Spillrite Tiger 650SS - Dual Operator Gutter Vacuum System - Operation

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The Tiger 650SS Dual Op is an industrial vacuum system designed for the removal or wet and dry debris from gutters and most industrial style applications.

System Features:

- 650 KG 304 Stainless Steel waste tank
- Ingersoll Rand positive displacement bareshaft blower
- Vanguard or Honda GX630 petrol motor (Supply determines)
- Triple filtration system
- Twin operator suction ports
- Cyclonic dust separation system (Optional)
- Powder coated steel hose reel mounted on drawbar
- Vacuum relief valve and pressure gauge

Power unit - running & maintenance

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Please read operation manual that comes with the S2 power unit.
CAUTION: This power unit is extremely powerful. Do not let children near it when in operation.
If you want to see how powerful it is;

NEVER PLACE HAND OVER SUCTION PORT ON THE POWER UNIT OR TANK AS YOU WILL SUFFER AN INJURY!!

Take a piece of paper and scrunch it up, hold to the side of the mouth of the suction port when machine in operation. It will suck the paper out of your hand.

When you first receive unit.
- Remove yellow belt guard mesh
- Check belt tension
- Run for 30 minutes
- Stop machine
- Check belt tension again, if loose, follow instructions for tightening
- Replace yellow mesh guard
- Check again after 24 hours running and repeat procedure

OIL CHANGE - The unit is shipped with the correct oil in sump. Oil then needs to be changed at 100 hours of operation and then 1500 hours.

Stainless steel tank & hoses

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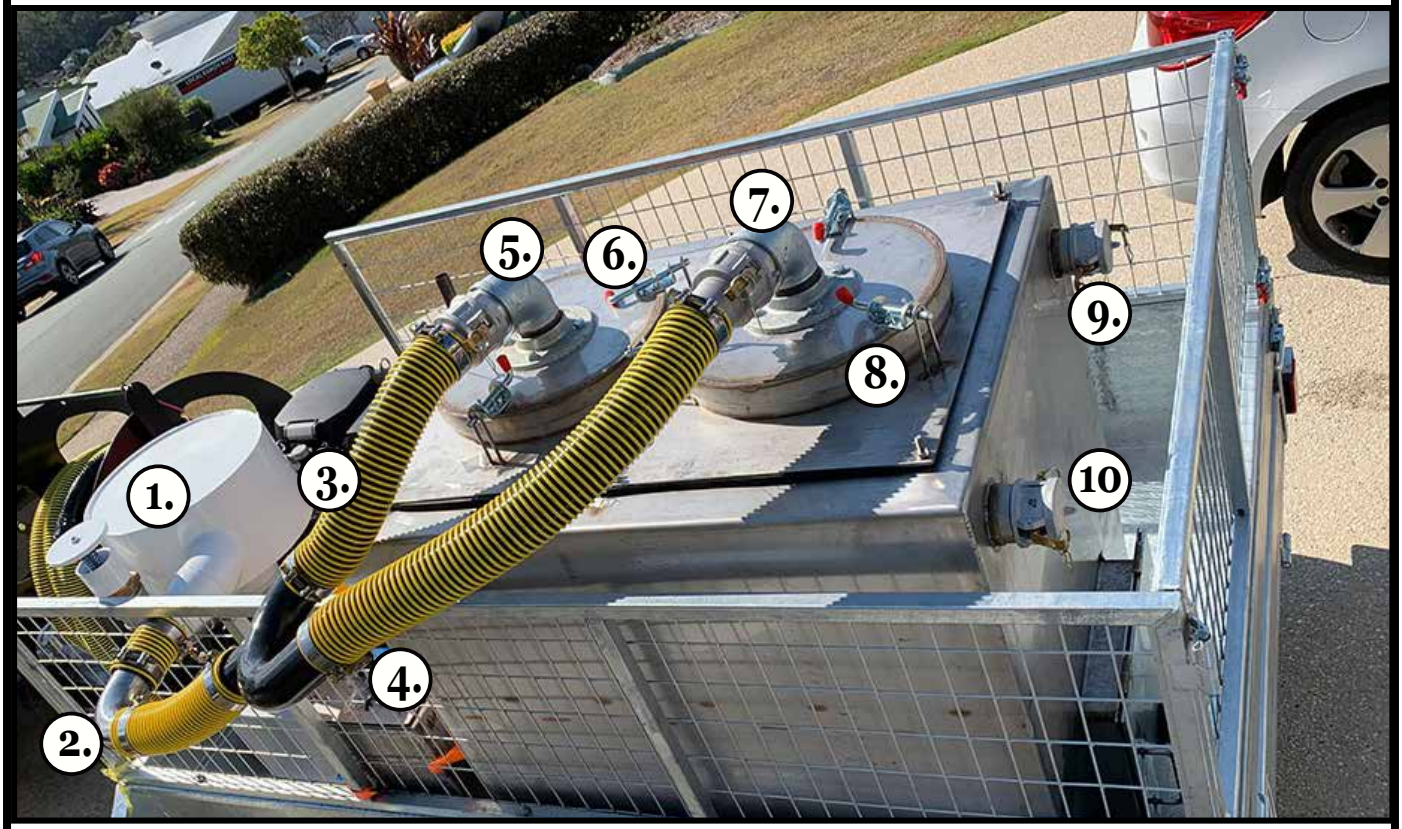
The stainless steel tank is manufactured from 3mm 304 SS and re-inforced on the inner walls and belly of the tank. During normal operation of the gutter vacuum the tank will flex slightly. This is normal.



