



Polypropylene Gasoline Engine Driven Pump



Do not use with flammable liquids.

GE-85

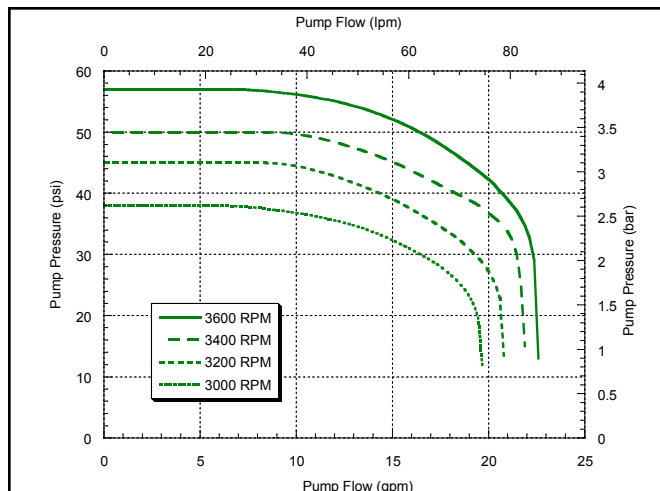
- Barske Tall Blade Impeller Design - Higher Pressures at Standard Engine Speeds
- Suction 1" NPT x Discharge 3/4" NPT
- Maximum Pressure 57 PSI and Maximum Flow 22.5 GPM
- Impeller Attaches Directly to 3/4" Keyed Shaft Engine
- Standard Viton® Carbon/Ceramic seal or Optional Severe Duty Silicon Carbide Mechanical Seal
- All Polypropylene Corrosion Resistant Construction
- Available Models:

GE-85-LE 3 lbs. Less Engine

GESC-85-LE 3 lbs. Less Engine

Viton® is a registered trademark of Dupont Dow Elastomers.
 Honda® is a registered trademark of Honda Motor Company.

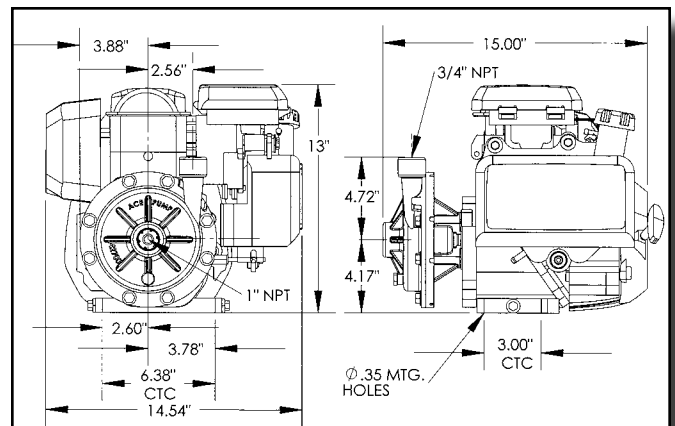
PERFORMANCE CHART



* Engine shaft speed at shut-off.

