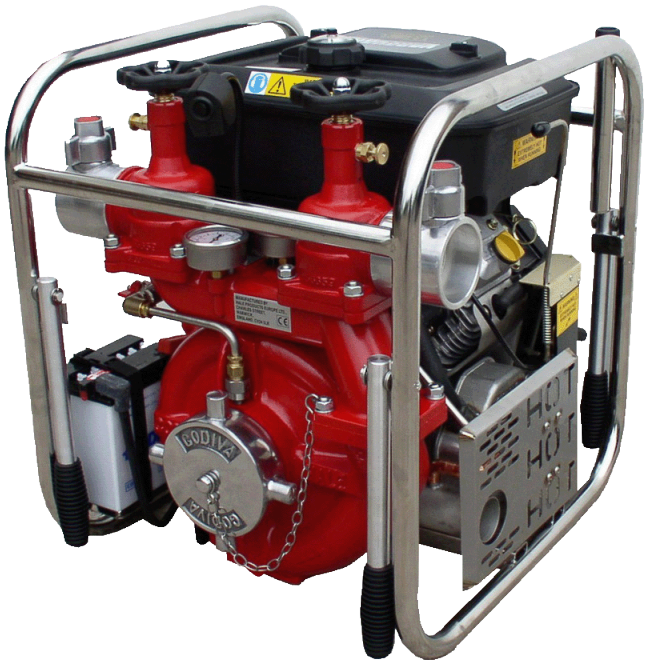
PowerFlow 8/5

Portable Fire Pump
Single and Twin Discharge



Operating, Workshop, Parts Manual

IDEX FIRE & SAFETY

Publication: GP/243
Issue 19, November 2023

AMENDMENT RECORD

Model: PowerFlow 8/5 Single & Twin Compact Portable Fire Pumps

Mod	Date	Page/s	Amendment	New Issue No.
1	March 2006	All	Integration of Workshop Manual & Parts List into Operation and Maintenance	Issue 1
2	August 2006	10	Revised pump weights	Issue 2
3	August 2006	64-65	Addition of item 20, Lamp Assembly and spare light bulb	Issue 2
4	January 2008	29	Change title “Maintenance Record” to “Pump Log Sheet”. And include column for “Location”	Issue 3
5	October 2008	16	Fuel tap location now included	Issue 4
6	October 2008	14	Priming valve location on Twin version now included	Issue 4
7	April 2009	All	Change references to Hale Products Europe to Godiva Ltd or Godiva	Issue 5
8	February 2010	66	New battery p/n 58459	Issue 6
9	September 2010	54	Add to item 1 – 57819/03 4” RT, 57819/04 4” BSP	Issue 7
10	September 2010	56	Add to item 1 – 57819/05 4” RT, 57819/07 4” BSP	Issue 7
11	September 2010	12	Maximum suction pressure change from 6 to 10 bars	Issue 7
12	September 2010	72	Item 11 now 68225/01	Issue 7
13	September 2010	12, 27	Do not use abrasive or solvent cleaners to clean the gauge glass.	Issue 7
14	September 2010	7	Engine ref. number is now model 356447, 0336-B1	Issue 7
15	September 2010	54	Item 16 now use 296-5250-08-0	Issue 7
16	October 2010	12	Refer to “Maximum suction inlet pressure”	Issue 8
17	October 2010	23	Revise line to - “DO NOT exceed 10 bar input pressure”	Issue 8
18	July 2012	57-58	Add item 30 p/n 57747 nozzle Item 27 now 60027/07	Issue 9
19	June 2013	51	Adhesives and Solvents listed	Issue 10
20	August 2013	All	Add Hale logo to all pages	Issue 11
21	December 2015	16, 22	New fuel tap on engine	Issue 12
22	December 2015	66	Item 16, new numbers for frames	Issue 12
23	October 2016	54	Item 14 – key is now 017-00014-000	Issue 13
24	June 2018	55-56	Item 10 – O ring 10701 is now 50092	Issue 14
25	November 2019	10	Running time 1 hour 18 minutes	Issue 15
26	January 2020	10	Running time 1 hour 30 minutes	Issue 16
27	October 2020	57-59	Revision of exhaust gas primer parts, new presentation in parts kits	Issue 17
28	March 2023	74	Add “Godiva Customer Support Documents”	Issue 18
29	March 2023	58	Combined two items for 546-00089-000 as a welded assembly	Issue 18
30	March 2023	67	58241 changed to 58241/02	Issue 18

AMENDMENT RECORD

Model: PowerFlow 8/5 Single & Twin Compact Portable Fire Pumps

Mod	Date	Page/s	Amendment	New Issue No.
31	November 2023	33,61-64	Replaced 57771 with 57771/01 Non return valve	Issue 19

CONTENTS

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IMPORTANT NOTES

Please read this manual before operating the machinery.

CRITICAL: Ex works, there is neither lubricating oil in the engine sump, nor electrolyte in the battery. Refer to section:
Installation and initial set-up.

Correct lubrication and maintenance is vital if satisfactory performance is to be maintained.

Other than when priming, do NOT run the pump without water in the pump casing.

The terms 'Left Hand' (LH) and 'Right Hand' (RH) apply when the pump unit is viewed from the suction tube end.

For specific engine information please refer to the **Briggs & Stratton** Operating and Maintenance Instructions, Repair Operations and Parts List which may be downloaded from the manufacturer's website at http://www.briggsandstratton.com.
Reference for the engine series is:
Model 356447
Type 0336-B1

Fuel system Care

To ensure availability and reliability of gasoline powered units, please note the following petrochemical industry guidelines:

- Unleaded gasoline has a maximum shelf life of six months.
- To avoid moisture in systems, keep fuel tanks FULL at all times.
- Run engines up to normal operating temperature, pumping water, once every two weeks.
- Regarding fuel inhibitors, please consult the engine manufacturer.

SAFETY RELEVANT DATA

Thank you for purchasing a Godiva Pump.

Godiva Pumps are designed to give safe and reliable service.
BEFORE use, it is essential that the Operating and Installation Instructions are carefully read and understood.

Maintenance

It is the responsibility of the user to ensure that the equipment is maintained in a safe operational condition. Local legislative conditions may apply. UK only, Maintenance (Regulation 5) of the Provision and Use of Work Equipment Regulations 1998 applies.

Training

It is ESSENTIAL that Godiva pumps are operated ONLY by TRAINED PERSONNEL. Please contact Godiva Ltd to discuss your training needs.
To avoid damage and personal injury, operating procedures laid down in this document MUST be observed.

Safety Points

The following points apply to pumps driven by petrol, diesel or other means:

The exhaust system becomes VERY HOT in use, DO NOT TOUCH. Allow the system to cool before maintenance or inspection.

DO NOT OPERATE the unit close to flammable materials or structures.

ENSURE that exhaust fumes are safely ventilated.

DO NOT SMOKE while operating the unit.

DO NOT inhale fumes or gases.

DO NOT REFUEL unless the engine is stationary and COLD.

ENSURE that the fuel cap is secure and DO NOT overfill the tank.

Avoid prolonged skin contact with fluids, particularly if corrosive or carcinogenic.

When in use, keep ALL UNTRAINED people AWAY from the unit.

Where appropriate, eye protection should be worn.

DO NOT run the engine with the battery disconnected.

Disconnect the negative (-ve) battery lead first and reconnect last.

Isolate the electrical supply when working on the pump.

Avoid battery spillage.

Batteries produce EXPLOSIVE GASES, do not expose to sources of heat and naked flames.

DO NOT lift heavy weights without assistance.

DO NOT remove protective guards or shields.

Noise

Operators must wear suitable EAR PROTECTION when the pump is running.

ENVIRONMENTAL PROTECTION

It is prohibited to pour engine oil and other contaminants onto the ground, down sewers, drains, or into water courses.
Dispose of lubricants through authorised waste disposal contractors, licensed waste disposal sites, or to the waste reclamation trade.
If in doubt, contact your Local Environmental Agency for advice regarding disposal policies.

GENERAL DATA

Engine

Bore and Stroke	72mm x 70mm
Capacity	570 cc
Number of Cylinders	2 cyl vee
Valve Clearance - COLD	0.1mm - 0.15mm Exhaust and Inlet
Spark Plug Gap	0.76mm
Spark Plug Type	RC12YC or RC14YC
Lubrication	Pressurised Full Flow System
Service Oil Fill Capacity	1.4 litres
Oil Filter	**Not applicable to this variant**
Fuel Type	Unleaded, minimum 85RON
Fuel Feed	Vacuum Pulse Pump
Fuel Capacity	8.5 litres
Run Time	1 hour 30 minutes running, unleaded fuel
Oil Capacity	1.7 litres
Battery	12v/14A

Weight & Materials

	Single Discharge Model	Twin Discharge Model
Weight with Electric Start, dry.	70 Kg (Exhaust gas and hand priming versions)	73 Kg (Exhaust gas priming version only)
Weight with Electric Start, wet	78 Kg (Exhaust gas and hand priming versions)	81 Kg (Exhaust gas priming version only)
Weight with Manual Start, dry.	62 Kg (Exhaust gas and hand priming versions)	63.5 Kg (Exhaust gas priming version only)
Weight with Manual Start, wet.	70 Kg (Exhaust gas and hand priming versions)	71.5 Kg (Exhaust gas priming version only)

Note: The wet weight is inclusive of the full capacity of engine oil, fuel, and battery.

Construction Materials	
Pump Casing	Aluminium
Impeller	Aluminium
Pump shaft	Carbon steel, standard engine crankshaft extension
Wearing rings	Polyacetal
Cradle	Stainless Steel
Engine - Cylinder Head	Aluminium
Engine - Cylinder Block	Aluminium

Sound Level Data

(Wide open throttle at 5.0 Bar pumping)

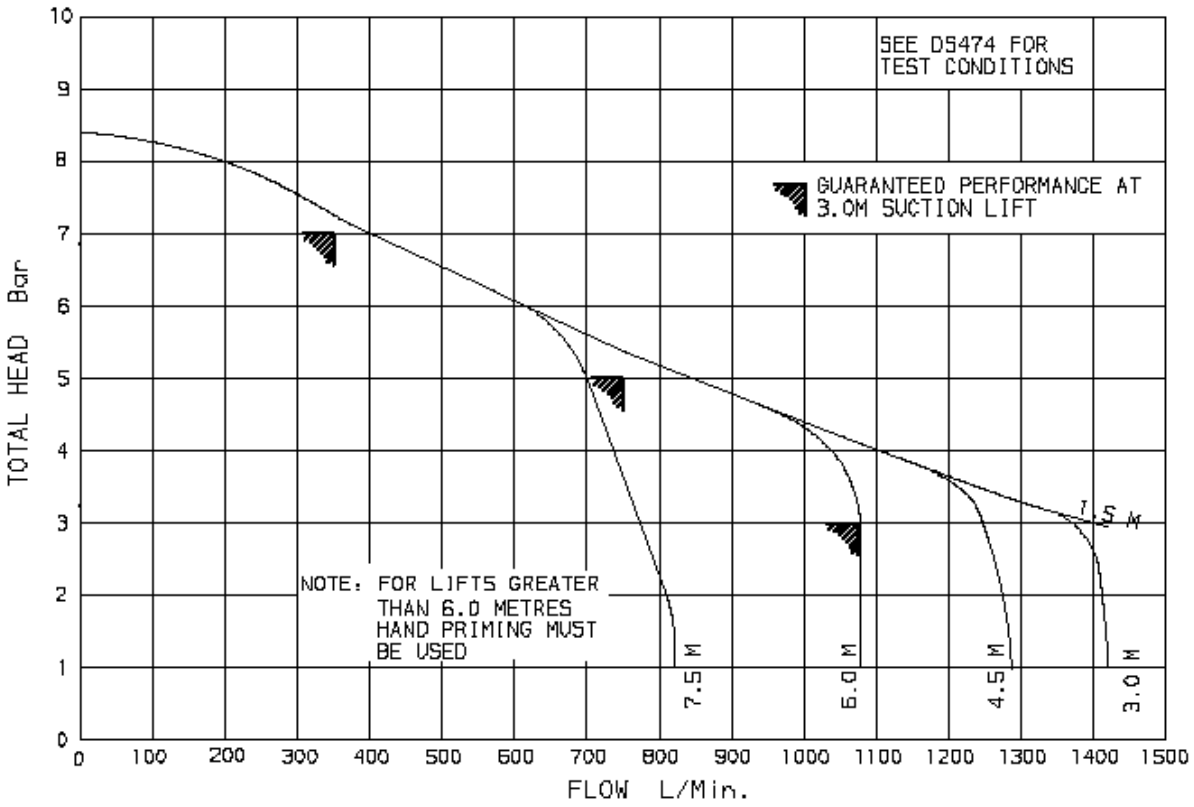
	Exhaust side from 1m radius @ 1.5m height	Non-Exhaust side from 1m radius @ 1.5m height
dB(A)	94	90
63Hz	98	96
125Hz	98	98
250Hz	92	92
500Hz	83	83
1kHz	84	83
2kHz	83	80
4kHz	83	88
8kHz	85	76

Pump

Maximum Net Pump Pressure	8.2 bar
Maximum Flow	1400 litres/min at 3 bar
Typical Dimensions (L x W x H)	555 X 490 x 584 Single. 555 X 500 X 584 Twin
Priming Times to 3 m	<30 sec (exhaust gas ejector priming)

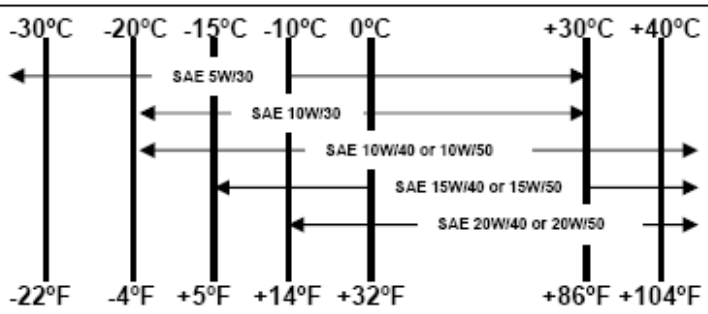
Data source: Godiva PowerFlow 8/5 light alloy pump with 4" suction; 1 x 2½" delivery valve

Typical Pump Performance Graph



Recommended Fluids

Power Unit, Fuel and Battery

ENGINE LUBRICATING OIL To API specification SF/CD	
PETROL	Lead free, minimum 85 octane. (Leaded may be used if lead free is unavailable)
BATTERY	Accumulator sulphuric acid (in accordance with VDE0510) of density 1.28kg/l

See also data contained in the on-line **Briggs & Stratton** instructions.

Recommended Operating Pressure

Maximum suction inlet pressure - 10 bar
Maximum delivery pressure - 11 bar (when operating with boosted suction)
Operating beyond these parameters exceeds the limits of the pump specification, and the pump could subsequently suffer damage.

Optional Equipment

Detachable floodlight – rated @ 55w.

Auxiliary Socket

The 3-pin plug is provided for use with auxiliary equipment, e.g. floodlight or battery charger. Connect the plug to the equipment according to the equipment manufacturer's instructions.

Gauges

Do not clean the glass surfaces of the gauges with abrasive or solvent cleaners. These will cloud the glass surface. Use a mild detergent and water.

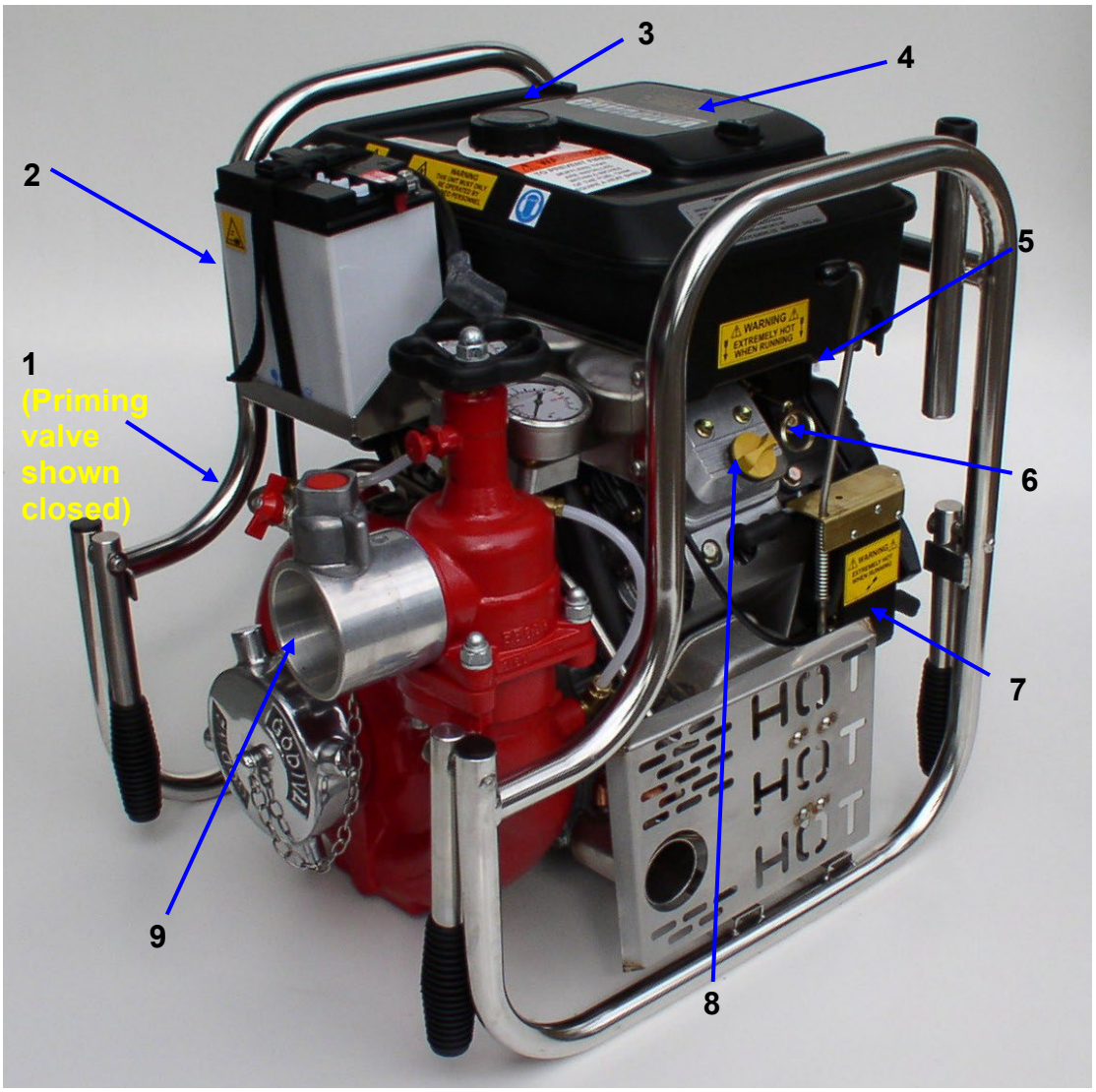
Associated Publications

Publication	Part #
Workshop Manual	# GP/183/02
Pump Parts List	# GP/183/02
Engine Parts List	# GP/183/02