1. Primary filter housing for blower
2. Power connection hose to tank
3. Power split hose 1
4. Power split hose 2
5. Power intake to tank filter1
6. Filyter hatch 1 safety catch
7. Power intake to tank filter 2
8. Filter hatch 2 safety catch
9. Suction port 1
10. Suction port 2

Tank filter removal

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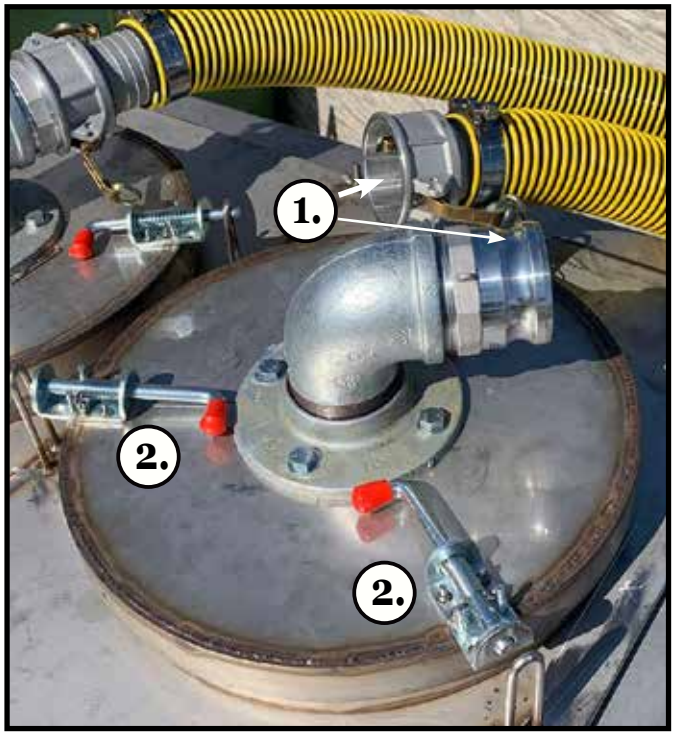
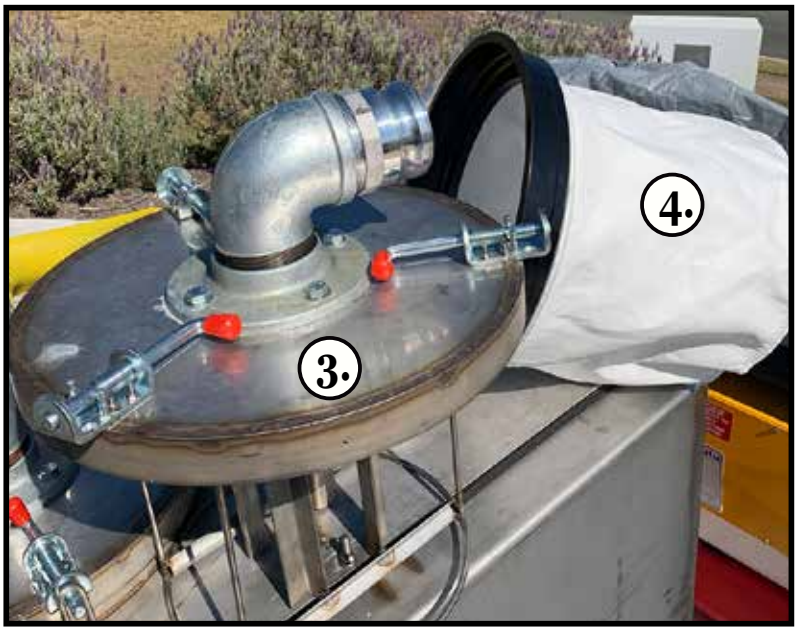
Step 1. Disconnect power hose from tank intake camlock (1)



