

Aussie Service Guide

Rejuvenation of an Aussie Fire Chief & Aussie Fire Captain

**BE PREPARED FOR FIRE SEASON ...
WHEN DID YOU CHECK YOUR SEALS LAST?**

SEPT 2024

Replacing Check Valve

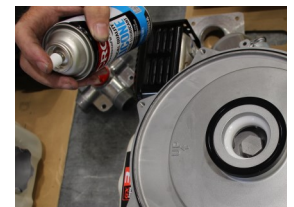
1. Unscrew suction cover bolts and remove the suction cover.
2. Remove old and insert new check valve ensuring that flat surface is placed against the suction cover and that hinge is on the top.
3. Re-install the suction cover ensuring larger internal lip is at the bottom.



Replacing Volute Casing

1. Unscrew the casing cover bolts and remove the front casing cover.
2. Remove the volute casing.
3. Install the new volute casing. Note that the up arrow should point to the top of the pump casing.
4. Carefully install o-ring around the casing and spray with silicon.
5. Check the lip of the casing cover is clean.
6. Reinstall casing cover. The casing cover applies pressure to volute casing. Tighten the first bolt loosely, then move to the bolt directly opposite and tighten fully. Go back to the first bolt and tighten fully.
7. Tighten all remaining casing bolts

Volute in position



Spray seal before fitting casing cover



Tighten opposite bolts to apply even pressure

Replacing Impeller

1. Expose the impeller by removing the volute casing the same way as above.
2. Loosen the impeller by tapping gently with a mallet in a counter clockwise direction. Turn impeller counter clockwise, and remove from shaft.



Watch an Aussie Fire Chief Wet End kit being fitted



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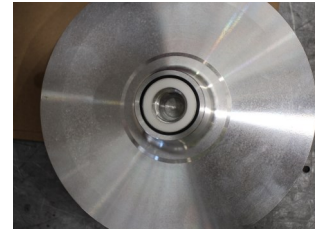
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3. Remove the mechanical seal from the impeller, and set it at the back side of new impeller. Use silicon spray.

DO NOT USE A HAMMER IT WILL BREAK.

4. Screw the new impeller on engine shaft by turning in the clockwise direction, then tighten using nut on impeller.

5. Install the volute casing and casing cover as mentioned above.



Mech seal installed in impeller



Replacing Mechanical Seal

1. Remove the impeller as mentioned above.
2. Replace the mechanical seal at the back side of removed impeller and the counterface on the engine shaft.



Counterface installed on engine shaft

3. Check the ceramic surfaces of mechanical seal are free from dust, and install the impeller, volute casing and casing as described above.



Mech seal installed in impeller

Rejuvenation Kit / O-ring replacement

Use above instructions to remove casing, volute & impeller to expose the o-ring, liner rings and mechanical seals.

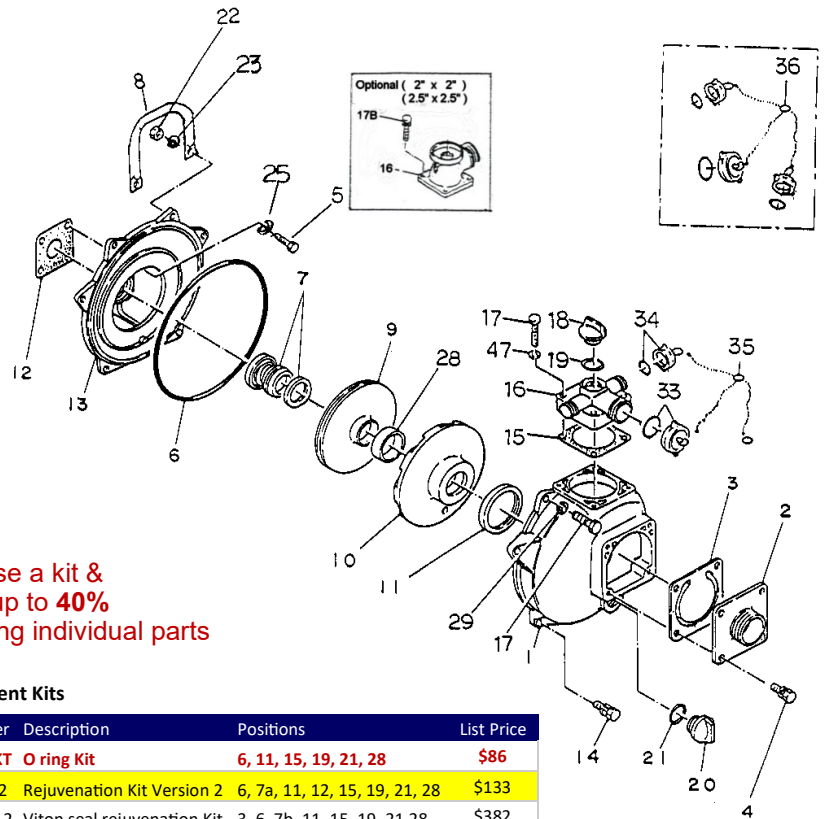
Kit contents vary by pump model and in some cases contain extra adjustable liners to make the kit suit more than one model.



