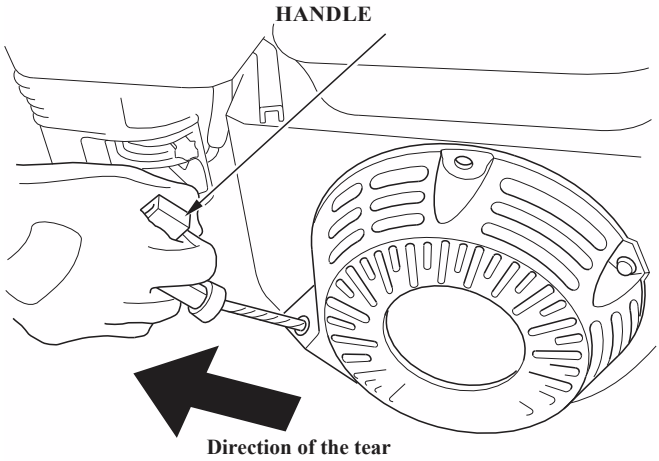


4. Move the throttle lever slightly to the left.

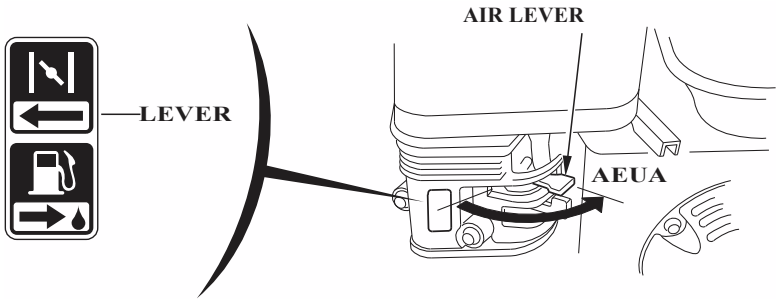


5. Slowly pull the starter handle until resistance is met, then click to pull in the direction indicated by the arrow in the figure.

WARNING:
Do not let the handle snap back towards the motor. Accompany her slowly to avoid damage.



6. If you moved the choke lever to position to start the engine CLOSED, gradually move it to the OPEN position with the engine warm up.



Operation at high altitudes

At high altitudes, the standard air-fuel mixture is excessively oily. Performance decreases and fuel consumption increases.

Performance at high altitudes can be improved with some carburetor specific modifications. If the motor pump is always used at altitudes above 1,500 m above sea level, contact United Trade Import & Export srl to make the modifications to the carburetor.

Even if the carburetor is properly modified, engine power will decrease by approximately 3.5% for every 300m increase in altitude. The effect of altitude on horsepower will be greater in the absence of carburetor modifications.

WARNING:

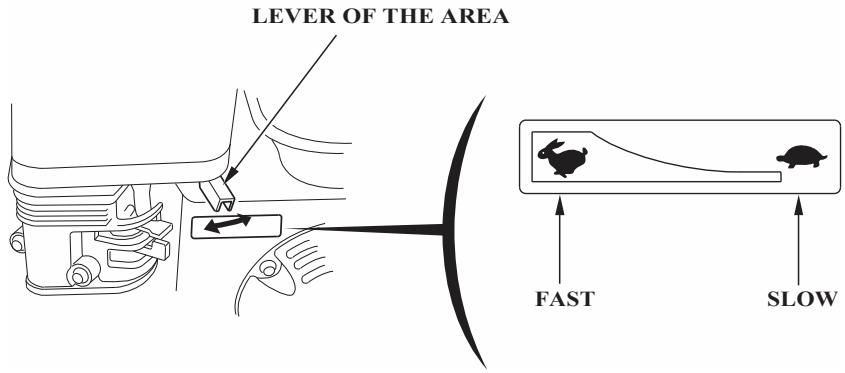
Operation of the motor pump at a lower altitude than that for which the carburetor has been designed, can reduce performance, cause it to overheat or cause serious engine damage due to a too lean air / fuel mixture.

6. OPERATION

WARNING:
Never use the motor pump for muddy water, waste oil, wine, etc.