MAJOR COMPONENTS AND CONTROLS

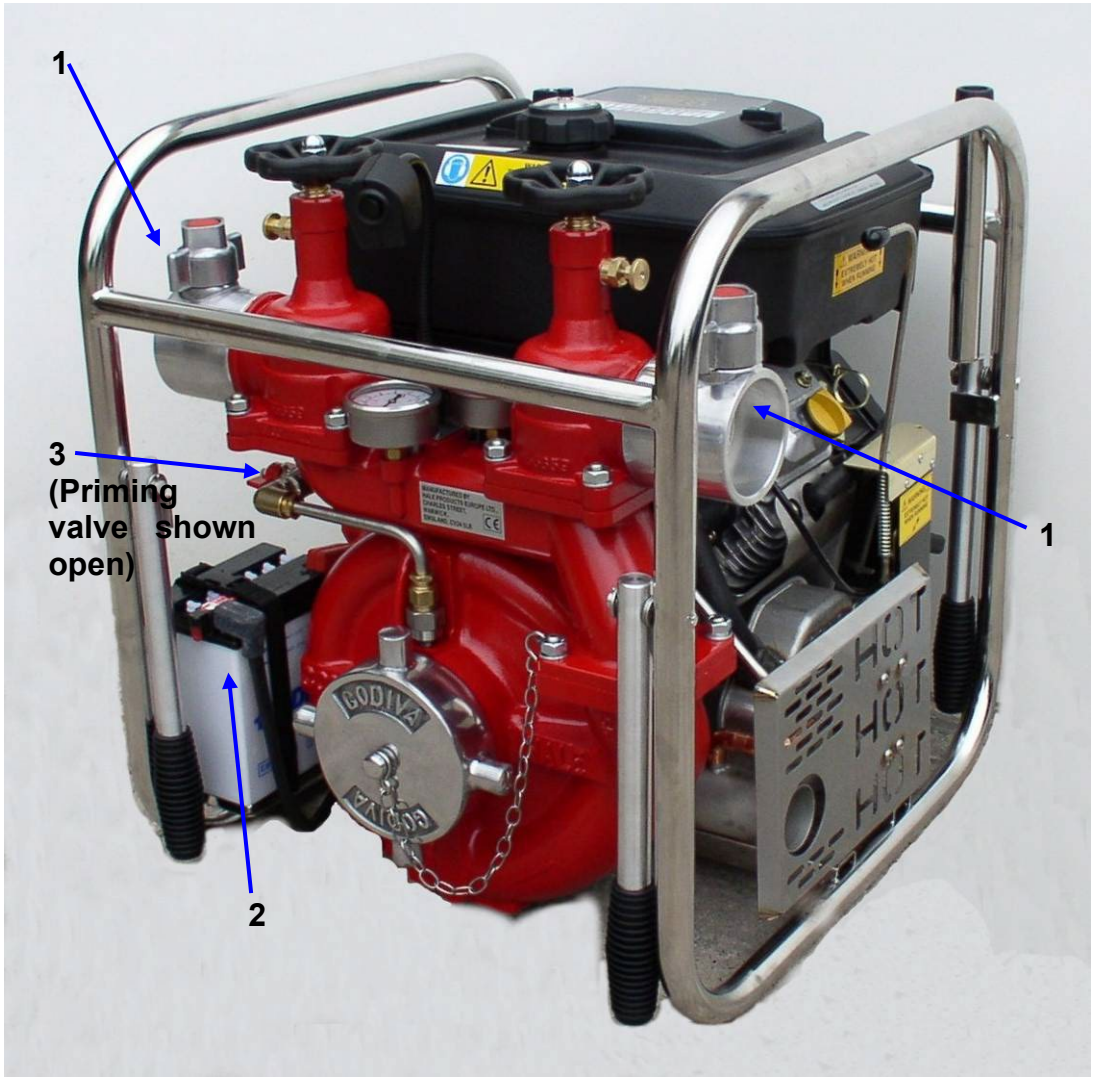
General Arrangement Right Hand Side

Electric Start - Single Delivery Valve



1	Primer Valve – in-line position is OPEN.
2	Battery
3	Fuel filler Cap
4	Air Filter Housing
5	Priming Lever
6	Choke
7	Throttle
8	Engine Oil Filler
9	Single Delivery Valve

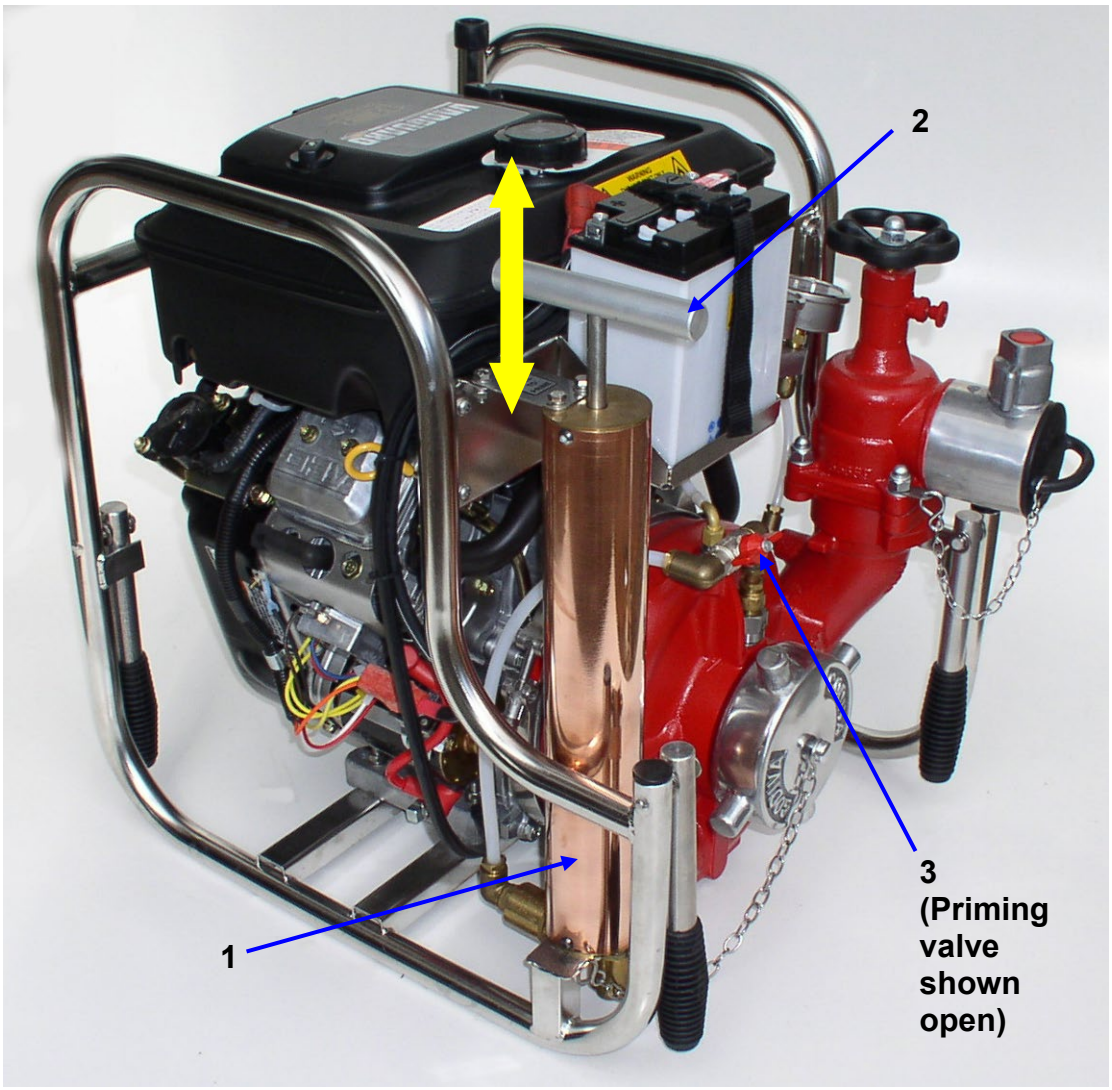
Electric Start - Twin Delivery Valve



1	Delivery Valve
2	Battery (repositioned from Single Delivery type)
3	Priming Valve – in-line position is OPEN.

General Arrangement Left Hand Side

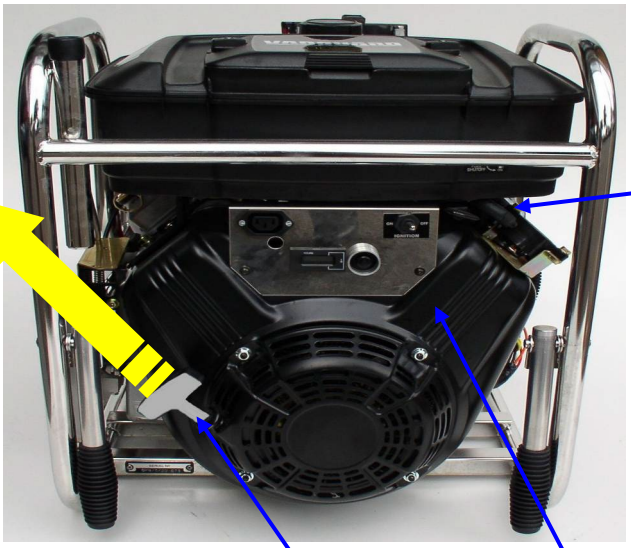
Electric Start - Single Delivery Valve - Hand Prime

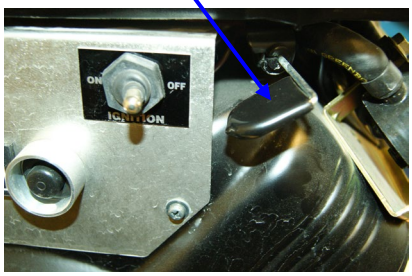


1	Hand Primer Assembly
2	Primer Handle
3	Primer Valve – in-line position is OPEN.

General Arrangement Rear

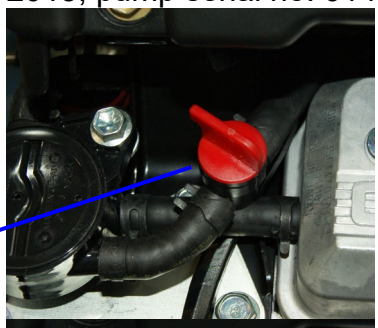
Recoil Start - Exhaust Gas Primer





1	Direction of Pull - Recoil Starter
2	Control Panel
3	Fuel Shut Off – Older type – turn anti-clockwise to open (6 o clock position is open) - turn clockwise to close (9 o clock position is closed) WARNING: DO NOT PULL THIS LEVER

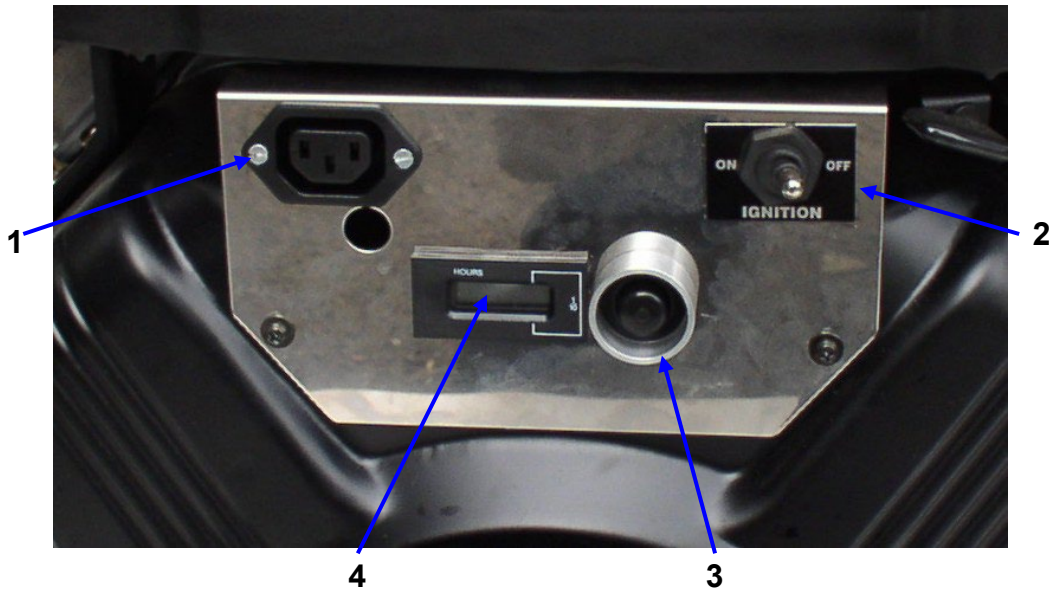
4. Fuel Shut Off – New type, from November 2015, pump serial no. 614110 onward.



In closed position

In open position

Control Panel - Electric Start



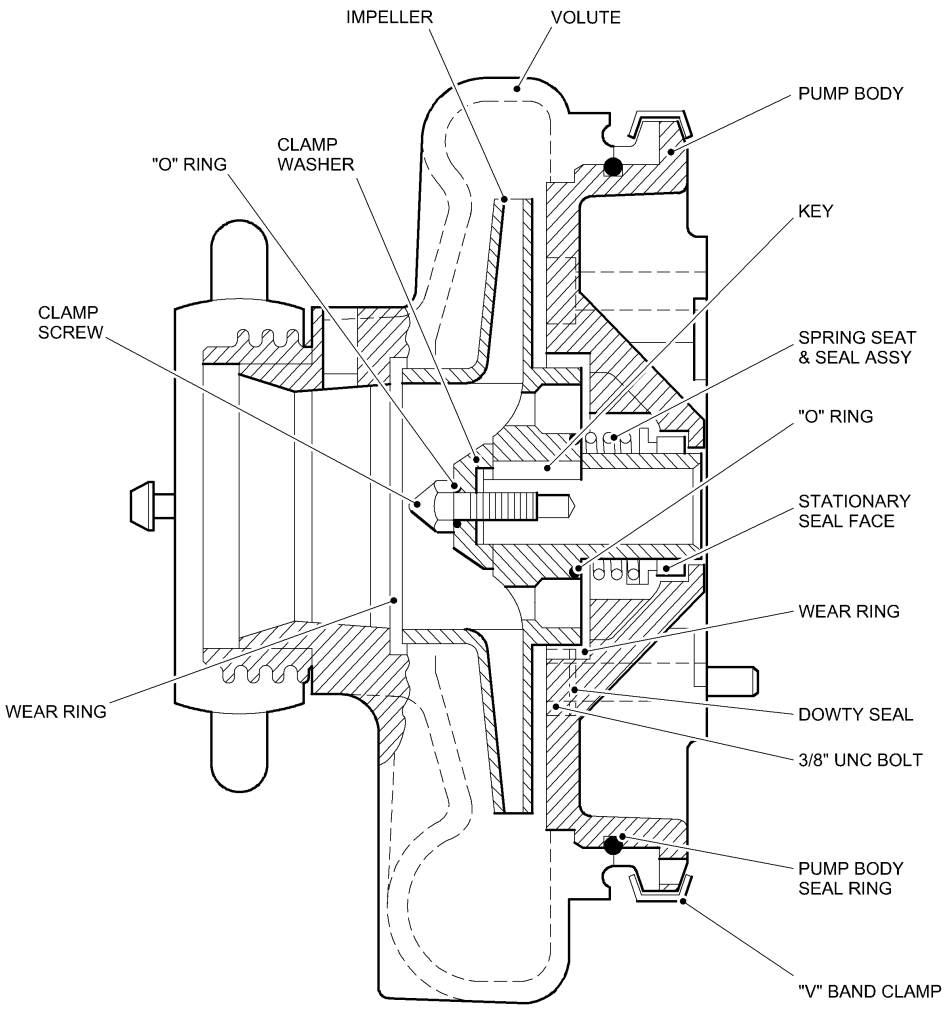
1	Socket - Auxiliary Power
2	Switch - Ignition
3	Button - Starter (Not On Recoil Start Model)
4	Hour Counter

SYSTEM OVERVIEW

Pump

The Godiva single stage centrifugal pump is directly mounted to a Briggs and Stratton, Vanguard™ 18BHP, V-twin, overhead valve, air-cooled engine. (*Vanguard™ is the Trade Mark of Briggs and Stratton*)
Standard coupling connections are.
Suction - 4” round thread
Delivery - $2^1/_2$” British instantaneous valve couplings, 1 or 2 off.
The valve on the **Single** delivery valve model is rotational within a 180º arc.
The valves on the **Twin** delivery valve model may be fixed in either one of two positions, approximately 90º disposed.
Note: Alternative couplings are available.
The pump body and impeller are made of aluminium alloy. The wear rings are Polyacetal. A self-adjusting mechanical seal is fitted, which consists of a carbon ring running on a ceramic face.
The volute is fitted with a drain tap (not shown).

General Arrangement



Cooling system

Cooling is by means of an engine driven fan.

Priming System

There are two priming system options

Exhaust Gas Primer

Priming is achieved by an exhaust gas ejector, the priming unit being mounted on the engine exhaust. Operating the priming lever closes an exhaust butterfly, valve which deflects the exhaust gases through the ejector and creates a vacuum on the pump suction side. When water reaches the pump and all air is evacuated the impeller develops a pressure in the volute, as registered on the pressure gauge.

Hand Primer

Priming is by means of a hand operated pump. Moving the pump handle up and down creates a vacuum on the pump suction side; water is drawn into the pump as air is evacuated. When water reaches the pump and all air is evacuated the impeller develops a pressure in the volute, as registered on the pressure gauge. Water will discharge from a non-return valve at the bottom of the priming pump.

Note: On both versions the priming line is fitted with a manual ball valve which MUST be closed when operating from a hydrant or relay.

