

Honda WX10T

OWNER'S MANUAL

Original instructions

MANUEL DE L'UTILISATEUR

Notice originale

BEDIENUNGSANLEITUNG

Originalbetriebsanleitung

MANUAL DE EXPLICACIONES

Manual original

Thank you for purchasing a Honda water pump.

This manual covers the operation and maintenance of Honda water pump: WX10T

All information in this publication is based on the latest product information available at the time of approval for printing.

Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

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This manual should be considered a permanent part of the pump and should remain with the pump if it is resold.

Pay special attention to statements preceded by the following words:

▲WARNING Indicates a strong possibility of severe personal injury or death if instructions are not followed.

CAUTION: Indicates a possibility of equipment or property damage if instructions are not followed.

NOTE: Gives helpful information.

If a problem should arise, or if you have any questions about the pump, consult an authorized Honda dealer.

▲WARNING
Honda water pump is designed to give safe and dependable service if operated according to instructions.
Read and understand the Owner's Manual before operating the water pump. Failure to do so could result in personal injury or equipment damage.

- The illustration may vary according to the type.

Disposal

To protect the environment, do not dispose of this product, battery, engine oil, etc. carelessly by leaving them in the waste. Observe the local laws and regulations or consult your authorized Honda dealer for disposal.

CONTENTS

1. SAFETY INSTRUCTION	3
2. SAFETY LABEL LOCATIONS.....	5
CE mark and noise label locations.....	6
3. COMPONENT IDENTIFICATION	7
4. PREPARATION	9
5. PRE-OPERATION CHECK	11
6. STARTING THE ENGINE	18
•Carburetor Modification for High Altitude Operation	21
7. OPERATION.....	22
8. STOPPING THE ENGINE	23
9. MAINTENANCE.....	24
10. TRANSPORTING/STORAGE	35
11. TROUBLESHOOTING	38
12. SPECIFICATIONS	40
MAJOR Honda DISTRIBUTOR ADDRESSES.....	Inside back cover
“EC Declaration of Conformity” CONTENT OUTLINE...	Inside back cover

1. SAFETY INSTRUCTION

⚠ WARNING

To ensure safe operation—



- Honda water pump is designed to give safe and dependable service if operated according to instructions.

Read and understand the Owner's Manual before operating the water pump. Failure to do so could result in personal injury or equipment damage.



- Exhaust contains poisonous carbon monoxide, a colorless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.
- If you run the pump in an area that is confined, or even partially enclosed area, the air you breathe could contain a dangerous amount of exhaust gas.
- Never run your pump inside a garage, house or near open windows or doors.



- Stop the engine before refueling.
- Gasoline is extremely flammable and explosive under certain conditions. Refuel in a well ventilated area with the engine stopped.



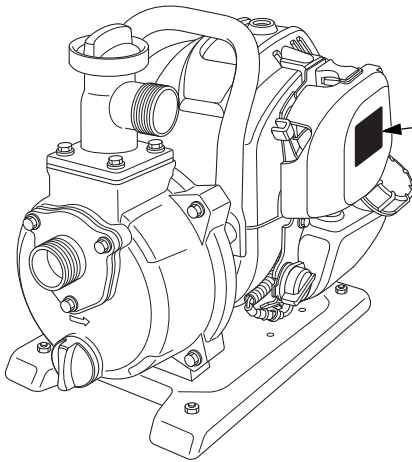
- The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. Let the engine cool before storing the water pump indoors.
- The engine exhaust system will be heated during operation and remain hot immediately after stopping the engine. To prevent scalding, pay attention to the warning marks attached to the water pump.

- Always make a pre-operation check (see page 11) before you start the engine. You may prevent an accident or equipment damage.
- For safety, never pump flammable or corrosive liquids such as gasoline or acid. Also, to avoid pump corrosion, never pump sea water, chemical solutions, or caustic liquids such as used oil, wine, or milk.
- Place the pump on a firm, level surface lest the pump should overturn.
- To prevent fire hazards and to provide adequate ventilation, keep the pump at least 1 meter (3 feet) away from building walls and other equipment during operation. Do not place flammable objects close to the pump.
- Children and pets must be kept away from the area of operation to reduce a possibility of burns from the hot engine components.
- Know how to stop the pump quickly, and understand the operation of all controls. Never permit anyone to operate the pump without proper instructions.
- Never run the engine in an enclosed or confined area. Exhaust gas contains poisonous carbon monoxide gas; exposure can cause loss of consciousness and may lead to death.
- Before each use, look around and underneath the engine for signs of oil or gasoline leaks.

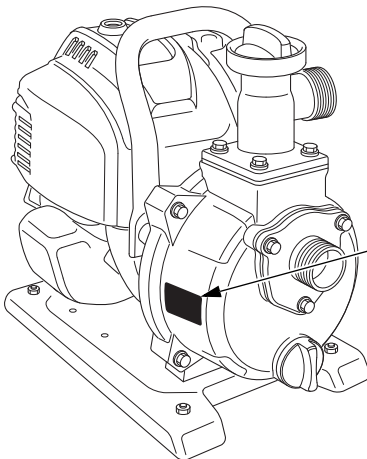
2. SAFETY LABEL LOCATIONS

These labels warn you of potential hazards that can cause serious injury. Read the labels and safety notes and precautions described in this manual carefully.

If a label comes off or becomes hard to read, contact your servicing dealer for a replacement.



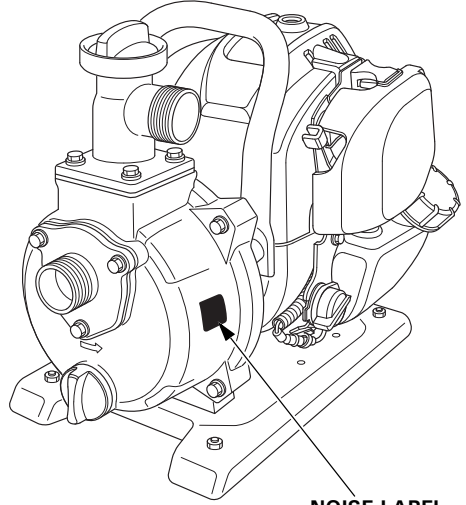
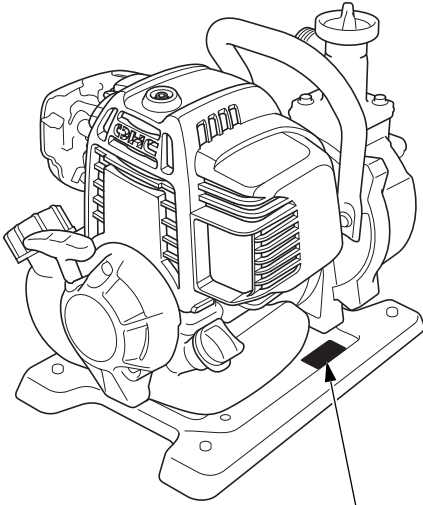
OPERATOR CAUTION