Step 2. Twist and slide the three red handled bolts to retract lock position (2)

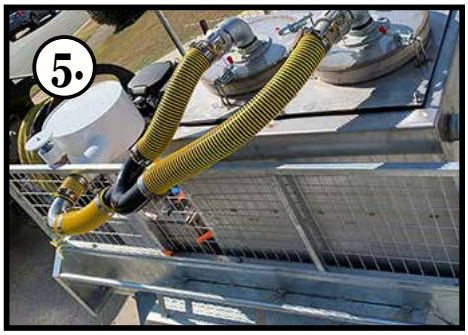
Step 2. Lift hatch and cage out. (3) Remove filter (4)

Tank filter cleaning



The tank filters are washable and should be cleaned using a small electric vacuum, stiff brush or banging the excess dust and grime from the exterior of the filter. Wash using warm soapy water. Be sure filter is dry before using again.
Replacement part code: **TI650/FB**

Primary filter removal



The primary filter sits inside the white circular housing above the black blower. (5) This filter should be checked for tears and dust build up. Replace when necessary. Replacement part code: **TI650/PF**

Operation - single or dual

Step 1. Connect single or double suction hoses to tank suction ports at rear of tank. (1 & 2)

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Please note:

The Tiger650SS can operate up to 100 metres of suction hose under ideal circumstances where the gutter debris is dry and light weight. The following hose combinations are a guide only as every situation will require a different response. When suction drops off using dual operator setup you may need to block off one tank suction port and use system asa signle operator only.

Gutter waste type	Single operator Max each port	Dual operator Max each port
light dry leaves	80 metres 63mm 20 metres 50mm	40 metres 63 mm 10 metres 50mm
heavy wet waste	40-60 metres 63mm 10 metres 50mm	DO NOT USE DUAL-OP
Super fine dust	40-60 metres 63mm 10 metres 50mm **USE CYCLONE**	DO NOT USE DUAL-OP

Operation and setup - cyclone

When the waste is dry and light dust with no leaves and debris it is advised to use the cyclone.