Fuel Tank

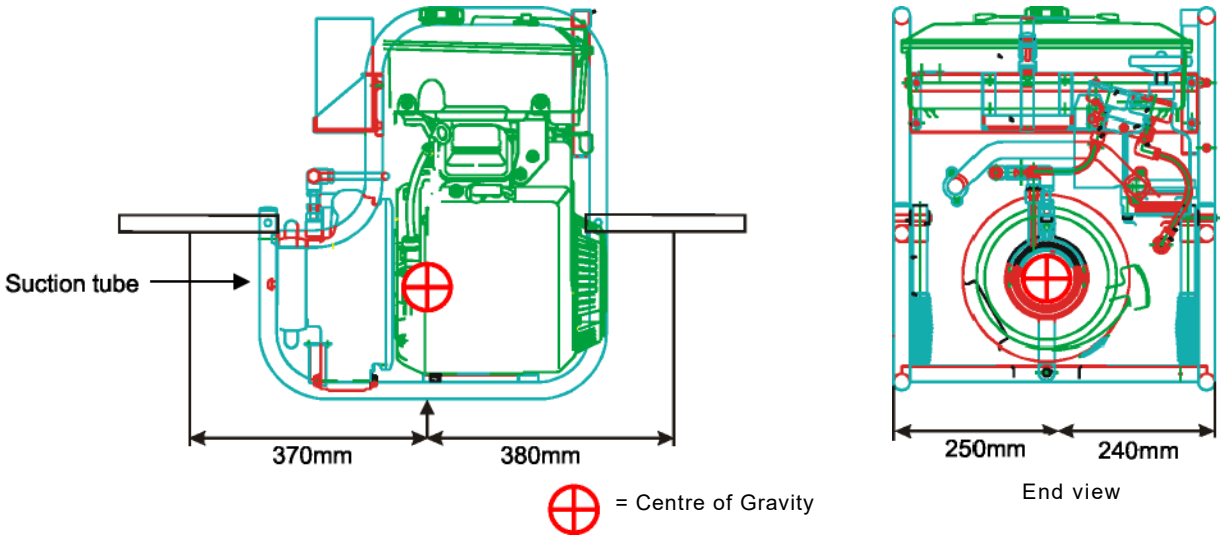
The fuel tank is mounted on top of the engine and is equipped with a screw-type filler cap.
NOTE: A full tank is sufficient for approximately 1.5 hours running when pumping.

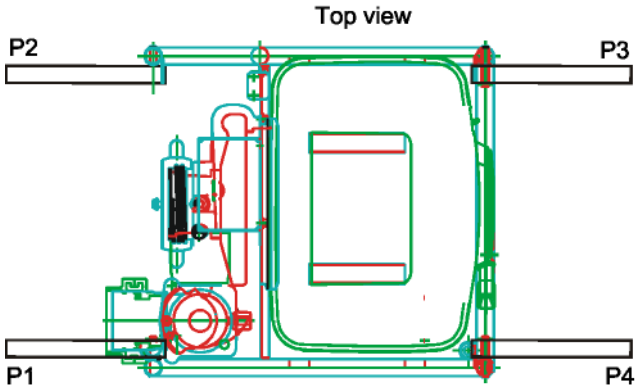
Frame

The support and lifting frame is constructed of stainless steel tubing. Provision is made for mounting a lighting mast.

LIFTING INFORMATION

Godiva Ltd. recommends 'team' lifting to be adopted if no other form of lifting is available.
Always use the lifting handles.





Weight Kg		Dry	Wet
		69.5	*76*
Lifting forces Kg	**P1**	18.0	19.8
	P2	17.4	19
	P3	16.7	18.2
	P4	17.4	19

INSTALLATION AND INITIAL SET-UP

Oil Filling

Fill the engine in accordance with the on-line **Briggs & Stratton** instructions and information contained in section, General Data.

Fuel Filling

Only use fuels which are fresh and 85 minimum RON.

Battery Commissioning

Batteries are supplied, dry charged. Before use, fill each battery cell with Electrolyte (sulphuric acid) with a specific gravity of 1.28 kg/l (1.23 sg in tropical regions). Fill to the indicated level on the battery casing.
Terminals and connectors should be coated with a thin film of petroleum jelly.
The battery will require a short charge period if the commissioning temperature is below 10^{o} Celsius.

OPERATION

Starting the Engine

Note: Connect the pump to a suitable water supply before starting the engine.

Electric and Recoil Starting

Ensure that there is sufficient fuel in the tank.
Ensure that the oil level in the sump is to the correct level.
Ensure the battery is filled with the correct electrolyte and charged.
Close the drain taps on the volute and delivery valve.
Turn the fuel tap **ON**.
If tap is at rear of engine - Rotate anti-clockwise, DO NOT PULL.
If tap is on side of engine – Rotate anti-clockwise, so tap is in-line with fuel pipe.

Apply full choke (If cold)
Turn the ignition switch to **ON**.
Move the throttle to ¼ open.
Electric start version; **Push** the starter button.
Hand start version; Pull the recoil starter cord slowly until resistance is felt, then pull rapidly.
As soon as possible return the choke control to **OFF**.

Engine Stop

Return the engine to idle.
Turn the ignition switch to **OFF**.
Turn the fuel tap **OFF**.
If tap is at rear of engine - Rotate clockwise, DO NOT PULL.
If tap is on side of engine – Rotate clockwise.

After prolonged or high engine demand running, allow 40 seconds at idle before stopping.

Engine Running

Avoid, if possible, running the engine for short periods where normal operating temperature may not be reached.
Note: Do not run the engine without water being present in the pump. Water is essential to cool and lubricate seal components.

PUMP

Prime and Pump

Exhaust Gas Ejector Primer Version - Open Water

Note: Valves, hoses and connectors vary with customer specification.
Ensure the manual priming valve is in the open (horizontal) position.
Close the delivery valve.
Start the engine.
Select full throttle.
Pull the priming lever **UP** to its full extent.
When the Pressure gauge indicates 1 bar, release the priming lever, and gradually open the delivery valve.
Control flow and pressure with the throttle and delivery valve.

Hand Primer Version - Open Water

To avoid running the pump dry.
PRIME THE PUMP BEFORE STARTING THE ENGINE.
Ensure the manual priming valve is in the open (horizontal) position.
Close the delivery valve.
Move the primer handle up and down until water is discharged from the non-return valve at the bottom of the primer.
Start the engine.
Gradually open the delivery valve.
Control flow and pressure with the throttle and delivery valve.

Pressure Fed Supply.

Note: Applicable to both Exhaust and Hand Primer versions.
Ensure the manual priming valve is in the CLOSED position.
Turn on water supply.
Control flow and pressure with the throttle and delivery valve.
Do NOT operate the priming lever or priming pump.

DO NOT exceed 10 bar input pressure.

MAINTENANCE SCHEDULE - ENGINE

For detailed information regarding engine related items, please refer to the on-line **Briggs & Stratton** instructions.
Note: Lubricating oil and air filter change frequency may be dictated by local conditions and engine duty cycle.

Before Each Use

Check engine oil level and adjust as required.
Check engine for leaks.

After Each Use

Immediately after use, apply grease to the suction tube thread (general purpose grease).
Drain the volute casing.

After First 5 to 8 hours

Change engine oil.
Check the inlet and exhaust manifold retaining fasteners for correct tightness.

Every 8 Hours (or Daily)

Check oil level.
Service air cleaner - pre-cleaner.

Every 25 Hours

Change engine oil.
Inspect spark arrester if fitted.

Every 50 Hours

Service air cleaner cartridge.
Clean cooling system.

Every 100 Hours

Clean / renew sparking plugs.
Clean / renew fuel filter.
Check and adjust (as required) valve clearances.

MAINTENANCE SCHEDULE - PUMP

Frost

If frost is expected, drain the pump volute casing by opening the drain valve, at the LH side of the volute.

After Each Use

When the pump has been used to with contaminated water, or seawater, it should be thoroughly flushed out with clean fresh water and drained.

MAINTENANCE OPERATIONS - ENGINE

Routine Maintenance

Please refer to section **Maintenance Schedule Engine** and the on-line **Briggs & Stratton** instructions for specific detail.

Fluid Change & Check

Using the appropriate maintenance schedule, please observe the following:

Engine Oil

With the engine stationary and cold, withdraw the dipstick, wipe it, re-insert it and again withdraw it. If the oil level is below the 'High' mark, add fresh oil to the correct level (see list of Recommended Lubricants).
For engine oil change and subsequent level checking, please refer to the on-line **Briggs & Stratton** instructions.

Engine Fuel Filter

Change the fuel filter in accordance with the maintenance schedule and procedures found in the on-line **Briggs & Stratton** instructions.

Air Filter Element

Change the air filter in accordance with the maintenance schedule and procedures found in the on-line **Briggs & Stratton** instructions.

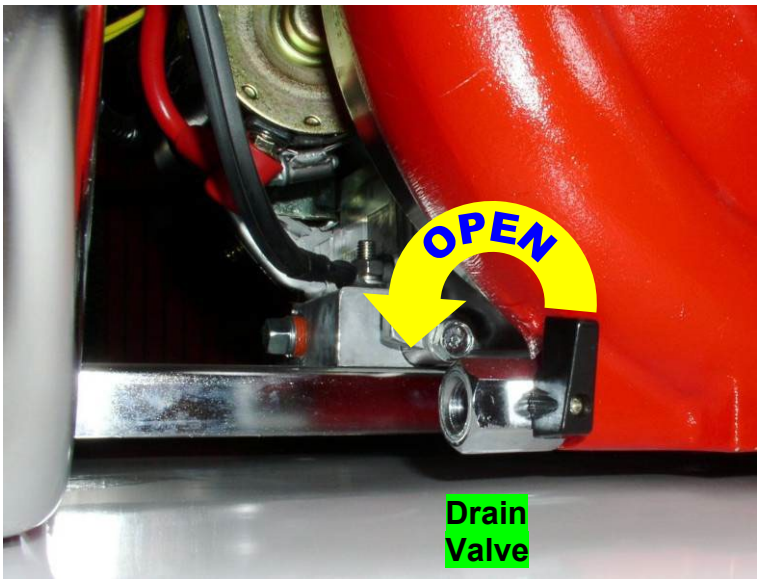
Sparking Plugs

Service the sparking plugs in accordance with the maintenance schedule and procedures found in the on-line **Briggs & Stratton** instructions.

MAINTENANCE OPERATIONS - PUMP

Volute Drain

After each use and if frost is expected, drain the pump volute casing by opening the drain valve.



Pump Tests

Running Test (all models)

Note: Valves, hoses and connectors may vary with customer specification.

To ensure the pump is kept in good condition and keep the battery charged, it is recommended that the pump should be run once a month for 30 minutes.

1. Connect the pump to suction at a depth of between 1 metre and 3 metres.
2. Start and run the engine.
3. Prime the pump.
4. Open the delivery valve.
5. Run the pump at a pressure of 3 bar for approximately 30 minutes.
6. Stop the pump and drain volute.

Vacuum Test - Exhaust Gas Priming

Secure the suction tube blanking cap, close the delivery valve and open the manual priming valve.
Start the engine, fully open the throttle and pull up the priming lever.
With a vacuum reading of 0.6 bar (18“hg) registering on the compound gauge, release the priming lever and stop the engine. The vacuum reading must be maintained for a minimum of 15 seconds. If vacuum retention fails, proceed to a pressure test to identify the cause.
Should the pump be incapable of developing a vacuum of 0.6 bar, but hold whatever vacuum it does develop, a fault in the priming system or gauge is indicated.
NOTE: Do not run the pump for more than 30 seconds when conducting this test or damage may occur to the pump gland seal components.

Vacuum Test - Hand Priming

Secure the suction tube blanking cap, close the delivery valve and open the manual priming valve.
DO NOT START the engine. Open the manual priming valve and operate the priming pump.
When a vacuum reading of 0.6 bar (18“hg) registers on the compound gauge, release the priming lever. The vacuum reading must be maintained for a minimum of 15 seconds. If vacuum retention fails, proceed to a pressure test to identify the cause.
Should the pump be incapable of developing a vacuum of 0.6 bar, but hold whatever vacuum it does develop, a fault in the priming system or gauge is indicated.

Pressure Test

The purpose of this test is to trace a vacuum leak.
With the priming valve CLOSED, connect the pump to a water supply capable of exerting a pressure of 3.5 / 7.0 bar (50 / 100 lbf / in^2). This may be achieved either by fitting an adaptor in the pump casing and then connecting this to a hose, or by using a hydrant to suction tube adaptor.
To allow air to escape, partially open the delivery valve and apply water pressure. With the pump casing full of water, close the delivery valve and build up the pressure to 3.5 / 7.0 bar (50 / 100 lbf / in^2). If there are any leaks, their locations will be shown by the seepage of water at those points.

Battery Care

Safety

Wear protective clothing and protect your eyes when working with batteries.
Have a copious supply of water available.

Top Up

Use ONLY distilled water and never exceed the specified level.

Terminals

Apply a thin film of petroleum jelly to both terminals and connectors.

Charging

Should charging become necessary, the input current (amps) must not be more than 10% of the battery rated capacity. The charge rate may be exceeded in emergency for short periods, providing that the electrolyte temperature does NOT go beyond 55° Celsius.

Gauges

Do not clean the glass surfaces of the gauges with abrasive or solvent cleaners. These will cloud the glass surface, use a mild detergent and water.

FAULT TRACING

Engine

For specific engine related information, please refer to the on-line **Briggs & Stratton** instructions.

Safety

Rapid starter cord retraction (kickback) may pull your hand towards the engine.
Ensure that the fuel cap is secure.
Allow the engine to cool for at least two minutes before removing the fuel cap.
Check the fuel system regularly for cracks and leaks.
Do NOT crank the engine with the spark plug removed.
When tilting the engine, keep the spark plug side uppermost.

DEFECT	CAUSE	REMEDY
Engine will not start	No fuel	Add fuel
	Engine Flooded	Set choke to RUN position and continue to pull starter cord
	Spark plug fouled	Check gap and adjust if required Renew spark plug
Engine rough running or emitting smoke	Fouled spark plug	Renew
	Blocked, or oil saturated air filter	Clean or renew as required

Pump

DEFECT	CAUSE	REMEDY
High vacuum gauge reading / reduced lift	Suction strainers blocked	Remove and clean
Failure to hold or lift water	Suction hose joints leaking.	Check and secure
	Suction strainers not completely immersed.	Submerge
	Leaking gland seal.	Pressure test and repair as required
	Delivery valve leak	Check and secure
Delivery jet uneven	Suction strainers not completely immersed.	Submerge
	Leakage in suction side	Check and secure joints

In the event of the above information not leading to a solution, carry out the Monthly pump tests for Pressure and Vacuum.

Use the following log sheet (or photocopy) to keep an historical record of your maintenance and parts renewals, in accordance with the recommended maintenance schedules of Godiva Ltd and Briggs and Stratton. This information may be useful should you need to contact the manufacturer on any related matter.

PUMP LOG SHEET

Model _____ Serial No. _____ Date Entered Service _____

Date	Location	Hours Run	Inspection / Fault	Parts Used	Reason For Renewal	Initial

WORKSHOP MANUAL

This section is relevant to the following pumps:

Model	Suction	Discharge	Starter	Primer
GP8/5/20	4"RT	1 x 2½" I/C	Electric & Recoil	Exhaust
GP8/5/21	4"RT	1 x 2½" I/C	Electric & Recoil	Hand
GP8/5/22	4"RT	1 x 2½" I/C	Recoil	Exhaust
GP8/5/23	4"RT	1 x 2½" I/C	Recoil	Hand
GP8/5/24	4"RT	1 x 2½" I/C with crank handle	Recoil	Hand
GP8/5/25	4"BSP	1 x 2½" BSP	Electric & Recoil	Exhaust
GP8/5T/01	4"RT	2 x 2½" I/C CONT.	Electric & Recoil	Exhaust Only

Repair and Spare Parts Policy

Pump

Godiva products may only be repaired or serviced by persons trained in said procedures by either Godiva Ltd., or their approved agents.

Engine

For detailed information regarding engine repair procedures, please refer to the on-line **Briggs & Stratton** instructions.

Recommended Spares

The recommended **one** and **five** year spare parts inventory for the Godiva 8/5 Portable Compact Fire Pump is listed below:

DESCRIPTION	LOCATION	PART #	1 YR	5 YR
Diffuser Assembly		57748/01	0	1
Filter - Air (Main)		57799	1	5
Filter - Air (Pre)		B&S 271794	1	5
Filter - Fuel		B&S 808116s	1	5
Gasket		046-0050-00-0	0	2
Gasket - Exhaust 20mm port		57743	0	2
Gasket - Exhaust 29mm port		57742	0	2
Gasket - Exhaust Manifold		B&S-805024	0	4
Mount - Anti-Vibration		57632/01	0	4
Nozzle - Ejector		57747	0	1
‘O’ Ring (Not Twin)	Delivery Adapter	UMP9818	0	1
‘O’ Ring (All)	Delivery Valve	61142	0	1
‘O’ Ring - 54.6 ID (Hand Primer)	End Cap Seal	57204	0	1
'O' Ring - 9.1 ID (All)	Impeller Bolt	53504	0	1
‘O’ Ring - 37 ID (All)	Impeller Collar	53384/01	0	1
‘O’ Ring - 89.5 ID (Twin Only)	Manifold to Volute	10701	0	2
‘O’ Ring (Twin Only)	Manifold to Volute	60970	0	2
‘O’ Ring (All)	Pump Head	51863	0	1
'O' Ring (All)	Pump Sleeve Seal	50887	0	1
Screw - M4 Pan Head		MS1 70/19	0	2
Seal - Bonded (1/8" BSP) ST		57796	0	8
Seal - Mechanical		296-5250-00-0	1	2
Seal - Ring		040-2680-00-0	0	2
Seal - Ring		040-2310-00-0	0	2
Seal - Ring		040-2680-00-0	0	2
Seal - Inlet Valve		B&S 691963	0	2
Spark Plug		57816	1	8
Valve - Assy Non-Return		57771/01	0	1
Valve - Exhaust Butterfly		57920	0	1
Washer - Copper		57766	0	2

REMOVAL & INSTALLATION

Introduction

Instructions particular to the repair of Godiva PowerFlow 8/5 Compact Portable Fire Pump series are detailed in the following sections.
These instructions describe the complete strip-down of the pump. To reduce unnecessary work and avoid the introduction of other issues, only dismantle those parts necessary to effect inspection and or repair.

Precautions

Before carrying out repair work, take the following precautions:

- Drain the fuel tank.
- Drain the engine sump.
- Drain the volute of water.
- Disconnect and remove the battery (where applicable).
- Disconnect the HT leads.

