



Depend on Davey

**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) 2 x 1" BSP(M)
	3 Way –	1 x 2" BSP(M) 2 x 1" BSP(M)
	4 Way –	2 x 1½" BSP(M) 2 x 1" BSP(M)

\*Dependant upon model chosen

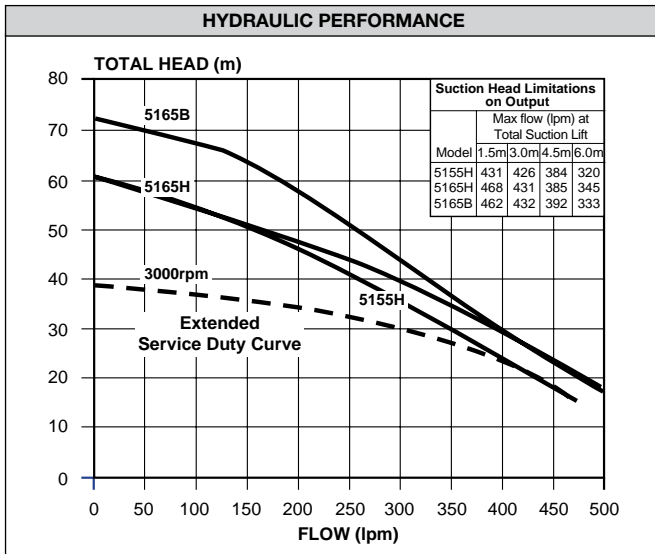
## MATERIALS OF CONSTRUCTION

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

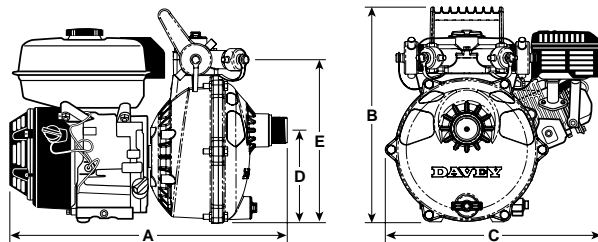
Single Stage Pump Model	5155H 5155H23	5165H 5165HV3 5165HV13W 5165H23W	5165HE	5165B
Engine brand	Honda			B&S
Engine model	GX160	GX200	GX200E	Vanguard
Engine type	Overhead valve			
Displacement (cc)	163	196	196	182
Fuel tank (litres)	3.6	3.6	3.6	4.0
Oil capacity (litres)	0.6	0.6	0.6	0.7
Compression ratio	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 2x1½"M	21
5155H23W	445	388	388	169	296	2"M	1x2"M 2x1"M	21
5165H	510	388	402	169	296	1½"M	2x1"M 2x1½"M	22
5165HE	510	388	402	169	296	1½"M	2x1"M 2x1½"M	22.5
5165HV13W	510	388	402	169	296	1½"M	1x1½"M 2x1"M	22
5165HV3	510	388	402	169	296	2"M	1x2"M 2x1"M	22
5165H23W	510	388	402	169	296	2"M	1x2"M 2x1"M	22
5165B	535	388	395	169	296	1½"M	2x1"M 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.



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## APPLICATIONS

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

5255H with  
Honda GX160  
Engine



**DAVEY**  
**Firefighter®**

## Twin Stage Self Priming Pump

Model Numbers: 5255H, 5255H23W, 5265H, 5265HE, 5265HV3, 5265HV13W, 5265H23W & 5265B

Rugged, economical twin 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® Twin Stage Self Priming Pumps?

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

Twin impeller design provides extra strong pressure for longer and higher pumping applications.

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 neckrings help improve pumping efficiency, the back neckrings help extend seal life and dramatically reduce engine wear.

Self priming from 6m 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, CARB and the proposed Australian Emissions Standards, to help look after the environment.