HOT CAUTION



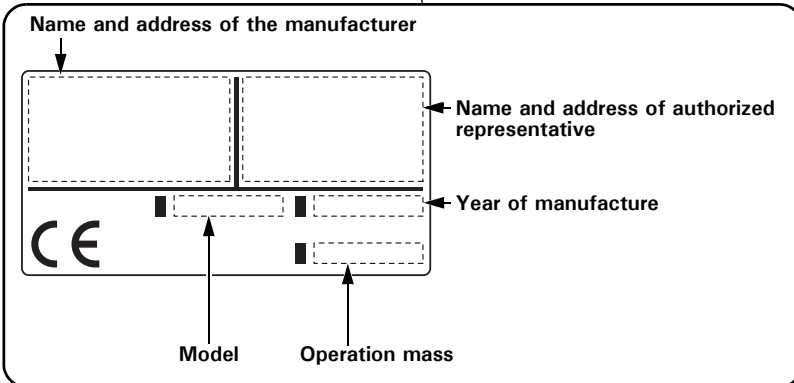
CE mark and noise label locations



NOISE LABEL

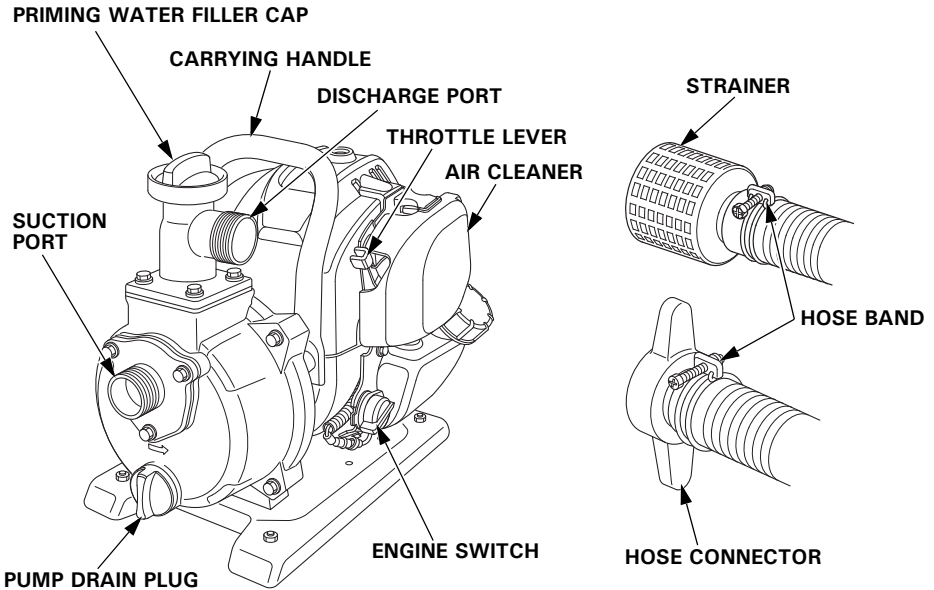
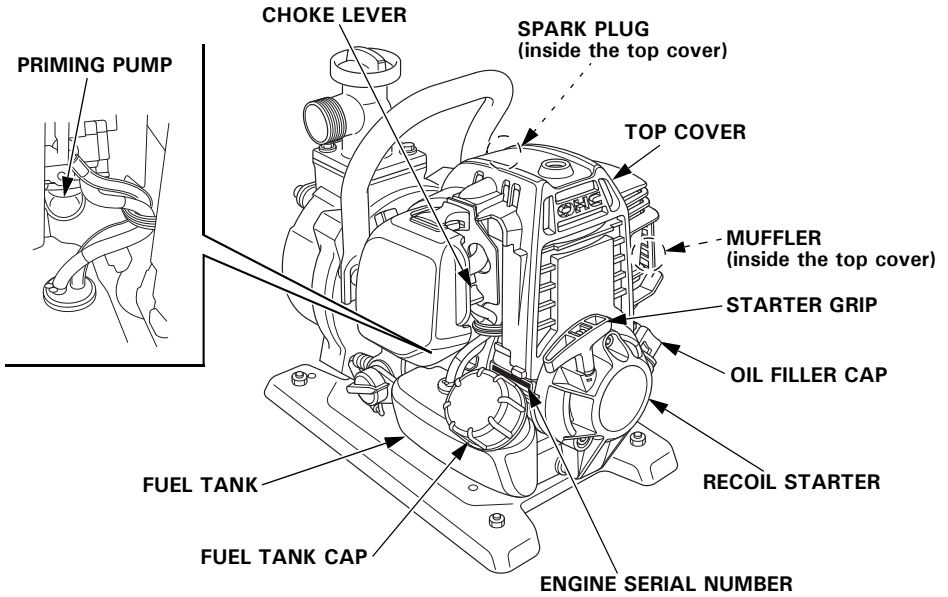


CE MARK

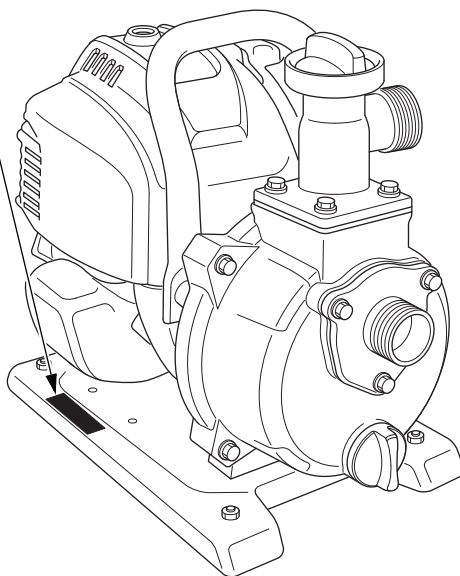


Name and address of manufacturer and authorized representative are written in the "EC Declaration of Conformity" CONTENT OUTLINE in this Owner's Manual.

3. COMPONENT IDENTIFICATION



FRAME SERIAL NUMBER



Record the frame serial number and the engine serial number (see page 7) in the space below. You will need these serial numbers when ordering parts.

Engine serial number: _____

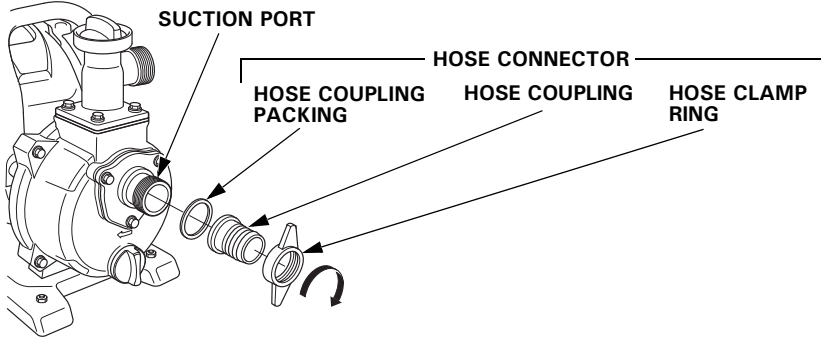
Frame serial number: _____

4. PREPARATION

Before each use, look around and underneath the engine for signs of oil or gasoline leaks.

1. Install the hose connector.

Be sure to check that the hose coupling packing is seated in its place and install the hose connector to the suction port on the pump.

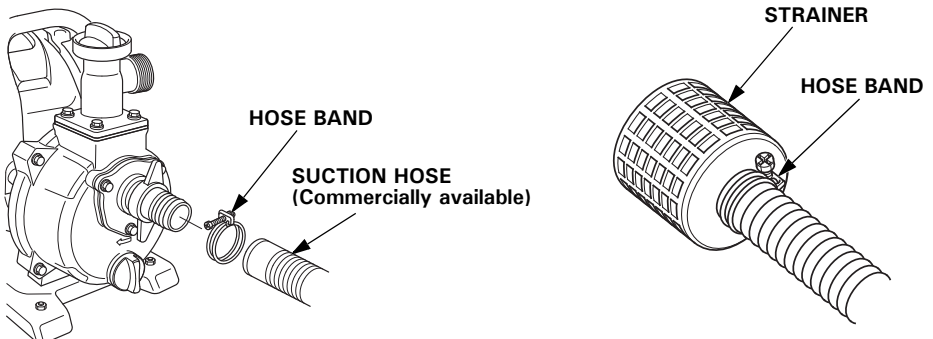


2. Connect the suction hose.

Use a commercially available 25 mm (1.0 in) diameter hose. The suction hose must be of reinforced, noncollapsible construction. Suction hose length should not be longer than necessary, as pump performance is best when the pump is not far above the water level. Self-priming time is also proportional to hose length. The strainer that is provided with the pump should be attached to the end of the suction hose with a band, as shown.

CAUTION:

Always install the strainer on the end of the suction hose before pumping. The strainer will exclude debris that can cause clogging or impeller damage.

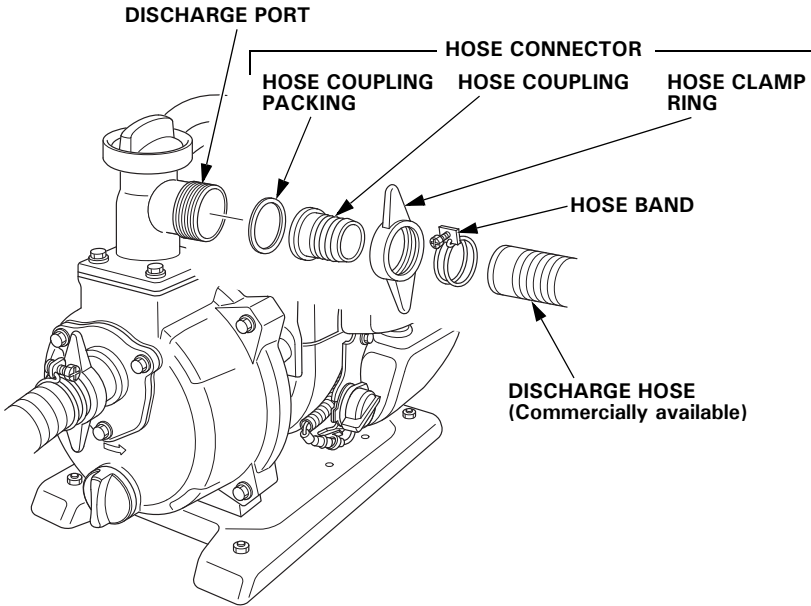


3. Connect the discharge hose.

Use a commercially available hose, hose connector, and hose band. A short, large-diameter hose is most efficient. Long or small-diameter hose increases fluid friction and reduces pump output.

NOTE:

Tighten the hose band securely to prevent the hose from disconnecting under high pressure.



5. PRE-OPERATION CHECK

1. Check the engine oil level.

Every 10 hours, check the engine oil level and replenish oil up to the upper limit if the pump is operated for more than 10 hours continuously.

CAUTION:

Engine oil is a major factor affecting engine performance and service life. Nondetergent or vegetable oils are not recommended.

