

Congratulation, you have just purchased a C.E.T. portable pump. If you follow the procedures in this operation manual, it will give you years of use without any problems.

## ENGINE SPECIFICATIONS

- Honda 9hp at 3600 RPM, air cooled engine.
- Single cylinder gasoline engine.
- 12V electric start with recoil start as backup.
- 6 quarts (6.5 l) integrated fuel tank.

## PUMP UNIT SPECIFICATIONS

- Direct drive C.E.T. single stage centrifugal pump.
- Pump body made from resistant aluminum alloy.
- Bronze impeller.
- Mechanical shaft seal.
- Exhaust priming system, guaranteed up to 20' (6 meter) lift.
- One 2 1/2" (65 mm) delivery outlet with 1/4-turn ball valve.
- One 2 1/2" (65 mm) suction inlet.
- Dimensions : Length : 22 1/4" (565 mm); Width : 23 1/4" (590 mm); Height : 22 5/8" (674 mm).
- Weight : 115 lbs (52 kg).

## INCLUDED ACCESSORIES

- Swivel spotlight.
- 36 watts alternator.
- Pressure gauge.
- Low oil alert.
- 12-V battery.

## PERFORMANCE

190 GPM (718 LPM) @ 25 PSI (1.7 bar)  
115 GPM (435 LPM) @ 50 PSI (3.5 bar)  
75 GPM (284 LPM) @ 75 PSI (5.2 bar)  
40 GPM (151 LPM) @ 100 PSI (6.9 bar)

Your pump comes with a full year warranty on all mechanical components.



## DOS AND DONT'S

### Do...

- Read your Honda owner's manual
- Close your drain valve on the pump casing before starting the engine
- Seal up any air that could leak into the suction side
- Charge your battery at least once every three months
- Stop your pump before fuelling

### Do Not...

- Let your pump freeze up with water in it (drain the casing )
- Allow sand in the suction, it will damage the wear ring and the mechanical seal (use floating strainer if water supply doubtful)
- Run your pump dry for more than 2 minutes at idle (prime as soon as possible)
- Run the engine with exhaust closed after the pump is primed
- Use your pump with less than 12 in of water below the inlet of the suction hose

## STARTING PROCEDURE

- Place your pump on a hard, stable surface within 15° from horizontal
- Check the oil
- Check the gas tank level
- Connect your suction hose. Make sure that there is a rubber seal on the adapter and screw it tight.
- Close all the drain valves (underneath the body of the discharge valve and below the casing of the pump)
- Start the engine and let it idle
- Open the priming valve between the pump casing and the venturi connected to the exhaust system
- Close the exhaust port
- Speed up the engine with the throttle cable to its maximum speed
- When water comes out of the venturi (it should take approximately 10 to 20 sec. with a 10 ft x 2 1/2" suction hose), close the priming valve
- Open the discharge valve to allow water to run through the pump
- Open the exhaust port
- Adjust the RPM to desired pressure

**N.B. 1** The exhaust system is very hot. Do not touch

**N.B. 2** When you are done with the pump, always drain the pump casing



## IMPORTANT NOTICE - FRESH WATER FLUSH AFTER EVERY USE

After Operating a CET Pump, it is critical to FRESH WATER FLUSH the pump at the end of use before restoring it as a good damage control practice.

If the pump has been used to pump seawater, the seawater must be drained from the pump by opening the pump casing drain valve. The pump must be flushed with fresh water to prevent corrosion and salt crystals from forming on close tolerance pump internals. After flushing the pump, apply a spray silicone compound to pump internals and replace hose connection caps. Taking care of the pump will help prevent the pump from seizing up.

## TROUBLESHOOTING

Before calling us, try the following if your pump does not operate properly.

### **If the venturi does not work properly.**

- Check the exhaust port, it should be closed tightly without any exhaust gas whistling out between the seal and the pipe.
- Check the casing drain valve, it should be closed.
- Check any air leakage from suction hose.

### **If the engine seems to speed up and down (lost of suction)**

- Make sure the suction hose is straight and does not allow any air pockets to be trapped.
- Check any air leakage in the suction or mechanical seal (between the pump casing and the engine)

### **Loss of suction head.**

- Check the rubber seal in the suction hose

### **The pump is not pumping as much as it should and the revolutions of the engine are high**

- Check for any obstruction in the suction hose (leaves, rocks, etc.)

## BREAK-IN PERIOD

Do not use the pump more than 1/2 throttle for the first one and half hour.

## MODELS AVAILABLE

From 2 hp to 60 hp, diesel and gas engines. Skid mounted to floating pump, ask your local dealer for more information or call us.



CET warrants to the original purchaser that CET will, at its election, either replace or repair any part of the new equipment sold to the purchaser hereunder which has been given no abnormal use; and which has received proper maintenance; and which is determined by CET to be defective in material or workmanship; and which has, within two (2) years after delivery to the purchaser be returned at the purchaser's expense, with transportation charges prepaid, to CET factory OR which has, within two (2) years after delivery to the purchaser, been pre-approved by CET for a third-party to perform the work. All problems shall be reported to CET in writing and damaged parts shall be returned to CET.

**Exclusions from warranty**

1. CET incurs no liability under this warranty or otherwise for parts, accessories or components not manufactured by it, but purchased for assembly into the equipment, but CET will assign to the Purchaser whatever warranty rights are extended by the supplier of such part, accessory or component
2. CET incurs no liability under this warranty or otherwise, for equipment which has been abused, altered or improperly maintained, or for equipment which has been returned for inspection or repair more than ten (10) days after defect complained of has been or should have been discovered by the Purchaser, or Equipment which is operated after the defect has been discovered.
3. CET incurs no liability for alteration or repairs unless the Purchaser first receives CET / written consent or approval. CET will not be responsible for work or repairs made or done by others.
4. CET incurs no liability for design alterations, parts, accessories or components which are not standard but are specified by the Purchaser for incorporation into the equipment.

**INTERPRETATION**

CET shall not be liable for transportation charges either in shipment to or by it and shall not be liable for loss of use, or consequential damage of any kind in connection with the sales, alteration, repair or replacement of any equipment or part thereof. Liability under this warranty is limited to replacement or repair and in any event shall not exceed the purchase price paid. This warranty is not transferable by the Purchaser. CET reserves the right to make changes in design or add any improvements to the Equipment at any time without incurring any obligation to install or modify same on other equipment previously supplied.

There are no other warranties, conditions or representations, expressed or implied, except the above.



**ACCEPT ONLY THE BEST™** 75 Hector St., P.O. Box 90, Pierreville (Québec) Canada J0G 1J0 | Telephone: 1-800-567-2719 | Fax: 1-800-434-2613 | [www.fire-pump.com](http://www.fire-pump.com)

**A CENTURY OF ENGINEERING FOR THE BRAVEST**

\*CET is a trademark of CET Fire Pumps Mfg Ltd.

**REGISTRATION**

**TO BE RETURNED TO THE MANUFACTURER — FAX: 1-800-434-2613**

Fire Department of : \_\_\_\_\_

Address : \_\_\_\_\_

\_\_\_\_\_

Purchasing date : \_\_\_\_\_

Serial Number : \_\_\_\_\_

Dealer's Name : \_\_\_\_\_

**SEND TO :**

**C.E.T. FIRE PUMPS MFG**

**75 Hector St. P.O. Box 90, Pierreville, Qc. J0G 1J0 CANADA**