## OPERATING LIMITS

Flow capacities to	400 lpm	
Maximum total head	106m	
Maximum suction lift	7m	
Maximum water temperature	50°C	
Minimum water temperature	1°C	
Maximum casing pressure	1600kPa	
Minimum suction pipe size	1½"	
Suction pipe strainer	Required	
Inlet size*	1½" or 2"	
Outlet sizes*	3 Way –	1 x 1½" BSP(M) 2 x 1" BSP(M)
	3 Way –	1 x 2" BSP(M) 2 x 1" BSP(M)
	4 Way –	2 x 1½" BSP(M) 2 x 1" BSP(M)

\*Dependant upon model chosen

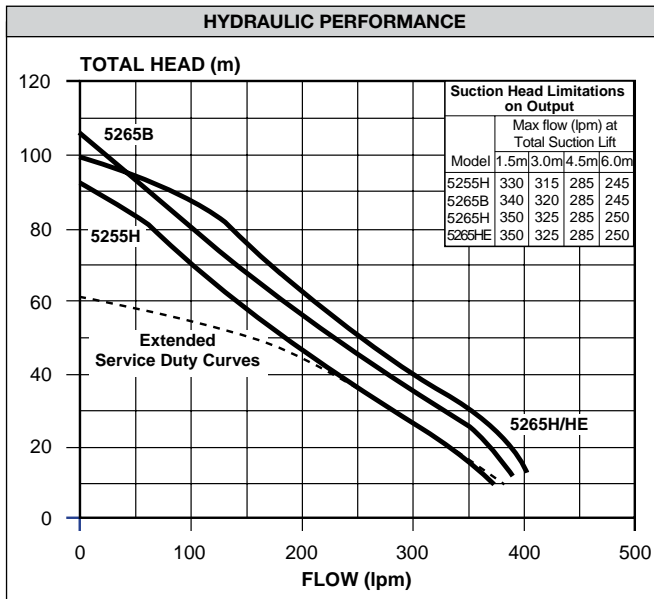
## MATERIALS OF CONSTRUCTION

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

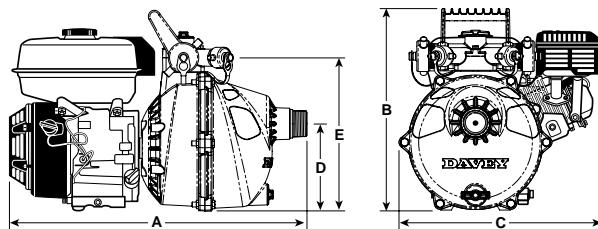
Single Stage Pump Model	5255H 5255H23	5265H 5265HV3 5265HV13W 5265H23W	5265HE	5265B
Engine brand	Honda			B&S
Engine model	GX160	GX200	GX200E	Vanguard
Engine type	Overhead valve			
Displacement (cc)	163	196	196	182
Fuel tank (litres)	3.6	3.6	3.6	4.0
Oil capacity (litres)	0.6	0.6	0.6	0.7
Compression ratio	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	2.08 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)
5255H	515	389	388	170	297	1½"M	2x1"M 2x1½"M	23
5255H23W	515	389	388	170	297	2"M	1x2"M 2x1"M	23
5265H	580	389	402	170	297	1½"M	2x1"M 2x1½"M	24
5265HV3	580	389	402	170	297	2"M	1x2"M 2x1"M	24
5265HV13W	580	389	402	170	297	1½"M	1x1½"M 2x1"M	24
5265H23W	580	389	402	170	297	2"M	1x2"M 2x1"M	24
5265HE	580	389	402	170	297	1½"M	2x1"M 2x1½"M	24.5
5265B	605	389	395	170	297	1½"M	2x1"M 2x1½"M	27.5



## 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.



Experts in water.

**DAVEY**

## APPLICATIONS

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

## WHY CHOOSE Davey Firefighter® High Powered Single Stage Self Priming Pumps?

Heavy duty wide vane impeller for longer life, improved performance and easier cleaning in the case of blockage.

Single impeller 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.

NEW 3 way discharge port for easy installation with a choice of plumbing sizes. The NEW 3 way discharge is easily adapted to the old 3 way outlets.

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

Self priming from up to 6m for more versatile installation options.

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.

Huge 1½" priming port for extra quick filling.

Large drain port with bayonet fit plugs. Plugs have safety retention system.

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

All engines feature cast iron cylinder bore for long life.

Electric starter (12Vac 30Amp hour battery and leads required) and recoil starter fitted, ensures a choice of starting methods, even if the battery is flat or removed.

Viton seal and oring kit available for herbicide/insecticide spraying.