After starting the engine, move the throttle lever to position FAST for self-priming, and check the flow rate of the motor pump.

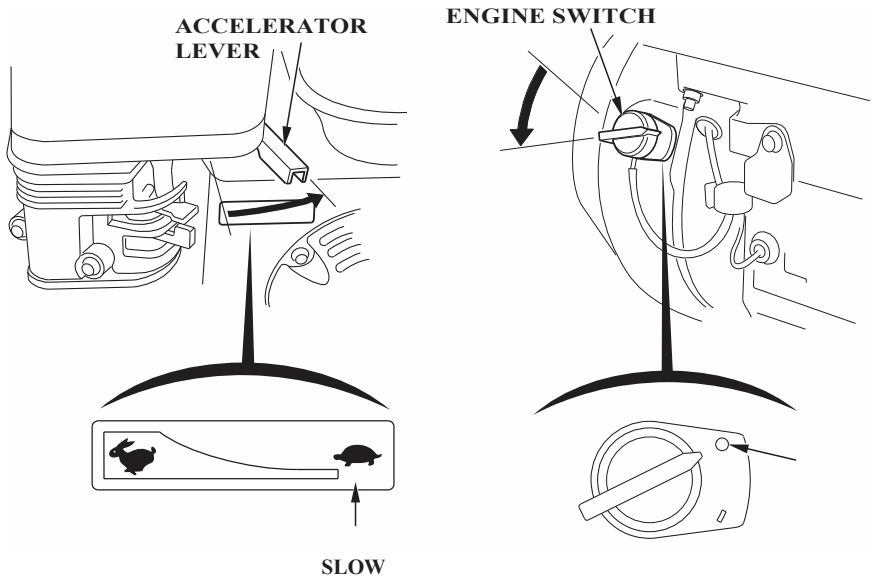
The flow rate of the motor pump is governed by the regulation of the engine speed. By moving the accelerator lever towards FAST, the flow rate of the motor pump it will increase, while it will decrease by moving the throttle lever to SLOW.



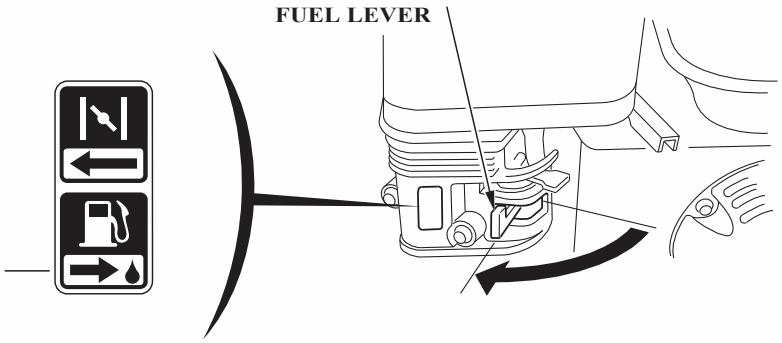
7. STOPPING THE ENGINE

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

1. Move the throttle lever fully to the right.
2. Turn the engine switch to the OFF position.



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



8. MAINTENANCE

To ensure a high level of performance of the motor pump they are indispensable periodic adjustments and maintenance interventions. Regular maintenance it also helps to extend its service life. In the table reported a the following page shows the intervals and type of maintenance required.

⚠ CAUTION

Stop the engine before proceeding with any operation maintenance. If the engine must remain running, make sure the area is well ventilated. Exhaust gases contain carbon monoxide, a toxic gas which, if inhaled, can cause unconsciousness and lead to death.