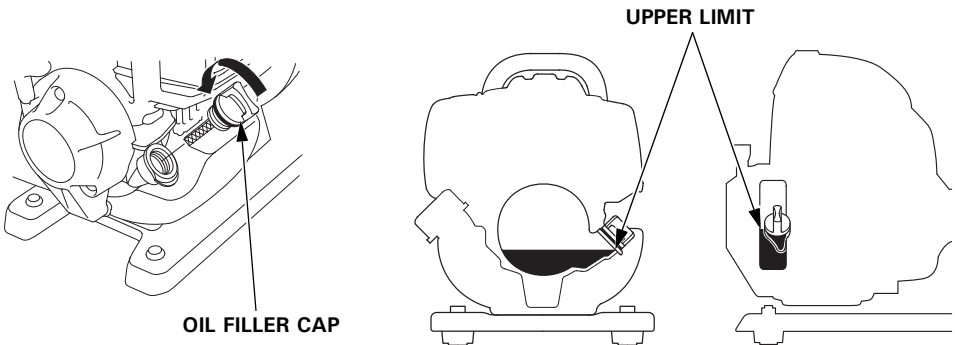
Check the engine oil level with the engine stopped and in a level position.

1. Remove the oil filler cap.
2. Check the oil level. If it is below the upper limit, fill with the recommended oil (see page 12) to the upper limit.
3. Reinstall the oil filler cap securely.

Add the engine oil slowly to avoid overflowing, as the engine oil tank capacity is small.

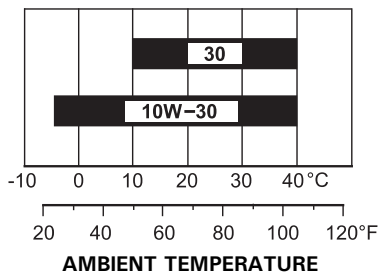
CAUTION:

- Running the engine with insufficient oil can cause serious engine damage.
- Be sure to check the engine on a level surface with the engine stopped.



Recommended Oil

Use 4-stroke motor oil that meets or exceeds the requirements for API service classification SE or later (or equivalent). Always check the API service label on the oil container to be sure it includes the letters SE or later (or equivalent).



SAE 10W-30 is recommended for general use. Other viscosities shown in the chart may be used when the average temperature in your area is within the indicated range.

CAUTION:

Using nondetergent oil or 2-stroke engine oil could shorten the engine's service life.

2. Check the fuel level.

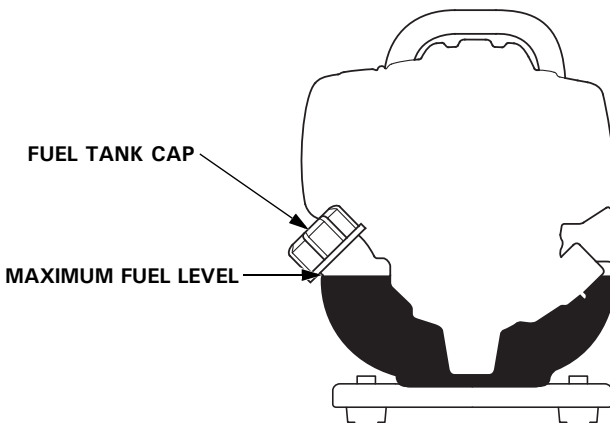
Check the fuel level by looking through the translucent fuel tank. If the fuel level is low, refuel in a well-ventilated area with the engine stopped. If the engine has been running, allow it to cool.

Use automotive unleaded gasoline with a Research Octane Number of 91 or higher (a Pump Octane Rating of 86 or higher).

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt or water in the fuel tank.

▲WARNING

- **Gasoline is extremely flammable and is explosive under certain conditions.**
- **Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the refueling area or where gasoline is stored.**
- **Do not overfill the tank (there should be no fuel above the maximum fuel level). After refueling, make sure the fuel tank cap is closed properly and securely.**
- **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**



NOTE:

Gasoline spoils very quickly depending on factors such as light exposure, temperature and time.

In worst cases, gasoline can be contaminated within 30 days.

Using contaminated gasoline can seriously damage the engine (clogged carburetor, stuck valve).

Such damage due to spoiled fuel is disallowed from coverage by the warranty.

To avoid this please strictly follow these recommendations:

- Only use specified gasoline (see page 13).
- Use fresh and clean gasoline.
- To slow deterioration, keep gasoline in a certified fuel container.
- If long storage (more than 30 days) is foreseen, drain fuel tank and carburetor (see page 36).

Gasolines containing alcohol

If you decide to use a gasoline containing alcohol (gasohol), be sure its octane rating is at least as high as that recommended by Honda.

There are two types of "gasohol": one containing ethanol, and the other containing methanol.

Do not use gasohol that contains more than 10% ethanol.

Do not use gasoline containing more than 5% methanol (methyl or wood alcohol) and that does not also contain co-solvents and corrosion inhibitors for methanol.

NOTE:

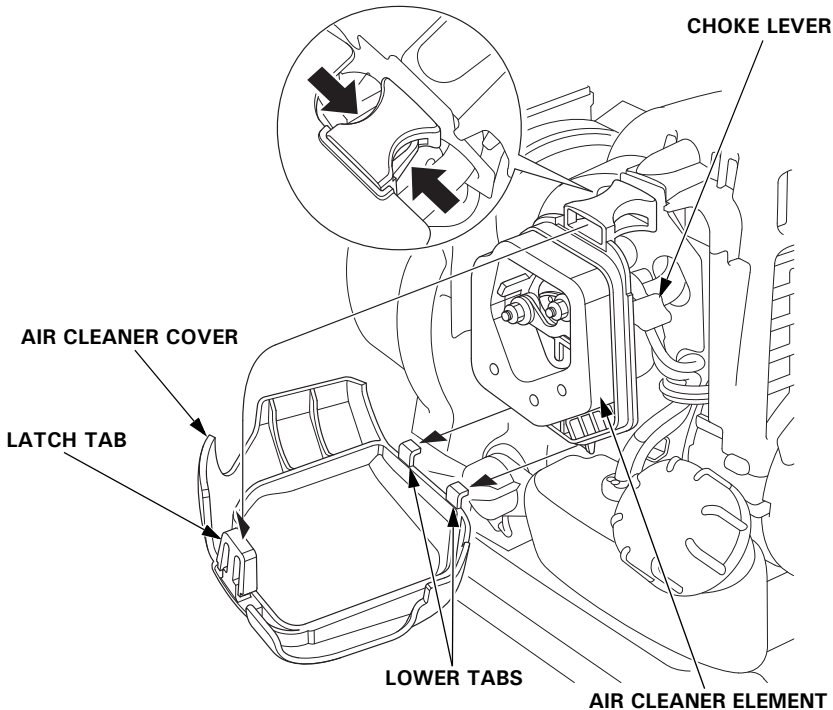
- Fuel system damage or engine performance problems resulting from the use of gasoline that contains more alcohol than recommended is not covered under the warranty.
- Before buying gasoline from an unfamiliar station, first determine if the gasoline contains alcohol, if it does, find out the type and percentage of alcohol used.

If you notice any undesirable operating symptoms while using a particular gasoline. Switch to a gasoline that you know contains less than the recommended amount of alcohol.

3. Check the air cleaner element.

1. Move the choke lever to the CLOSED (upwards) position (see page 19).
2. Press the latch tab on the top of the air cleaner cover. Tilt the top of the air cleaner cover back and unhook the two lower tabs, and remove the cover.
3. Check the air cleaner element to be sure it is clean and in good condition.

If the air cleaner element is dirty, clean it (see page 29). Replace the air cleaner element if it is damaged.



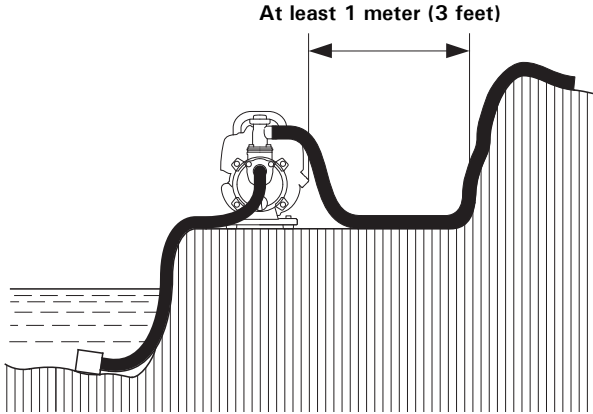
4. Reinstall the air cleaner element.
5. Reinstall the air cleaner cover by inserting the lower tabs, and the latch tab.

CAUTION:

Never run the engine without the air cleaner. Rapid engine wear will result from contaminants such as dust and dirt being drawn through the carburetor into the engine.

