



20-Gallon Self-Evacuating Portable Oil Drain & Fluid Evacuator

Model JDI-20COMBO
Owner's Manual



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REV 10/31/17



Assembly:

1. Insert the handle into the seats provided and fasten it with the two (2) screws supplied. **(See Fig. 1)**
2. To raise or lower the funnel - loosen the funnel height adjustment lock and move the drain tube up or down to desired height. **(See Fig. 2)**
3. Wheel Assembly:
 - a. Insert the casters into caster brackets.
 - b. Place lock washer over caster threaded stud.
 - c. Place nut onto threaded stud.
 - d. Tighten. **(See Fig. 3)**

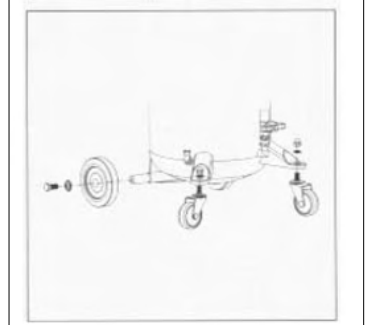
Fig. 1



Fig. 2



Fig. 3



Operation:

1. Charging the tank (creating a vacuum):
 - a. Open vacuum gauge valve A and venturi assembly B and valve C. (See Fig. 4)
 - b. Close suction probe valve D, discharge valve F, air valve E and the upper valve G.
 - c. Connect compressed air to the quick connect coupling. When the vacuum - gauge indicator comes onto the green band and stops (approx. 30-40 seconds), closed valve B and C and disconnect the air supply. (See Fig. 5)

IMPORTANT!

The compressed-air supply must always be between 100 and 120 psi to achieve a full vacuum.

2. Fluid evacuation:
 - a. Position the evacuator next to the vehicle to be serviced. Turn off the vehicle and remove the dipstick from the motor. (See Fig 6)

IMPORTANT!

The motor oil or other fluid to be evacuated must be hot at a temperature between 150/170°F. Suction of oil from the motor must be done when the motor is off.

- b. Insert the appropriate suction probe into the dipstick tube as deep as possible without touching the bottom. Choose the largest diameter probe for the best results.
- c. Place the suction-probe coupler into the coupling of the suction probe. Make sure it is completely seated into the coupler.
- d. Open suction-probe valve D to begin
- e. When the evacuation is complete, close valve D and disconnect it from the suction probe (evacuation is complete when the needle on the vacuum gauge begins to flutter).
- f. Remove the suction probe from the dipstick tube and proceed with normal oil-change procedures.

IMPORTANT!

Never fill the tank over the maximum limit that can be seen on the level indicator.

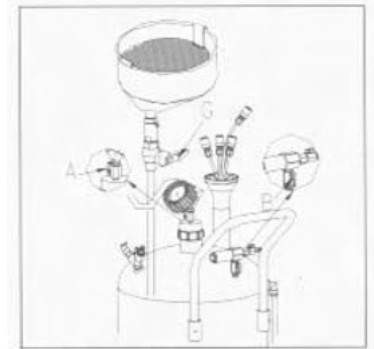


Fig. 4

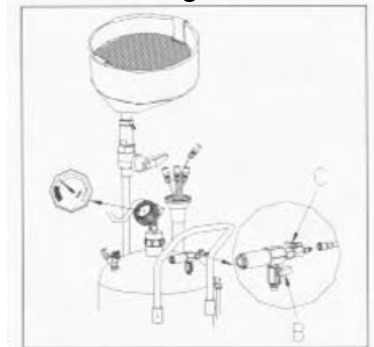


Fig. 5



Fig. 6

Operation:

3. Oil recovery with gravity systems:

- a. To position the off-center oil collection pan in the desired position and lock the tube with the screw.
- b. When emptying the oil from the vehicle, open valve G. Open the air valve E, close the discharge valve F, the oil flows into underlying tank. (See Fig. 7)
- c. Level indicator indicates the quantity of oil recovered in the tank.



Fig. 7

IMPORTANT!

Never fill the tank over the maximum limit that can be seen on the level indicator.

Close the upper ball valve and open the lower ball valve before connecting the air supply. When the tank is empty, close air valve E and disconnect the air supply. (See Fig. 8)

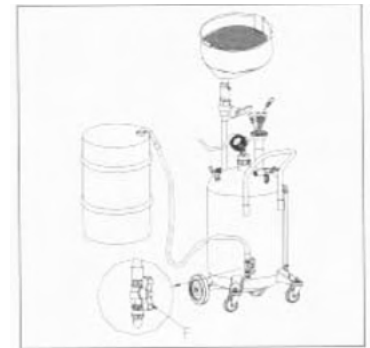


Fig. 8

IMPORTANT!

Do Not use air pressure in excess of 10 psi. The evacuator is fitted with a safety valve calibrated at 20 psi.

Troubleshooting:

THE MACHINE DOES NOT GENERATE A VACUUM

- This could be due to insufficient pressure in workshop compressed supply.
- Use air pressure of at least 100-150 psi.
- The vacuum meter is incorrectly calibrated (this can easily happen due to impact or other events).
- Replace it.
- Valve should be open.

THE VACUUM METER NEEDLE DOES NOT MOVE

- The vacuum meter could be broken (this can easily happen due to impact or other accident).
- The device functions all the same, try blowing in air for 2-3 minutes and check if it works.
- Remove the vacuum meter and check whether the air input is clear.
- The vacuum meter is incorrectly calibrated (this can easily happen due to impact or other events).
- Replace it.
- Valve A should be closed.

THE MACHINE DOES NOT EXTRACT THE USED OIL

- This ball valve on the extractor pipe is closed, open the valve.
- This could be due to the oil being cold.
- Bring the oil to a temperature of °F before extracting, always extract oil with engine off.
- This cause could be the probe touching the bottom of the sump.
- Lift the probe a couple of millimeters.
- Check the probe.

THE MACHIN DOES NOT MAINTAIN VACUUM

- The machine OR's could be worn.
- Check OR's and replace if necessary.
- The probe is broken.
- Replace it.

For Service Assistance
Phone Toll Free 1-800-433-0708
www.johndow.com