Gasoline Engine Driven Pump

GE-75

- Barske Tall Blade Impeller Design - Higher Pressures at Standard Engine Speeds
- Suction 1” Discharge 3/4”
- Maximum Pressure 65 PSI and Maximum Flow 24 GPM
- Impeller Attaches Directly to 5/8” Keyed Shaft Engine
- Fits Economical Honda or Briggs & Stratton Engines
- All Polypropylene Corrosion Resistant Construction
- Available Models:

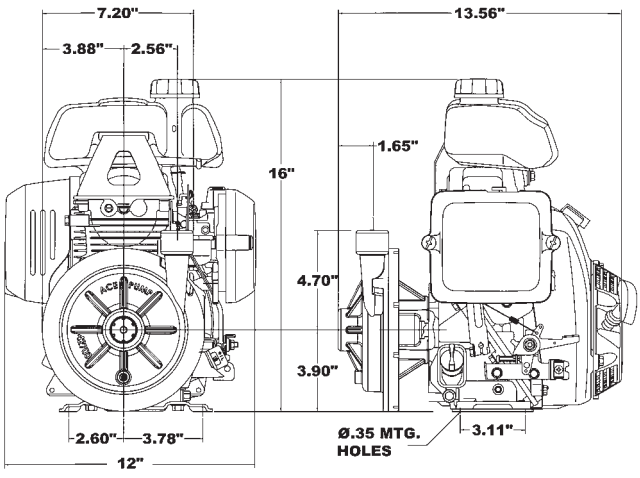
GE-75-LE	3 lbs.	Less Engine
GE-75-HONDA	28 lbs.	Complete
GE-75-BRIGGS	28 lbs.	Complete

PERFORMANCE CHART

ENGINE SHAFT SPEED*	20 PSI GPM	30 PSI GPM	40 PSI GPM	50 PSI GPM	60 PSI GPM	65 PSI GPM
3900 RPM	24	23	21	18	15	10
3800 RPM	24	22	21	17	13	-
3600 RPM	23	22	20	16	-	-
3400 RPM	23	22	19	13	-	-
3000 RPM	21	19	0	-	-	-

* Engine shaft speed at shut-off.
Performance data of pump mounted on Honda GX-100.

DIMENSIONS



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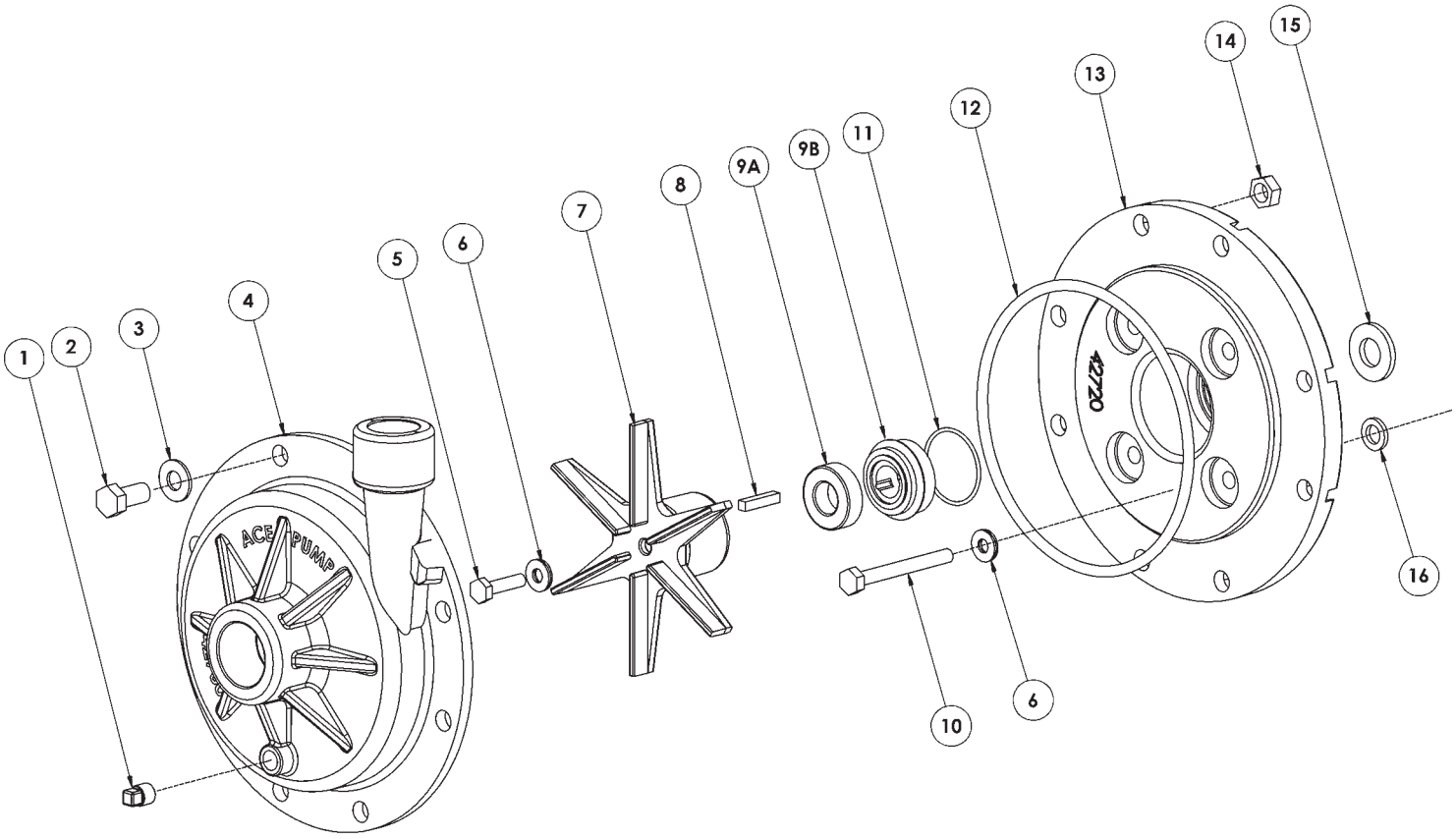