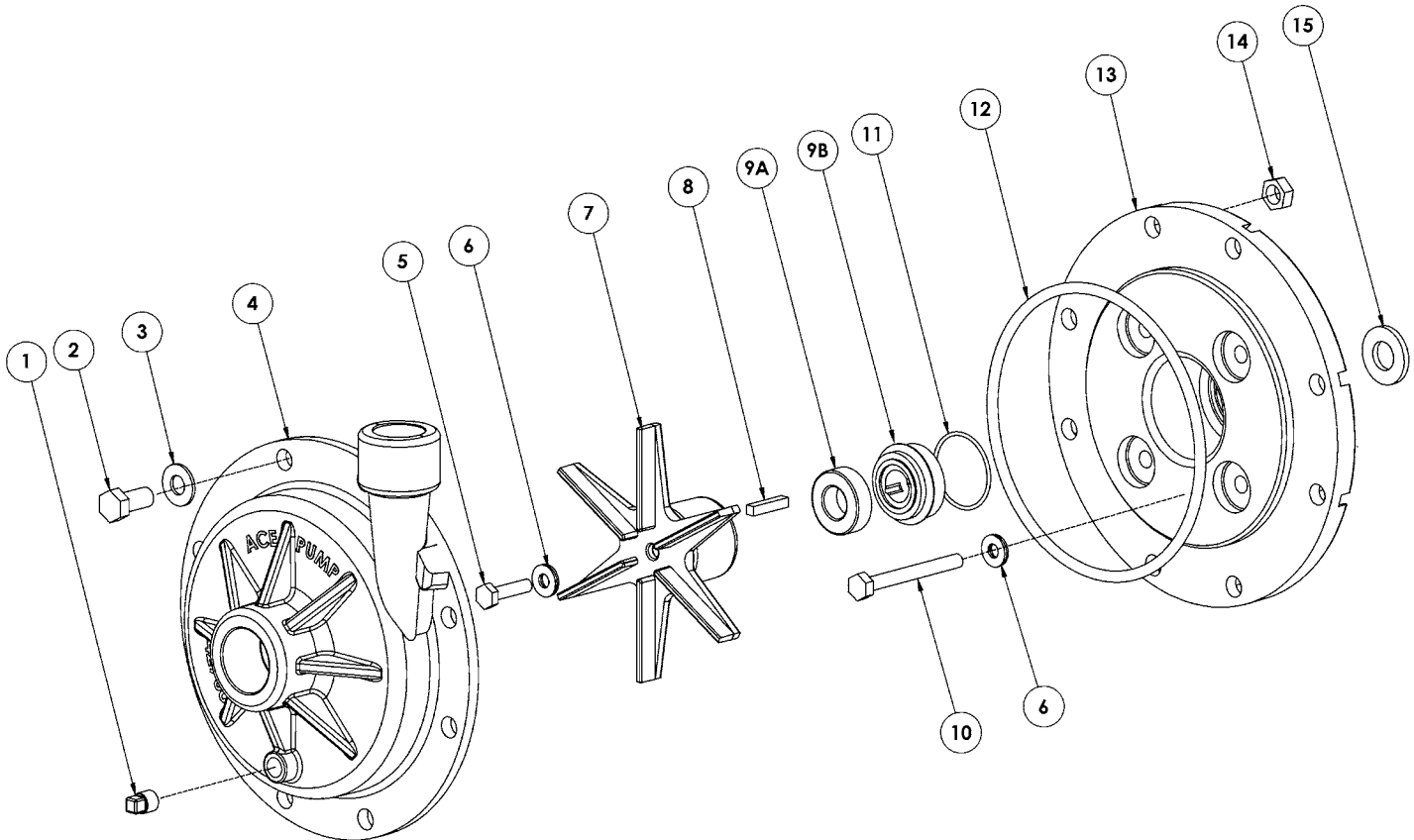
Performance data of pump mounted on Honda® GC-160.

DIMENSIONS



	15	14.54	13	6.38	4.72	4.17	3.88	3.78	3	2.6	2.56
INCHES											
MM	381.0	369.3	330.2	162.1	119.9	105.9	98.6	96.0	76.2	66.0	65.0

Dimensions of pump mounted on Honda® GC-160.



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	GE-60-SS	42235	Cap screw, 5/16"-NF x 3/4", hex, stainless steel	1
6 ^{①②}	30028	30028	Washer, sealing	5
7	GE-26-85	42711	Impeller, with keyway, polypropylene	1
8	41082	41082	Key, 3/16" x 3/16" x 15/16"	1
9 ^①	BAC-7-660V	30225	Seal, 3/4" , Viton® type rubber	1
9 ^②	BAC-7SC-660V	30226	Seal, 3/4" , Carbide/Ceramic/Viton® (optional)	1
10	42245	42245	Cap screw, M8 x 60, stainless steel (GC-160)	4
10	42238	42238	Cap screw, 5/16"NF x 2-1/4", (GX-160)	4
11 ^{①②}	40159	40159	O-ring, shaft seal, GE-85	1
12 ^{①②}	40017	40017	O-ring, volute seal, GE-85	1
13	GE-14-85	42721	Bracket, GE-85, polypropylene	1
14	BAC-45	41010	Nut, hex, 3/8"	8
15	GE-54	42220	Slinger	1
①	RK-GE-85	60845	Repair kit for GE-85	-
②	RK-GESC-85	60846	Repair kit for GE-85, silicon carbide seal	-



SEAL REPLACEMENT INSTRUCTIONS

- 8) Lightly grease the 40017 housing seal O-ring and place onto the GE-14-85 pump bracket around the pilot.
- 9) Install the GE-12-75 volute to the GE-14-85 bracket with (8) 80250 3/8" cap screws, (8) 42701 3/8" washers and (8) BAC-45 3/8" hex nuts. Start all bolts first then tighten opposing bolts until all are tightened to approximately 12 foot pounds of torque.
- 10) Follow engine manufacturers instructions for engine startup procedures.

Disassembly:

- 1) Remove (8) 80250 3/8" volute cap screws, (8) 3/8" washers and (8) BAC-45 3/8" nuts.
- 2) Remove GE-12-75 volute and 40017 volute O-ring.
- 3) Remove the GE-60-SS 5/16" cap screw and 30028 sealing washer from the end of the engine shaft. Discard the used sealing washer.
- 4) Remove the GE-26-85 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-14-85 bracket from the engine by removing (4) 42245 or 42238 cap screws and (4) 30028 sealing 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 1-1/2" 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.