



Gasoline Engine Driven Pump



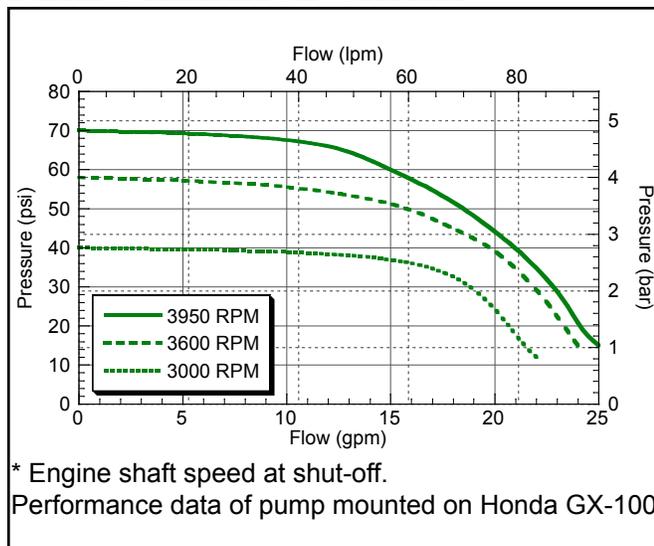
Do not use with flammable liquids.

GE-75

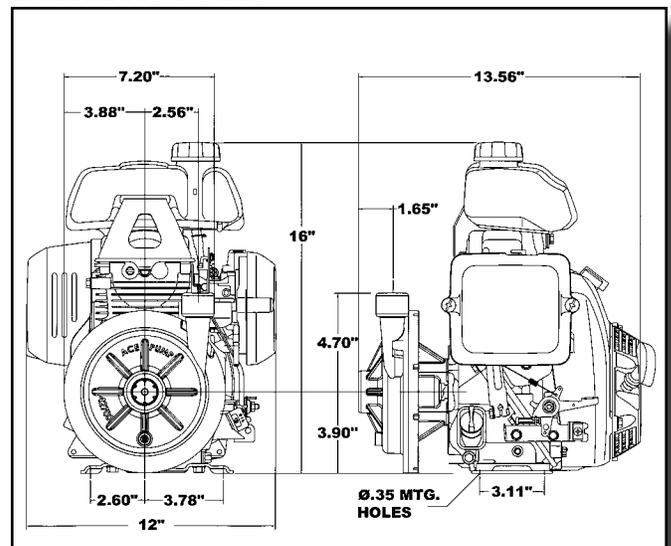
- Barske Tall Blade Impeller Design - Higher Pressures at Standard Engine Speeds
- Suction 1" Discharge 3/4"
- Maximum Pressure 65 PSI and Maximum Flow 24 GPM
- Impeller Attaches Directly to 5/8" Keyed Shaft Engine
- Fits Economical Honda or Briggs & Stratton Engines
- All Polypropylene Corrosion Resistant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