REF. #	PART NUMBER	EDP #	DESCRIPTION	REQ.
1	BAC-53-P	41119	Pipe plug, 1/8" NPT, plastic	1
2	80250	80250	Cap screw, 3/8"-16 x 7/8", hex head	8
3	42701	42701	Washer, 3/8" flat	8
4	GE-12-75	42700	Volute, 3/4" x 1", polypropylene	1
5	42240	42240	Cap screw, 1/4"-28 x 1", hex, stainless steel	1
6*	30028	30028	Washer, sealing	5
7	GE-26-75	42710	Impeller, with keyway, polypropylene	1
8	41082	41082	Key, 3/16" x 3/16" x 15/16"	1
9*	GE-7-75V	42730	Seal, 5/8" , Viton type rubber	1
10	42245	42245	Cap screw, M8 x 60, stainless steel (Honda)	4
10	42238	42238	Cap screw, 5/16"NF x 2-1/4"(Briggs)	4
11*	40159	40159	O-ring, shaft seal, GE-75	1
12*	40017	40017	O-ring, volute seal, GE-75	1
13	GE-14-75	42720	Bracket, GE-75, polypropylene	1
14	BAC-45	41010	Nut, hex, 3/8"	8
15	BAC-54	41130	Slinger	1
16	41488	41488	Spacer, bracket (Briggs)	4
#	42055	42055	Engine, 3 HP, Honda GX100QA2	1
#	42071	42071	Engine, 3.5 HP, Briggs 91232-1040	1
#	RK-GE-75	60840	Repair kit for GE-75	-

* Items included in pump repair kit.

GE-75-LE ASSEMBLY INSTRUCTIONS

The -LE pump kit includes all parts necessary to assemble the pump on a gas engine with 5/8" keyed shaft.

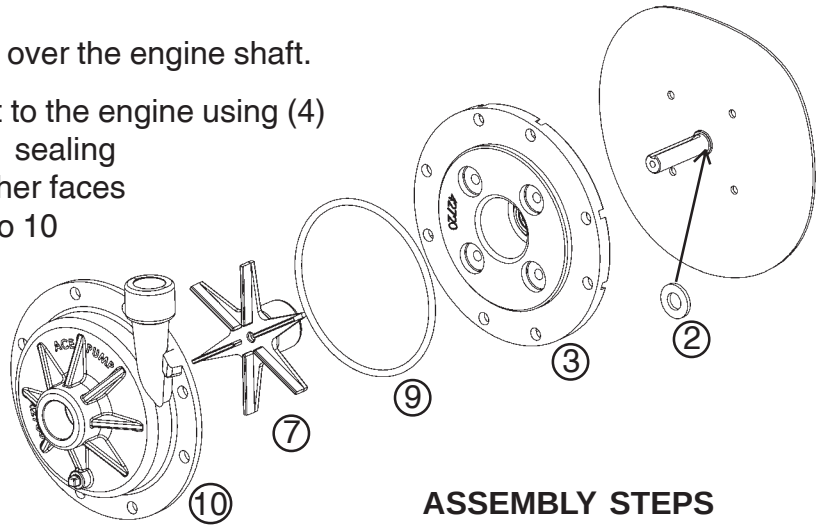
Assembly:

1) Remove box contents and verify all parts were received. The rotating seal face (Ref. 9A) is factory installed in the impeller hub. The stationary seal face (Ref. 9B) and 40159 O-ring (Ref. 11) are factory installed in the bracket.

