
80SERIES™

INSTALLATION, OPERATION, PARTS LIST, AND MAINTENANCE MANUAL



THE GORMAN-RUPP COMPANY • MANSFIELD, OHIO

GORMAN-RUPP OF CANADA LIMITED • ST. THOMAS, ONTARIO, CANADA

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INTRODUCTION

This Installation, Operation, and Maintenance Manual is designed to help you achieve the best performance and longest life from your Gorman-Rupp pump.

This pump is an 80 series, semi-open impeller, self-priming centrifugal model with a suction check valve. The pump is designed for handling corrosive liquids and residues which may contain specified entrained solids. The basic material of construction for all wetted parts is stainless steel.

If there are any questions regarding the pump or its application which are not covered in this manual or in other literature accompanying this unit, please contact your Gorman-Rupp distributor, or write:

The Gorman-Rupp Company	or	Gorman-Rupp of Canada Limited
P.O. Box 1217		70 Burwell Road
Mansfield, Ohio 44901		St. Thomas, Ontario N5P 3R7

For information or technical assistance on the engine, contact the engine manufacturer's local dealer or representative.

The following are used to alert maintenance personnel to procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel:

NOTE

Instructions to aid in installation, operation, and maintenance or which clarify a procedure.

CAUTION

<p>Instructions which must be followed to avoid causing damage to the product or other equipment incidental to the installation. These instructions describe the requirements and the possible damage which could result from failure to follow the procedures.</p>

WARNING

```

////////////////////////////////////
//
// These instructions must be followed to avoid causing in- //
// jury or death to personnel, and describe the procedure //
// required and the injury which could result from failure //
// to follow the procedure. //
// //
////////////////////////////////////

```

WARNINGS

WARNINGS - SECTION A

THESE WARNINGS APPLY TO 80 SERIES ENGINE DRIVEN PUMPS. REFER TO THE MANUAL ACCOMPANYING THE ENGINE BEFORE ATTEMPTING TO BEGIN OPERATION.

WARNING

Before attempting to open or service the pump:
1. Familiarize yourself with this manual.
2. Disconnect the engine to ensure that the pump will remain inoperative.
3. Allow the pump to cool if overheated.
4. Vent the pump slowly and cautiously.
5. Close the suction and discharge valves.
6. Check the temperature before opening any covers, plates, or plugs.
7. Drain the pump.

WARNING

This pump is designed to pump corrosive liquids and residues which contain specified entrained solids. Do not attempt to pump volatile or flammable liquids which may damage the pump or endanger personnel as a result of pump failure.

WARNING

After the pump has been installed, make certain that the pump and all piping or hose connections are secure before operation.

WARNING

Do not operate the pump against a closed discharge valve for long periods of time. This could bring the liquid to a boil, build pressure, and cause the pump to rupture or explode.

WARNINGS

WARNING

```

////////////////////////////////////
//
// Do not remove plates, covers, gauges, pipe plugs, or
// fittings from an overheated pump. Vapor pressure within
// the pump can cause parts being disengaged to be ejected
// with great force. Allow the pump to cool before servic-
// ing.
//
////////////////////////////////////

```

WARNING

```

////////////////////////////////////
//
// Do not operate an internal combustion engine in an ex-
// plosive atmosphere. When operating internal combustion
// engines in an enclosed area, make certain that exhaust
// fumes are piped to the outside. These fumes contain
// carbon monoxide, a deadly gas that is colorless,
// tasteless, and odorless.
//
////////////////////////////////////

```

WARNING

```

////////////////////////////////////
//
// Never tamper with the governor to gain more power. The
// governor establishes safe operating limits that should
// not be exceeded. The maximum continuous operating speed
// is 2400 RPM.
//
////////////////////////////////////

```

WARNING

```

////////////////////////////////////
//
// Fuel used by internal combustion engines presents an ex-
// treme explosion and fire hazard. Make certain that all
// fuel lines are securely connected and free of leaks.
// Never refuel a hot or running engine. Avoid overfilling
// the fuel tank. Always use the correct type of fuel.
//
////////////////////////////////////

```

WARNING

```

////////////////////////////////////
//
// Use lifting and moving equipment in good repair and with
// adequate capacity to prevent injuries to personnel or
// damage to equipment. The bail is intended for use in
// lifting the pump assembly only; disconnect suction and
// discharge hoses and piping from the pump when lifting
// the pump by the bail.
//
////////////////////////////////////

```

WARNINGS

WARNING

```
////////////////////////////////////  
//  
// This pump is designed to handle materials which could //  
// cause illness or injury through direct contact. Wear //  
// adequate protective clothing when working on the pump or //  
// piping. //  
// //  
////////////////////////////////////
```

INSTALLATION - SECTION B

Since pump installations are seldom identical, this section offers only general recommendations and practices required to inspect, position, and arrange the pump and piping.

Most of the information pertains to a standard **static lift application** where the pump is positioned above the free level of liquid to be pumped.

If installed in a **flooded suction application** where the liquid is supplied to the pump under pressure, some of the information such as mounting, line configuration, and priming must be tailored to the specific application. Since the pressure supplied to the pump is critical to performance and safety, **be sure** to limit the incoming pressure to 50% of the maximum pressure developed by the pump. (See Section E, Page 1.) If the pump is fitted with a Gorman-Rupp double grease lubricated seal, the maximum incoming pressure must be reduced to 10 p.s.i..

For further assistance, contact your Gorman-Rupp distributor or the Gorman-Rupp Company.

Pump Dimensions

See Figure 1 for the approximate physical dimensions of this pump.