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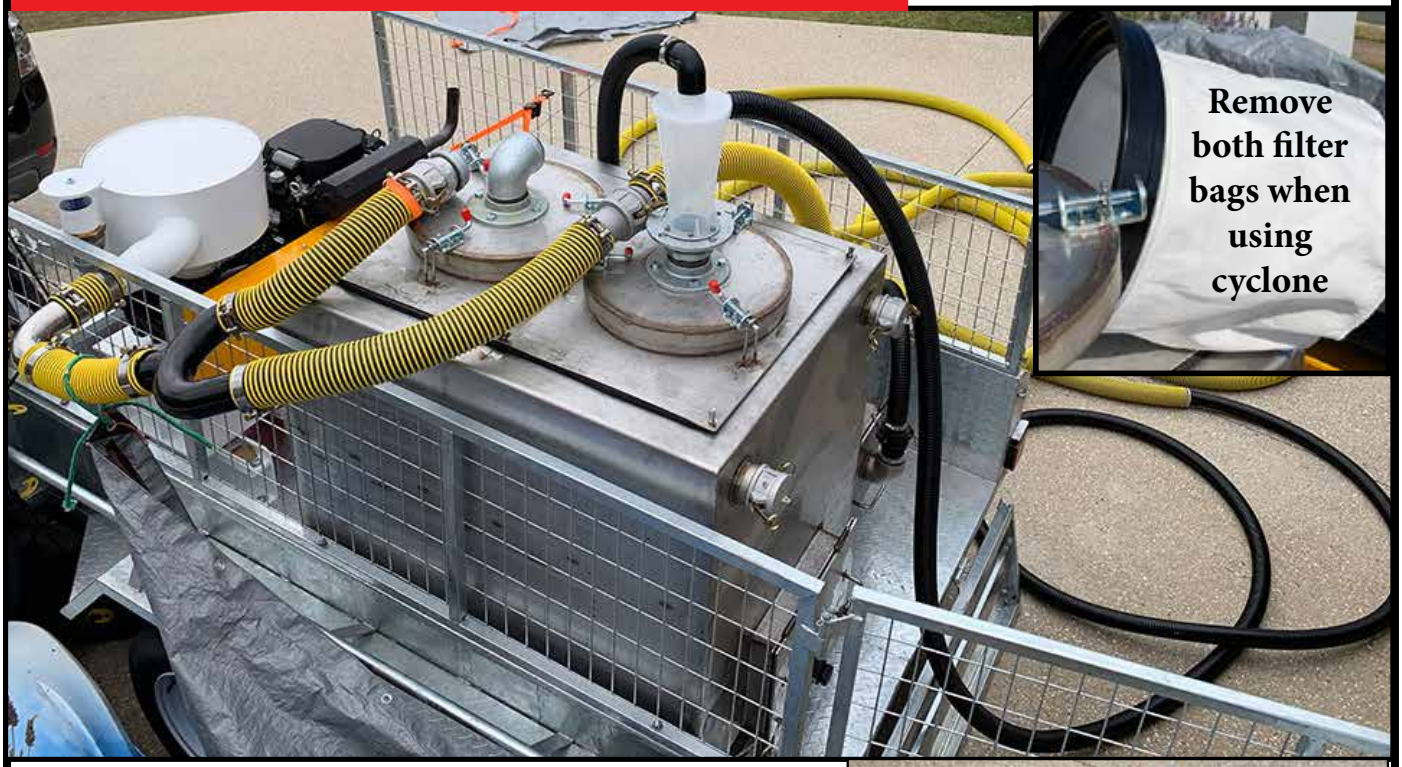
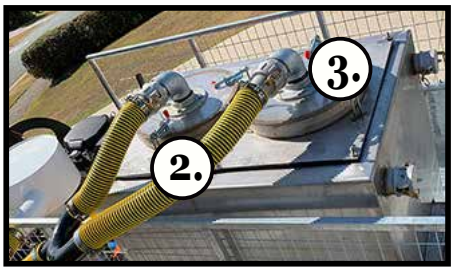
CAUTION: REMOVE BOTH TANK FILTER BAGS



The cyclone kit comprises the following parts;

1. **Plastic cyclone (4)**
2. **Black cyclone power connection hose (7)**
3. **75mm Power train hose (2)**
4. **75mm cap (5)**
5. **75mm plug (6)**