2) Insert the BAC-54 slinger onto the engine shaft and slide over the keyway to the shaft shoulder.

3) Place the GE-14-75 bracket carefully over the engine shaft.

4) **Honda:** Attach the GE-14-75 bracket to the engine using (4) 42245 M8 cap screws with (4) 30028 sealing washers. The rubber side of the washer faces the GE-14-75 bracket. Torque bolts to 10 foot pounds.



ASSEMBLY STEPS

Briggs: Attach the GE-14-75 bracket to the engine using (4) 42238 5/16" cap screws with (4) 30028 5/16" sealing washers and (4) 41488 bracket spacer washers. The rubber side of the sealing washer faces the GE-14-75 bracket. A spacer washer goes over each screw between the GE-14-75 bracket and the engine. Torque bolts to 10 foot pounds.

Caution: Aluminum engine housing threads may strip if over tightened.

5) Verify that the slinger is on the shaft with clearance on both sides for proper function.

6) Rotate the engine shaft until the keyway faces down. Insert the key in the impeller hub key slot behind the rotating seal face. **Caution:** Be careful not to touch or contaminate the seal face.

7) Install the GE-26-75 impeller over the engine shaft, aligning the impeller key with the shaft keyway.

8) Attach the impeller with (1) 42240 1/4" cap screw and (1) 30028 5/16" sealing washer. The rubber side of the sealing washer faces the impeller. Apply removable threadlocker (Ex. Loctite 242) to screw threads and torque to 5 foot pounds.

9) Lightly grease the 40017 housing seal O-ring and place onto the GE-14-75 pump bracket around the pilot.

10) Install the GE-12-75 volute to the GE-14-75 bracket with (8) 80250 3/8" cap screws and (8) 41010 3/8" hex nuts. Start all bolts first then tighten opposing bolts until all are tightened to approximately 12 foot pounds of torque.

11) Follow engine manufacturers instructions for engine startup procedures.

SEE OPERATION WARNINGS ON FOLLOWING PAGE

SEAL REPLACEMENT INSTRUCTIONS

Disassembly:

1) Remove (8) 80250 3/8" volute cap screws and (8) 41010 3/8" nuts.

2) Remove GE-12-75 volute and 40017 volute O-ring.

3) Remove the 42240 1/4" cap screw and 30028 sealing washer from the end of the engine shaft. Discard the used sealing washer.

4) Remove the GE-26-75 impeller from the engine shaft.

5) Remove and discard the rotating seal face and rubber cup from the impeller hub by prying with a screwdriver inside the seal ID. Keep the 41082 impeller key for reassembly.

6) Clean the impeller seal bore prior to installing the new seal. Wet the rubber cup with water to lubricate the seal for installation. Place a clean, non-abrasive cloth over the seal face to prevent damage during installation. Use your hand to press the seal into the bore until it is seated flat.

7) Remove the GE-14-75 bracket from the engine by removing (4) 42245 cap screws (Honda) or (4) 42238 (Briggs) and (4) sealing washers. If the pump is mounted on a Briggs engine take care to not loose the (4) spacer washers. Discard the used sealing washers.

8) Turn the bracket over and press or tap out the stationary seal and 40159 O-ring.

9) Clean the seal bore. Install the new 40159 O-ring under the seal cup on the new stationary seal. Press or tap the seal cup evenly into the seal bore with a 1-1/4" pipe nipple.
Caution: Be careful not to touch or contaminate the seal face.

10) Refer to the pump assembly instructions on the previous page for re-assembly.

WARNINGS:

Maximum Fluid Temperature - 140˚F

Do Not Run Dry - Seal damage or failure will result from running dry. Impeller damage may also occur if run dry for an extended period.

Do Not Run With Flow Shutoff For Extended Periods - Running the pump with no flow for extended periods of time may result in excessive heat and pump failure. A bypass is recommended for low flow applications.

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Ace Form # GE-75
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