



Experts in water.

**DAVEY**

## APPLICATIONS

- Firefighting
- Tanker to tanker water transfer
- High head general water transfer
- Sheep jetting
- Irrigation
- Boom spraying

5155H with  
Honda GX160  
Engine



**DAVEY**  
**Firefighter®**

## Single Stage Self Priming Pump

Model Numbers: 5155H, 5155H23W,  
5165H, 5165HE, 5165HV3, 5165HV13W,  
5165H23W & 5165B

Rugged, economical single stage self priming pump. These units are driven by either a Briggs & Stratton "Vanguard" engine, a Honda GX160 engine or a Honda GX200 engine. The GX200 engine is also available in electric start.

## WHY CHOOSE DAVEY Firefighter® Single Stage Self Priming Pumps?

Patented clamped impeller design to enable longer impeller life, improved performance and easier disassembly in the case of blockage.

Single stage design provides the versatility of high flow rates with strong pressure.

Thrust balanced impeller design to extend engine life.

Pump casing, diffusers and impellers manufactured from quality corrosion resistant marine grade aluminium for long life.

Choice of 3 or 4 way (dependant upon model chosen) discharge port for easy installation with a choice of plumbing sizes.

Polyester coated pump casing, exterior and interior, for added corrosion resistance.

Patented floating impeller neckrings front and back. The front neckring helps improve pumping efficiency, the back neckring helps extend seal life and dramatically reduce engine wear.

Self priming from 7m for more versatile installation options.

Large priming and drain port with bayonet fit plugs. Plugs have safety retention system, plus are available with 1/4" tapping to accept pressure gauges or drain cocks.

Low-oil protection on all models - engines won't start or run if oil level is inadequate, thus protecting your engine.

Electric start models have electric starter (battery and leads required) and recoil starter fitted, ensures a choice of starting methods, even if the battery is flat or removed.

"HV3" models come with Viton® seal, orings, gaskets, caps etc. fitted for improved chemical resistance. (Please seek specialist advice from chemical supplier if pumping chemicals. Use of aggressive chemicals may void warranty.)

All engines conform to the tough environmental requirements of the USA EPA and CARB standards, to help look after the environment.



## OPERATING LIMITS

|                           |           |                                 |
|---------------------------|-----------|---------------------------------|
| Flow capacities to        | 500 lpm   |                                 |
| Maximum total head        | 72m       |                                 |
| Maximum suction lift      | 7m        |                                 |
| Maximum water temperature | 50°C      |                                 |
| Minimum water temperature | 1°C       |                                 |
| Maximum casing pressure   | 1000kPa   |                                 |
| Minimum suction pipe size | 1½"       |                                 |
| Suction pipe strainer     | Required  |                                 |
| Inlet size*               | 1½" or 2" |                                 |
| Outlet sizes*             | 3 Way –   | 1 x 1½" BSP(M)<br>2 x 1" BSP(M) |
|                           | 3 Way –   | 1 x 2" BSP(M)<br>2 x 1" BSP(M)  |
|                           | 4 Way –   | 2 x 1½" BSP(M)<br>2 x 1" BSP(M) |