Setup

Step 1. Disconnect power train hose (2) from camlock (3)on hatch 2 and connect to 75mm power train hose.
Step 2. Unswivel male camlock and 90 degree gal bend. Remove from tank. (3)
Step 3. Screw cyclone and flange with nipple into top of hatch two. (4)

Operation and setup - cyclone continued

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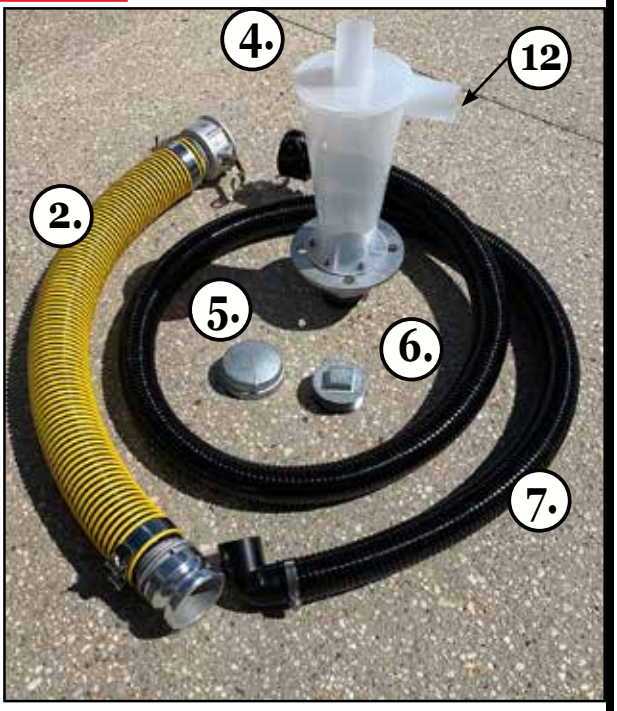
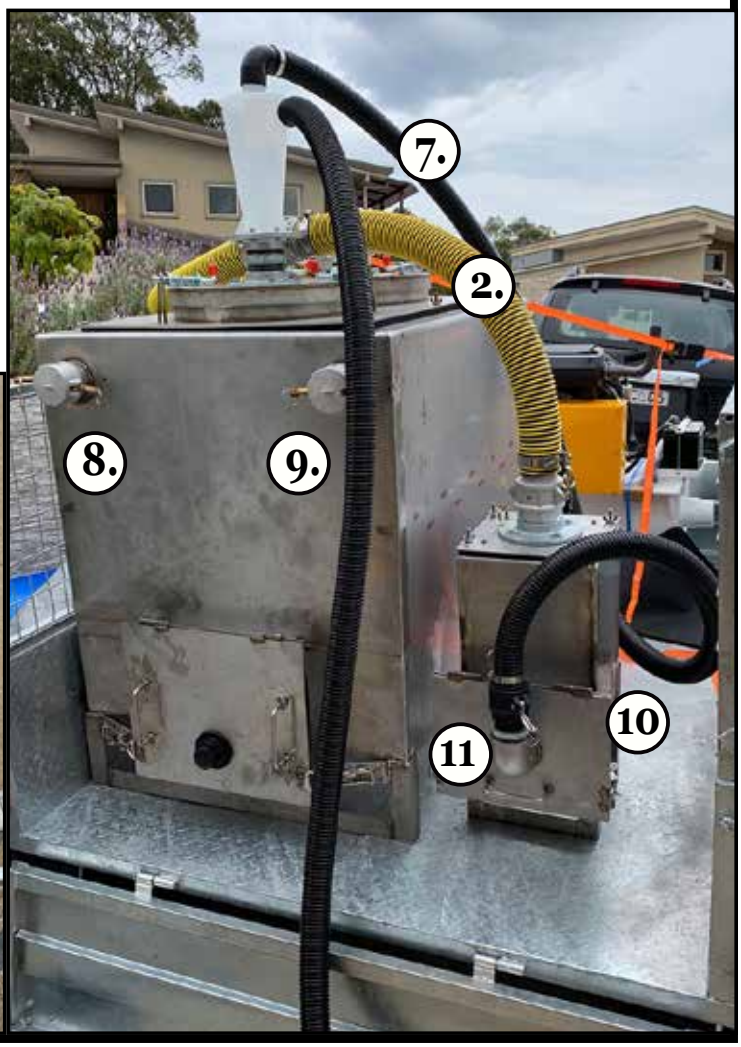
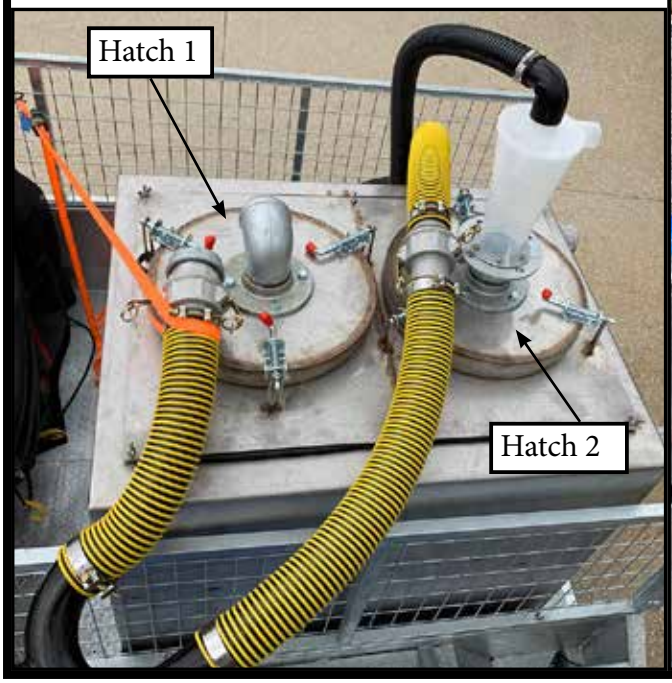
CAUTION: REMOVE BOTH TANK FILTER BAGS BEFORE USING CYCLONE!

