

THE COMMANDO

- INSTALLATION
- OPERATION
- MAINTENANCE

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The COMMANDO

I.O.M. MANUAL

Safety :

- Do not operate this equipment until you have read this manual and fully understand the machine's operation.
- Never operate this equipment in an area with poor ventilation, in a building, or inside a residence.
- Never operate the vacuum without a hose on the inlet.
- Never operate the vacuum without a hose or bag on the discharge of the fan housing.
- Never place your hands, arms or any body parts near the fan inlet or discharge while the fan is in motion. The fan can cause severe and permanent injuries to body parts.
- Never attempt any maintenance while the fan is rotating.
- Prior to engine maintenance, move the speed control lever to the slow speed setting or turn the power switch to the "OFF" position. This will stop the engine. Make sure that the fan is no longer rotating before continuing. Then remove the wire from the spark plug. This will eliminate the possibility of accidental ignition.
- Exercise caution when moving your vacuum up & down ramps. This machine weighs in excess of 115 lbs. and can cause injury if moved improperly.
- Do Not touch the muffler. The engine on the vacuum produces an extremely hot exhaust system and can cause severe burns if touched.
- Do Not transport the vacuum without properly securing the vacuum in your vehicle.
- Do Not continue to operate a vacuum that has an out of balance condition. This will be apparent by the machine shaking violently. Operating a machine that is out of balance could result in damage to the machine or injury to the operator.

1.

The COMMANDO

I.O.M. MANUAL

Installation :

Upon receipt of your power vacuum and equipment, double check your packing list against the actual materials received. Note any discrepancies and/or damage to the freight on the trucker's freight bill. Any claims will have to be processed through the freight company and they will require documentation.

Unpack your **Commando** power vacuum, using caution not to damage the machine. Your machine should be fully assembled with the exception of the filter bag. Locate the packing slip attached to your shipment; check to see that you received everything that is listed.

Take the filter bag and position it so that the 11" dia. inlet to the bag is aligned with the discharge of the fan. Using the strap clamp provided, mount the bag to the fan housing (this clamp should be tight). Locate the vacuum on a level surface so the machine will not tip over. This is also important because the engine's lubrication system requires a relatively level position. The vacuum is now ready to run.

Note: Check the oil in the engine prior to starting the engine. See the Engine Manufacture's owner's manual for these instructions.

2.

The Commando

I.O.M. MANUAL

Operation :

Prior to operating your **Commando** power vacuum, there are a few necessary points that must be checked.

- Check oil level
- Inlet hose is firmly in place
- Discharge bag/hose is clamped on
- Machine is located in a well ventilated area

NOTE: Never operate your vacuum without proper inlet and discharge connections.

Once you have checked the items above, you are ready to proceed with starting the vacuum.

Place the throttle lever midway between low & high speed, set the choke out while you initially pull the starter rope. Pull the starter rope until it starts, then move the choke to the open position and the engine will begin to run smoothly.

When the vacuum begins to run, arrange the filter bag so it blows out straight. Let the engine idle for 2-3 minutes prior to increasing the speed. The vacuum may then be brought up to operating speed.

We define "operating speed" as the speed that is necessary to effectively do the job. If the job is small, then the throttle need not be moved to the maximum setting. On larger jobs you will need to increase the speed to achieve the proper vacuum level. **DO NOT OVER-REV THE ENGINE!**

When the vacuuming job is done, do not remove the inlet hose or the discharge bag or hose until the vacuum has come to a complete stop and the throttle lever is in the off position.

To shut down the vacuum, move the throttle lever to the slowest speed position and turn the power switch to the "OFF" position, if applicable. This will take away the spark from the engine and shut it down.

NOTE: All warranty repairs must go through Meyer Machine & Equipment prior to any service work being done. Work not authorized by Meyer Machine & Equipment will not be covered under warranty.

3.

The Commando

I.O.M. MANUAL

Maintenance :

Your **Commando** power vacuum, as well as the rest of your equipment, will last for many years if you properly maintain the equipment.

The **Commando** requires the following regular maintenance procedures:

NOTE: ALWAYS FOLLOW THE SAFETY GUIDELINES AS OUTLINED ON PAGE 1 OF THIS MANUAL.

- I. Every day check the oil level by removing and checking the oil fill/check plug. Refer to the accompanying Engine Manufacture's owner's manual for the proper oil viscosity.
- II. The engine should have the oil changed every 25 hours of operation. Drain the oil from the extended oil drain on the side of the engine opposite the muffler. Then refill the oil reservoir with the oil recommended in the accompanying Engine Manufacture's owner's manual.
- III. The bolts on the fan wheel should be checked for tightness every time you change your oil. This requires a 1/2" Dia. socket wrench with an extension. Locate the (3) bolts on the bushing inside the fan inlet, then turn each bolt clockwise until they are tight.
- IV. The air filter on the engine should be checked every 25 hours of operation. To do this, loosen the air cleaner cover and remove the cover. Remove the air cleaner and take the pre-cleaner off the pleated air filter. Wash this filter off, allow it to dry. Then saturate the pre-cleaner with new engine oil and replace the pre-cleaner. The paper element should be changed every 75 hours of operation. This is a dusty environment and clean air will preserve the life of the engine.
- V. The engine will also require other maintenance as outlined in the accompanying Engine Manufacture's owner's manual.

- VI. The fan wheel should be checked every 250 hours or, at a minimum, once every 6 months. Remove the fan wheel and visually inspect it for mechanical integrity. If any aberration is detected, the fan wheel should be replaced immediately. The fan wheel will wear as material goes through the fan.