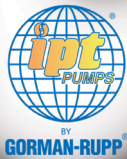


2" & 3" Self-Priming Engine Driven Trash Pumps



Model
2S5XHR

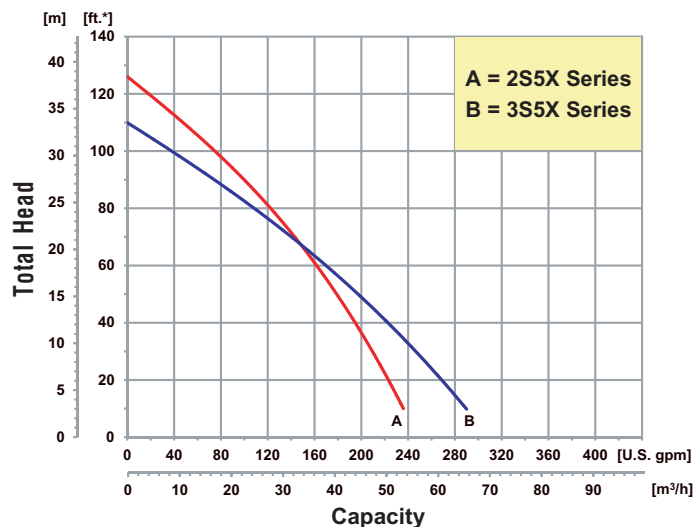


Model
3S5XFR

IPT Portable High Volume, Self-priming Centrifugal Trash pumps come standard with a cast iron impeller to resist abrasion and **one tool serviceability** for easy cleanout. Pumps are designed to handle liquids with solids content or dissolved solids and debris. All pumps feature aluminum housing, cast iron wearparts, built-in check valve, suction strainer and heavy duty steel roll frame. Heavy duty cast iron flanges with male NPT threads that rotates in 90° increments. Easy access fill plug on discharge port.

- **Cast Aluminum with Cast Iron Wearparts**
- **Silicon Carbide/Viton® Mechanical Seal**
- **EPDM/EPR O-Rings Standard with Optional Viton®**
- **2" or 3" Removable Male NPT Suction and Discharge Ports**
- **Discharge Rotates in 90° Increments**
- **Engine Options: Honda, CRX Gasoline or Hatz Diesel Engines**
- **Easy Clean Out with One Tool Serviceability**
- **Maximum Solids Handling up to 1-1/4"**
- **Solids Handling and Dirty Water Design**
- **Maximum Flow up to 290 GPM**
- **Maximum Head up to 125 Ft.**
- **Self-Priming to 26 Ft.**
- **Wheel Kit Optional**

Performance of Engine Driven Self-Priming Trash Pumps



(*Convert to psi, divide by 2.31 Liquid - Water specific gravity 1.0)

Engine Driven Self-Priming Trash Pumps

2" Trash Pumps

Model	HP Class ▲	Curve	Port	Driver	Seal	Run Time (Hours)	Tank Size (Gal./Ltr.)	Ship Wt. (Lbs.)
2S5XFR	5 HP	A	2" NPT	CRX 210CC	Viton/SIC-SIC	2.0	0.87/3.3	90
2S5XHR	5 HP	A	2" NPT	Honda GX160	Viton/SIC-SIC	2.0	0.82/3.1	90
2S7XZR	5 HP	A	2" NPT	Hatz Diesel 1B30	Viton/SIC-SIC	2.7	1.32/5.0	130