5113HE with  
Honda GX/E  
Engine



**DAVEY**  
**Firefighter®**

## High Powered Single Stage Self Priming Pump

Model Numbers: 5190HE & 5113HE

Rugged, economical single stage self priming pump. These units are driven by either a 270cc or 389cc Honda GX/E engine fitted with an electric start.



## OPERATING LIMITS

Flow capacities to	900 lpm
Maximum total head	54m
Maximum suction lift	6m
Maximum water temperature	50°C
Minimum water temperature	1°C
Minimum suction pipe size	2"
Suction pipe strainer	Required
Inlet size*	2" BSP(M)
Outlet sizes^	1 x 2" BSP(M)
	2 x 1" BSP(M)
Priming port*	1 x 1½" BSP(M)

\*NPT thread available on request  
^1 x 1½" & 2 x 1" NPT outlet tee available on request

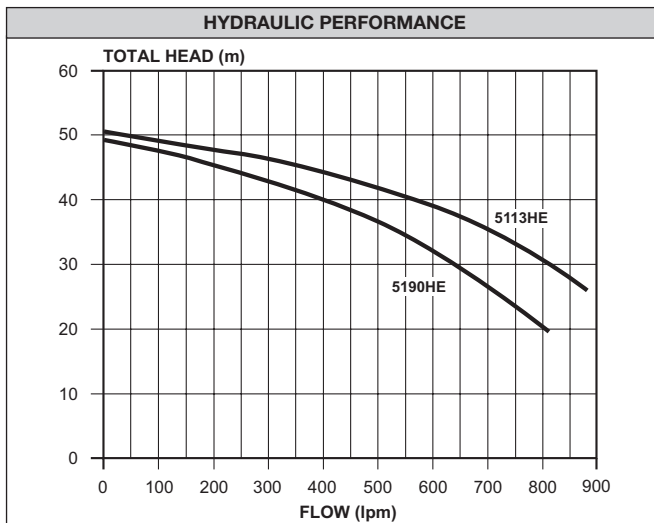
## MATERIALS OF CONSTRUCTION

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
3 way discharge	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 SPECIFICATIONS

Engine Brand	Honda	
Engine model	GX270E	GX390E
Single Stage Pump Model	5190HE	5113HE
"Out of box" governed max engine speed @ no load	3800rpm	
Displacement (cc)	270	389
Fuel tank (litres)	6.0	6.5
Approx. fuel consumption @ full load @ 3600rpm	3.05	3.25
Running time per tank @ full load @ 3600rpm	1.9	2.0
Oil capacity (litres)	1.1	
Spark arrestor	Yes	
dBa @ 3600rpm @ full load	79 @ 7m	78 @ 7m

## HYDRAULIC PERFORMANCE



## DIMENSIONS (mm)

Model	A	B	C	G	Inlet BSP	Outlet BSP	Priming Port BSP	Dry Weight (kg)
5190HE	507	450	435	155	2"M	2x1"M 1x2"M	1½"M	27.2
5113HE	532	445	455	161	2"M	2x1"M 1x2"M	1½"M	33.5

## 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





Experts in water.

**DAVEY**

## APPLICATIONS

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

## WHY CHOOSE Davey Firefighter® High Powered Twin Stage Self Priming Pumps?

Heavy duty wide vane impeller for longer life, improved performance and easier cleaning in the case of blockage.

Twin impeller 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.

NEW 3 way discharge port for easy installation with a choice of plumbing sizes. The NEW 3 way discharge is easily adapted to the old 3 way outlets.

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

Self priming from up to 6m for more versatile installation options.

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.

Huge 1½" priming port for extra quick filling.

Large drain port with bayonet fit plugs. Plugs have safety retention system.

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

All engines feature cast iron cylinder bore for long life.

Electric starter (12Vac 30Amp hour battery and leads required) and recoil starter fitted, ensures a choice of starting methods, even if the battery is flat or removed.

Viton seal and oring kit available for herbicide/insecticide spraying.



5213HE with  
Honda GX/E  
Engine



## **DAVEY** **Firefighter®** **High Powered Twin Stage** **Self Priming Pump**

Model Numbers: 5210BE, 5290HE,  
5213BE & 5213HE

Rugged, economical twin stage self priming pump. These units are driven by either a 305cc or 420cc Briggs & Stratton engine or a 270cc or 389cc Honda GX/E engine fitted with an electric start.