WARNING:

- **If the motor pump has been started with water of sea, etc., immediately pump clean water to reduce the risks of corrosion and remove sediment.**
- **For maintenance or repair operations, use only Honda original spare parts or their equivalent. The use of non-equivalent quality spare parts could damage the motor pump.**

Maintenance program

REGULAR MAINTENANCE INTERVAL (3) Object To be carried out in the months indicated or at the expiry of hours of use, depending on what event occurs first		To every use	First month or 20 hours	Every 3 months or 50 hours	Every 6 months or 100 hours	Every year or 300 hours
Motor oil	Check the level	○				
	To change		○		○	
Air filter	To check	○				
	To clean			○(1)		
Candle	Check-adjust				○	
	Replace					○
Spark arrestor (types that have it)	To clean				○	
Minimum regime	Check-adjust					○(2)
Valve clearance	Check-adjust					○(2)
Combustion chamber	To clean	After every 500 hours (2)				
Fuel tank and filter	To clean				○(2)	
Fuel pipe	To check	Every 2 years (replace if necessary) (2)				
Impeller	To check					○(2)
Rotating game	To check					○(2)
Intake valve	To check					○(2)

NOTE: (1) Perform maintenance more frequently when using in dusty areas.
(2) Maintenance of these parts should be performed by your dealer, unless you do have the appropriate tools and qualified mechanical knowledge. Refer to the Manual for maintenance procedures.
(3) In case of professional use, note the hours of use to establish the intervals of maintenance.

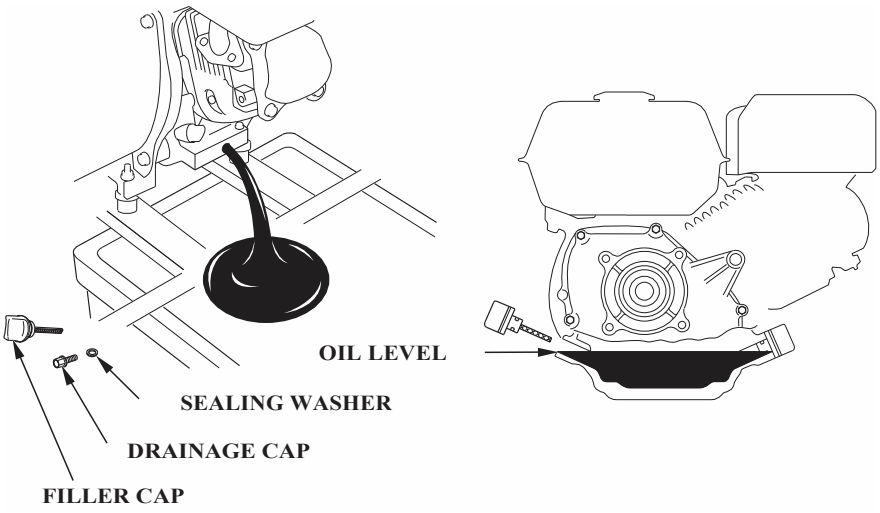
1. Oil change

To ensure a quick and complete drain, drain the oil with the engine still hot.

1. Remove the oil filler cap / dipstick and the drain plug for drain the oil.
2. Install the drain plug securely using a new washer estate.
3. Fill with recommended oil (see page 10) to specified level.

OIL CAPACITY:

WP30: 0.58 l



Wash your hands with soap and water after handling used oil.

NOTE:
Please arrange for the disposal of used oil compatibly with the environment. It is recommended to deliver it in a sealed container to the station local recovery service. Do not throw the oil in the municipal waste container nor pour it on the ground.

2. Air filter maintenance

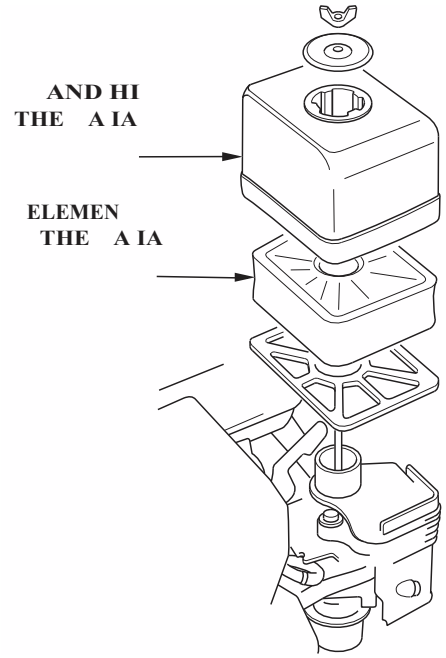
A dirty filter reduces the passage of air to the carburetor. To avoid erratic carburetor operation, check the filter regularlyof the air. Carry out more frequent maintenance if you use the motor pump in particularly dusty environments.