Post Repair and Assembly

On completion of work:

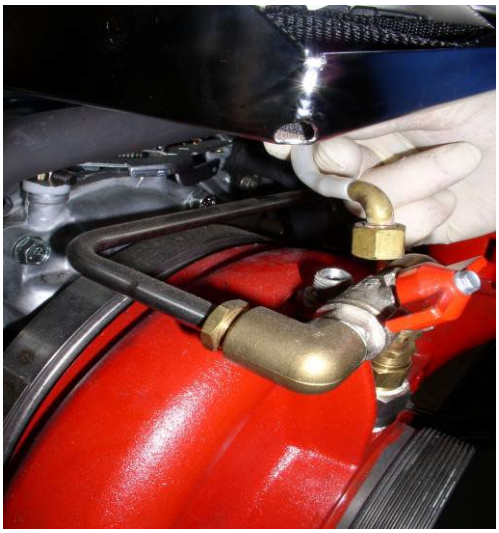
- Refill ALL fluids, refit / reconnect battery and HT leads.
- Carry out vacuum test.
- Complete the maintenance log.

Volute Complete - GP8-5-25 Single Delivery Valve Only

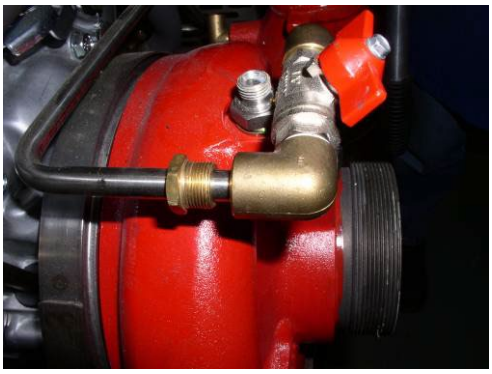
Prior R&I - None.
Special Tooling - None.

Removal

1. Release Nut, Pipe - Compound Gauge to Volute.



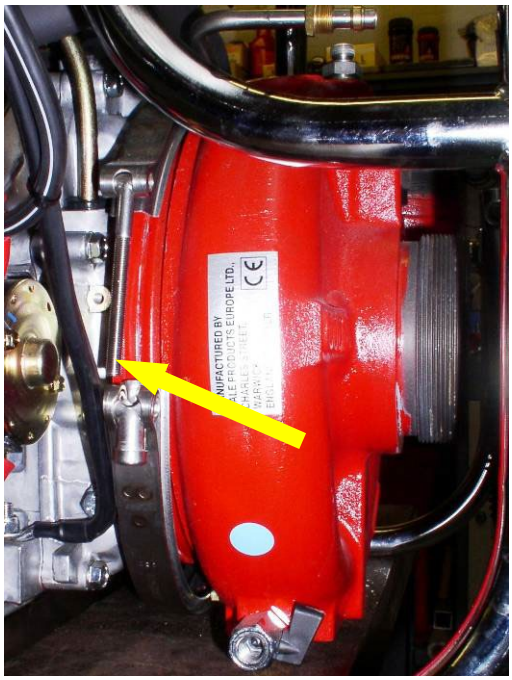
2. Release Tubing Nut - Primer Pipe to 90º Elbow.



3. Release Tubing Nut, Pipe - Pressure Gauge to Volute outlet.

Note: Delivery valve removed for clarity.

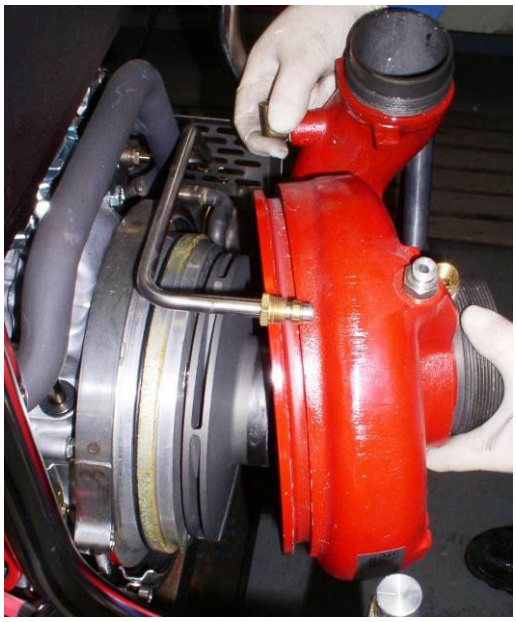
4. Release Nut - Tension Bar to Vee band clamp and position band clear.



5. Keeping the Volute assembly square to the axis of the Impeller shaft; pull the Volute assembly clear of the Pump Head.

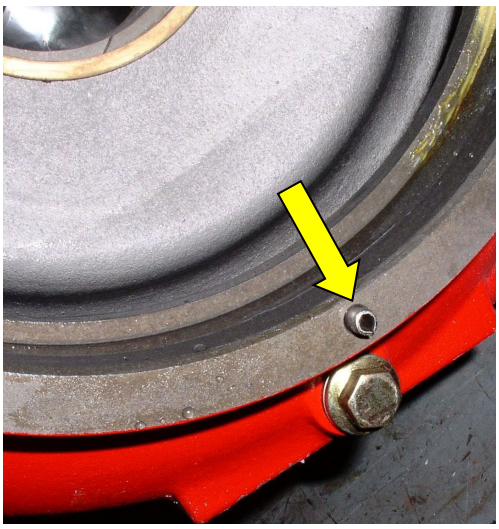
Note: A gentle tap with a soft faced mallet may facilitate removal.

Note: Delivery Valve and Adapter removed for clarity.



Installation

Installation is the reverse of removal noting:
The Pump Head sealing diameter and 'O' ring must be clean and free from damage. To avoid damage to the 'O' ring, apply a thin smear of petroleum jelly to the sealing surface of the Volute prior to installation.
Note: Observe the position of the Volute / Pump Head locating Pin.

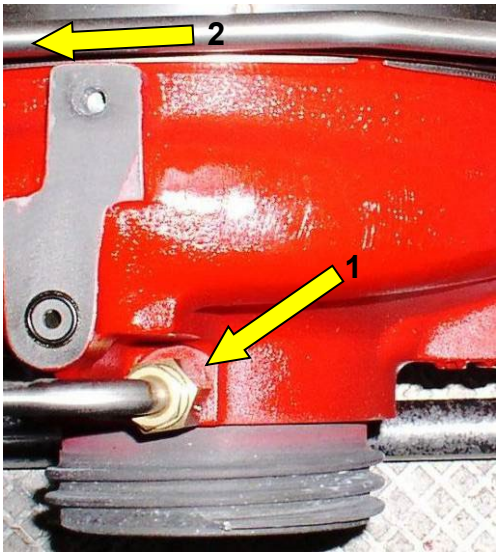


Volute Complete - GP8-5T-01 Twin Delivery Valve Only

Prior R&I - Assembly Delivery Valve & Manifold - GP8-5T-01 Twin Delivery Valve.
Special Tooling - None.

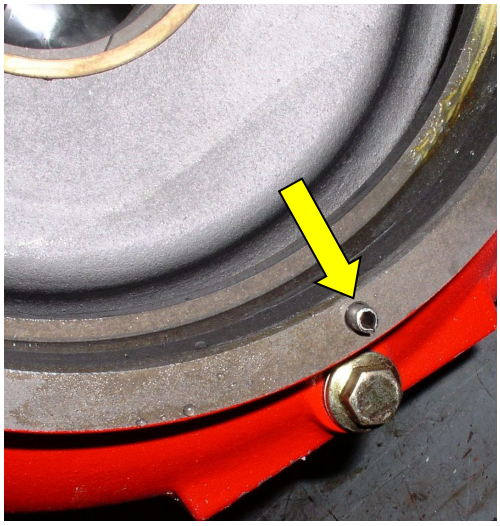
Removal

1. Release Tubing Nut - Primer Pipe to Volute.
2. Release Tubing Nut - Primer Pipe to Primer Valve (not shown).
3. All other operations are as for the Single Delivery type.



Installation

Installation is the reverse of removal noting:
The Pump Head sealing diameter and 'O' ring must be clean and free from damage. To avoid damage to the 'O' ring, apply a thin smear of petroleum jelly to the sealing surface of the Volute prior to installation.
Note: Observe the position of the Volute / Pump Head locating Pin.



Mechanical Seal - Including Impeller

Removal

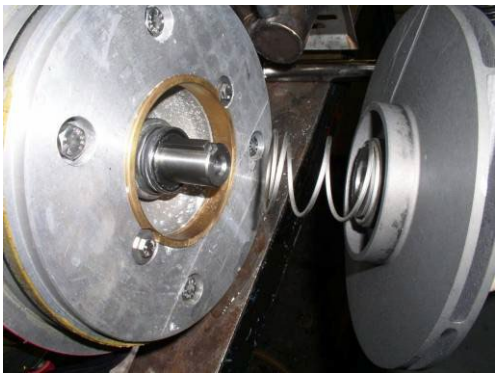
Prior R&I - Volute Complete.
Special Tooling - Torque wrench, 75 - 100 Micrometer

1. Release Bolt - Impeller to Crankshaft.

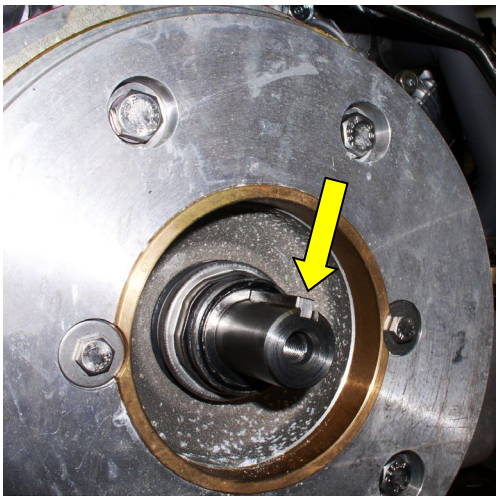
Note: To facilitate release, use a pneumatic (or similar) impact wrench.
Note: Check position and condition of 'O' rings - Bolt head and Clamp Washer.

2. Remove Impeller from Crankshaft and collect Spring.

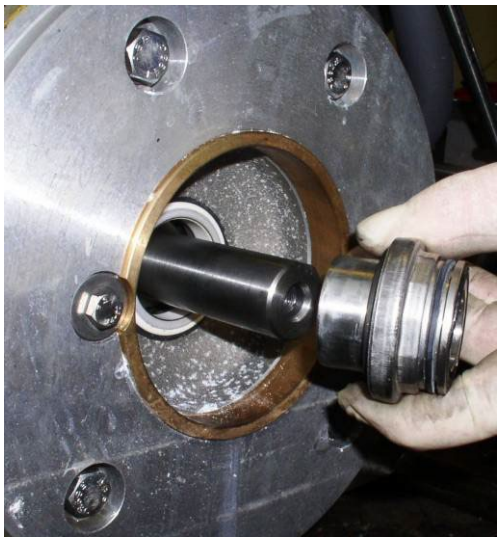
Note: Do not pry against the Impeller unsupported faces.



3. Remove Crankshaft / Impeller square Key.

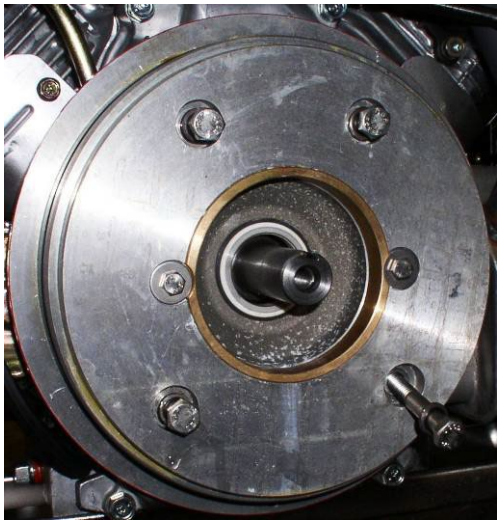


4. Remove assembly dynamic Seal and Sleeve and place aside.



5. Release fixings X 4 - Pump Head to engine crankcase and remove Pump Head.

Note: Check the condition of the fixing Bolt Dowty seals and renew if damaged.



6. From the rear face of the Pump Head, remove the static Mechanical Seal using a suitable mandrel.

Installation

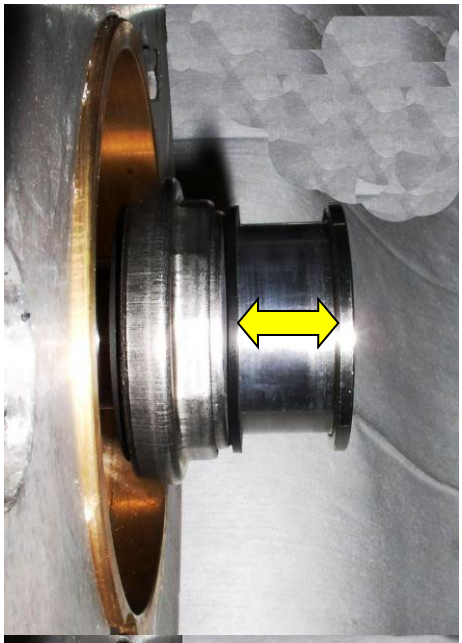
Do **NOT** allow oil, grease or silicone products to contaminate Mechanical Seal mating (ceramic / carbon) faces.

Installation is the reverse of removal noting:

1. Finger pressure is sufficient to install the static Mechanical Seal. To aid installation lubricate the seal OD with soapy water.
2. Apply Loctite 243; tighten to torque, fixings X 4 - Pump Head to Crankcase 30 - 35 Nm

3. Lubricate components with soapy water and assemble the dynamic Mechanical Seal to the Crankshaft Sleeve.

Note: Observe gap.

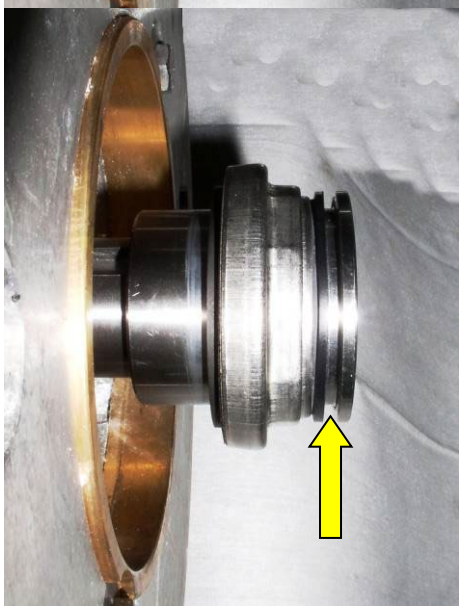


Prior to installation of the impeller, the dynamic Mechanical seal position must be set in the following manner.

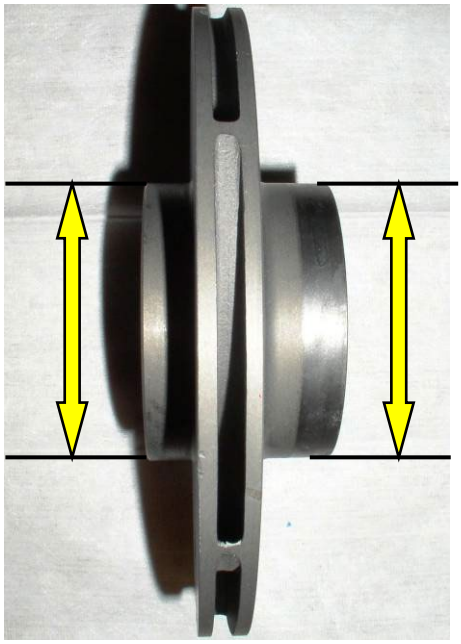
4. Push the seal / sleeve assembly along the crankshaft and into contact with the static Mechanical Seal. Apply finger pressure (**to the sleeve only**) until resistance is felt as it butts up to the Crankshaft spigot face.

Note: Observe gap.

Sleeve assembly withdrawn to show typical installed condition.



5. Measure Impeller spigots for service wear, minimum outside diameter (O/D) = **91.42mm**. Should the diameter be below the stated limit, renew the Impeller.
6. Apply Loctite 243; tighten to torque, Bolt X 1 - Impeller to Crankshaft 40Nm.

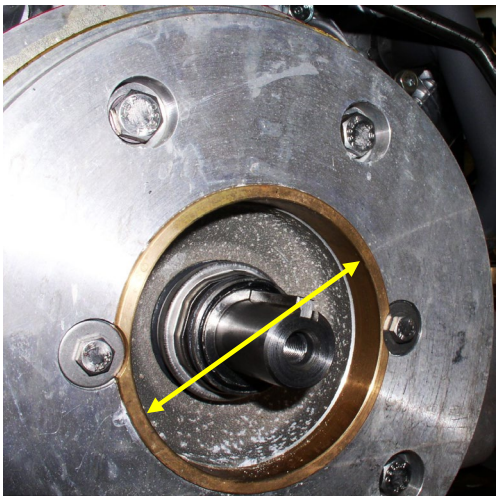


Wear Rings - Pump Head & Volute

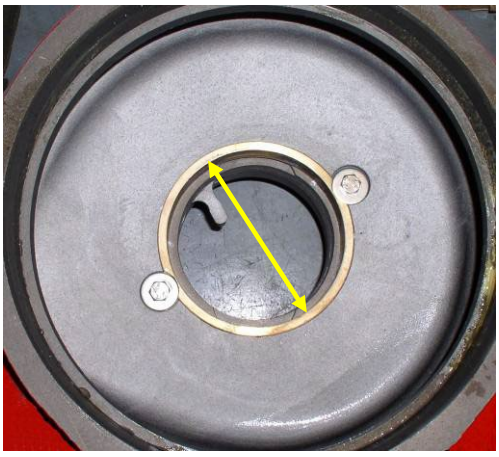
Verify

Prior R&I - Volute Complete and Impeller (see Mechanical Seal).
Special Tooling - Digital Vernier caliper or Internal Micrometer.
Note: It is essential that the running clearance between the Impeller spigots and Wear Rings is maintained within factory tolerances.
Wear Ring = **92.57mm** diameter maximum. Should either diameter be greater than the stated limit, renew the Wear Ring.