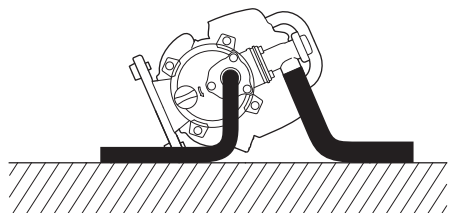
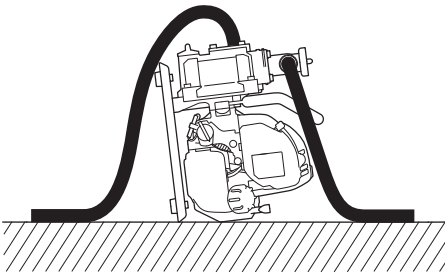
4. Operating environment

Always position the pump in an upright position on a firm level surface at least 1 meter (3 feet) away from any walls or other equipment.



CAUTION:

Do not allow the pump to tip over or fall in its side during use. If the pump is not positioned upright or if there is not enough space around the pump, cooling air can become restricted or the engine exhaust may be obstructed, causing engine damage.



5. Check that all nuts, bolts, and screws are tightened.

Check for loose bolts, nuts and screws.

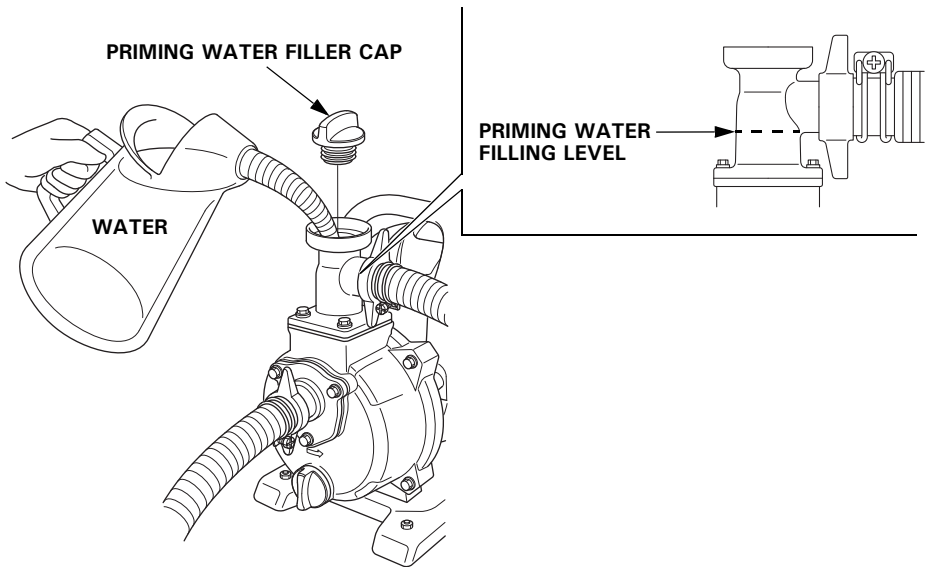
Tighten the bolts, nuts and screws properly and securely, if necessary.

6. Check the priming water.

Make sure that the pump chamber is filled with priming water up to its filling level.

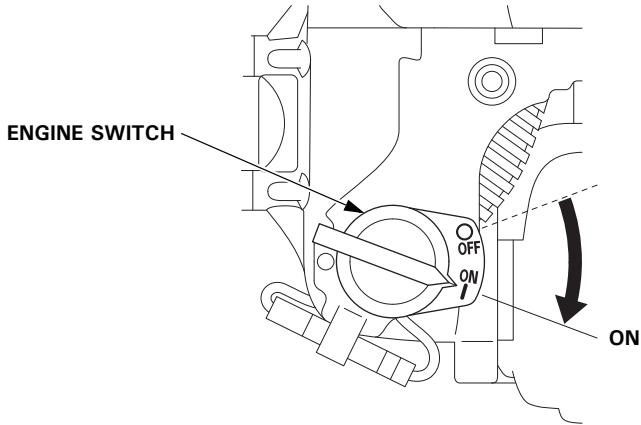
CAUTION:

Never attempt to operate the pump without priming water, or the pump will overheat. Extended dry operation will destroy the pump seal. If the unit has been operated dry, stop the engine immediately and allow the pump to cool before adding priming water.

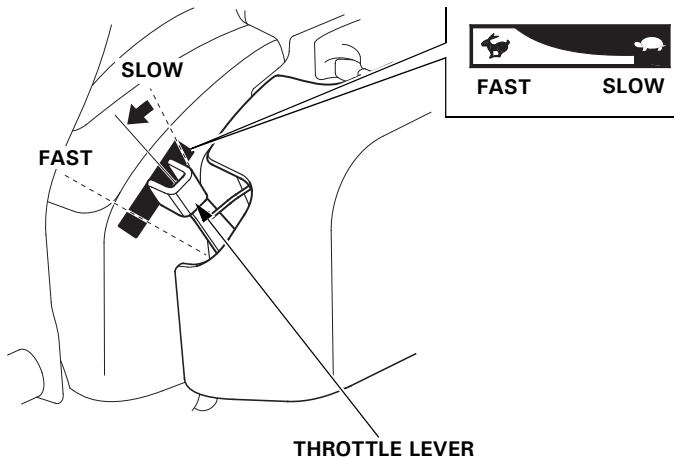


6. STARTING THE ENGINE

1. Turn the engine switch to the ON position.



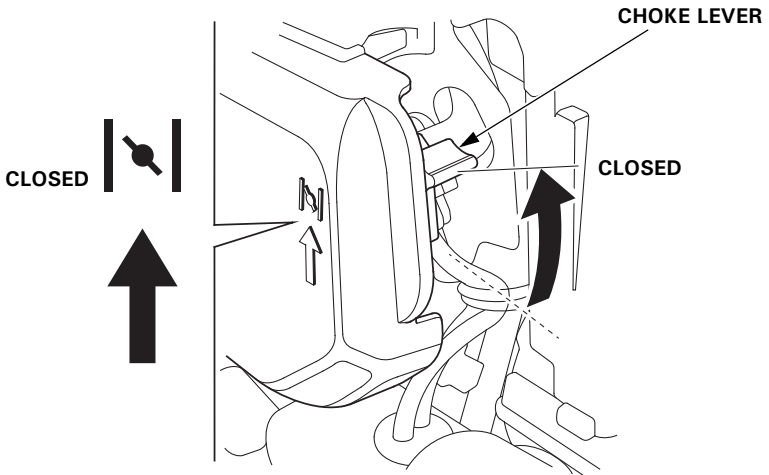
2. Move the throttle lever away from the SLOW position, about 1/3 of the way toward the FAST position.



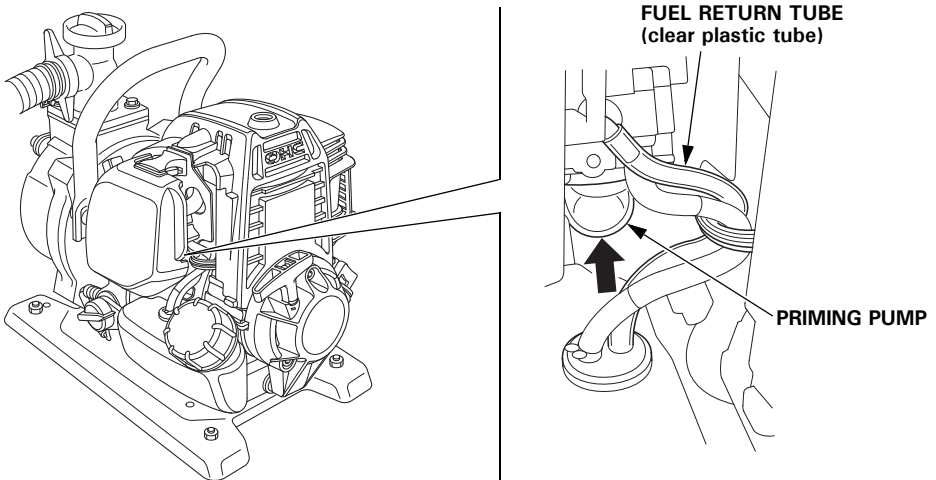
3. To start a cold engine, move the choke lever to the CLOSED position.

NOTE:

Do not use the choke if the engine is warm or the air temperature is high.



4. Press the priming pump several times until a fuel flow in the fuel return tube (clear plastic tube) is visually noticed.



5. Hold the carrying handle securely and pull the starter grip lightly until you feel resistance, and then pull briskly in the direction of the arrow as shown below.

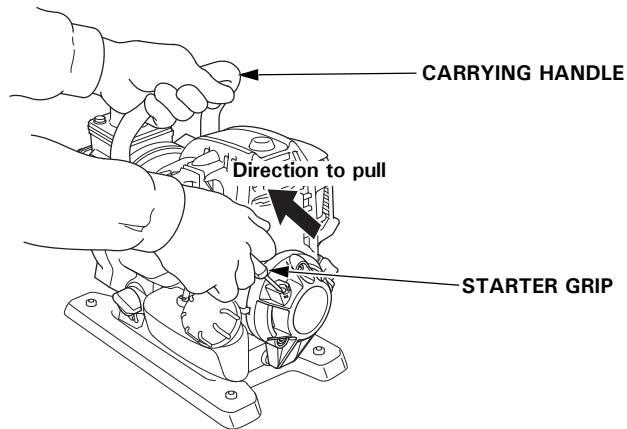
Return the starter grip gently.

