

MaxStream Series

Diesel Slip-On Pump

HPX200-BD26



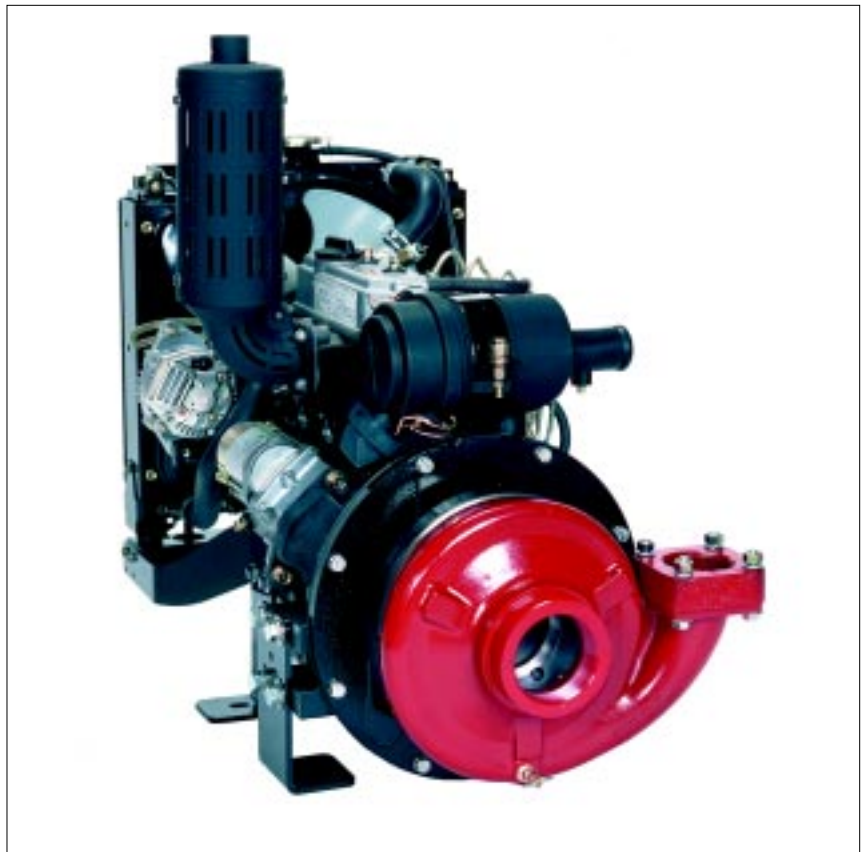
Features and Benefits

- **Diesel Compatibility** — Refueling convenience with today's apparatus
- **High Capacity Model** — Flows to 285 GPM
- **Exclusive Band Clamp Design** — Quick and easy access for maintenance and repairs
- **Configured for easy installation by truck builders**
- **Ideal for pump and roll applications**

Hale's line of diesel powered slip-on pumps offer the convenience of fuel compatibility with a diesel powered chassis. They combine all the benefits of a diesel engine — including safety, reliability, long life and low maintenance — with power and performance comparable to a gasoline driven unit.

Hale offers a complete line of diesel pumps to satisfy a variety of field situations and requirements.

The MaxStream Diesel Slip-On series pumps come complete with a 12-volt electric start ignition system. The fuel connections make it easy to



