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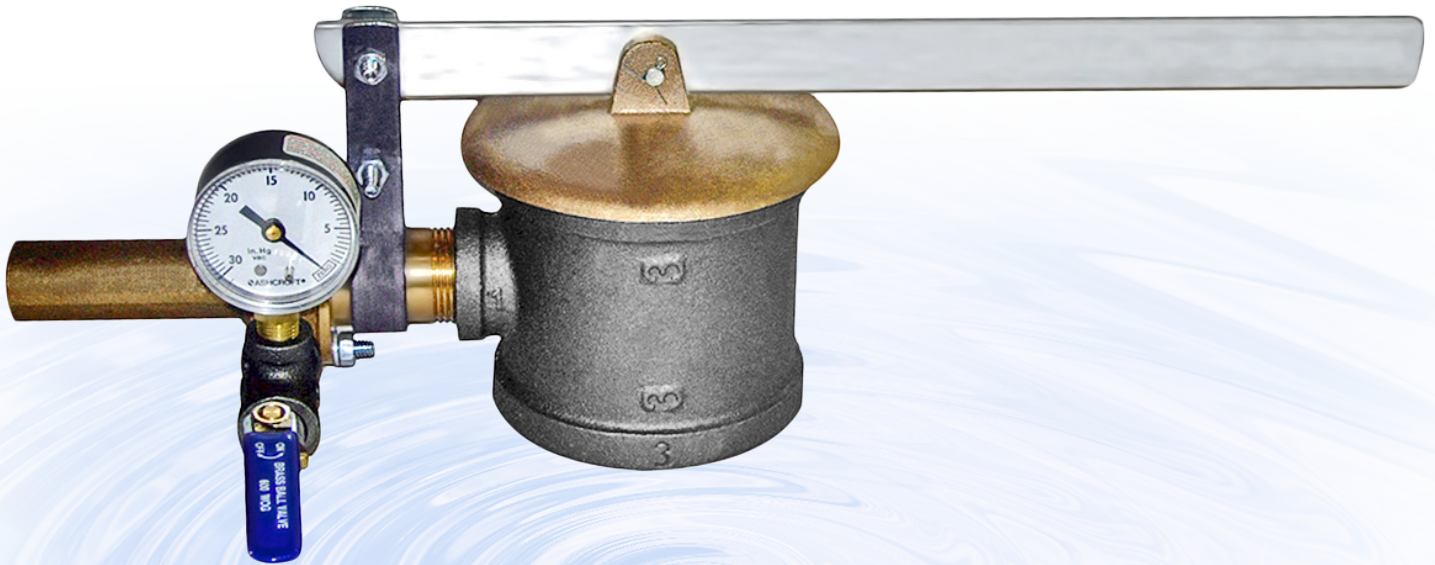
EP SERIES

EXHAUST PRIMER

EP60/90 - 350/500

***Dimensions and Shipping Weights May Vary.**

(Image below is the EP150/225 3 NPT model.)



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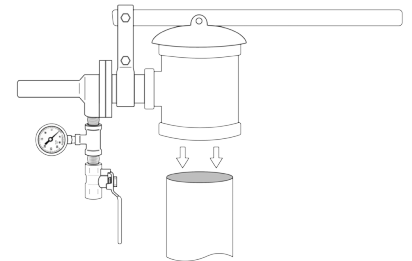
EXHAUST PRIMER

EXHAUST PRIMERS are comprised of an ejector and cast iron adapter that has a cap and handle attached. Unit operates on low engine exhaust pressure. When exhaust valve (adapter cap) is closed, gases are directed through ejector and water is drawn to pump by ejector vacuum.

*NOTE: When ordering an Exhaust Primer, the ejector size is determined by the engine displacement in cubic inches, and adapter size is determined by the outer diameter of the exhaust pipe and whether or not the pipe is threaded. E.g., Engine displacement is 250 cubic inches and the diameter of the exhaust pipe is 3 inches, therefore you need an EP250-300 3NPT.