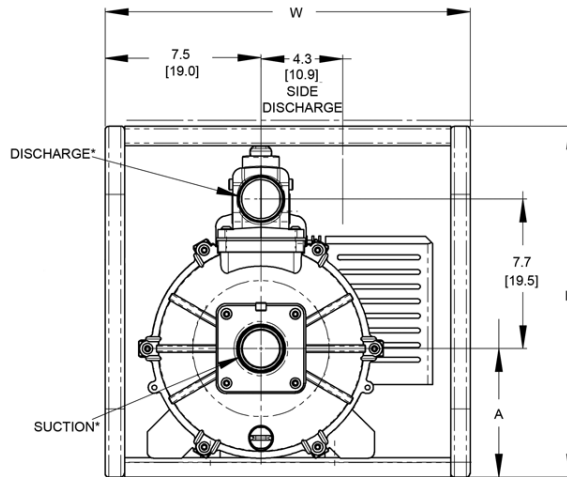
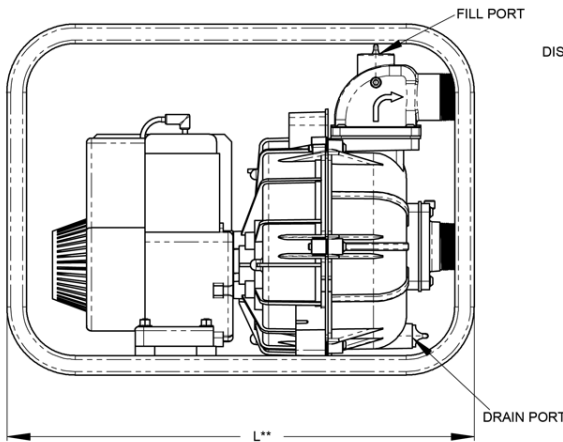
Construction: Cast Aluminum with Cast Iron Components

◆ HP Class represents market category and is not intended to define actual horsepower.

++ 12V DC Electric Start (Battery Not Included—use BCI Group: U1 or U2)

▲ Oil Alert Included

Maximum Solids Handling Capacity: 1" Diameter



3" Trash Pumps

Model	HP Class	Curve	Port	Driver	Seal	Run Time (Hours)	Tank Size (Gal./Ltr.)	Ship Wt. (Lbs.)
3S5XFR	5 HP	B	3" NPT	CRX 210CC	Viton/SIC-SIC	2.0	0.87/3.3	100
3S5XHR	5 HP	B	3" NPT	Honda GX200	Viton/SIC-SIC	2.5	0.82/3.1	100
3S7XZR	5 HP	B	3" NPT	Hatz Diesel 1B30 ++	Viton/SIC-SIC	2.7	0.79/3.0	135

Construction: Cast Aluminum with Cast Iron Components

◆ HP Class represents market category and is not intended to define actual horsepower.

++ 12V DC Electric Start (Battery Not Included—use BCI Group: U1 or U2)

▲ Oil Alert Included

Maximum Solids Handling Capacity: 1 1/4" Diameter

Model	L**	W	H	A
2S5X/3S5X	24.0 [60.9]	19.5 [49.5]	19.9 [50.5]	7.4 [18.7]
2S7X/3S7X	31.0 [78.7]	22.5 [57.1]	23.6 [59.9]	7.9 [20.0]

(*) Standard NPT (Male) Pipe Thread.

(**) This dimension may vary due to engine manufacturer's specifications.

NOTE: Dimensions are in inches (centimeters) and have a tolerance of ± 1/8".

5/8" Threaded Pump Kit - Cast Aluminum

Model*	Seal Type & Elastomer/Faces	Mounting	Ship Wt. (Lbs.)
2S5X	Viton/SIC-SIC	Handle	40
3S5X	Viton/SIC-SIC	Handle	45

*Does not include roll cage or engine, unassembled

Standard Features

- Cast Iron Impeller
- One Tool Serviceability Tool Included with Engine Driven Models
- Silicon Carbide Mechanical Seal with Graphite Impregnated Seat and Viton® Elastomers
- Heavy Duty Steel Roll Frame and Strainer Included
- Built-in EPDM/EPR Check Valve
- Removable/Replaceable Cast Iron Suction/Discharge Ports
- Discharge Port Rotates in 90° Increments
- Choice of Honda, CRX Gasoline or Hatz Diesel Engine
- Vibration Dampening Feet
- Maximum Temperature 180° F
- Optional Viton® O-ring / Check Valve Available
- Pedestal Version Available
- Optional Wheel Kit Available
- QSP - Quick Ship Pumps for Many Models