1. Measure in at least three places the internal diameter (I/D) of the **Pump Head** Wear Ring.



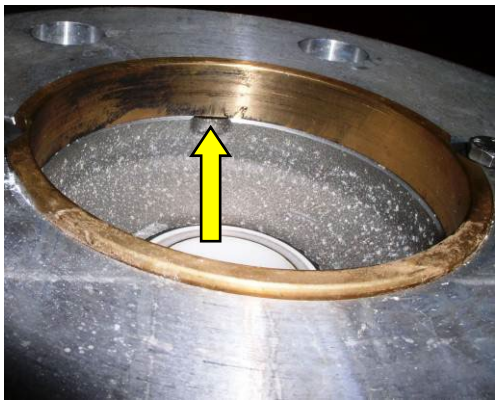
2. Measure in at least three places the diameter of the **Volute** Wear Ring.



Removal

1. Release fixings M6 X 2 Wear Ring to component.

2. From the reverse side tap the Wear Ring free from the housing noting the cast recesses X 2 for the insertion of a suitable punch.



Installation

Installation is the reverse of removal noting:

1. To ease assembly, warm the Volute or Pump Head, as appropriate, to approximately 100º Celsius.
2. Ensure that the Wear Ring is fully seated and free from damage.
3. Apply Loctite 243; tighten to torque, fixing M6 X 2 - Wear Ring to component 10Nm.

Assembly Primer / Exhaust Ejector

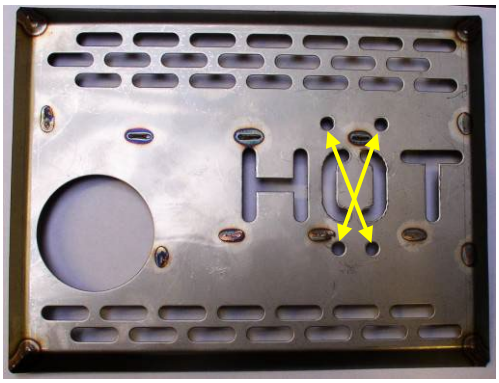
Removal

Prior R&I - None.
Special Tooling - Torque wrench

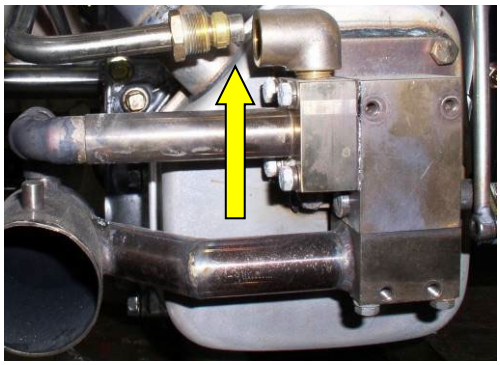
Ensure the engine is cool.

1. Remove fixings M6 X 4, Exhaust Heat Shield to Assembly Primer.

Note: Heat shield may vary in appearance.

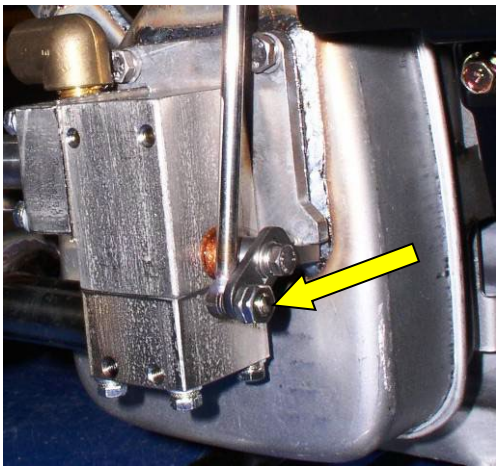


2. Release Tubing Nut - Primer Pipe.



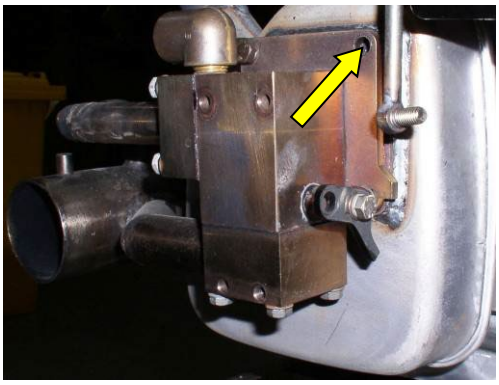
3. Remove locknuts X 2 Primer Handle to Actuating Plate.

Note: Lift the Actuating Plate to the horizontal position to allow disengagement of the Primer Handle.



4. Remove fixings M6 X 4 Primer Housing to Muffler and pull assembly clear.

Note: 1 off fixing removed for clarity.

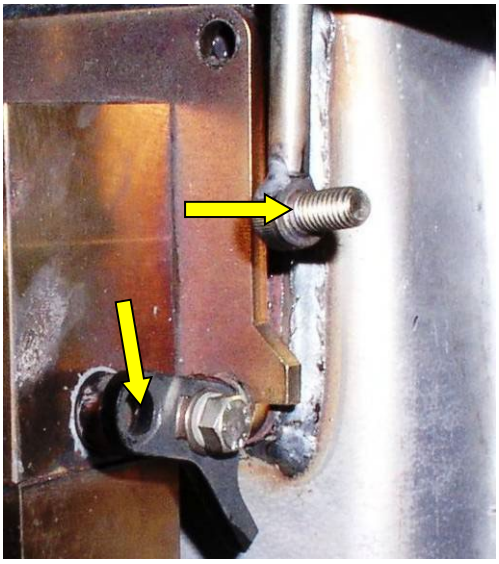


Installation

Installation is the reverse of removal noting:

1. Prior to assembly, coat the threads of the fixings - Primer housing to Muffler with Copaslip and tighten to torque 8Nm.

2. Prior to assembly, lubricate the Primer Handle pivot and Actuating Plate mating hole with Copaslip.



3. Prior to assembly, coat the threads of the fixings - Heat Shield to Muffler with Copaslip and tighten to torque 6Nm.

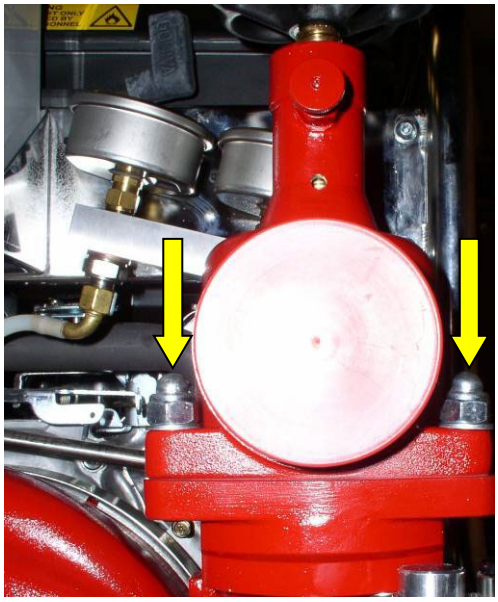
Assembly Delivery Valve & Adapter - GP8-5-25 Single Valve Only

Removal

Prior R&I - None.
Special Tooling - Torque wrench

1. Remove fixings M10 X 4, Delivery Valve to Adapter Plate.
2. Recover Washers and remove the assembly.

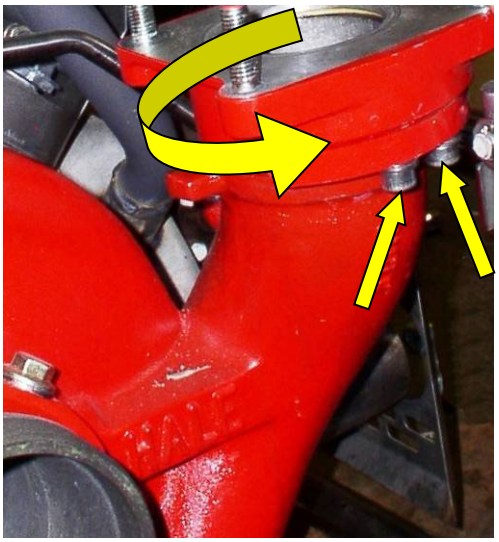
Note: Check condition of and renew as necessary, 'O' Ring - Delivery Valve to Adapter.



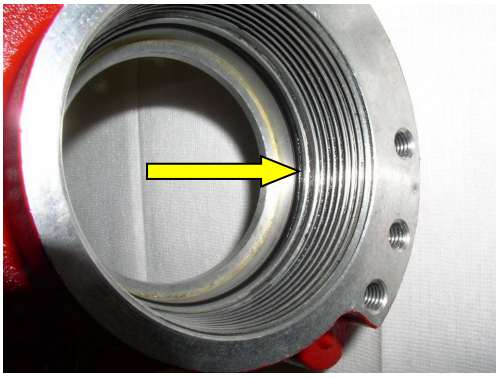
3. Remove rotational Stop - Caphead screws M8 X 2.

Note: If required, rotate the Valve assembly to gain access.

4. Rotate the Adapter fully anti-clockwise to disengage from the Volute.



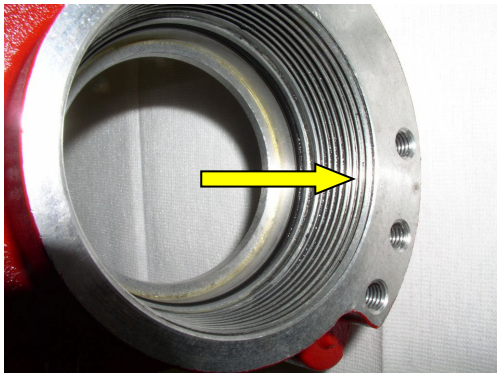
5. Check condition of and renew as necessary, ‘O’ ring.



Installation

Installation is the reverse of removal noting:

1. Prior to assembly, lightly coat the threads of the Adapter with Molybdenum Disulphide grease.



2. Tighten to torque fixings M10 X 4, Delivery Valve to Adapter 40Nm.

Assembly Delivery Valve & Manifold - GP8-5T-01 Twin Valve Only

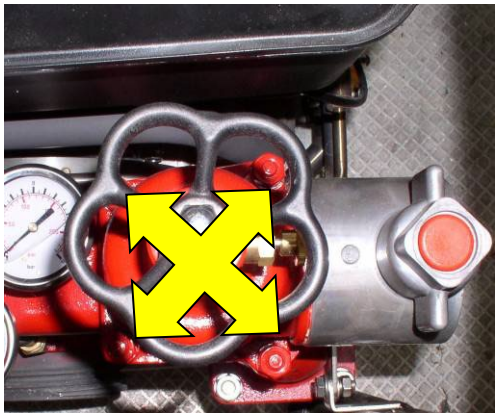
Removal

Prior R&I - None.
Special Tooling - None

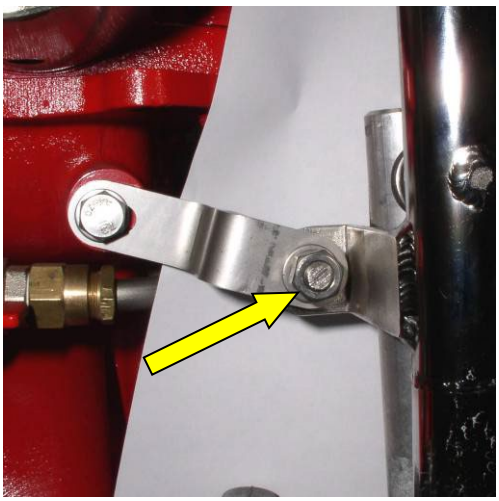
1. Remove fixing M8 X 1 Manifold to Volute.

2. Remove fixings M10 X 4, Delivery Valve to Manifold.
3. Recover Washers and remove the assembly.

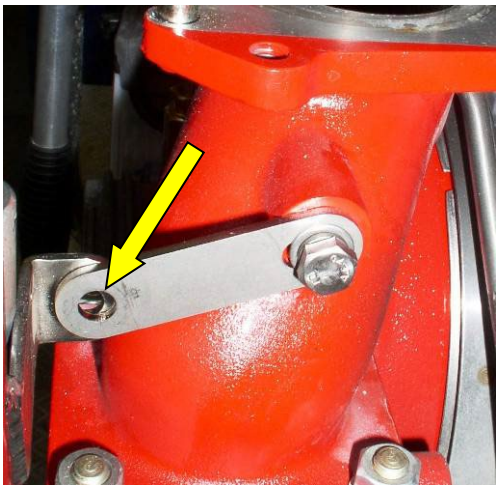
Note: Discard 'O' Ring - Delivery Valve to Manifold.



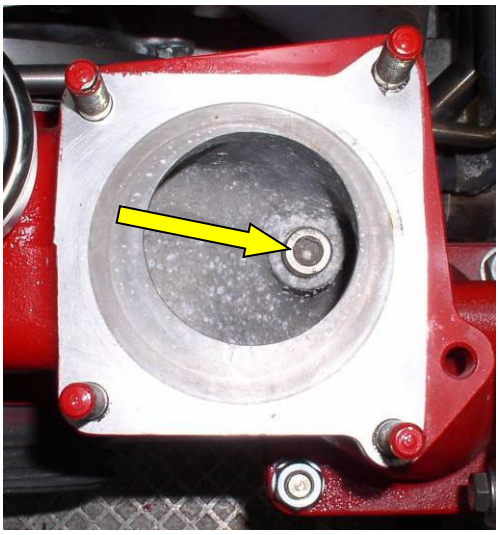
4. Remove fixing M8 X 1 Clamp to Frame.



5. Remove fixing M8 X 1 Clamp to Frame.



6. Remove fixing M10 X 1, Manifold to Volute.
Note: Position of Dowty seal.



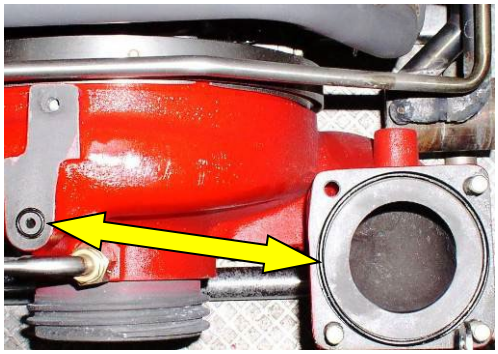
7. Remove the remaining fixings M10 X 3, Manifold to Volute and remove the Manifold assembly.

Note: Lift and rotate the assembly clockwise to clear the frame.

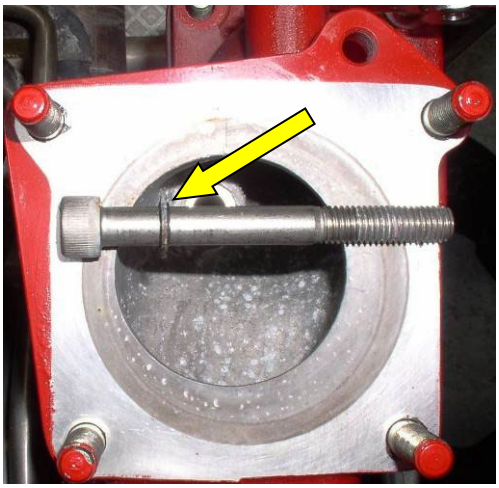
Installation

Installation is the reverse of removal noting:

1. Renew ‘O’ rings and ensure cleanliness of mating faces.



2. Renew Dowty seal.



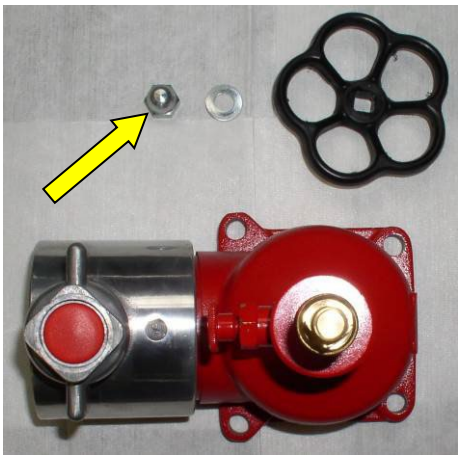
3. Apply Loctite 243 to fixing M8 prior to assembly.

Delivery Valve

Disassemble

Prior R&I - Assembly Delivery Valve & Adapter - Single or Twin Delivery Valve.
Special Tooling - None

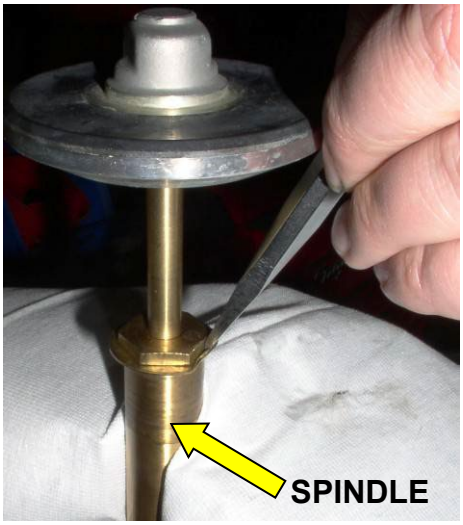
1. Remove fixing M10 Hand-Wheel to Spindle.



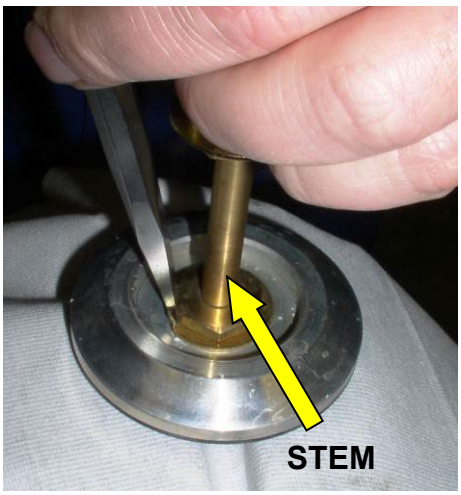
2. Rotate the Spindle Clockwise and remove from the Delivery Valve housing.

Note: Do **NOT** attempt to remove the Valve Seal Plate assembly from the Stem assembly without first removing the Stem assembly from the Spindle. It is not possible to access the Plate locking nut with a ring spanner with the unit complete.

4. Using a suitable chisel, bend the tab away from the Locking Nut and release the nut to allow the Stem to be separated from the Spindle.



5. Using a suitable chisel, bend the tab away from the Plate Locking Nut and release the nut to allow the Stem to be separated from the Valve Plate.



Installation

Installation is the reverse of removal noting:

1. Check condition of and renew as necessary Tab Washers.

2. Renew Spindle O ring.

3. Lubricate the Spindle, Valve body threads and O Ring with suitable water-proof grease; Shell Alvania WR2, or similar.

CONSUMABLE SPARE PARTS

The following consumables (not supplied by Godiva Ltd.) may be required during rework:

Reference	Application	Strength	Comment
Loctite 243	Thread locking	Medium	
Loctite 272	Thread locking	High	
Loctite 542	Thread sealing	Medium	Low viscosity
Loctite 572	Thread sealing	Medium	Thixotropic
Loctite 638	Retaining		

Shell Alvania WR2 grease, or equivalent.
Molybdenum disulphide grease.
Copaslip anti-seize compound.