[redacted]soline or highly flammable solvents for the cleaning. These are flammable and, under certain conditions, explosive.

WARNING:

Never run the motor pump without the air filter. Materialscontaminants, such as dust or dirt, would enter the engine causing rapid wear.

1. Unscrew the wing nut, remove the air cleaner cover, then remove the item.
2. Wash the element with non-flammable or low-grade solvent flammability and let it dry thoroughly.
3. Soak the element in clean engine oil and squeeze it to drain the oil in excess.
4. Reinstall the element and air cleaner cover.



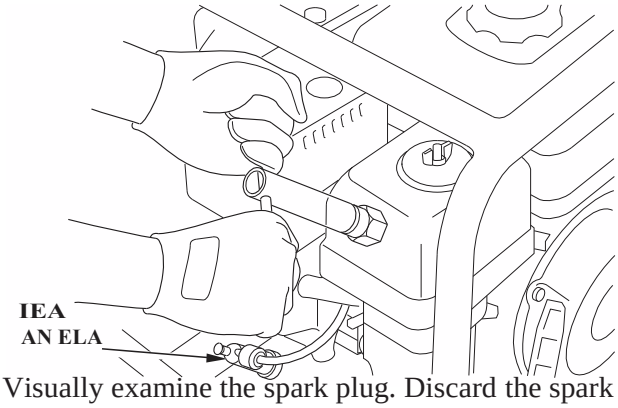
3. Maintenance of the spark plug

Recommended candle: THOSE ON THE MARKET

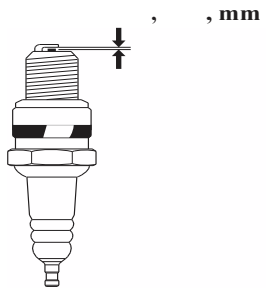
For proper operation of the motor, the gap between the electrodes must be correct and there must be no deposits.

1. Disconnect the spark plug cap and remove the spark plug using the wrench specific.

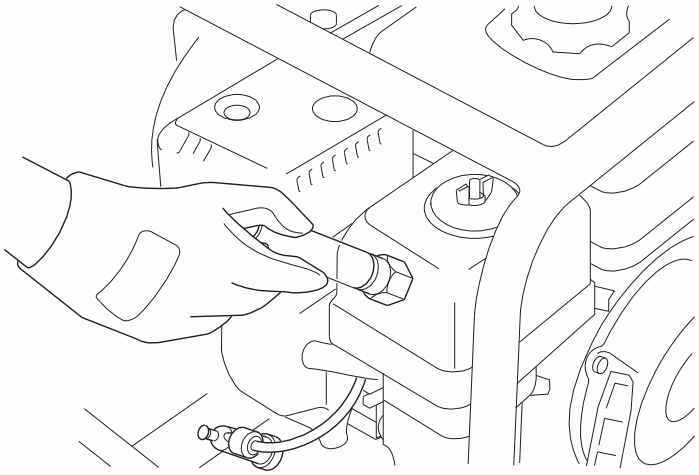
as been running, the muffler will be very hot. Avoid touchingthe silencer.



2. Visually examine the spark plug. Discard the spark plug if it appears worn or if the insulator is cracked or chipped. Clean the spark plug with a wire brush in case you intend to reuse it.
3. Measure the gap between the electrodes with a feeler gauge.
   If necessary, correct the gap by bending the side electrode. The distance must be:
   0.7 0.8 mm



4. Check that the spark plug washer is in good condition and screw in spark plug manually to prevent the threads from being stripped.



NOTE:
If installing a new spark plug, tighten it 1/2 turn after placing it in place to compress the washer. If re-installing a used spark plug, tighten 1/8 1/4 turn after positioning it to compress the washer.