CAUTION:

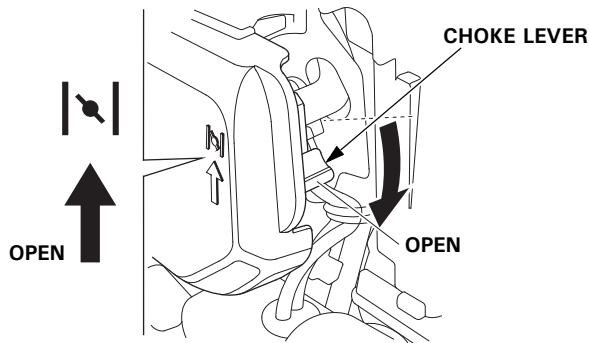
Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.

NOTE:

Always pull the starter grip briskly. If not pulled briskly, sparks may fail to jump across the spark plug electrodes, resulting in failure to start the engine.



6. If the choke lever was moved to the CLOSED position to start the engine, gradually move it to the OPEN position as the engine warms up.



• Carburetor Modification for High Altitude Operation

At high altitude, the standard carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase. A very rich mixture will also foul the spark plug and cause hard starting. Operation at an altitude that differs from that at which this engine was certified, for extended periods of time, may increase emissions.

High altitude performance can be improved by specific modifications to the carburetor. If you always operate your water pump at altitudes above 1,500 meters (5,000 feet), have your servicing dealer perform this carburetor modification. This engine, when operated at high altitude with the carburetor modifications for high altitude use, will meet each emission standard throughout its useful life.

Even with carburetor modification, engine horsepower will decrease about 3.5% for each 300 meter (1,000 foot) increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

CAUTION:

When the carburetor has been modified for high altitude operation, the air-fuel mixture will be too lean for low altitude use. Operation at altitudes below 1,500 meters (5,000 feet) with a modified carburetor may cause the engine to overheat and result in serious engine damage. For use at low altitudes, have your servicing dealer return the carburetor to original factory specifications.

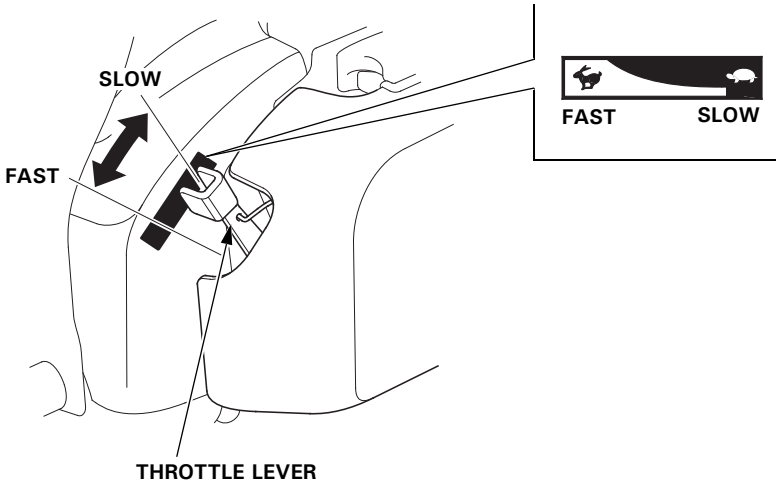
7. OPERATION

CAUTION:

Never use the pump for muddy water, rejected oil, wine, etc.

1. Start the engine according to the procedures described in page 18.
2. Position the throttle lever for the desired engine speed.

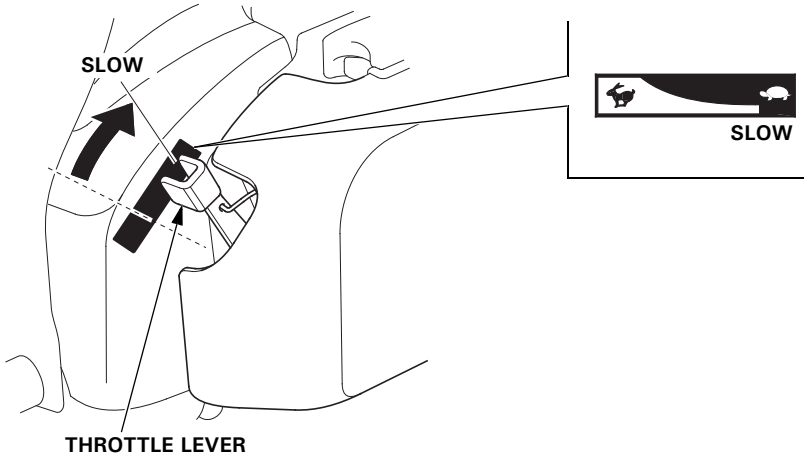
Pump output is controlled by adjusting engine speed. Moving the throttle lever in the FAST direction will increase pump output, and moving the throttle lever in the SLOW direction will decrease pump output.



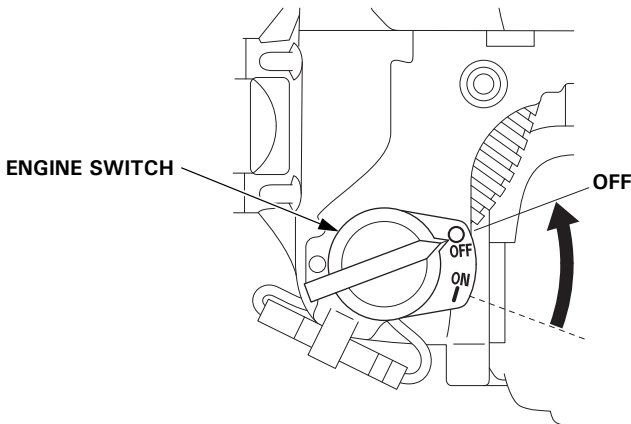
8. STOPPING THE ENGINE

To stop the engine in an emergency, simply turn the engine switch to the OFF position. Under normal conditions, use the following procedure.

1. Move the throttle lever fully to the SLOW position.



2. Turn the engine switch to the OFF position.



After use, remove the pump drain plug (see page 35), and drain the pump chamber. Remove the priming water filler cap, and flush the pump chamber with clean, fresh water. Allow the water to drain from the pump chamber, and then reinstall the filler cap and drain plug.

9. MAINTENANCE

Periodic inspection and adjustment of the pump are essential if high level performance is to be maintained. Regular maintenance will also help to extend service life. The required service intervals and the kind of maintenance to be performed are described in the table on the next page.

▲WARNING

- **Shut off the engine before performing any maintenance.**
- **To prevent accidental start-up, turn OFF the engine switch and disconnect the spark plug cap.**
- **If the engine must be run, make sure the area is well-ventilated. The exhaust contains poisonous carbon monoxide gas; exposure can cause loss of consciousness and may lead to death.**

CAUTION:

- **If the pump has been used with sea water, etc., clean it with fresh water immediately afterward to reduce corrosion or remove sediment.**
- **Use genuine Honda parts or their equivalent for maintenance or repair. Replacement parts which are not of equivalent quality may damage the pump.**

Maintenance schedule

REGULAR SERVICE PERIOD (3) Perform at every indicated month or operating hour interval, whichever comes first.		Each use	First month or 10 hrs.	Every 3 months or 25 hrs.	Every 6 months or 50 hrs.	Every year or 100 hrs.	Every two years or 300 hrs.	Refer to page
Engine oil	Check level	o						11
	Change		o		o			26
Air cleaner	Check	o						15
	Clean			o (1)				29
Spark plug	Check-adjust					o		30
	Replace						o	
Engine cooling fins	Clean				o			34
Nuts, bolts, fasteners	Check (Retighten if necessary)	o						17
Idle speed	Check-adjust					o (2)		—
Valve clearance	Check-adjust					o (2)		—
Combustion chamber	Clean		After every 300 hrs. (2)					—
Fuel filter	Clean					o		33
Fuel tank	Clean					o		33
Fuel tube	Check		Every 2 years (Replace if necessary) (2)					—
Oil tube	Check		Every 2 years (Replace if necessary) (2)					—
Impeller	Check					o (2)		—
Impeller clearance	Check					o (2)		—
Pump inlet valve	Check					o (2)		—

(1) Service more frequently when used in dusty areas.