Used on – Page reference -	Part	Adhesive, solvent or grease
38	Pump head to crankcase	Loctite 243
39	Impeller to crankshaft nut	Loctite 243
41	Wear ring, securing screws	Loctite 243
43	Priming housing	Copaslip
48	Manifold fixing	Loctite 243
50	Delivery valve	Shell Alvania WR2

SPARE PARTS CATALOGUE

This chapter provides supplementary information to previous sections to which reference should be made for information concerning Warnings, Cautions and Safety.
The Catalogue is divided into TEN sections, each section being relevant to a specific assembly. Major assemblies and sub-assemblies may be further broken down to single component level.
Although individual components may be specified, they may NOT be available as an individual spare part. Where such instances occur, reference is made in the parts listing.

Spares

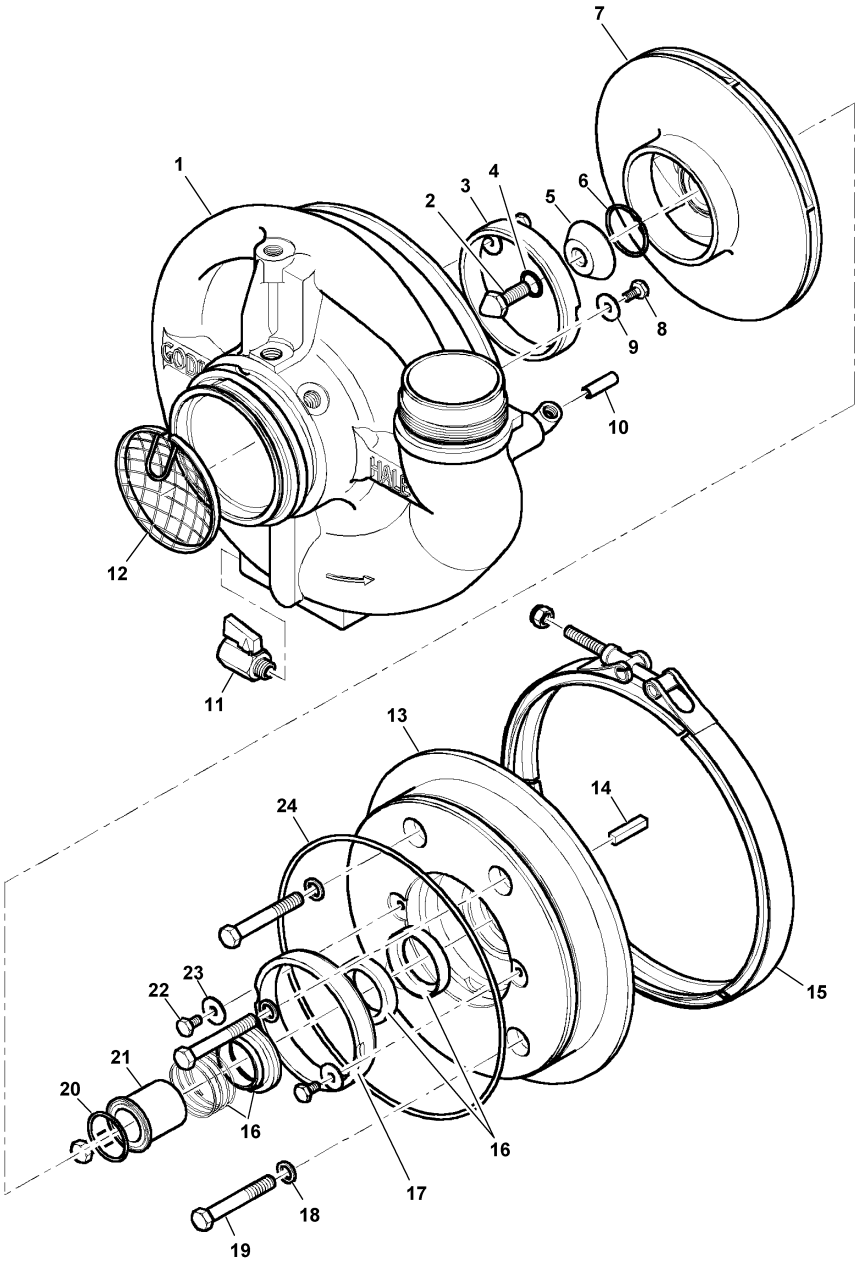
Use only approved replacement parts as recommended by Godiva Ltd. and Briggs & Stratton.
Use of non-approved parts, or unauthorized modification of the Godiva PowerFlow 8/5 Portable Compact Fire Pump, may result in death or injury and invalidate any product warranty.

Ordering

When ordering replacement parts please state:
Model
Serial number
Year of manufacture
Part description
Part number
Quantity required
Suggestion: Include a digital photograph with your enquiry to help component recognition.

Pump - single delivery valve

Illustration

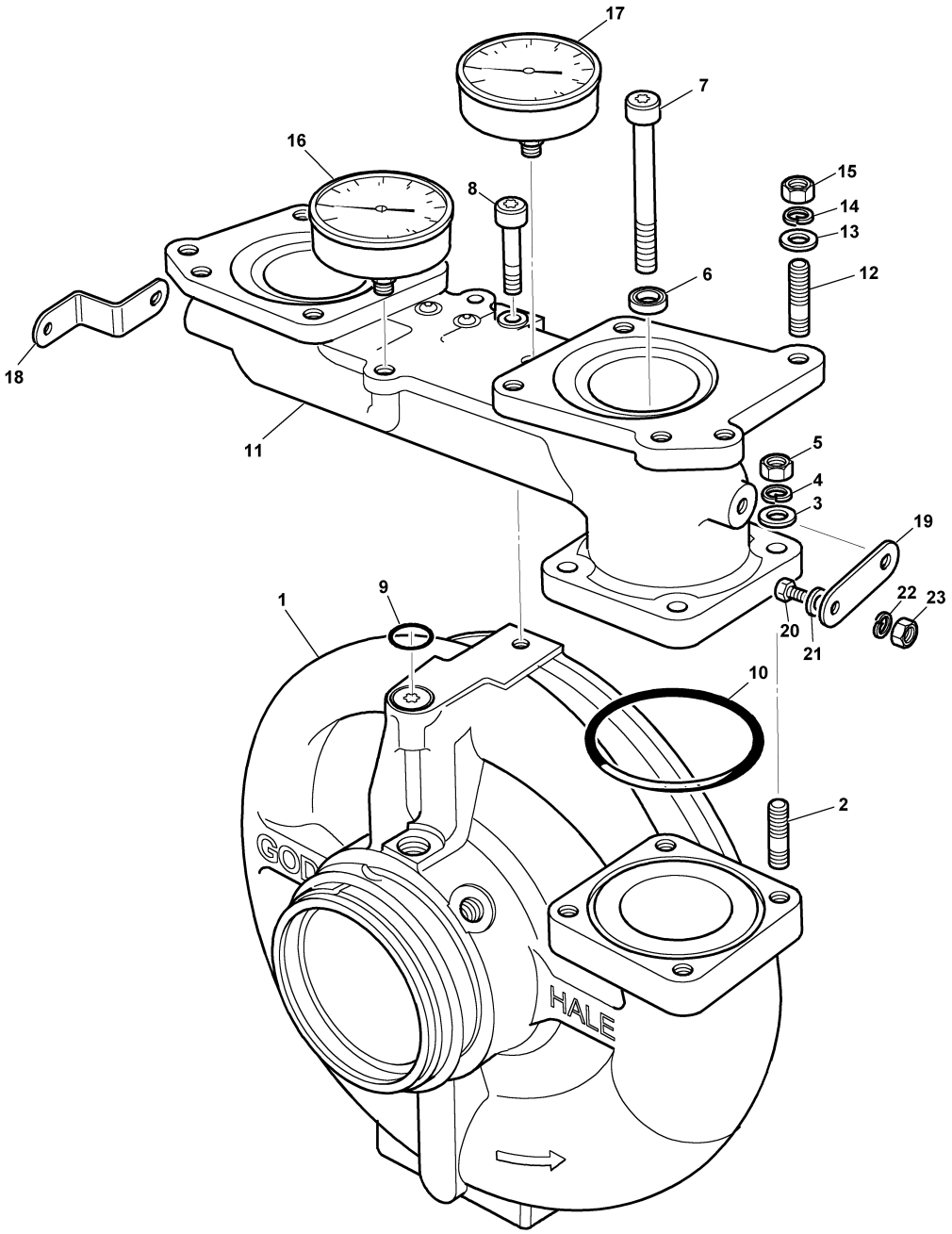


List - Pump Single Delivery Valve

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**57819/03**	VOLUTE, 4” RT Suction	1	
-	**57819/04**	VOLUTE, 4” BSP Suction	1	
2	**57776**	CLAMP SCREW	1	
3	**57821**	WEAR RING	1	
4	**53504**	O RING - CLAMP SCREW	1	
5	**57775**	CLAMP WASHER	1	
6	**53384/01**	O RING - CLAMP WASHER (I/D 37.1 X 1.6)	1	
7	**57777**	IMPELLER	1	
8	**MS104/10**	SCREW - M6 X 10	2	
9	**56182**	WASHER - WEAR RING RETAINING	2	
10	**57797/01**	PIN Ø6 X 12 - LOCATING	1	
11	**57629/03**	DRAIN VALVE ¼"BSP	1	
12	**52125-01**	SUCTION STRAINER 4"RT	1	
13	**57779/01**	PUMP HEAD	1	
14	**017-00014-000**	KEY	1	
15	**242-0880-00-0**	CLAMP - V-BAND 10.125 DIA	1	
16	**296-5250-08-0**	MECHANICAL SEAL (1 3/8" SHAFT)	1	4 off components = assembly seal
17	**57821**	WEAR RING	1	
18	**57796**	BONDED SEAL 3/8"	4	
19	**57738**	BOLT - 3/8” UNC X 2½	4	
20	**50887**	O RING	1	
21	**57774**	SLEEVE	1	
22	**MS104/10**	SCREW - M6 X 10	2	
23	**56182**	WASHER - WEAR RING RETAINING	2	
24	**51863**	O RING - PUMP HEAD	1	

Pump (inc manifold) - twin delivery valve

Illustration



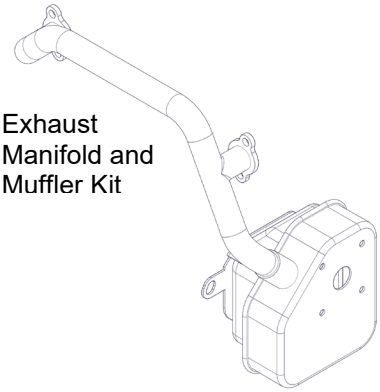
List - Pump Twin Delivery Valve

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**57819/05**	PUMP VOLUTE (TWIN OUTLET)	1	4" RT Suction
-	**57819/07**	PUMP VOLUTE (TWIN OUTLET)	1	4” BSP Suction
2	**MS49/25**	STUD - M10 X 25	3	
3	**MS25/10**	WASHER - PLAIN M10	3	
4	**MS29/7**	WASHER - SPRING M10	3	
5	**MS35/9**	NUT - M10	3	
6	**MS133/10**	BONDED SEAL M10	1	
7	**MS165/80**	SCREW - CAP M10 X 80	1	
8	**MS164/30**	SCREW - CAP M8 X 30	1	
9	**60970**	O RING	1	
10	**10701**	O RING I/D 89.5 X 3.0	1	For pumps to S/N 619028, 5/2018
-	**50092**	O RING I/D 79.5 x 3.0	1	For pumps from S/N 619029, 5/2018
11	**58281**	MANIFOLD - TWIN OUTLET	1	
12	**MS49/30**	STUD - M10 X 30	8	
13	**MS25/10**	WASHER - PLAIN M10	8	
14	**MS29/7**	WASHER - SPRING M10	8	
15	**MS35/9**	NUT - M10	8	
16	**56556/03**	GAUGE - COMPOUND -1 to +9 BAR	1	
17	**56557/02**	GAUGE - PRESSURE 0-16 BAR	1	
18	**58317**	STEADY BRACKET - CRANKED	1	
19	**58317/01**	STEADY BRACKET - STRAIGHT	1	
20	**MS105/20**	SCREW - M8 X 20	4	
21	**MS125/9**	WASHER - PLAIN M8	6	
22	**MS129/6**	WASHER - SPRING M8	4	
23	**MS135/8**	NUT - M8	2	

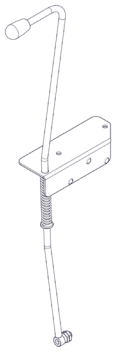
Exhaust & Priming

Exhaust & Priming Parts Kits Available

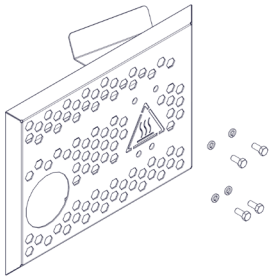
Exhaust Manifold and Muffler Kit



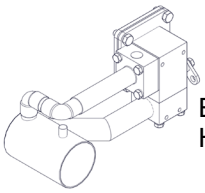
Priming Lever Kit



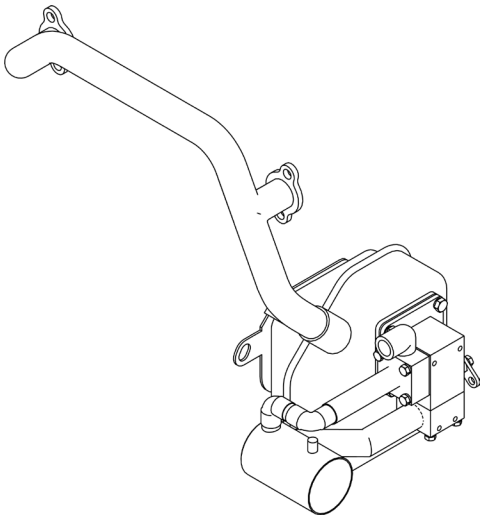
Heatshield Kit



Connector Tubing Kit



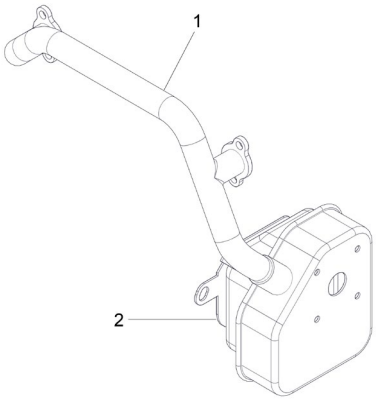
Exhaust and Priming Housing Kit



Item	Part	Description	Qty
1	58476	Complete exhaust and primer housing assembly NB: does not include the priming lever and heat shield	1

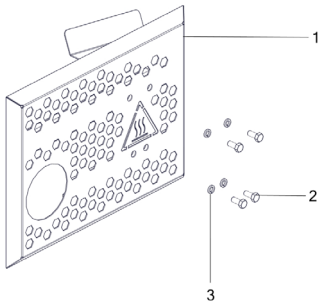
Exhaust & Priming

Exhaust & Priming Parts Kits Available - Continued

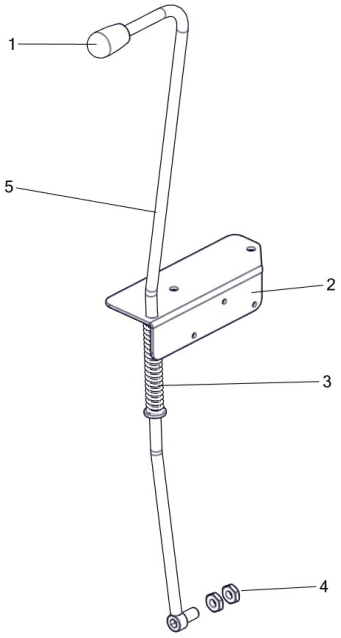


546-00089-000 – Exhaust Muffler Assembly		
Item	Description	Qty
1	Exhaust Muffler Assembly	1

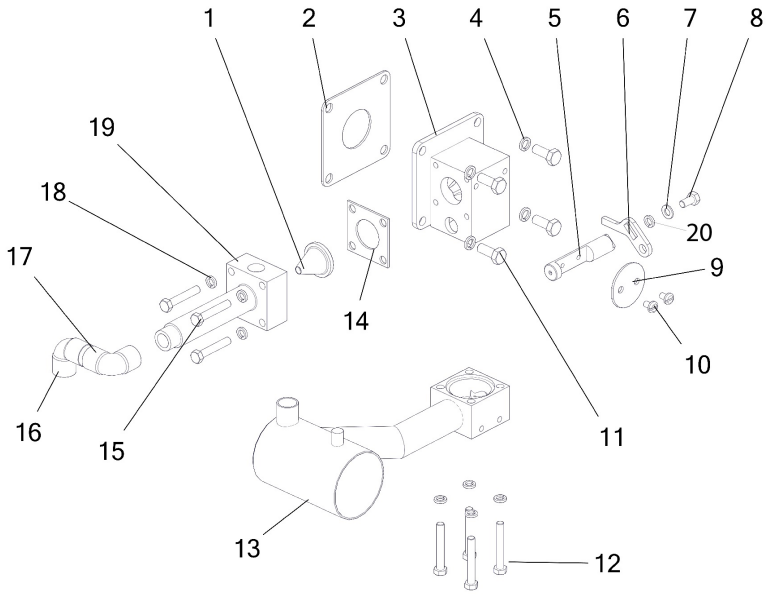
Note: Unit is supplied as a single welded assembly



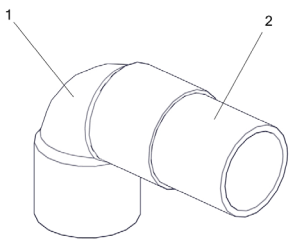
546-00090-000 – Heatshield Kit		
Item	Description	Qty
1	Heatshield	1
2	Screw, M5	4
3	Washer, spring M5	4



546-00091-000 – Priming Lever Kit		
Item	Description	Qty
1	Handle	1
2	Reaction bracket	1
3	Spring compression	1
4	Nut, locking M6	2
5	Primer lever	1