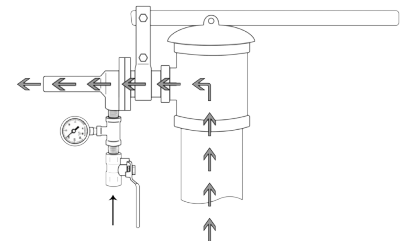
FEATURES:

- Simple design, no moving parts
- Cast iron adapters come in a variety of sizes, to be mounted on a plain-ended or threaded exhaust
- A vacuum gauge and tee are included.
- Priming can be completed in 10 seconds to two minutes
- Suction lifts of 20 ft. may be obtained under typical conditions
- Units are designed to produce vacuum of 18 to 22 inches of mercury (Hg)



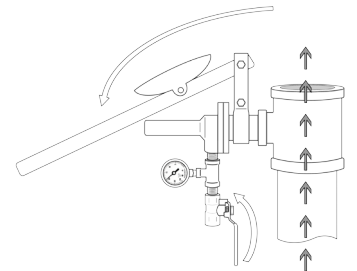
INSTALLATION & OPERATION:

1. Use adapter to attach ejector to engine exhaust stack.
 - Pump discharge must be closed while priming. This can be done by installing a discharge check valve or hand operated gate valve.
2. Install vacuum gauge and priming valve on priming line, between the valve and ejector.
 - Vacuum gauge should indicate priming rate of 18-22 Hg.
 - PSIs should be between 12 and 15 or 1500-2300 RPMs.
3. After priming is completed, lay handle and brass cap 180 degrees from priming position to allow exhaust to escape.



MAINTENANCE:

- Before every use, check the unit for accumulated build-up of dirt or soot from the engine exhaust.
- If vacuum gauge is not working, replace before using the Exhaust Primer.



SAFETY & RECOMMENDATIONS

- Exhaust Primers will not work effectively on single cylinder or two cycle (two strokes) engines.
- Tachometer on engine is useful to determine RPM.
- Priming line air leaks may prevent priming.
- Protek does not recommend the use of EPs on turbo engines.
- Call Protek Technical Support for additional help.

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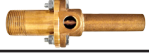








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EP SERIES

EXHAUST PRIMER

	PARTS	PART #	DESCRIPTION
1	Adapter		E0000 1" NPT / 1 1/2" PE Adapter
			E0001 1 1/4" NPT / 1 3/4" PE Adapter
			E0002 1 1/2" NPT / 2" PE Adapter
			E0003 2" NPT / 2 1/2" PE Adapter
			E0004 2 1/2" NPT / 3" PE Adapter
			E0005 3" NPT / 3 1/2" PE / 4" PE Adapter
			E0007 4" NPT / 4 1/2" PE Adapter
2	Exhaust Valve		E0014 1 3/4" Brass
			E0015 2 5/8" Brass
			E0016 3 1/4" Brass
			E0017 4 1/8" Brass
			E0018 5" Brass
3	Ejector		E0090 60/90 Ejector
			E1379 60/90 Venturi
			E0315 60/90 Gasket
			E1369M 60/90 Base
			E0091 150/225 Ejector
			E2715 150/225 Venturi
			E2315-A 150/225 Nozzle Tip
			E2315 150/300 Nozzle Base
			E0092 250/300 Ejector
			E2925 250/300 Venturi
			E2315-B 250/300 Nozzle Tip
			E2315 150/300 Nozzle Base
			E0093 350/500 Ejector
			E1384 350/500 Venturi
			E0141 350/500 Gasket
			E3940 350/500 Nozzle Base
4		E0008	3/8 x 3/8 x 1/4" Priming Tee
5		E0022	Clamp
6		E0323	Handle
7		E0333	Vacuum Gauge
8		E0334	3/8" FPT Brass Valve
9		X0E17	3/8" NPT x 1" Close Nipple (2 Req.)