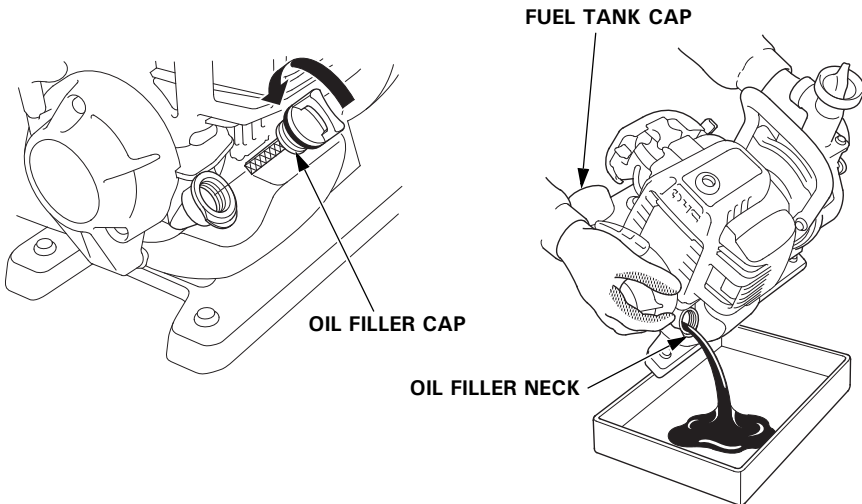
(2) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda shop manual for service procedures.

(3) For commercial use, log hours of operation to determine proper maintenance intervals.

1. Changing oil

Drain the oil while the engine is still warm to assure rapid and complete draining.

1. Check the fuel tank cap is tightened securely.
2. Place a suitable container next to the engine to catch the used oil.
3. Remove the oil filler cap and drain the oil into the oil container by tipping the pump toward the oil filler neck.

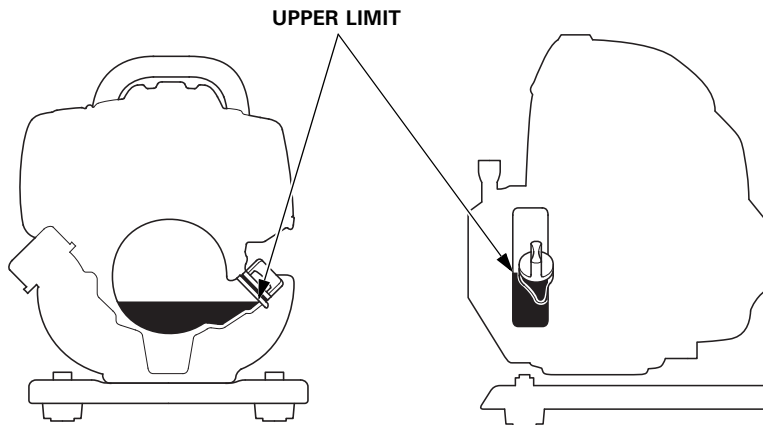


4. With the engine in a level position, fill to the upper limit with the recommended oil (see page 12).

ENGINE OIL CAPACITY (Disassembly):

0.08 L (0.08 US qt, 0.07 Imp qt)

The oil capacity with replaced is less than the oil capacity with disassembled.



5. Install the oil filler cap securely.
If any oil is spilled, be sure to wipe it.

Wash your hands with soap and water after handling used oil.

NOTE:

Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the trash, pour it on the ground, or down a drain.

2. Air cleaner service

A dirty air cleaner will restrict air flow to the carburetor. To prevent carburetor malfunction, service the air cleaner regularly. Service more frequently when operating the pump in extremely dusty areas.

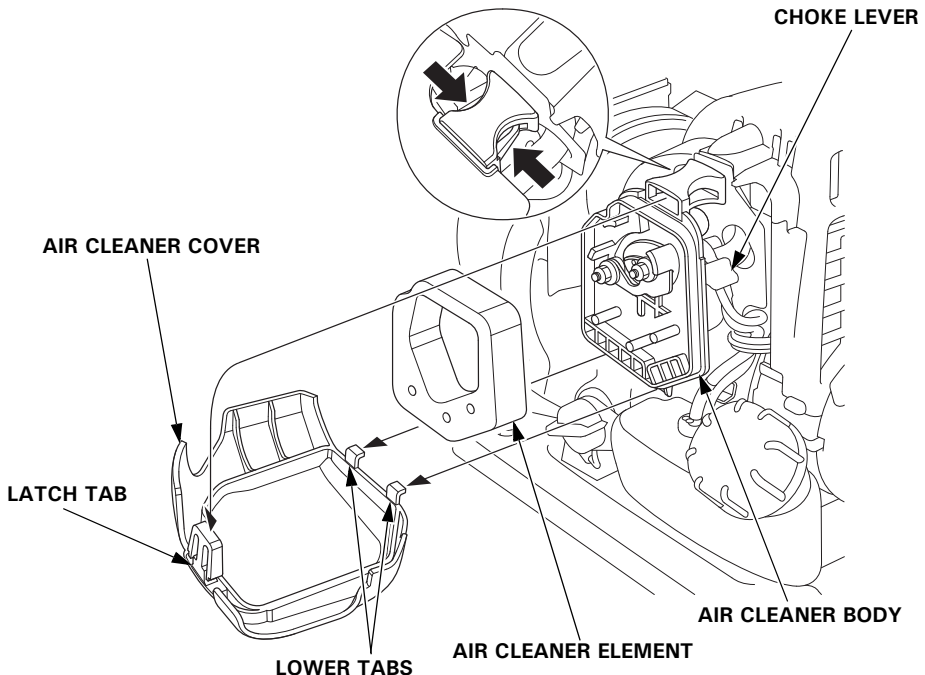
▲WARNING

Never use gasoline or low flash point solvents for cleaning. They are flammable and explosive under certain conditions.

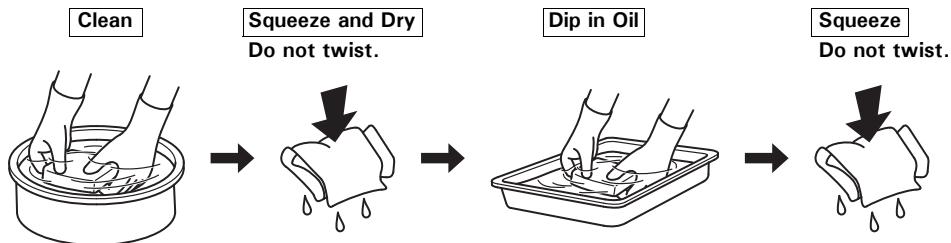
CAUTION:

Never run the pump without the air cleaner. Rapid engine wear will result from contaminants such as dust and dirt being drawn into the engine.

1. Move the choke lever to the CLOSED (upwards) position (see page 19).
2. Press the latch tab on the top of the air cleaner cover. Tilt the top of the air cleaner cover back and unhook the two lower tabs, and remove the cover.
3. Remove the air cleaner element.



-
- Clean the air cleaner element in warm soapy water, rinse, and allow to dry thoroughly. Or clean in nonflammable solvent and allow to dry.
 - Dip the air cleaner element in clean engine oil, and then squeeze out all excess oil. The engine will smoke when started if too much oil is left in the foam.



- Wipe dirt from the air cleaner body and cover, using a moist rag. Be careful to prevent dirt from entering the carburetor.
- Reinstall the air cleaner element.
- Reinstall the air cleaner cover by inserting the lower tabs, and the latch tab.

3. Spark plug service

Recommended spark plug: CMR5H (NGK)

▲WARNING

If the engine has been running, the muffler will be very hot. Be careful not to touch the muffler.

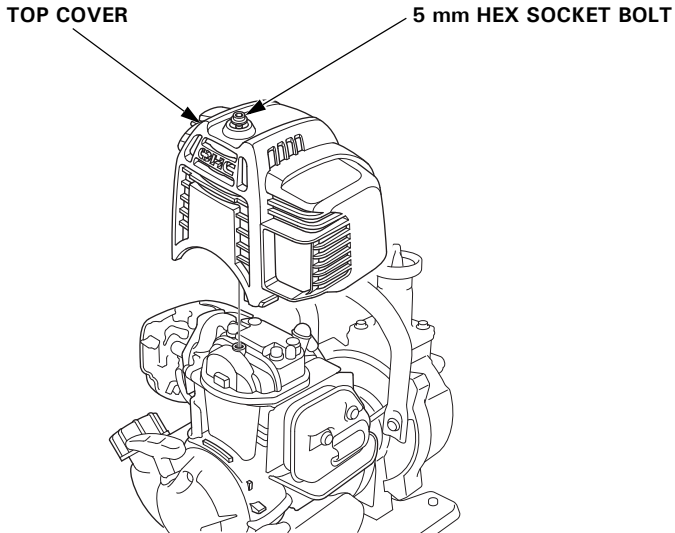
CAUTION:

Never use a spark plug of incorrect heat range.

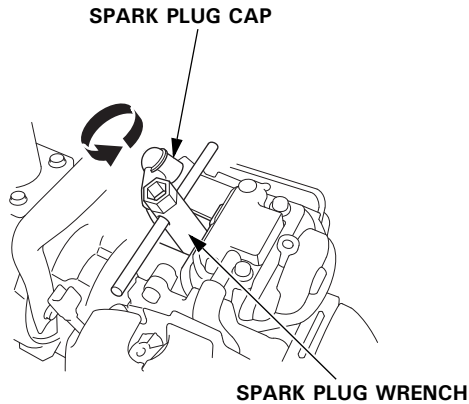
To ensure proper engine operation, the spark plug must be properly gapped and free of deposits.