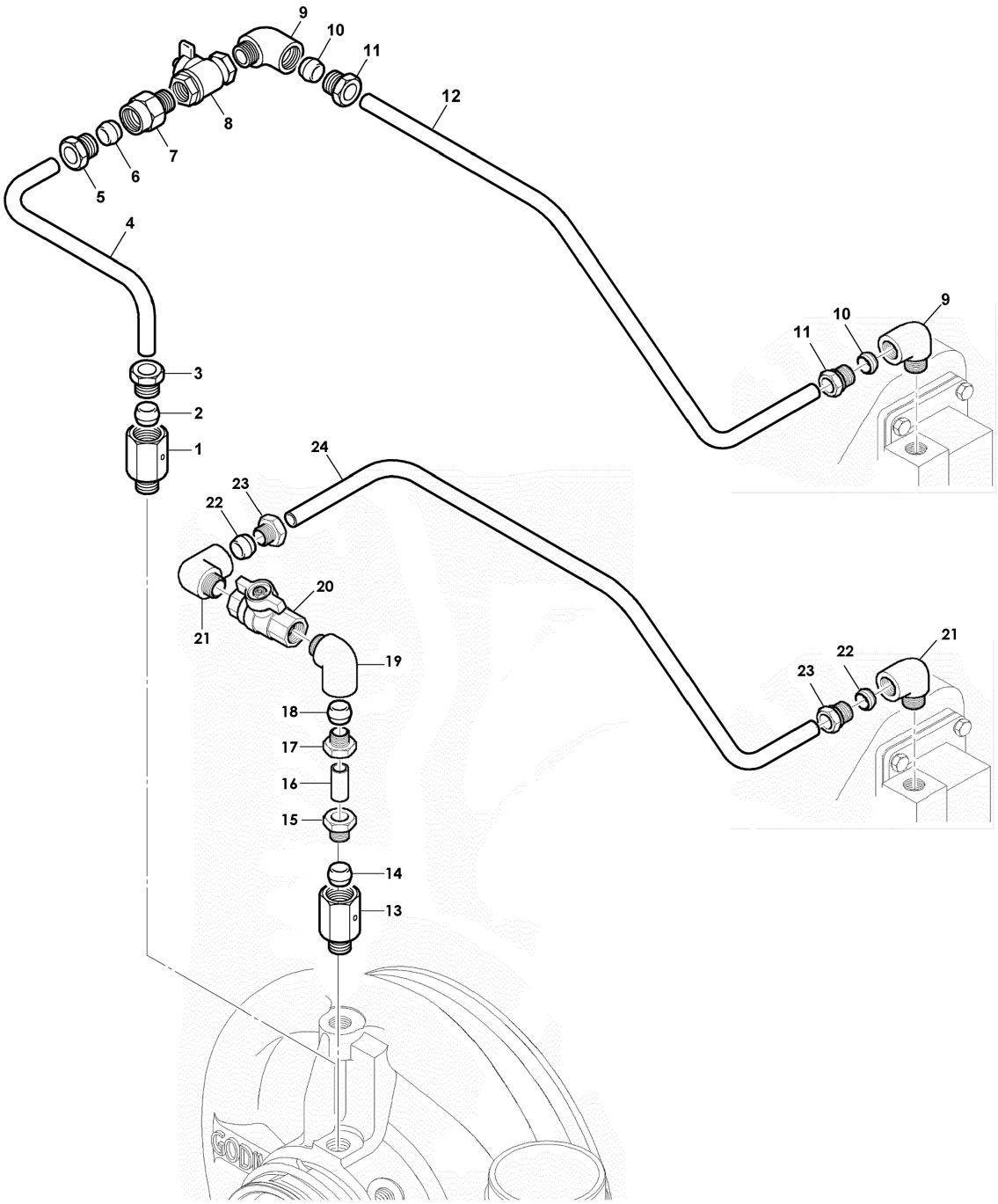
546-00092-000 – Exhaust and Priming Housing Kit		
Item	Description	Qty
1	Nozzle	1
2	Mounting plate gasket	1
3	Primer housing assembly	1
4	Washer, spring M6	4
5	Shaft, butterfly	1
6	Actuating plate	1
7	Washer, M5	1
8	Screw, M5 x 10	1
9	Butterfly valve	1
10	Screw, pan head M4 x 6	2
11	Screw, M6 x 16	4
12	Screw, M5 x 35	4
13	Exhaust outlet assembly	1
14	Gasket, primer to diffuser	1
15	Screw, M5 x 30	4
16	Elbow – also available in kit 546-00093-000, see below	2
17	Connector tube – also available in kit 546-00093-000, see below	1
18	Washer, spring M5	8
19	Diffuser assembly	1
20	Washer, spring M5	1



546-00093-000 – Connector Tubing Kit		
Item	Description	Qty
1	Elbow	1
2	Connector	1

Priming Pipework

Illustration

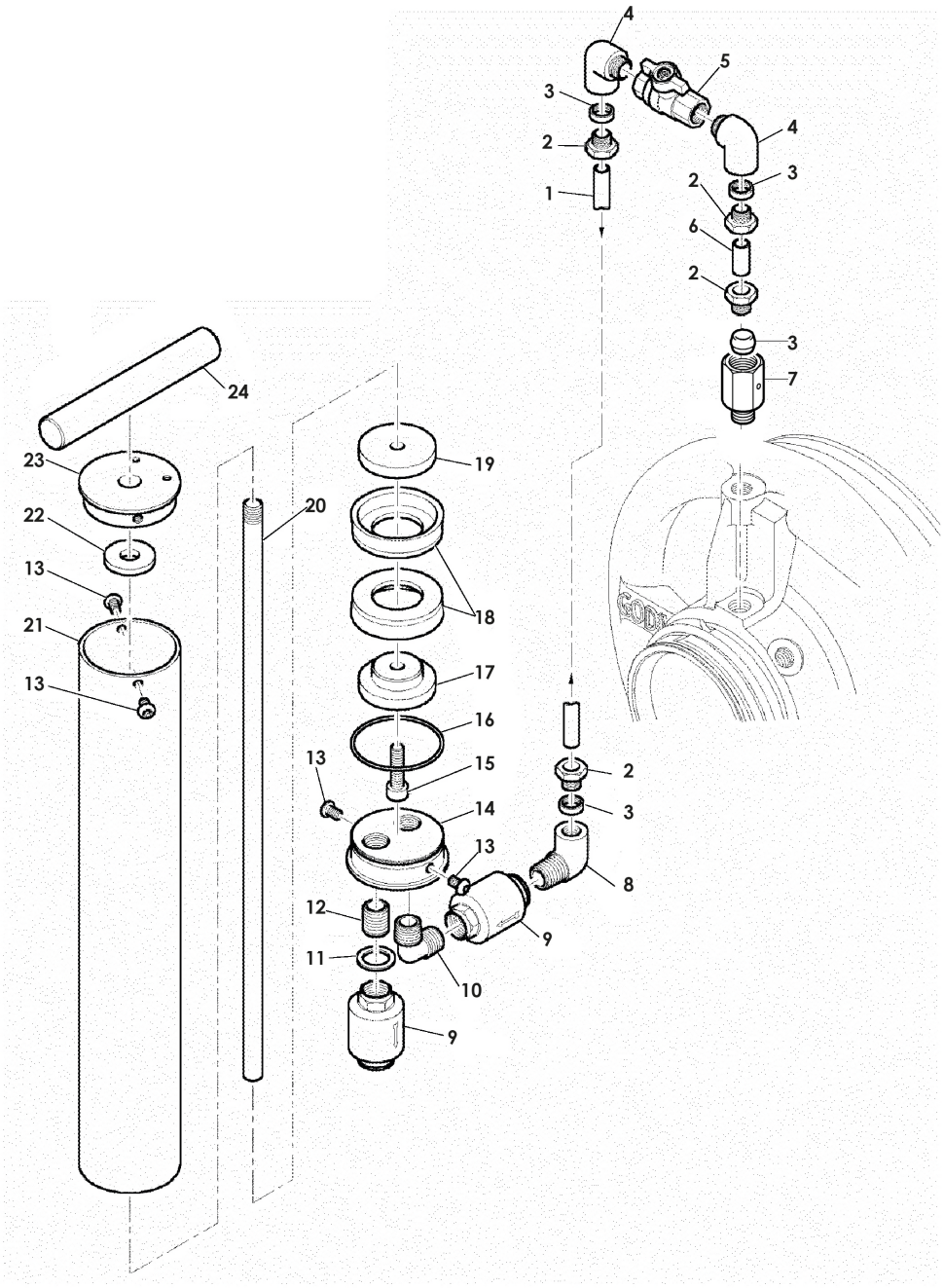


List - Priming Pipework

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**57771/01**	VALVE ASSEMBLY - NON RETURN	1	Twin Delivery Type
2	**52751/02**	TUBING SLEEVE	1	Common
3	**51255**	TUBING NUT	1	Common
4	**58316/01**	PRIMER PIPE	1	Twin Delivery Type
5	**51255**	TUBING NUT	1	Common
6	**52751/02**	TUBING SLEEVE	1	Common
7	**55348**	ADAPTOR - STRAIGHT MALE	1	Twin Delivery Type
8	**57629**	BALL VALVE (¼"BSP)	1	Common
9	**54344**	ELBOW - ENOTS	2	Common
10	**52751/02**	TUBING SLEEVE	2	Common
11	**51255**	TUBING NUT	2	Common
12	**58316**	PRIMER PIPE	1	Twin Delivery Type
13	**57771/01**	VALVE ASSEMBLY - NON RETURN	1	Single Delivery Type
14	**52751/02**	TUBING SLEEVE	1	Common
15	**51255**	TUBING NUT	1	Common
16	**57889/01**	PRIMER PIPE	1	Single Delivery Type
17	**51255**	TUBING NUT	1	Common
18	**52751/02**	TUBING SLEEVE	1	Common
19	**54344**	ELBOW - ENOTS	1	Common
20	**57629**	BALL VALVE (¼"BSP)	1	Common
21	**54344**	ELBOW - ENOTS	2	Common
22	**52751/02**	TUBING SLEEVE	2	Common
23	**51255**	TUBING NUT	2	Common
24	**57890**	PRIMER PIPE	1	Single Delivery Type

Hand Primer

Illustration

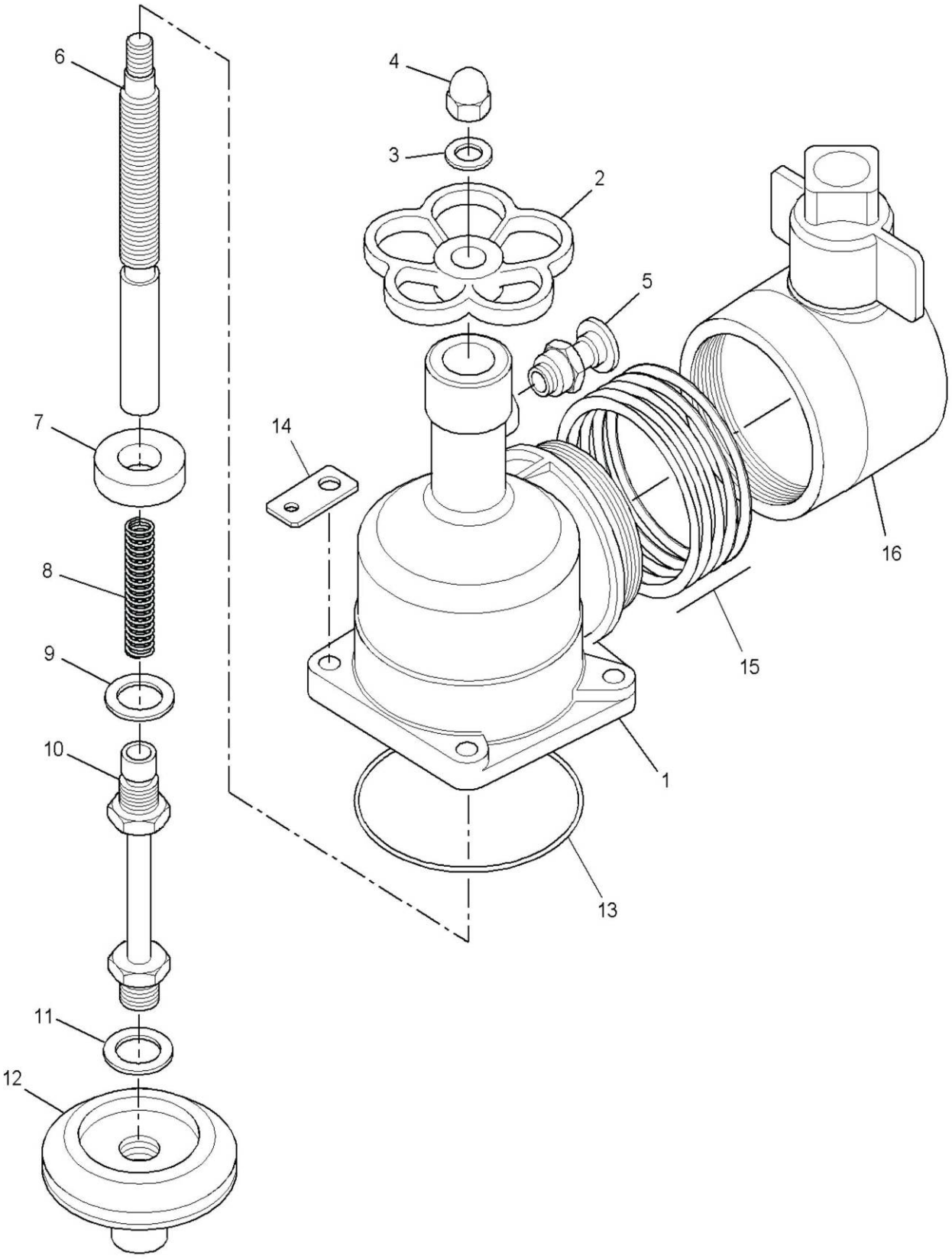


List - Hand Primer

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**55038MA**	NYLON TUBE - DIA 10MM	A/R	
2	**51255**	TUBING NUT	4	
3	**52751/02**	TUBING SLEEVE	4	
4	**54344**	ELBOW - ENOTS	2	
5	**57629**	BALL VALVE (¼"BSP)	1	
6	**57889/01**	PRIMER PIPE	1	
7	**57771/01**	NON-RETURN VALVE ASSEMBLY	1	
8	**54344/03**	ELBOW - ENOTS	1	
9	**59104/03**	NON RETURN VALVE 3/8"BSP	2	
10	**57857**	ELBOW 3/8"BSP	1	
11	**UFP2303/7**	BONDED SEAL 3/8"BSP	1	
12	**57859**	CLOSE TAPER NIPPLE 3/8"BSP	1	
13	**56192/03**	SCREW - BUTTON M6 X 10	4	
14	**57909/02**	BOTTOM END CAP	1	
15	**MS164/20**	SCREW - CAP HEAD M8 X 20	1	
16	**57204**	O RING I/D 54.6 X 2.4	1	
17	**57961/02**	SEAL LOCATOR	1	
18	**57963/02**	CUP - PACKING	2	
19	**57962/02**	WASHER - CLAMP	1	
20	**57912/02**	PISTON ROD	1	
21	**57908/02**	TUBE BODY	1	
22	**FWP1365**	WASHER 1¼"OD RUBBER	1	
23	**57911/01**	TOP END CAP	1	
24	**57914**	HANDLE	1	

Delivery Valve

Illustration



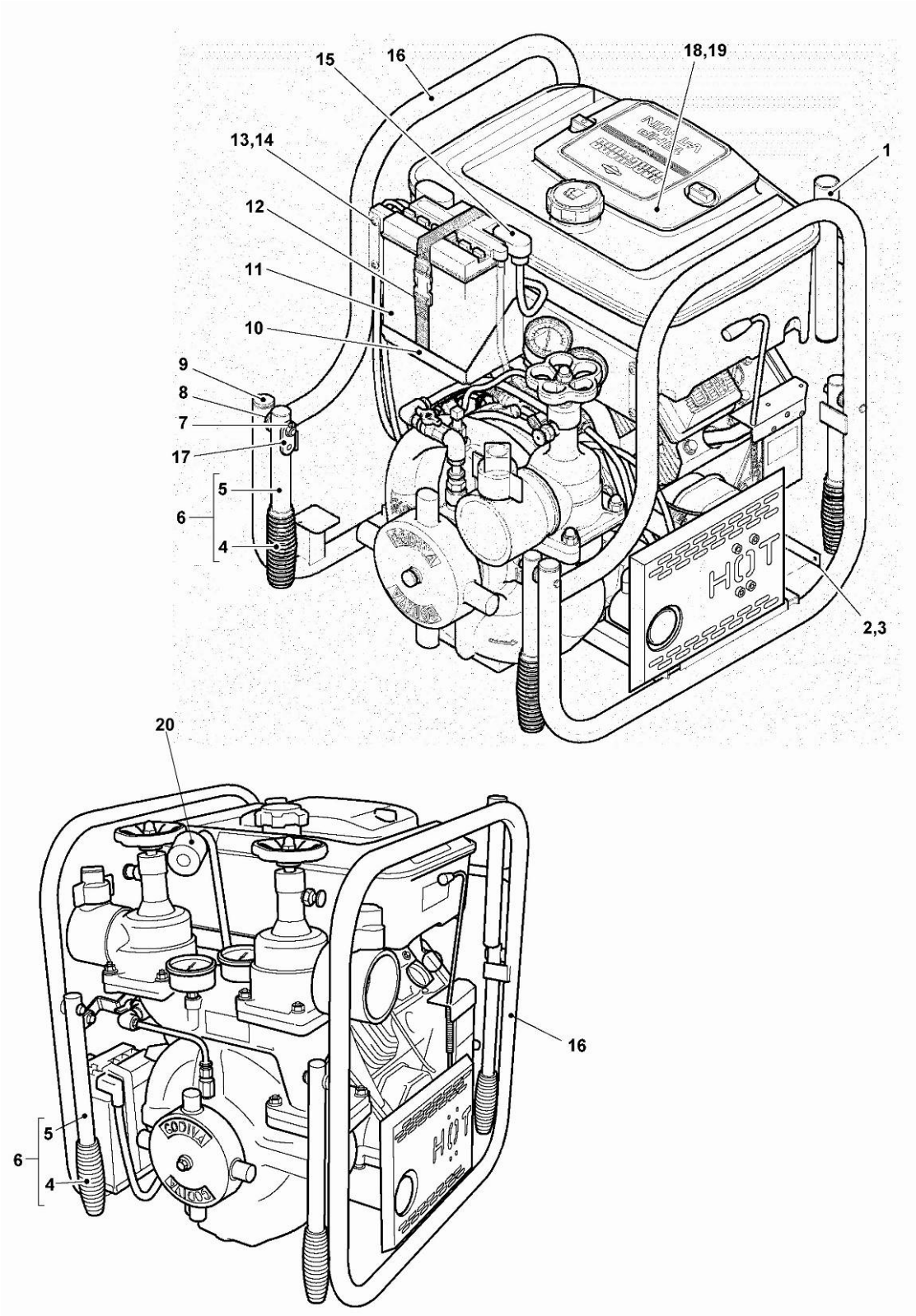
List - Delivery Valve

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
0	**55662/04**	DELIVERY VALVE - COMPLETE	1	NOT DRAWN. Includes items 1 to 16 (less # 14)
1	**56469/01**	BODY - VALVE	1	
2	**56469/11**	HANDWHEEL	1	
3	**MS25/10**	WASHER - M10	1	
4	**MS42/5**	NUT - M10 DOMED	1	Common to item # 17
5	**56469/10**	LOCK	1	
6	**56469/02**	SPINDLE	1	
7	**56469/03**	SLEEVE - SEAL CARRIER	1	
8	**56469/09**	SPRING	1	
9	**56469/06**	WASHER - TAB	1	
10	**56469/05**	ASSEMBLY - STEM	1	
11	**56469/08**	WASHER - TAB	1	
12	**56469/07**	PLATE	1	
13	**61142**	'O' RING	1	
14	**GPR11759-1**	SPRING ANCHOR	1	
15	**SATHM10722**	SHIM PACK	A/R	Quantity is model dependant
16	**56559**	CONNECTOR - 2 1/2"	A/R	Quantity is model dependant
17	**MS42/5**	NUT - M10 DOMED	4	Delivery Valve to Adapter or Manifold
18	**MS25/10**	WASHER - M10	4	Delivery Valve to Adapter or Manifold
19	**MS49/30**	STUD - M10 X 16	4	Delivery Valve to Adapter or Manifold
20	**57785**	ADAPTER	1	
21	**UMP9818**	'O' RING	1	Sealing - Adapter to Volute
22	**MS164/16**	SCREW - CAPHEAD M8 X 16	2	Adapter - Rotational Stop
23	**MS125/9**	WASHER - M8	4	Adapter - Rotational Stop

Note: Items 17 to 23 inclusive are not drawn and are unique to Single Delivery Valve models only where the valve is mounted to the volute via an adapter.