\*Dependant upon model chosen

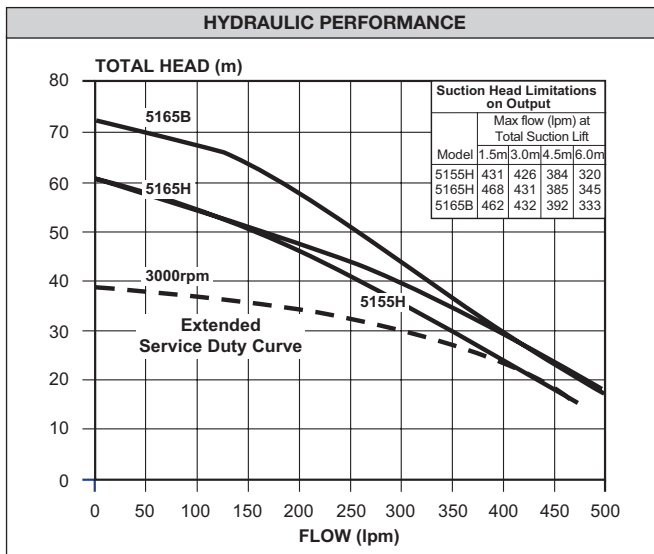
## MATERIALS OF CONSTRUCTION

| Part                                 | Material                       |
|--------------------------------------|--------------------------------|
| Suction cover                        | Marine grade aluminium (AS605) |
| Diffuser                             | Marine grade aluminium (AS605) |
| Impeller                             | Marine grade aluminium (AS605) |
| Casing / yoke                        | Marine grade aluminium (AS605) |
| Mechanical seal                      | Carbon / ceramic               |
| Discharge / handle                   | Marine grade aluminium (AS605) |
| Casing bolts                         | Zinc plated steel              |
| Yoke bolts                           | Stainless Steel                |
| Flap valve / seal ring               | Zinc body, hytrel seal         |
| Neck ring, priming and drain plug    | Glass filled nylon             |
| Casing, priming and drain plug oring | Nitrile rubber                 |
| Discharge gasket                     | Hytrel                         |
| Paint finish                         | Baked polyester powder coat    |

## ENGINE DATA

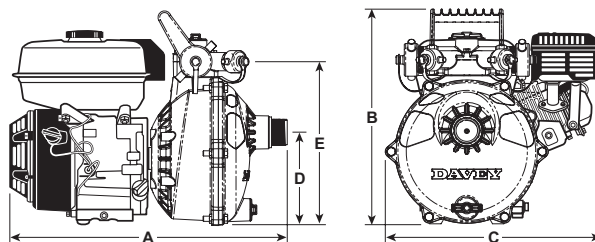
| Single Stage Pump Model                             | 5155H<br>5155H23  | 5165H<br>5165HV3<br>5165HV13W<br>5165H23W | 5165HE    | 5165B     |
|---|---|---|-----------|-----------|
| Engine brand  | Honda   |   |           | B&S       |
| Engine model  | GX160   | GX200                                     | GX200E    | Vanguard  |
| Engine type   | Overhead valve  |   |           |           |
| Displacement (cc)                                   | 163   | 196                                       | 196       | 182       |
| Fuel tank (litres)                                  | 3.6   | 3.6                                       | 3.6       | 4.0       |
| Oil capacity (litres)                               | 0.6   | 0.6                                       | 0.6       | 0.7       |
| Compression ratio                                   | 8.5 : 1   |   |           |           |
| Air filter type                                     | Twin stage – foam prefilter with paper element final filter |   |           |           |
| Spark arrestor                                      | YES   | YES                                       | YES       | YES       |
| Approximate fuel consumption @ full load @ 3600 rpm | 1.73 l/hr   | 2.05 l/hr                                 | 2.05 l/hr | 1.93 l/hr |
| dBa @ 4m @ 3600 rpm @ full head                     | 85  | 86  | 86        | 75        |

## HYDRAULIC PERFORMANCE



## DIMENSIONS (mm)

| Model     | A   | B   | C   | D   | E   | Inlet BSP | Outlet BSP      | Net Weight (kg) |
|-----------|-----|-----|-----|-----|-----|-----------|-----------------|-----------------|
| 5155H     | 445 | 388 | 388 | 169 | 296 | 1½"M      | 2x1"M<br>2x1½"M | 21              |
| 5155H23W  | 445 | 388 | 388 | 169 | 296 | 2"M       | 1x2"M<br>2x1"M  | 21              |
| 5165H     | 510 | 388 | 402 | 169 | 296 | 1½"M      | 2x1"M<br>2x1½"M | 22              |
| 5165HE    | 510 | 388 | 402 | 169 | 296 | 1½"M      | 2x1"M<br>2x1½"M | 22.5            |
| 5165HV13W | 510 | 388 | 402 | 169 | 296 | 1½"M      | 1x1½"M<br>2x1"M | 22              |
| 5165HV3   | 510 | 388 | 402 | 169 | 296 | 2"M       | 1x2"M<br>2x1"M  | 22              |
| 5165H23W  | 510 | 388 | 402 | 169 | 296 | 2"M       | 1x2"M<br>2x1"M  | 22              |
| 5165B     | 535 | 388 | 395 | 169 | 296 | 1½"M      | 2x1"M<br>2x1½"M | 22.5            |



## INSTALLATION AND PRIMING

- Fit strainer to bottom of suction pipe; a foot valve is not required.
- To prime, fill pump body with water then allow pump to run until drawing water.