## OPERATING LIMITS

Flow capacities to	680 lpm
Maximum total head	120m
Maximum suction lift	7m
Maximum water temperature	50°C
Minimum water temperature	1°C
Maximum casing pressure	1600kPa
Minimum suction pipe size	2"
Suction pipe strainer	Required
Inlet size*	2" BSP(M)
Outlet sizes^	1 x 2" BSP(M)
	2 x 1" BSP(M)
Priming port*	1 x 1½" BSP(M)
*NPT thread available on request	
^1 x 1½" & 2 x 1" NPT outlet tee available on request	

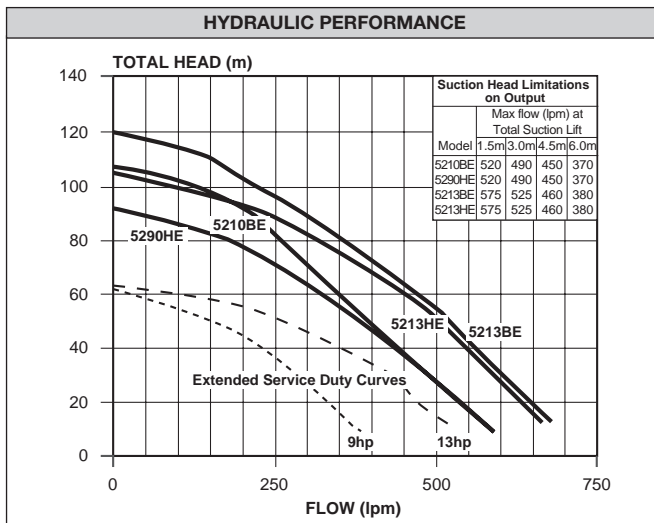
## MATERIALS OF CONSTRUCTION

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
3 way discharge	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

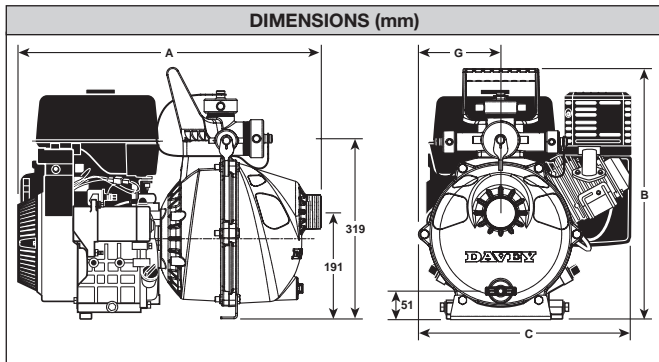
## ENGINE SPECIFICATIONS

Engine Brand	Briggs & Stratton	Honda	Briggs & Stratton	Honda
Engine model	Vanguard	GX270E	2100 Series	GX390E
Twin Stage Pump Model	5210BE	5290HE	5213BE	5213HE
"Out of box" governed max engine speed @ no load	4200rpm	3800rpm	4200rpm	3800rpm
Displacement (cc)	305	270	420	389
Fuel tank (litres)	4.1	6.0	6.6	6.5
Approx. fuel consumption @ full load @ 3600rpm	3.3	3.05	4.3	3.25
Running time per tank @ full load @ 3600rpm	1.2	1.9	1.5	2.0
Oil capacity (litres)	0.8	1.1	1.1	1.1
Spark arrestor	Yes			
dBa @ 3600rpm @ full load	104.5dB(A)	79 @ 7m	107dB(A)	78 @ 7m

## HYDRAULIC PERFORMANCE



## DIMENSIONS (mm)



Model	A	B	C	G	Inlet BSP	Outlet BSP	Priming Port BSP	Dry Weight (kg)
5210BE	640	440	430	149	2"M	2x1"M 1x2"M	1½"M	38.2
5290HE	544	450	450	155	2"M	2x1"M 1x2"M	1½"M	28.4
5213BE	630	445	515	181	2"M	2x1"M 1x2"M	1½"M	42.7
5213HE	569	445	455	161	2"M	2x1"M 1x2"M	1½"M	34.7

## 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.