Step 4. Cap off the suction intake gal bend on **Hatch1**. with cap (5)
Step 5. Screw plug (6) into gal bend on **Hatch 1.**
Step 6. Cap off both suction ports on rear of tank with provided camlcok caps. (8 & 9)
Step 7. Connect power train hose (2) to top of small cyclone tank. (10)
Step 8. Connect black cyclone power connection hose from top of cyclone to trap suction intake. (11)
Step 9. Connect 50mm suction hose to cyclone suction intake (12)
Step 10. Start motor and begin suction







Operation and setup - cyclone tank filter

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The small stainless steel cyclone filter tank has a filter installed inside.
Remove the four wing nuts holding the lid in place. Lift out and tip upside down.

The filter has a washable foam sleeve that is wrapped around internal filter and held in place with an adjustable strap.

When cyclone is in use if the power drops off then check to see if the foam sleeve has a build up for dust and grime. If so use an electric vacuum or stiff brush to clean the foam.
Replacement parts:
Internal cartridge filter: **TIG/CYC/FC**
Cartridge foam sleeve: **TIG/CYC/FS**

General Operation

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1. Connect suction hose to tank port/s
2. Prime Honda fuel line with several pumps
3. Be sure filters in place
4. Be sure rear trap shut
5. Be sure top filter hatch clips secure
6. Turn Honda key start
7. Adjust choke as required
8. Adjust throttle lever to 1/2 position and gently increase to 2/3 if needed

Poor Suction

Problem	Solution
Hose blocked	Clear or replace
Rear trap open	Close
Main filter bags dirty	Replace with clean/wash dirty ones
Main power cartridge dirty	Clean/replace
Main filter hatch not secure	Secure
Gaskets damage or worn	Replace
Cyclone power low	Check filter in cyclone tank
Suction power low	Check power hose secure at tank hatches
Motor won't start	Check fuel level