1. Loosen the 5 mm hex socket bolt with a hexagon wrench, and then remove the top cover.

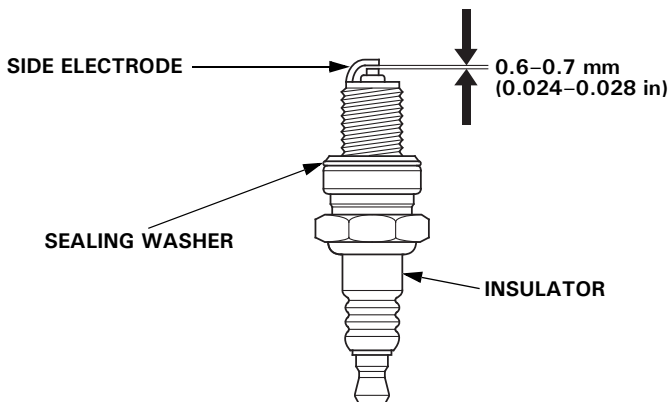
Do not pull the starter grip and start the engine without the top cover. There are rotating and hot parts under the cover.



-
2. Remove any dirt from around the spark plug area.
 3. Disconnect the spark plug cap and use the proper size spark plug wrench to remove the spark plug.



4. Visually inspect the spark plug. Discard the spark plug if there is apparent wear, or if the insulator is cracked or chipped. Clean the spark plug with a wire brush if it is to be reused.
5. Measure the plug gap with a feeler gauge. Correct as necessary by bending the side electrode. The gap should be:
0.6–0.7 mm (0.024–0.028 in)



-
6. Check that the sealing washer is in good condition, and thread the spark plug in by hand to prevent cross-threading.
 7. After the spark plug is seated, tighten with a spark plug wrench to compress the washer.

NOTE:

If installing a new spark plug, tighten 1/2 turn after the spark plug seats to compress the washer.

If reinstalling a used spark plug, tighten 1/8–1/4 turn after the spark plug seats to compress the washer.

CAUTION:

- **The spark plug must be securely tightened. An improperly tightened spark plug can become very hot and may cause engine damage.**
- **Use only the recommended spark plug or equivalent. Spark plugs which have an improper heat range may cause engine damage.**

8. Attach the spark plug cap securely.
9. Install the top cover, and tighten the 5 mm hex socket bolt securely with a hexagon wrench.

4. Fuel filter service and fuel tank cleaning

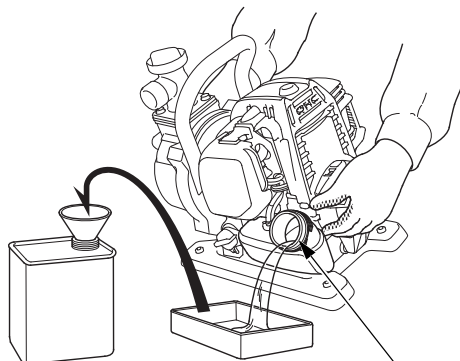
▲WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in the area.

1. Check that the oil filler cap is tightened securely.
2. Remove the fuel tank cap and drain the fuel into an approved gasoline container by tipping the pump toward the fuel filler neck.



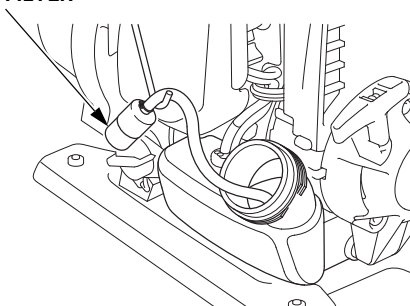
OIL FILLER CAP



FUEL FILLER NECK

3. Pull the fuel filter out through the fuel filler neck by hooking the black fuel tube with a piece of wire, such as a partly straightened paper clip.
4. Check the fuel filter of its dirt. If the fuel filter is dirty, wash it gently with nonflammable or high flash point solvent. If the fuel filter is excessively dirty, replace it.

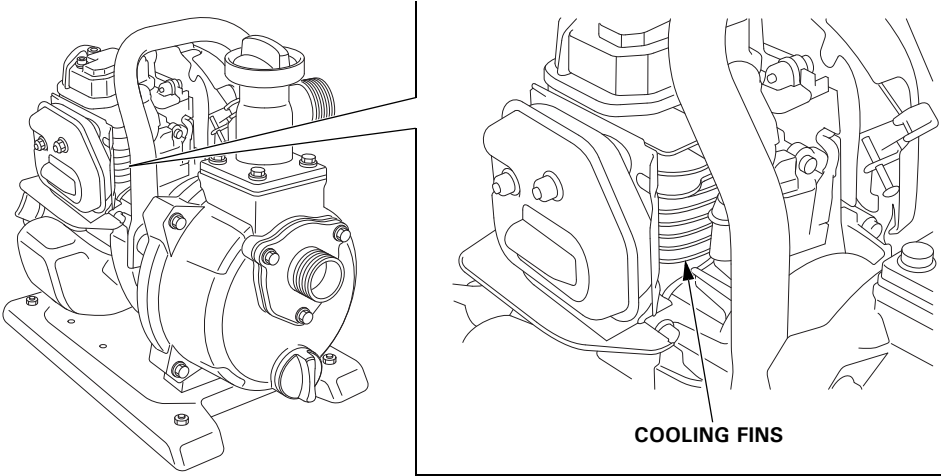
FUEL FILTER



5. Rinse sediment from the fuel tank, using nonflammable or high flash point solvent.
6. Insert the fuel filter into the fuel tank and tighten the fuel tank cap securely.

5. Cooling fins service

1. Remove the top cover (see page 30).
2. Inspect the engine cooling fins, and clean out debris if they are clogged.



3. Install the top cover, and tighten the 5 mm hex socket bolt securely with a hexagon wrench.

10. TRANSPORTING/STORAGE

▲WARNING

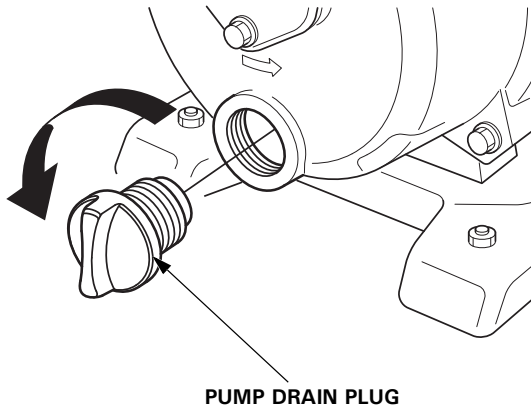
- To avoid severe burns or fire hazards, let the engine cool before transporting the pump or storing it indoors.
- When transporting the pump, keep the pump level and make sure the fuel tank cap is installed securely. Spilled fuel or fuel vapor may ignite.

Before storing the pump for an extended period;

1. Be sure the storage area is free of excessive humidity and dust.
2. Clean the pump interior.

Sediment will settle in the pump if it has been used in muddy, sandy water or water containing heavy debris.

Pump clean water through the pump before shutting down or impeller may be damaged when restarting. After flushing, remove the pump drain plug, drain as much water as possible from the pump housing and reinstall the plug.