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Rejuvenation of an Aussie Fire Chief & Aussie Fire Captain

Renew or upgrade your pump with an Aussie Wet End Kit only **\$539** (p/n: QP205SEKIT) 3/4" shaft only



Purchase a kit & **SAVE up to 40%** on buying individual parts

Replacement Kits

Part number	Description	Positions	List Price
Q205S-ORKT	O ring Kit	6, 11, 15, 19, 21, 28	\$86
Q205SREJ-2	Rejuvenation Kit Version 2	6, 7a, 11, 12, 15, 19, 21, 28	\$133
Q205SREJV-2	Viton seal rejuvenation Kit	3, 6, 7b, 11, 15, 19, 21, 28	\$382



PUMP PROTECTION

Pressure relief valve (recommended when using a ball valve or quick action fire nozzles)

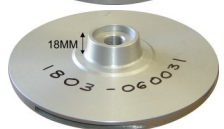
10 bar, adjustable, suits all QP fire & high pressure pumps, Inlet 1" BSP, Outlet 1" BSP Q078908-3410 \$305^{+GST}



3/4" P shaft impeller 9a



5/8" P shaft impeller 9c (as used on GX160E & GX200E only)



W shaft impeller 9b

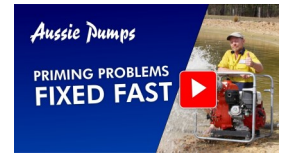
Pos	Part number	Description	Qty REQD	List price EACH
1	Q7304-100010	CASING WITH LOGO	1	\$390
2	Q1803-100160	2" SUCTION COVER	1	\$101
2	Q4725-060160-0011	1.5" SUCTION COVER	1	\$191
2	Q4904-000160	2.5" SUCTION COVER	1	\$191
3	Q1378-350350	CHECK VALVE	1	\$99
4	Q018205-0825	BOLT SET WITH SPRING WASHER	4	\$3
5	Q019115-0525	BOLT	4	\$5
6	Q048935-2550	O-RING (CASING)	1	\$40
7a	Q080311-2320	MECHANICAL SEAL	1	\$107
7b	Q080311-2320V	VITON MECHANICAL SEAL	1	\$179
8	Q1883-207010-0003	HANDLE	1	\$71
9a	Q1806-060031	IMPELLER 3/4" P Shaft (37mm boss)	1	\$281
9b	Q1803-060031	IMPELLER W Shaft (18mm boss)	1	\$281
9c	Q1814-060031	IMPELLER 5/8th P Shaft (37mm boss)	1	\$281
9d	Q2242-060030	IMPELLER for diesel engines	1	\$281
10	Q1803-100130	VOLUTE CASING	1	\$126
11	Q1378-330620	VOLUTE CASING PACKING	1	\$16
12	Q1211-390610	CASING COVER PACKING	1	\$6
13	Q9358-100020	MOUNTING FLANGE - P Type	1	\$276
13	Q1378-100020	MOUNTING FLANGE - W Type	1	\$276
14	Q018205-0825	BOLT SET WITH SPRING WASHER	4	\$3
15	Q1803-330360	DELIVERY COVER PACKING	1	\$23
16	Q1814-100091	DELIVERY COVER (3way Outlet)	1	\$117
16	Q1803-000090	DELIVERY ELBOW 2"	1	\$110
16	Q4904-000090	DELIVERY ELBOW 2.5"	1	\$276
17	Q010505-0840	BOLT	6	\$3
18	Q063121-1100ASS	PRIMING/DRAIN PLUG WITH O-RING	1	\$29
19	Q048035-0300	O-RING (FLOODING CAP)	1	\$8
20	Q063121-1100ASS	PRIMING/DRAIN PLUG WITH O-RING	1	\$29
21	Q048035-0300	O-RING (DRAIN CAP)	1	\$8
22	Q020915-0080	FLANGE NUT	2	\$3
23	Q040145-0080	WASHER	2	\$3
24,26,27,30,31,43	QSKIDSET	SKID SET	1	\$133
28	Q1803-521221	LINER RING	1	\$54
29	Q045128-0080	SPRING WASHER	2	\$3
36	QCAPS&CHAINS	CAPS & CHAINS	1	\$110
47	Q045125-0080	SPRING WASHER	4	\$3