PERFORMANCE RATINGS

280 GPM @ 10 PSI
270 GPM @ 50 PSI

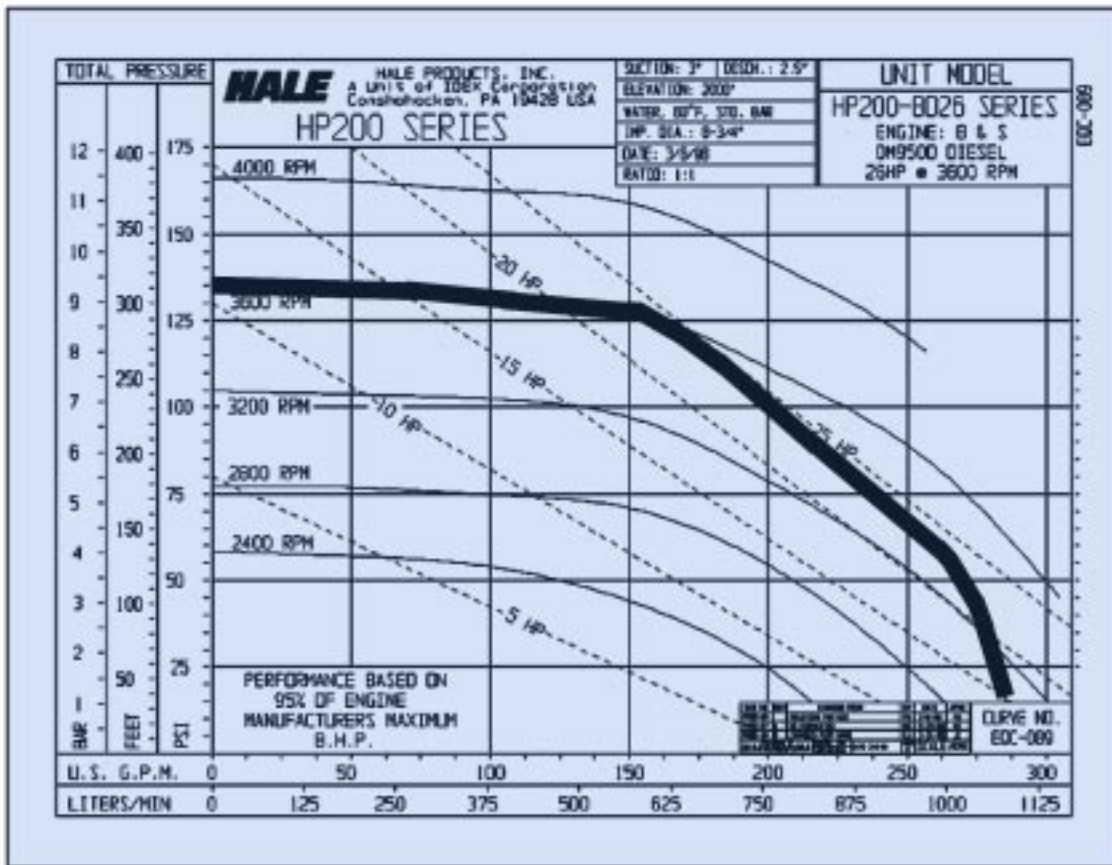
200 GPM @ 100 PSI
160 GPM @ 125 PSI

use the vehicles diesel tank for increased run time. The suction connection for the HPX200-BD26 is a 3-inch female NPT/4-inch Victaulic. Discharge is a removable 2-1/2 inch NPT female flange.

The HPX200-BD26 is an ideal product for OEM installation. The pump is equipped for remotely connected throttle and stop controls. Power is provided by a heavy duty

Briggs and Stratton DM950D Diesel engine and is supported by a worldwide service center network.

A bronze impeller, replaceable bronze clearance rings and a self-adjusting, self-lubricating mechanical seal provide long life and low maintenance operation. The HPX200-BD26 has a volute constructed of a high strength, light weight aluminum alloy.



Impeller Diameter: 8-3/4 inches
Suction: 3 inch FNPT/4 inch Victaulic
Discharge: 2-1/2 inch FNPT
Length: 32 inches (813 mm)
Width: 24 inches (610 mm)
Height: 31 inches (787 mm)
Weight: 340 pounds (154 KG).

Technical Specifications

Body and Head: Lightweight, high strength, corrosion resistant, aluminum alloy with smooth waterways for maximum performance.

Impeller: Bronze enclosed type, fully machined and balanced, Bronze impeller has high strength and will not rust or corrode. Smooth waterways increase efficiency.

Shaft: Impeller is mounted directly to engine crankshaft

Shaft Seal: Self-lubricating, self-adjusting mechanical seal for low maintenance and dependability. Easy and economical to maintain
Drain Cock: Brass
Priming: Complete with 12-volt DC ESP primer

ENGINE

Make: Briggs and Stratton DM9500 Diesel
Cycle: Four Cycle
Horsepower: 26 HP @ 3600 RPM
Injection: Direct
Cooling: Radiator, water cooled
Lubrication: Forced by gear pump
Starting: Electric
Cylinder: Cast iron
Crankshaft: Forged Steel
Speed Governor: Automatic centrifugal
Cylinder head: Cast iron

Control: Manual
Air Filter: Dry type with cyclone pre-cleaner

Standard Features

- Electric start
- Mounting feet
- Auto compression release
- 12V ESP Primer
- Single gauge instrument panel
- 12 Volt 40 amp alternator



MADE IN THE USA



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