



Volunteer Marine Rescue Brisbane Inc

Providing a Safer Marine Environment for Our Community

95 Allpass Parade, Shorncliffe Qld 4017

PO Box 201, Sandgate Qld 4017

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Maintenance and Use of Honda Portable Fire Pump

1.0 Introduction

The "HONDA" pump can be used both for pumping out a sinking or submerged vessel, as well as a fire fighting pump should the need arise.

2.0 References

The "HONDA" Instruction and Service Manual.
The AUSSIE PUMPS Instruction and Service Manual

3.0 Detailed Information

The signal from an EPIRB is regarded by authorities as an indication of distress and is given an appropriate response. It is the responsibility of every Master on our rescue vessels to ensure that it is not activated unintentionally or in situations that do not justify its use.

If you suspect that your EPIRB has been activated inadvertently, you **MUST** turn it off and report it immediately to prevent an unnecessary search. Within Australian waters, phone the Australian Rescue Coordination Centre (RCC) in Canberra on 1-800-641-792 (24 hours).

3.1 Location

The pump is stored in the boat shed with Sandgate 1.

3.2 Equipment Description

The pump consists of a petrol powered motor direct coupled to a polyester centrifugal pump with a suction hose complete with strainer and a delivery hose with an adjustable fire-fighting nozzle.

3.3 Pre-Operation Check Engine

a) Fuel Level

- Unscrew the fuel cap
- Fuel, if necessary, with unleaded fuel – do not fill above fuel filter top.
- After refuelling, tighten tank cap securely.

b) Engine Oil

- Check oil level while on a level surface – with the engine stopped.
- Remove the filler cap and wipe the dipstick clean.
- Insert the dipstick into the oil filler neck, but do not screw it in.
- If the level is low, fill to the top of the oil filler neck with oil.

Recommended oil: SAE10w – 30

Capacity: 0.6 lit.

3.4 Starting the Engine

- Turn fuel lever to "ON"
- Turn choke lever to "CLOSED" (cold engine only)
- Move throttle lever slightly to the left.
- Turn the engine switch to "ON".
- Pull slowly on recoil starter until engaged, then pull briskly.
- Gradually return choke lever to "OPEN" as engine warms up.
- Set throttle lever to desired position.



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3.5 Stopping the Engine

- Move throttle lever fully to right.
- Turn engine switch to "OFF".
- Turn fuel cock to "OFF".

3.6 Pre-Operation Check (Pump)

a) Initial Water Priming

Unscrew black plug on top of pump and fill with water to top level.

NOTE: Make sure pump is filled up with water before starting the engine or mechanical seal damage will occur.

b) Placement of Pump

- The pump should be placed on a firm surface and as near as possible to the liquid to be pumped.
- The higher the suction head is, the more time will be required for priming with less discharge.
- Make sure all hose connections are airtight otherwise pump may not prime properly.

c) Storage After Use

- Flush pump with fresh water.
- Drain water from drain port at bottom of pump case.

d) Suction and Delivery Hose Installation

Install suction hose (centre connection) to the pump (suction hose is the 75mm rigid non collapsible one) and:

- Make sure the gasket is in place on the "Kamlock" fitting.
- Make sure the "Kamlock" fitting is installed securely or an air leak will occur and water will not be drawn up.
- Be sure the strainer is installed or pump damage may occur.

Install discharge hose (top connection) to the pump (discharge hose is the 50mm more flexible one).

- The nozzle on the end can be adjusted for full flow or for fanning a fire.
- A larger discharge hose (without nozzle) is available for vessel pump-outs.

3.7 Servicing

a) Spark Plug (NKG BPR6ES) (every 6 months or 100 hours)

- Remove spark plug.
- Clean and remove carbon deposits.
- Check for discolouration.
- Check spark plug gap (see Specifications)

b) Engine Oil (check each use – change every 6 months or 100 hours)

- Stop engine and remove oil filler cap.
- Remove oil drain plug and drain oil.
- Re-install oil drain plug.
- Add oil to level of filler inlet.



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c) Air Filter (check each use – change every 3 months or 50 hours)

- Remove wingnut and air cleaner cover.
- Remove air filter element.
- Wash in solvent.
- Soak in clean engine oil.
- Squeeze out excess oil.
- Re-install.

NOTE: Never run engine without element.

d) Sediment Cup Cleaning (every 6 months or 100 hours)

- Stop engine.
- Turn fuel cock lever to “OFF”.
- Remove sediment cup and “O” ring.
- Clean all parts with solvent.
- Re-assemble and check for leaks.

3.7 Troubleshooting

a) Engine Won't Start

- Is engine switch in the “ON” position?
- Is there enough oil in the engine?
- Is the fuel valve on?
- Is there fuel in the fuel tank?
- Is fuel reaching the carburettor? To check, loosen the drain screw with the fuel valve on.
- Is there a spark at the spark plug?
 - Remove the spark plug cap. Clean any dirt from around the spark plug base, then remove the spark plug.
 - Install the spark plug in the plug cap.
 - Turn the engine switch ON
 - Grounding the side electrode to any engine ground, pull the recoil starter to see if sparks jump across the gap.
 - If there is no spark, replace the plug. If OK, reinstall the spark plug and try to start the engine again.

b) If Engine Still Won't Start

Take the engine to an authorised HONDA dealer.

c) Oil Alert System

When the oil level falls below the lower level, the engine stops automatically. Unless you refill with oil, the engine will not start again.

NOTE: If the engine stalls or does not start, turn the engine switch to “ON” position and then pull the recoil starter. If the oil warning light flickers for a few seconds the engine oil is insufficient. Add oil and restart.

3.8 Specifications

a) Motor

Make: Honda

Model: GX160



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Fuel: unleaded
Capacity: 3.6 lit.
Oil: SAE 10w – 30
Capacity: 0.60 lit.
Spark Plug: NGK BPR6ES
Plug Gap: 0.7 – 0.8mm (0.028 – 0.031 ins)

b) Pump

Make: "Aussie Pumps" (self priming)
Model: RSE3
Inlet Dia.: 75mm
Outlet Dia.: 75mm
Max. Capacity: 980 lit/min
Max. Suction Lift: 7.6 met.

c) Weight

Dry Weight: 17 kg.

4.0 Summary

The specifications and instructions in the preceding documentation should be sufficient to enable the safe operation and simple maintenance of this equipment while ensuring the safety of the operator and these guidelines should be followed without exception. However, should more complex problems arise with this equipment it should be reported to the Equipment Officer or a member of the Management Committee for further investigation as the Service Manuals on hand contain more in depth information along with a list of Parts and Part Numbers which may be required in some instances.

NOTE: This pump is to be used only by members of a duty crew of VMR Brisbane for the purpose for which it was intended. Under no circumstances is this pump to be loaned to any person outside this organisation nor left unattended at any location.

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