PENTAIR
ONGA

BLAZEMASTER 2

ENGINE DRIVE PUMPS

FIRE FIGHTING & WATER TRANSFER

OWNER'S MANUAL

IMPORTANT:
Should the installer or owner be unfamiliar with the correct installation or operation of this type of equipment, contact the distributor or manufacturer for correct advice before proceeding with installation or operation of the product.

IMPORTANT
Please attach your sales invoice/docket here as proof of purchase should warranty service be required. Please do not return warranty form to Pentair Australia. Retain for your records.

PURCHASED FROM:
PURCHASE DATE:
SERIAL NO:
MODEL NO:

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Pentair Australia are proud to receive **Australian Made** certification on the single and twin impeller Onga BlazeMaster 2 series. (pump end only).

MADE IN AUSTRALIA®
(PUMP END ONLY)

WARNINGS

These instructions are a guide only. Users not familiar with pumping equipment should seek advice from people with experience in pump equipment and installation.

The pump operator must be provided with this owner's manual and the engine manufacturer's owner's manual. These must be read before operation and followed during operation.

No oil is supplied with the engine. Oil must be added in accordance with the engine manufacturer's instructions

Do not run the pump without liquid in the casing. Always fill the pump casing with liquid and prime the pump before use. Do not allow the pump to continue running once the water supply is empty or has been shut off.

Do not use the pump in an enclosed area - engine exhaust will build up and cause asphyxiation.

Do not operate the pump in an explosive environment or near combustible matter.

Ensure the pump is on a stable footing before operating. Please refer to the engine manufacturer's owner's manual.

After use, the engine will be very hot. Do not touch the engine. During use the engine will become very hot. Makesure that you do not touch the engine before it has completely cooled down.

Ensure water is flowing through the pump at all times. Operating the pump with closed valves (dead head condition) can cause severe damage, which is not covered under warranty.

If the pump has been running in a dead head condition, the fluid inside the casing may reach boiling temperature under high pressure. Do NOT open any valves or remove priming/drain plugs until the casing temperature has cooled to near ambient. Pressurized, high-temperature fluid can cause serious burns and injuries.

The life of engine will be greatly shortened when operating with throttle fully opened for extended period time and result in premature failure. For continuous duty applications such as water transfer, irrigation and tank filling, the engine should not be operated at above 3000 rpm, throttle should be positioned at no more than ¾ maximum.

MODELS & TECHNICAL INFORMATION

Model	Description	HP	Engine Model	Suction (BSP) - Male	3 Way Dis	Priming & Drain Plug	Shaft Thread	Fuel Tank Volume (Litres)	Fuel Type
B2-10YER	BLAZE II L100N E/Start RF	10	Yanmar L100N (Electric Start)	2"	1",1",2.0"	1"	1" UNF	5.4	Petrol
B2-48Y	BLAZE II L48N	4.8	Yanmar L48N	1.5"	1",1",1.5"	1"	5/8" UNF	2.4	Diesel
B2-48YE	BLAZE II L48N E/Start	4.8	Yanmar L48N (Electric Start)	1.5"	1",1",1.5"	1"	5/8" UNF	2.4	Diesel
B2-55H	BLAZE II GX160	5.5	Honda GX160	1.5"	1",1",1.5"	1"	5/8" UNF	3.1	Petrol
B2-55HR	BLAZE II GX160 RF	5.5	Honda GX160	1.5"	1",1",1.5"	1"	5/8" UNF	3.1	Petrol
B2-65H	BLAZE II GX200	6.5	Honda GX200	2"	1",1",2.0"	1"	5/8" UNF	3.1	Petrol
B2-65HE	BLAZE II GX200E	6.5	Honda GX200 (Electric Start)	2"	1",1",2.0"	1"	5/8" UNF	3.1	Petrol
B2-65HR	BLAZE II GX200 RF	6.5	Honda GX200	2"	1",1",2.0"	1"	5/8" UNF	3.1	Petrol
B2-70YER	BLAZE II L70N E/Start	7	Yanmar L70N (Electric Start)	2"	1",1",2.0"	1"	1" UNF	3.3	Diesel
BM2-10YER	BLAZEMASTER II L100N E/Start RF	10	Yanmar L100N (Electric Start)	2"	1",1",2.0"	1"	1" UNF	5.4	Diesel
BM2-55H	BLAZEMASTER II GX160	5.5	Honda GX160	1.5"	1",1",1.5"	1"	5/8" UNF	3.1	Petrol
BM2-55HR	BLAZEMASTER II GX160 RF	5.5	Honda GX160	1.5"	1",1",1.5"	1"	5/8" UNF	3.1	Petrol
BM2-65H	BLAZEMASTER II GX200	6.5	Honda GX200	2"	1",1",2.0"	1"	5/8" UNF	3.1	Petrol
BM2-65HE	BLAZEMASTER II GX200E	6.5	Honda GX200 (Electric Start)	2"	1",1",2.0"	1"	5/8" UNF	3.1	Petrol
BM2-65HR	BLAZEMASTER II GX200 RF	6.5	Honda GX200	2"	1",1",2.0"	1"	5/8" UNF	3.1	Petrol
BM2-70YER	BLAZEMASTER II L70N E/Start RF	7	Yanmar L70N (Electric Start)	2"	1",1",2.0"	1"	1" UNF	3.3	Diesel
BM2-90HER	BLAZEMASTER II GX270E RF	9	Honda GX270 (Electric Start)	2"	1",1",2.0"	1"	1" UNF	5.3	Petrol
BM2-90HR	BLAZEMASTER II GX270 RF	9	Honda GX270	2"	1",1",2.0"	1"	1" UNF	5.3	Petrol
B2-90HER	BLAZE II GX270E RF	9	Honda GX270 (Electric Start)	2"	1",1",2.0"	1"	1" UNF	5.3	Petrol
B2-90HR	BLAZE II GX270 RF	9	Honda GX270	2"	1",1",2.0"	1"	1" UNF	5.3	Petrol

