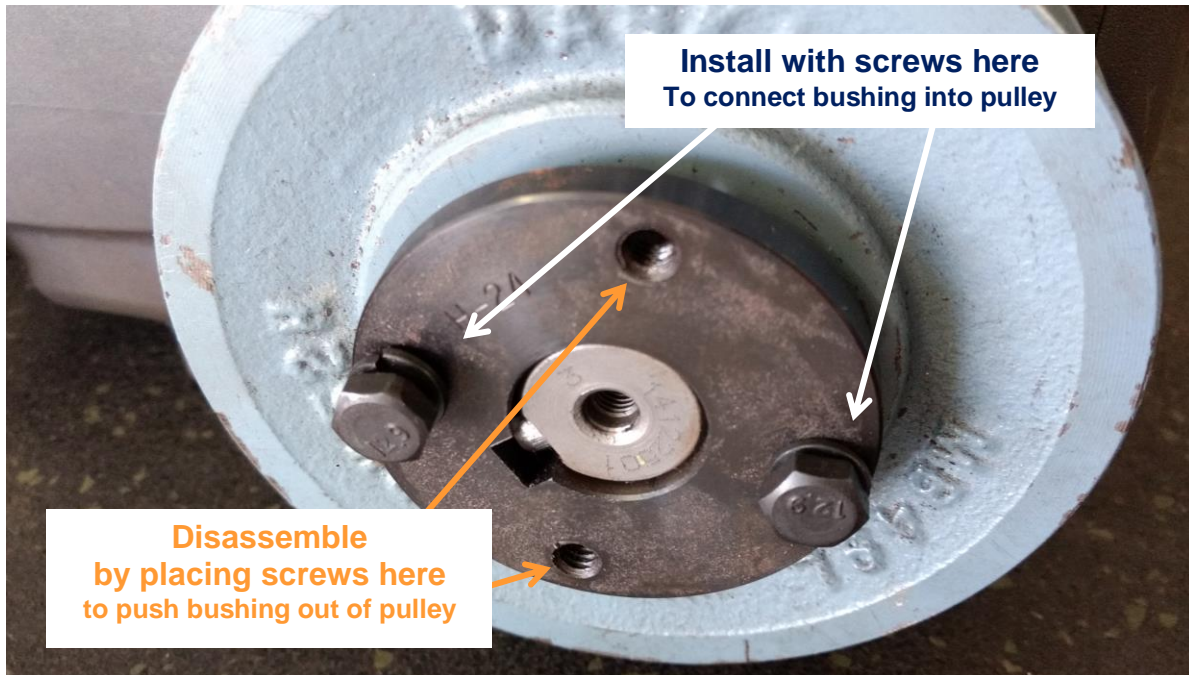




Pulley-Bushing Installation & Removal Instructions



The bushing & pulley configuration stays together by the mating of the tapered surfaces being forced together with the two or three ¼-20 bolts pulling the pulley against the bushing. This also forces the bushing to hold tightly onto the pump or motor shaft.

To remove the pulley from the shaft...

Insert the two ¼-20 bolts into the **threaded holes of the bushing** as shown above.

With your fingers, turn them in until they mate with the surface of the pulley.

Next, turn the screws alternately ½ turn each, until the pulley is pushed off of the bushing. If the pulley is up against the pump, for example, the pulley will move enough that it will be loosened from the bushing, so you can remove the bushing from the shaft with no problem.

Just be REAL sure the hardware is in good shape... spray on some liquid wrench BEFORE you start, so you won't regret a busted bolt! This should also remind you to use anti-seize compound on the assembly to begin with, for serviceability. Corrosion is a cancer!

To install the pulley and bushing...

Remember: The pulley tightens the bushing onto the shaft.

Slide the bushing to where you need it, **before** tightening them together!

Hold the pulley onto the drive shaft, slip the bushing onto the shaft, carefully positioning it so that the pulley, is about 1/8" away from aligned with the opposing pulley..

Slip the screws through the bushing holes, aligning and tightening into the threaded holes of the pulley. Snug up the pulley tight to the torque specs outlined in the Mfr's assembly insert. Use a straight-edge to align pulleys, and consider an accuracy of + or - 1/32" for reliability.

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