SELF PRIMING PUMP TROUBLESHOOTING GUIDE

GET BACK IN ACTION FAST

Pump not priming? Fix it fast ...

Check out How Self Priming Pumps Work
& our **TOP 5 troubleshooting tips**



Symptoms	Cause	Action
Suction failure	TOP 5 Air leak in suction line	Check couplings, associated o-rings & hose all air tight
	Pump not properly primed	Fill pump body & refit priming plug
	Speed too low or head too high	Consult pump specialist
Reduced performance	TOP 5 Blocked suction	Unblock suction strainer & suction hose
	Excessive suction lift	Check pump specification
	Air pockets or small air leaks in suction line	Locate and correct
Engine overload	TOP 5 Obstruction in suction line or impeller	Remove obstruction, ensure strainer fitted
	Insufficient submergence of the suction pipe	Increase submersion of strainer
	Excessively worn impeller or wear ring	Replace impeller and/or wear ring
	Excessive suction lift	Check pump specification
	Wrong direction of rotation	Refer to installation instructions
Excessive noise / vibration	Speed higher than planned	Reduce speed
	Liquid handled of greater viscosity than water	Check pump specification
	Too large an impeller diameter	Trim impeller
	Low voltage	Consult power supplier
Leak from pump/engine joint	Stress in pipe connection to pump	Support piping properly
	Misalignment	Align all rotating parts
	Excessive suction lift	Consult pump specialist
	Material lodged in impeller	Dislodge obstruction
	Worn bearings	Replace bearings
	Impeller screw loose or broken	Replace
	TOP 5 Pump has been run dry	Replace mech seal, & prime pump before starting
Premature engine failure	Mech seal spring jammed	Clean out debris, replace mech seal
	Mech seal faces worn	Replace mechanical seal
	Misalignment	Align all rotating parts
	Suction or discharge pipe not properly supported	Correct supports
	Bent shaft	Replace shaft
	Water or contaminates entering bearings	Protect pump from environment
Engine does not start	Lubrication to bearings not adequate	Check manual
	Wrong type of lubrication	Check manual
	TOP 5 Low oil shutdown is activated	Ensure pump is level, add oil to engine
	Low fuel level	Add fuel
	Battery not charged	Recharge or replace battery
Engine or pump seized	Battery leads not connected	Clean battery connections and reconnect cables
	Engine or pump seized	Replace seized part

Aussie Fire Chief
out-performs &
out-features all others
in its class



PUMP PROTECTION
Pressure relief valve
(recommended when using a
ball valve or quick action fire
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10 bar, adjustable, suits all
QP fire & high pressure pumps,
Inlet 1" BSP, Outlet 1" BSP
Q078908-3410 \$305^{+GST}

Refer to Honda manual for engine related troubleshooting