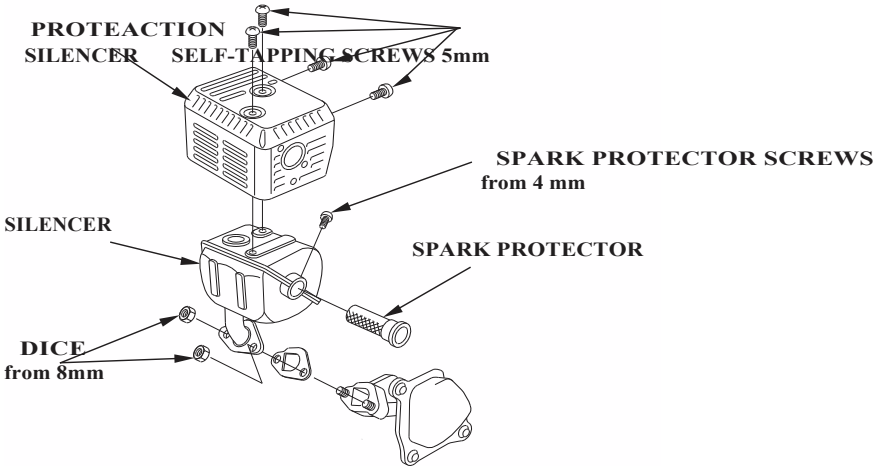
WARNING:
The spark plug must be well tightened. An improperly tightened spark plug can become very hot and damage the engine.

4. Maintenance of the spark arrester (optional detail)

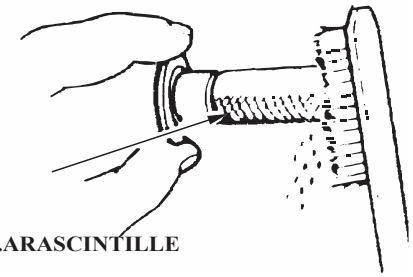
⚠ CAUTION

During operation, the muffler gets very hot and stays warm for some time after the engine is switched off. Avoid touching the muffler as long as it is hot. Let it cool down before proceeding.

1. Remove the two 8mm nuts and silencer.
2. Remove the four self-tapping screws from 5 mm, then remove the silencer protection.
3. Remove the 4mm screw from the spark arrester and remove the spark arrester from silencer



4. Use a brush to remove the carbon deposits from the screen spark arrestor. Avoid damaging it screen.



WARNING:

Maintenance of the spark arrester must be carried out every 100 hours for guarantee its efficiency.

NOTE:

The spark arrester must not have cracks and holes. Replace if necessary.

5. Install the spark arrester, muffler shroud, and muffler in the reverse order of removal.

9. TRANSPORT / STORAGE

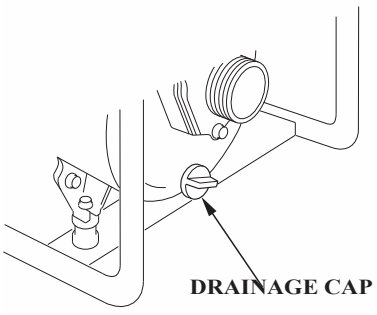
⚠ CAUTION

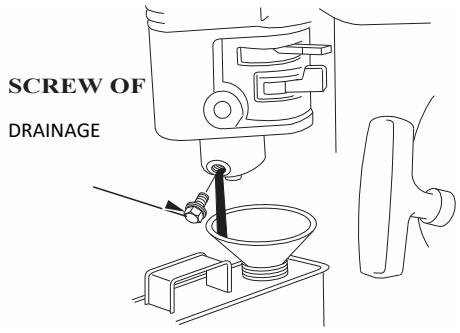
• To avoid severe burns or fire hazards, allow the engine to cool before transporting the motor pump or storing it in a place closed.

• To transport the motor pump, set the fuel valve to OFF and keep the pump level to avoid spilling fuel. TheSpilled fuel or its vapors could ignite.