MODELS & TECHNICAL INFORMATION

TECHNICAL DATA

Primary Port:	1.5" or 2" BSP
Max Working Pressure:	1600 kPa
Water Temperature Range:	5°C- 40°C
Max ambient Temperature:	40°C as per engine manufacturer's data

APPLICATION

If the pump is to be used for pumping liquids other than water, ask your pump supplier for advice as to which model is best suited to your needs.

Please reach out to Customer service team for details on Viton Elastomer.

INSTALLATION

a. Preparation for Operation

Read these instructions first. Inspect your pump for shipping damage. Report any damage to your ONGA dealer. Fill the engine crankcase with oil, as per the engine manufacturer's owner's manual.

Fill the fuel tank with unleaded petrol (petrol engine models) or diesel (diesel engine models), as per the engine owner's manual. Make sure the suction piping is free of air leaks and is laid so that there can be no air locks (see c. Suction). Fit a strainer to the suction line.

b. Pump Protection

Warranty of these pumps is void unless they are operated in accordance with this owner's manual and the enclosed engine manufacturer's owner's manual. The pumps should be protected from the weather, floods, chemicals, dust, vermin, insects etc. If the pump has a fixed location, it should be housed in a weather-proof, well-vented enclosure so that engine heat and exhaust can escape. When bolted down, flexible mounts should be used. Depending on application, they do not have to be bolted down.

c. Suction

To maintain optimum performance from your pump, the suction pipe should be:

- Kept to the shortest length possible - place the pump as close to the water as possible.
- Reinforced crush resistant (non-collapsible) hose or pipe.
- All fittings should be air tight.
- Flexible pipes should rise gently from the water source to the suction/inlet port without excessive dips and sharp angles, to avoid air locks.
- Pipes should be equal to or larger than the diameter of the suction/inlet port.
- Suction strainers should be fitted to prevent foreign matter entering the pump.
- Where practicable, the installation and use of a suction float will aid in the performance of your pump, by keeping suction away from the debris on the bottom of the dam or river.
- Ensure that the suction is completely submersed.

** The minimum suction pipe size should be 1 1/2" or 38mm ID for Honda GX160 and Yanmar L48N models*
** The minimum suction pipe size for all other larger models is 2" or 50mm ID*

d. Discharge

The length and diameter of the discharge hoses will affect the pressure and flow rate at which your pump operates. Care should be taken when selecting discharge pipe/ hoses and fittings. Pressure ratings of all components must exceed the maximum pressure of the pump by an appropriate safety factor.

- **Suitable for either flexible or rigid piping.**
  Models include 1" BSP or NPT side outlets.
  Models include 1 ½" or 2" BSP or NPT front outlets. All have priming inlets.

OPERATION

IMPORTANT **Ensure that your pump is filled with water before operating.**

Connect suction piping, and ensure that the suction is completely submerged. Remove the priming plug and fill the pump with water. Your pump is equipped with a suction flap valve and is capable of drawing air out of normal size suction pipes or hoses.
Replace the priming plug. Screw it down tightly to seal.

Follow Engine Manufacturer's Instructions for starting the engine.
If only a small amount of water is pumped, and then flow stops, switch off the engine and check the suction pipe/hose assembly for possible air leaks. Repair leaks before starting priming procedure again.

Blazemaster single stage pumps, when filled with water, will gradually draw air out of the suction line. If priming a long or larger diameter pipe, additional water may have to be added to the pump at 3-minute intervals. Switch off the engine each time.

To help ensure air is completely evacuated, please allow one of the discharge perferably with ball valve to stay partially open. This will allow air to evacuate from the line and casing. During this process, all other outlets and pipework should be isolated. The engine should operate at maimum speed during priming process.

IMPORTANT **Do not remove any caps while the pump is operating.**

SERVICE & MAINTENANCE

Pumping water containing solids will reduce the life of the pump, and may affect warranty.

Pumping chemicals or agricultural products may affect the warranty. Please ask your ONGA dealer about viton seals.

Do not pump hydrocarbons with this pump.

The pump should be drained after use and flushed out with clean, fresh water. Flushing will extend the pump's life.

Store your pump in a dry location.

Service the engine as recommended in the engine manufacturer's owner's manual.

Drain the fuel if the pump will not be used for some time (more than two months). The engine will be difficult or impossible to start if the fuel is stale.

Do not refuel the engine while the pump is operating.

Always use original service parts as supplied and recommended by ONGA and the engine manufacturer. Failure to do so may void warranty.

NOTES

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