Frame & Mounting

Illustration

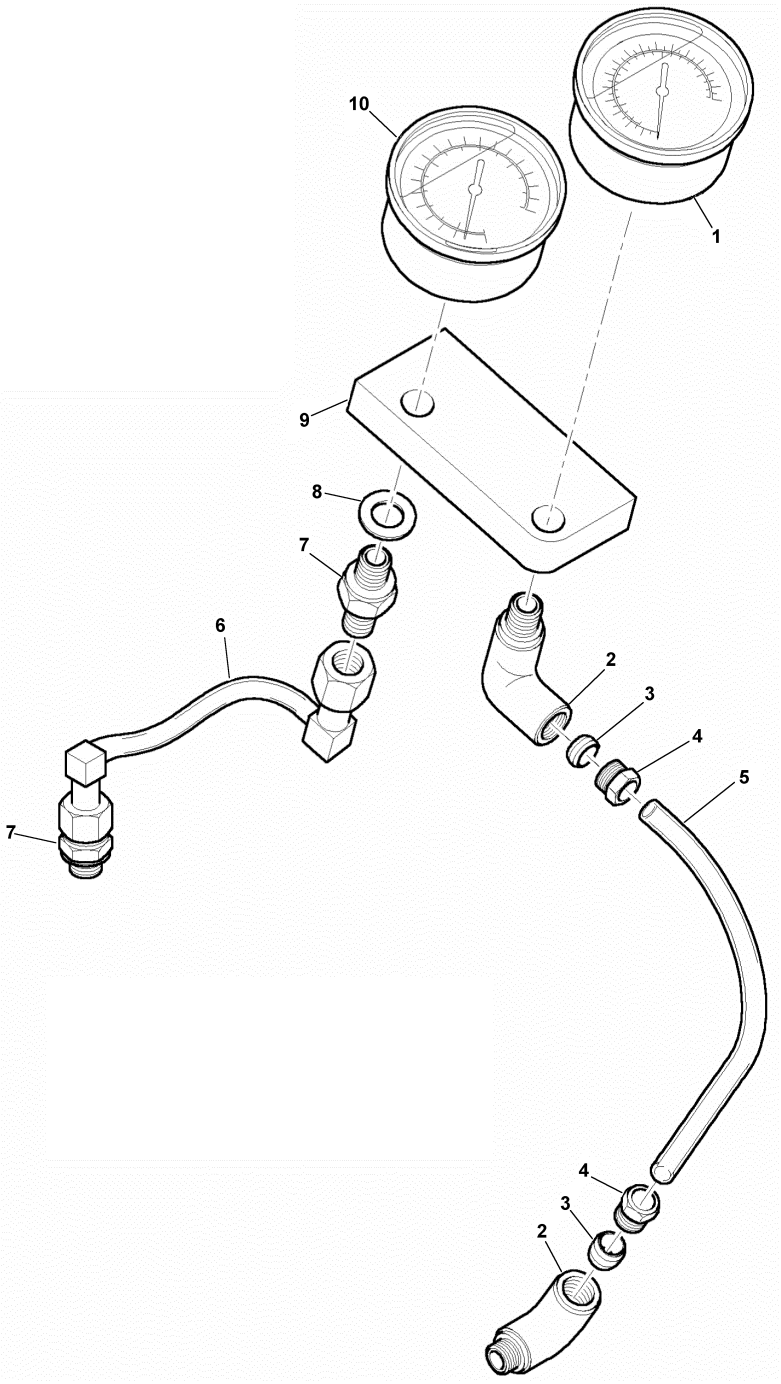


List - Frame & Mounting

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**56030**	PVC CONDUIT BUSH	1	
-	**56504**	FLOODLIGHT ASSEMBLY	1	Fits in item 1
2	**FWBP7670**	PLATE SERIAL NUMBER	1	Older models, refer to LABELS for other serial # plate location
3	**DSM8135/1**	POP RIVET	2	
4	**57881**	HANDLE GRIP	4	All types
5	**57622/02**	HANDLE	4	Single only
5	**57622/03**	HANDLE	4	Twin only
6	**58176**	HANDLE ASSEMBLY	4	Single only
6	**58176/01**	HANDLE ASSEMBLY	4	Twin only
7	**MS178/25**	SPLIT PIN - 1.8 DIA X 16	4	
8	**MS125/10**	WASHER - M10	11	
9	**50471/01**	BLANKING PLUG	2	
10	**57996/02**	BATTERY TIE TRAY	1	Single only. Part of frame on Twin
11	**58459**	BATTERY	1	
12	**57690**	RETAINING STRAP - BATTERY	1	
13	**56192**	SCREW - BUTTON HEAD M6 X 16	4	
14	**MS125/7**	WASHER - M6	4	
15	**57892/04**	ASSEMBLY LEAD - BATTERY	1	
16	**57880-001**	CRADLE	1	Single only, Exhaust gas prime
16	**57880-002**	CRADLE	1	Single only, Hand prime
16	**57880-003**	CRADLE	1	Twin only
17	**GPR11759-1**	SPRING ANCHOR	1	
18	**58241/02**	ENGINE 18HP - ELECTRIC START	1	
19	**58241/01**	ENGINE 18HP - RECOIL START	1	NOT TWIN
20	**58318/01**	LAMP ASSEMBLY	1	
-	**58349**	BULB, 12V5W, FOR ITEM 20	1	

Gauges

Illustration

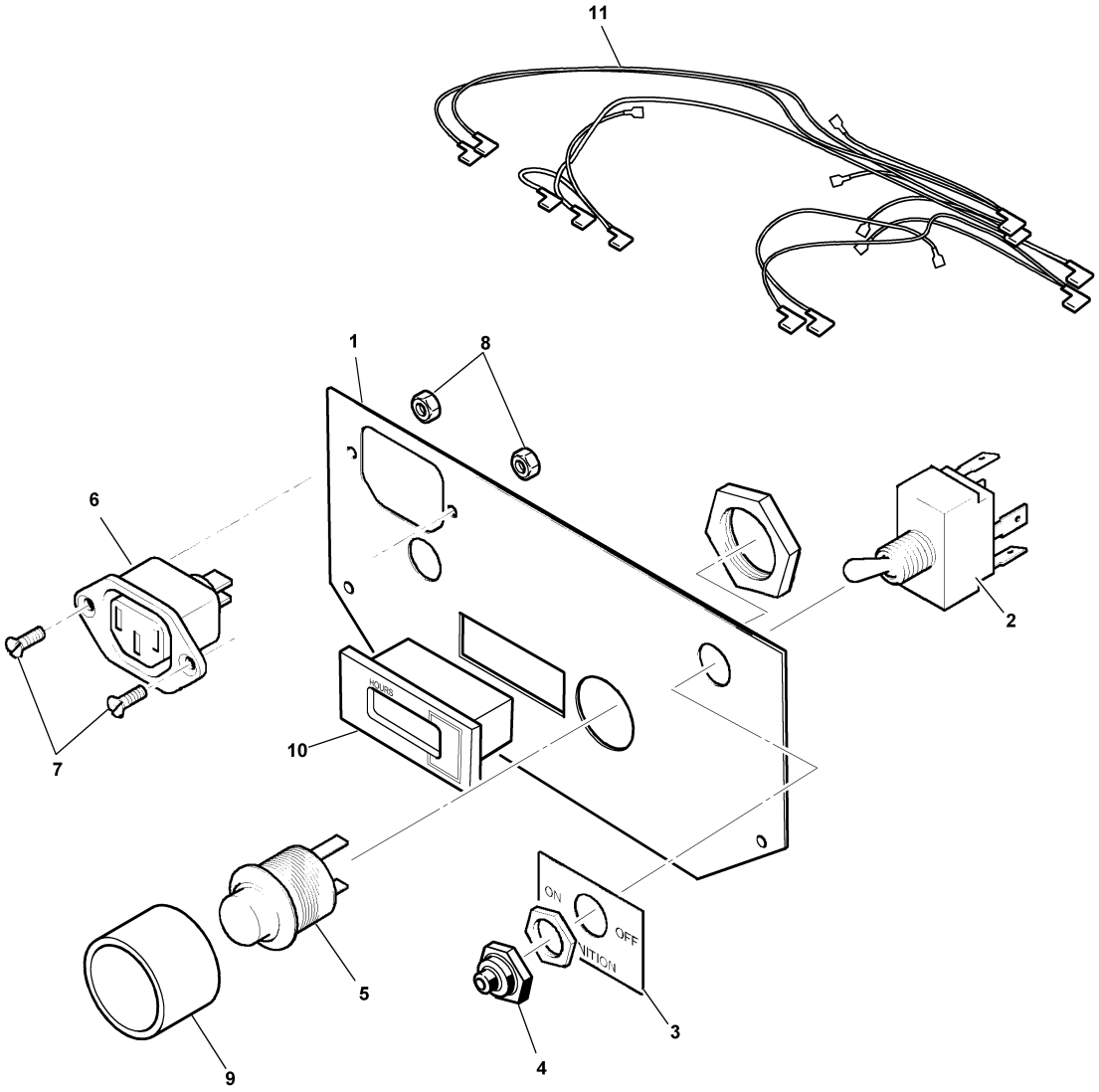


List - Gauges

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**56557/02**	GAUGE - PRESSURE 0-16 BAR	1	ALL MODELS
2	**54723/04**	ADAPTOR - MALE ELBOW 5/16X¼"BSP	2	Single only
3	**DFP7593/5**	OLIVE $^{5}/_{16}$" TUBE	2	Single only
4	**DFP7594/5**	TUBING NUT $^{5}/_{16}$"	2	Single only
5	**7763-13**	NYLON TUBE	A/R	Single only
6	**GPA8142-58**	ASSEMBLY - FLEXIBLE PIPE	1	Single only
7	**56403**	UNION ¼"BSP	2	Single only
8	**UFP2303/5**	BONDED SEAL ¼"BSP	2	Single only
9	**57879/001**	GAUGE BLOCK	1	Single only
10	**56556/03**	GAUGE - COMPOUND -1 to 9 BAR	1	ALL MODELS

Electrics

Illustration

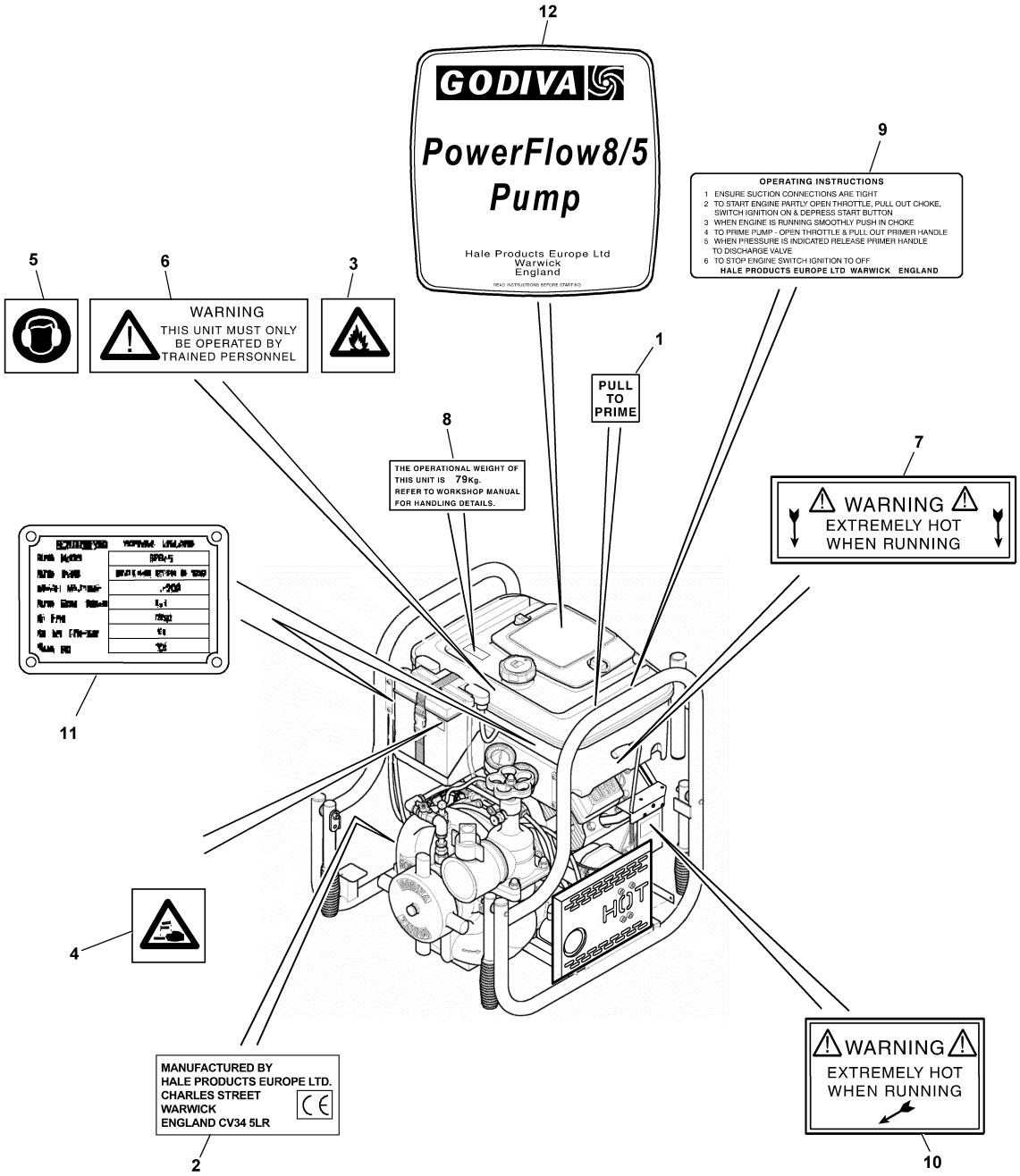


List - Electrics

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**57732/07**	PANEL - INSTRUMENT	1	
2	**56342**	SWITCH - IGNITION	1	
3	**56270**	PLATE - IGNITION INSTRUCTION	1	
4	**FWMP7522**	SEAL - SWITCH	1	
5	**56362/01**	PUSH BUTTON - STARTING	1	
6	**51594**	SOCKET - 12V CHARGER	1	
7	**MS72/30**	SCREW - ,C/SNK M3 X 10	2	
8	**MS35/4**	NUT - M3	2	
9	**58213**	PROTECTIVE CAP - PUSH BUTTON	1	
10	**55871/01**	METER - HOURS	1	
11	**57751/05**	ASSEMBLY - WIRING HARNESS	1	
NI	**55682**	ASSEMBLY - CHARGER PLUG	1	Not illustrated

Labels

Illustration



List - Labels

ITEM #	PART #	DESCRIPTION	QTY	COMMENT
1	**56483**	LABEL - PULL TO PRIME	1	
2	**51166/02**	LABEL - MANUFACTURED BY + CE	1	
3	**56587/01**	LABEL - FLAMMABLE 25 X 25	1	
4	**56587/02**	LABEL - CORROSIVE' 25 X 25	1	
5	**56587/03**	LABEL - EARMUFF' 25 X 25	1	
6	**56587/04**	LABEL - TRAINED PERSONS 25 X 90	1	
7	**56587/05**	LABEL - HOT EXHAUST 30 X 85	1	
8	**56212**	WEIGHT DECAL	1	
9	**57693**	INSTRUCTION PLATE (GP8/5)	1	
10	**56587/12**	LABEL - HOT EXH 40 X 62	1	
11	**68225/01**	SERIAL # PLATE GP8-5	1	Position: Battery / Tie Tray on *Single* and Fuel tank on *Twin* variants Refer to FRAME & MOUNTINGS for other serial # plate location
12	**58325**	LABEL - POWERFLOW 8/5	1	

GODIVA CUSTOMER SUPPORT DOCUMENTS

To find these Godiva documents, scan these QR codes -

Contact Customer Service
Click here for details
www.godiva.co.uk/customer-support/

Warranty Statement
Click here for details
www.godiva.co.uk/warranty_statement

Warranty Claim Form
Click here for details
www.godiva.co.uk/customer-support-warranty-claim/

Godiva terms and Conditions of Sale
Click here for details
https://www.godiva.co.uk/customer-support-terms-conditions/

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