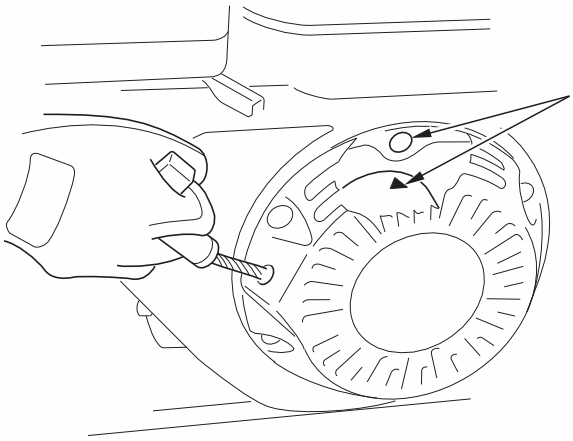
Before storing the motor pump for an extended period:

1. Make sure the storage area is free of moisture and is not excessively dusty.
2. Clean the inside of the motor pump.
   If the motor pump was used in sandy or muddy water or in any case in water containing debris, there will be debris inside.
   Pump clean water before storing the motor pump or at the next starting the impeller could be damaged. After rinsing,
   remove the drain plug of the motor pump and drain as much water as possible possible from the motor pump compartment, then reinstall the cap.
3. Drain the fuel.
   to. With the fuel valve OFF, remove the drain screw from the float chamber and drain the carburetor. Drain the gasoline into a special container.
   b. Turn the fuel valve to ON and drain the petrol present in the fuel tank in a suitable container.
   c. Reinstall the carburetor drain screw.





4. Change the engine oil.
5. Remove the spark plug and pour about a tablespoon of clean engine oil into the cylinder. Start the engine several times to distribute the oil, then reinstall the candle.
6. Pull the starter handle until resistance is felt.
   Continue pulling until the notch on the starter pulley lines up with the hole on the manual starter (see the figure below). At this point, the intake and exhaust valves are closed, and this will help protect the engine from internal corrosion.



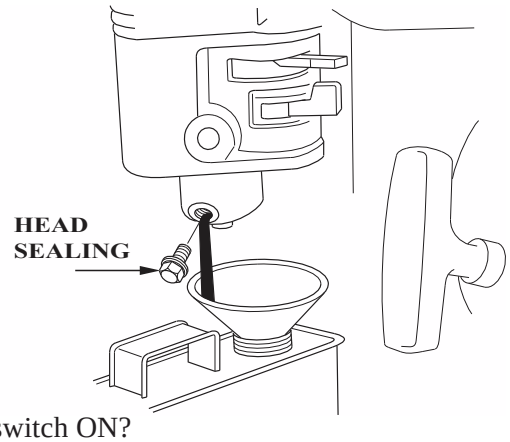
Align the mark on the pulley starter with hole on the part of the manual starter.

7. Cover the motor pump to protect it from dust.

10. TROUBLESHOOTING

If the engine does not start:
1. Is the fuel sufficient?
2. Is the fuel valve ON?
3. Is gasoline reaching the carburetor?
   To check, loosen the drain screw with the valve fuel to ON.

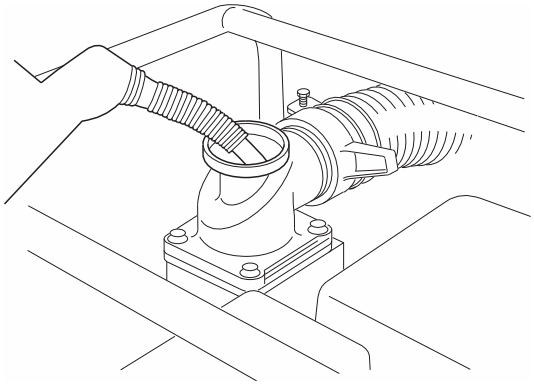
does spill, make sure the area is dry before starting the engine. Spilled fuel or its vapors could ignite.