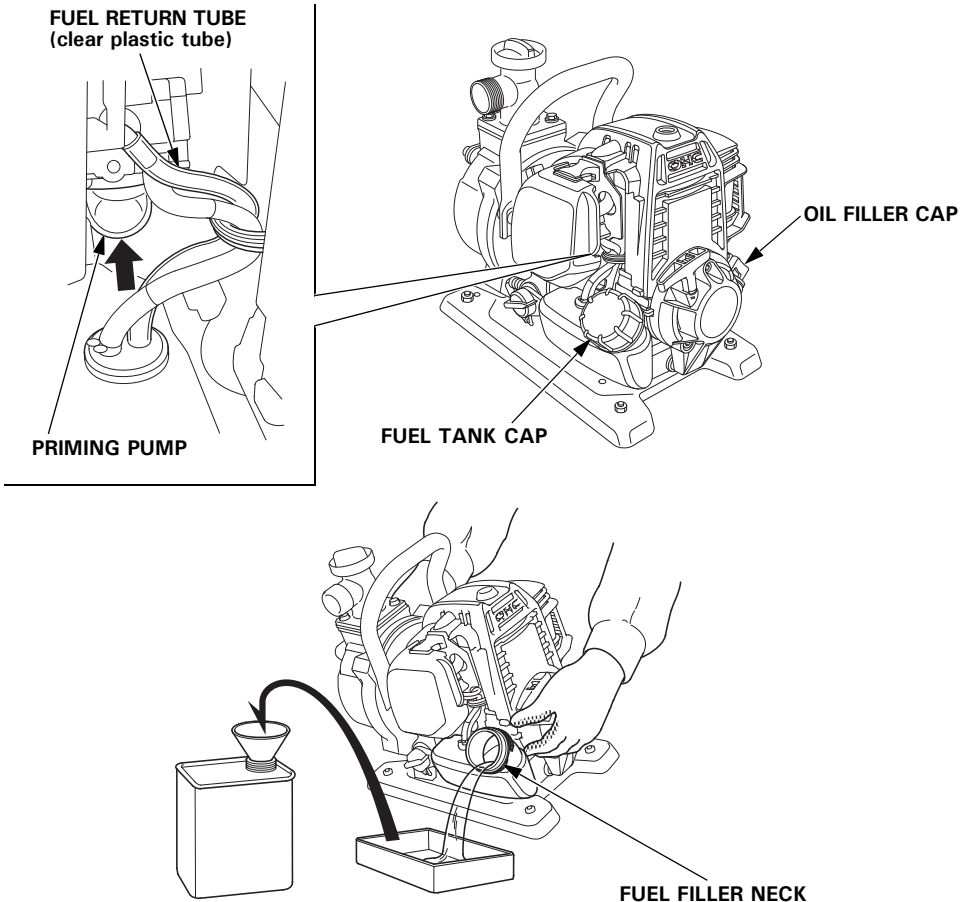


3. Drain the fuel.

▲WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in the area.

- a. Check that the oil filler cap is tightened securely.
- b. Remove the fuel tank cap and drain the fuel into an approved gasoline container by tipping the pump toward the fuel filler neck.
- c. Press the priming pump several times until there is no more fuel in the fuel return tube.
- d. Tip the pump toward the fuel filler neck again to drain the fuel.
- e. After all fuel has drained, reinstall the fuel tank cap securely.



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4. Change the engine oil (see page 26).
 5. Clean the air cleaner (see page 29).
 6. Remove the top cover (see page 30).
 7. Remove the spark plug (see page 31).
 8. Apply a couple of drops of clean engine oil into the cylinder.
 9. Install the top cover temporarily.
 10. Pull the starter grip several times to distribute the oil in the cylinder.
 11. Remove the top cover, and then reinstall the spark plug.
 12. Install the top cover, and tighten the 5 mm hex socket bolt securely.
 13. Move the choke lever to the CLOSED (upwards) position (see page 19).
 14. Pull the starter grip slowly until resistance is felt.
 15. Cover the pump to keep out dust.

11. TROUBLESHOOTING

When it is hard to start the engine:

In some cases, restarting of the engine may become difficult sometime after stopping the engine because the mixture in the combustion chamber becomes excessively rich. In such a case, carry out the following procedures 1–4 to expel the rich mixture.

1. Turn the engine switch to the OFF position.
2. Move the choke lever to the OPEN position.
3. Keep the throttle lever to the FAST position.
4. Pull the starter grip 3–5 times.

CAUTION:

Be sure to turn the engine switch to the OFF position.

If this operation is executed with the engine switch at the ON position, the equipment may start to move when the engine starts, and a personal injury may result.

Start the engine referring to the procedures described in STARTING THE ENGINE.

- Start the engine with the choke lever in the OPEN position.

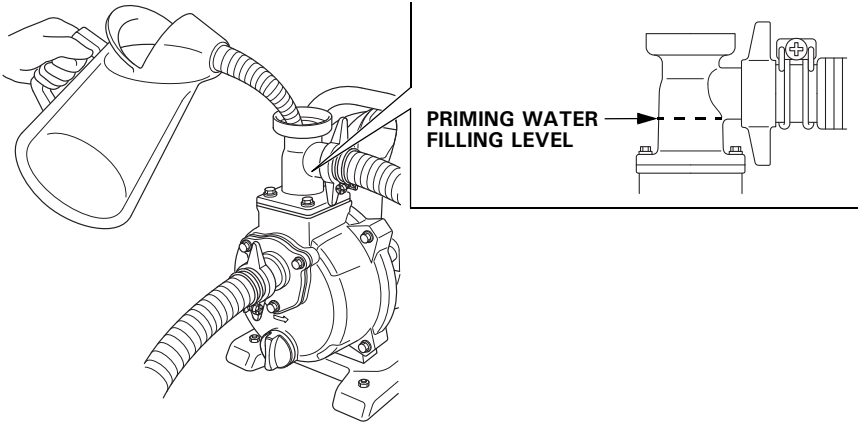
When the engine will not start:

1. Is the engine switch in the ON position?
2. Is there fuel in the fuel tank?
3. Is gasoline reaching the carburetor?
To check, press the priming pump several times.
4. Is the spark plug in good condition? (see page 31)

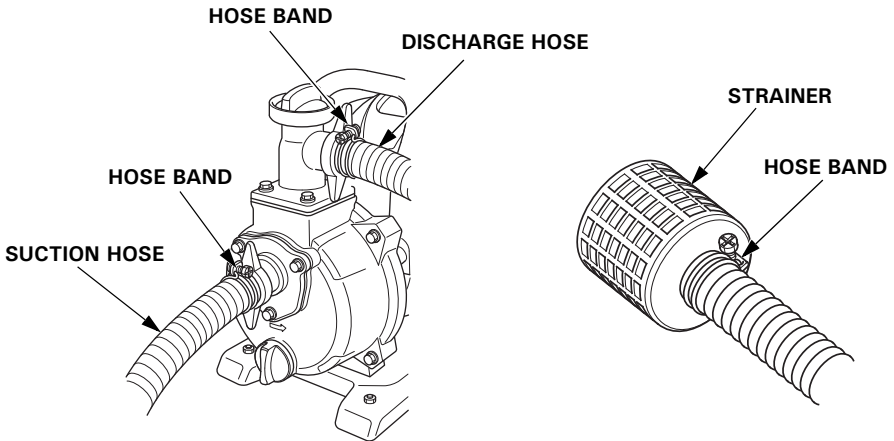
Remove and inspect the spark plug. Clean, readjust gap and dry the spark plug. Replace it if necessary.

5. If the engine still does not start, take the pump to your servicing dealer.

When the pump cannot pump the water:
1. Is the pump fully primed?



2. Is the strainer clogged?
3. Are the hose bands installed securely?
4. Are the hoses damaged?
5. Is the suction head too high?
6. If the pump still does not operate, take the pump to your servicing dealer.



12. SPECIFICATIONS

Model	WX10T
Power equipment description code	WAGT

Dimensions and Weight

Length	340 mm (13.4 in)
Width	220 mm (8.7 in)
Height	295 mm (11.6 in)
Dry mass (weight)	6.1 kg (13.4 lbs)

Engine

Model	GX25T
Engine type	4-stroke, overhead camshaft, single cylinder
Displacement [Bore × Stroke]	25.0 cm ³ (1.53 cu-in) 35.0 × 26.0 mm (1.38 × 1.02 in)
Engine Net power <small>(in accordance with SAE J1349*)</small>	0.72 kW (1.0 PS)/7,000 rpm
Engine Max. Net torque <small>(in accordance with SAE J1349*)</small>	1.0 N·m (0.10 kgf·m, 0.74 lbf·ft)/5,000 rpm
Engine oil capacity	0.08 L (0.08 US qt, 0.07 Imp qt)
Fuel tank capacity	0.53 L (0.140 US gal, 0.117 Imp gal)
Cooling system	Forced air
Ignition system	Transistor magneto
PTO shaft rotation	Counterclockwise

*The power rating of the engine indicated in this document is the net power output tested on a production engine for the engine model and measured in accordance with SAE J1349 at 7,000 rpm (Engine Net Power) and at 5,000 rpm (Engine Max. Net Torque). Mass production engines may vary from this value.

Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operating speed of the engine in application, environmental conditions, maintenance, and other variables.

Pump

Suction port diameter	25 mm (1.0 in)
Discharge port diameter	25 mm (1.0 in)
Total head (maximum)	37 m (121 ft)
Suction head (maximum)	8 m (26 ft)
Discharge capacity	120 L (32 US gal, 26 Imp gal) /min
Self-priming time	80 sec/5 m (16.4 ft)

Noise

Sound pressure level at workstation (EN 809: 1998 + A1: 2009/AC: 2010)	87 dB (A)
Uncertainty	1 dB (A)
Measured sound power level (2000/14/EC, 2005/88/EC)	99 dB (A)
Uncertainty	1 dB (A)
Guaranteed sound power level (2000/14/EC, 2005/88/EC)	100 dB (A)

Tune up

ITEM	SPECIFICATION	MAINTENANCE
Spark plug gap	0.6–0.7 mm (0.024–0.028 in)	Refer to page: 31
Valve clearance (cold)	IN: 0.08 ± 0.02 mm EX: 0.11 ± 0.02 mm	See your authorized Honda dealer
Other specifications	No other adjustments needed.	

Specifications are subject to change without notice.

MEMO