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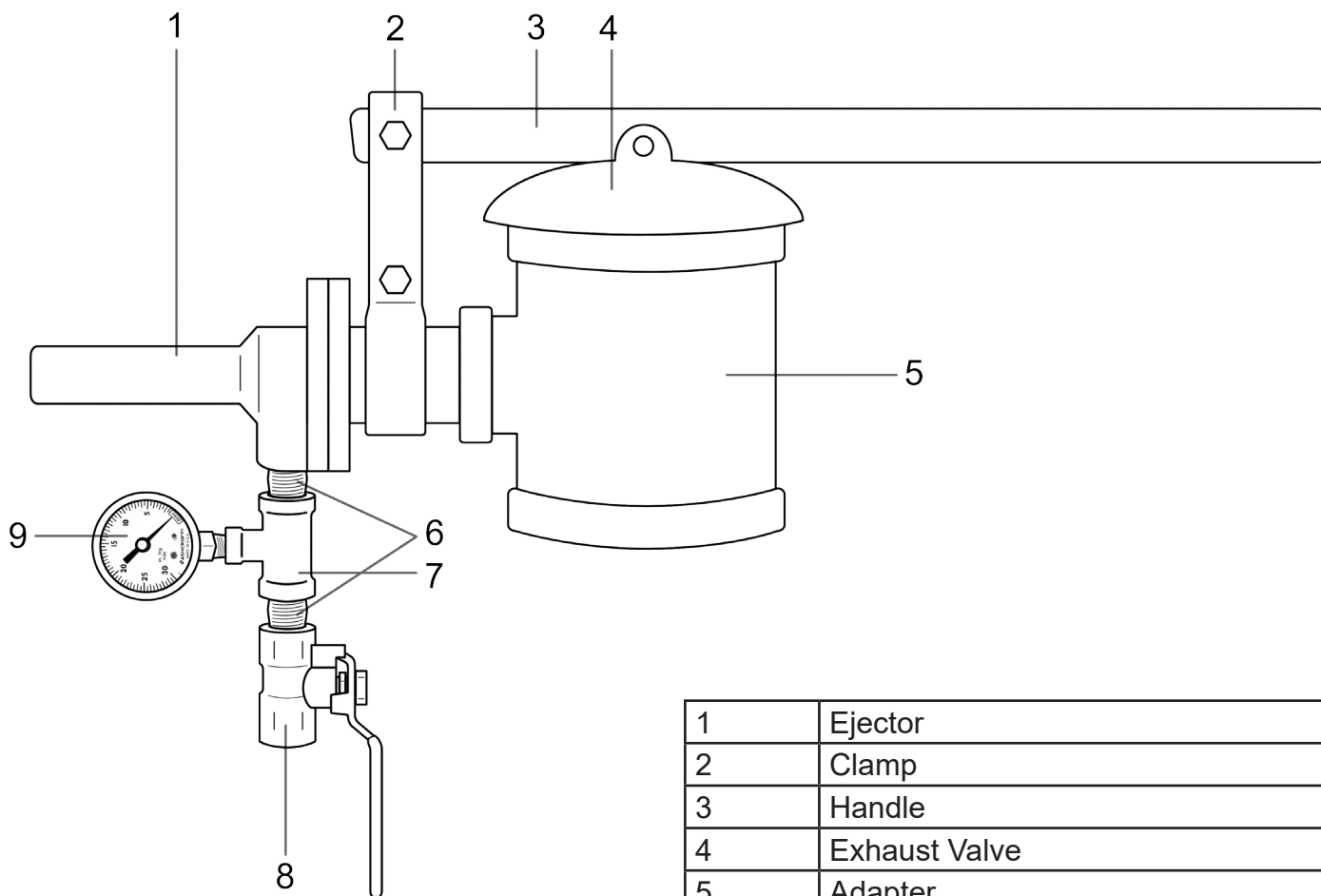
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EP SERIES

EXHAUST PRIMER

EP BREAKDOWN



1	Ejector
2	Clamp
3	Handle
4	Exhaust Valve
5	Adapter
6	Close Nipple
7	Priming Tee
8	Brass Valve
9	Vacuum Gauge