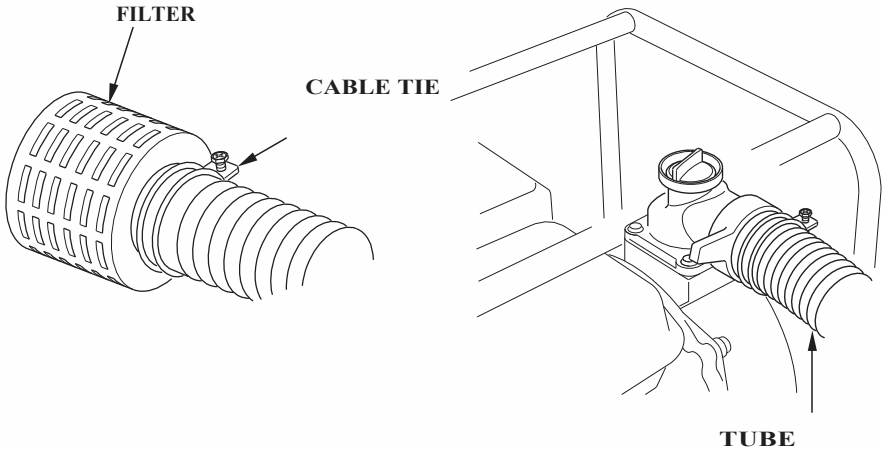
4. Is the engine switch ON?
5. Is there enough oil in the engine?
6. Is the spark plug in good condition?

   Remove and inspect the spark plug. Clean, re-adjust the gapbetween the electrodes and dry the spark plug. Replace if necessary.

When the motor pump fails to pump water:
1. Is it fully supplied with water?



2. Is the filter clogged?
3. Are the hose clamps installed securely?
4. Are the pipes damaged?
5. Is the suction lift too high?



11. SPECIFICATIONS

Template	WP20	WP30
Descriptive code of the product	WABT	WACT
Length	455 mm	510 mm
Width	365 mm	385 mm
Height	420 mm	455 mm
Dry mass [weight]	21 kg	27 kg

	WP20	WP30
Template	WP20	WP30
Engine type	4-stroke, overhead valve, single cylinder	
Displacement	118 cm^3	163 cm^3
[Bore Stroke]	60 42 mm	68 45 mm
Tank capacity fuel	1.9 l	3.1 l
Net engine power (in accordance with SAE J1349 *)	2.6 kW / 3,600 rpm (3.5 PS / 3.600 rpm)	3.6 kW / 3,600 rpm (4.9 PS / 3,600 rpm)
Maximum engine torque (in accordance with SAE J1349 *)	7.3 N m / 2,500 rpm (0.74 kgf m / 2,500 rpm / min)	10.3 N m / 2,500 rpm (1.05 kgf m / 2,500 rpm / min)
Cooling system	Forced air	
Ignition system	Transistorized magnet	
PTO shaft rotation	Counterclockwise	

* The rated motor power indicated in this document refers to net power found on this engine model in production and is was measured according to SAE J1349 procedure at 3,600 rpmmin (net power engine) and 2,500 rpm (maximum engine torque). In production in series, variations with respect to these values can be detected.
The actual power of the motor installed in the appliance can depend on numerous factors, including the number of revolutions at which the motor is used, environmental conditions, the level of maintenance and other variables.

Pump

Template	WP20	WP30
Hole diameter suction	50 mm	80 mm
Drain hole diameter	50 mm	80 mm
Nominal revolutions	3,900 ± 100 rpm	3,900 ± 100 rpm
Total prevalence	32 m	28 m
Suction height	8 m	8 m
Capacity	600 l / min	1,100 l / min
Operating time continuous	1 hour 54 min	2 hours 6 min

Noisiness

Template	WB20XT	WB30XT
Sound pressure level in the station of work (EN809: 1998 / AC: 2001)	85 dB (A)	88 dB (A)
Uncertainty	2 dB (A)	2 dB (A)
Sound power level measured (2000/14 / EC, 2005/88 / EC)	99 dB (A)	104 dB (A)
Uncertainty	2 dB (A)	2 dB (A)
Guaranteed sound power level (2000/14 / EC, 2005/88 / EC)	101 dB (A)	106 dB (A)