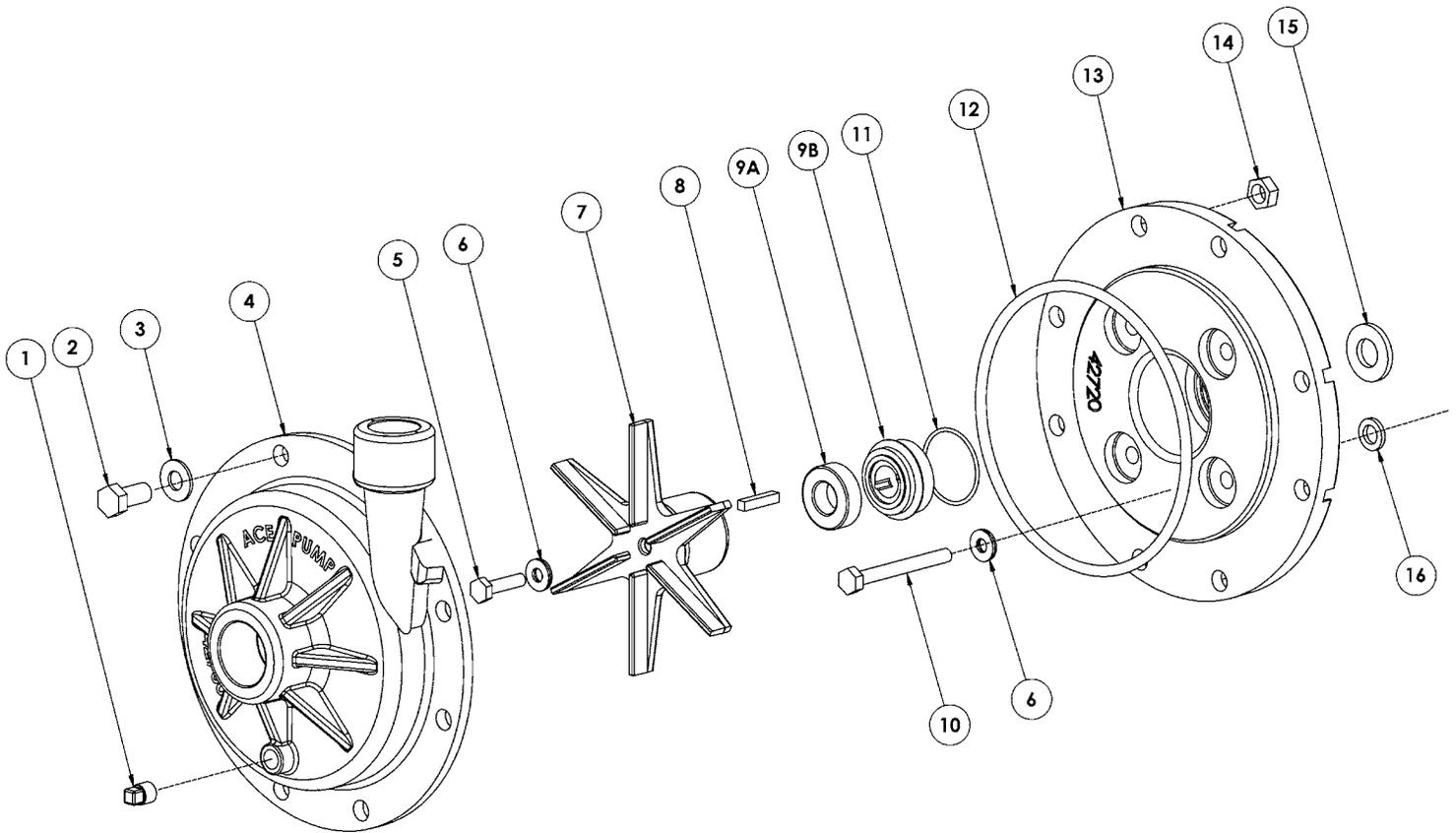
GE-75-LE	3 lbs.	Less Engine
GE-75-HONDA	28 lbs.	Complete

PERFORMANCE CHART



DIMENSIONS





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 ^{①②}	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 ^①	BAC-7-75V	42730	Seal, 5/8" , viton type rubber	1
9 ^②	BAC-7SC-75V	42731	Seal, 5/8" , silicon carbide, viton type rubber (optional)	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 ^{①②}	40159	40159	O-ring, shaft seal, GE-75	1
12 ^{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
①	RK-GE-75	60840	Repair kit for GE-75	-
②	RK-GESC-75	60841	Repair kit for GE-75; silicon carbide (optional)	-



GE-75-LE ASSEMBLY INSTRUCTIONS

WARNINGS:

Maximum Fluid Temperature - 140° F

Do Not Run With Flow Shutoff For Extended Periods - Running the pump with no flow for extended periods of time will result in excessive heat and pump failure. Running the pump with flow shutoff for more than 5 minutes causes the fluid temperature to rise and melt pump components. A bypass is recommended for low flow applications.

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.

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.

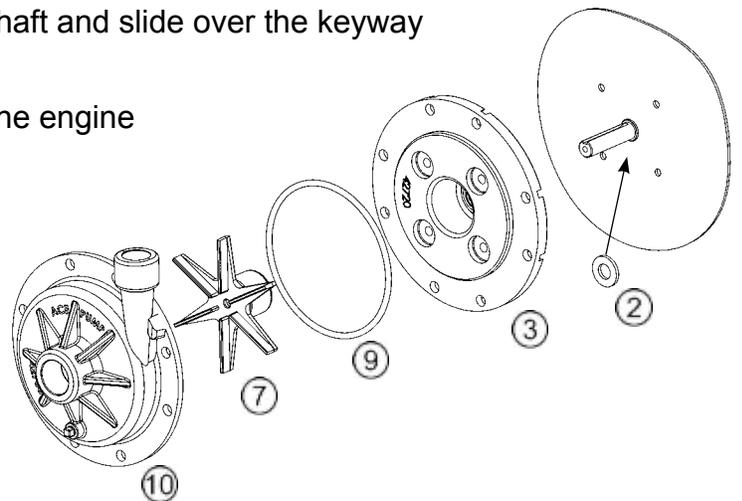
- 4) **Honda:** Attach the GE-14-75 bracket to the engine using (4) 42245 M8 cap screws with (4) 30028 sealing washers. The rubber side of the washer faces the GE-14-75 bracket. Torque bolts to 10 foot pounds.

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.



ASSEMBLY INSTRUCTIONS CONTINUE ON FOLLOWING PAGE



SEAL REPLACEMENT INSTRUCTIONS

- 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.

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 lose 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.