OUTLINE DRAWING

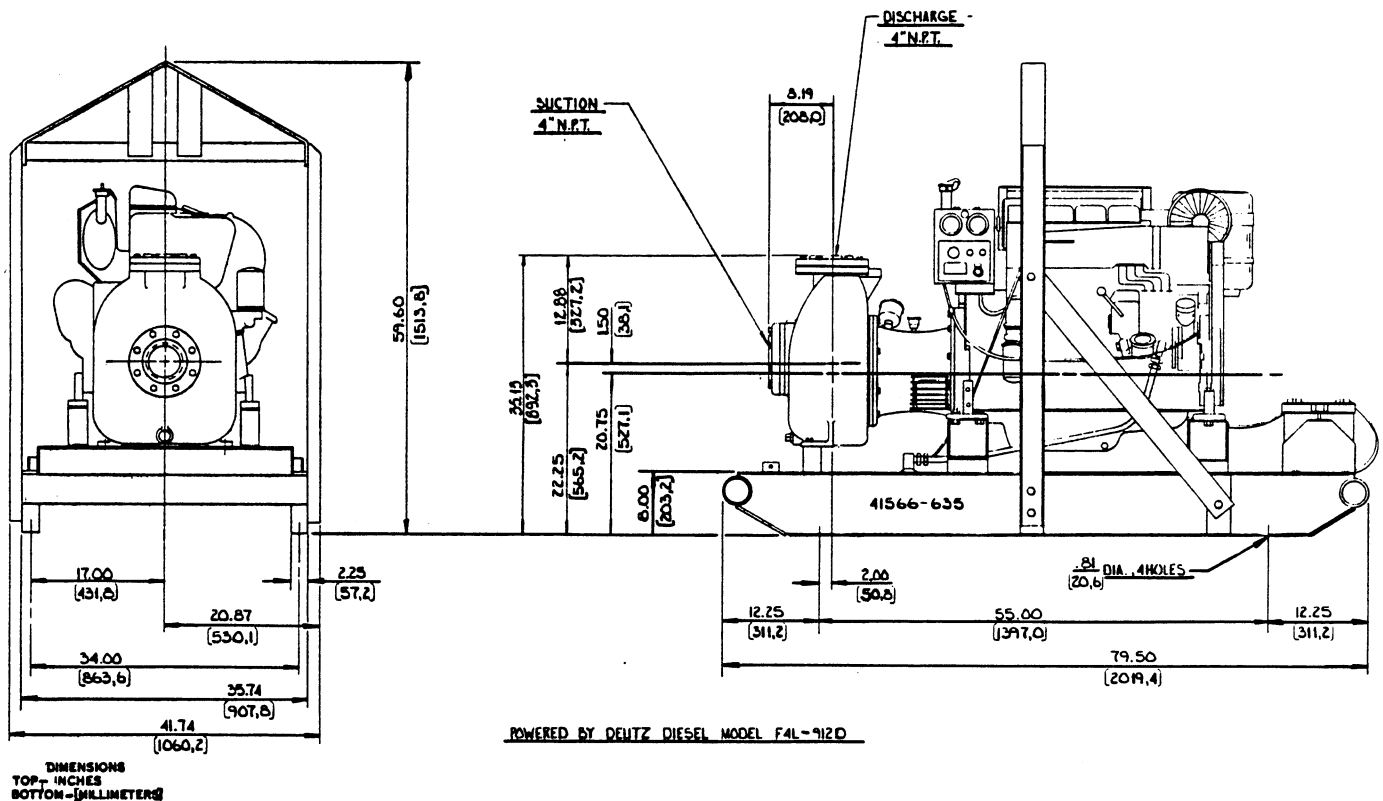


Figure 1. Pump Model 84A8-F4L

PREINSTALLATION INSPECTION

The pump assembly was inspected and tested before shipment from the factory. Before installation, inspect the pump for damage which may have occurred during shipment. Check as follows:

- Inspect the pump assembly for cracks, dents, damaged threads, and other obvious damage.
- Check for and tighten loose bolts, nuts, capscrews, and other attaching hardware. Since gaskets tend to shrink after drying, check for and tighten loose nuts and capscrews securing mating surfaces.
- Carefully read all tags, decals, and markings on the pump assembly, and perform all duties indicated. Note the direction of rotation indicated

INSTALLATION

on the pump. Check that the pump shaft rotates in the required direction.

CAUTION

Only operate this pump in the direction indicated by the arrow on the pump body and on the accompanying decal. Otherwise, the impeller could become loosened from the shaft and seriously damage the pump.

- d. Check all lubricant levels and lubricate as necessary. Refer to LUBRICATION in the MAINTENANCE AND REPAIR section of this manual and perform duties as instructed.
- e. If the pump and engine have been stored for more than 12 months, some of the components or lubricants may have exceeded their maximum shelf life. These **must be inspected or replaced** to ensure maximum pump service.

If the maximum shelf life has been exceeded, or if anything appears to be abnormal, contact your Gorman-Rupp distributor or the factory to determine the repair or updating policy. **Do not** put the pump into service until appropriate action has been taken.

POSITIONING PUMP

Lifting

Use lifting equipment with a capacity of at least **10,000 pounds**. This pump weighs approximately **1,988 pounds**, not including the weight of accessories and piping.

CAUTION

The pump assembly can be seriously damaged if the cables or chains used to lift and move the unit are improperly wrapped around the pump.

Mounting

Locate the pump in an accessible place as close as practical to the liquid being pumped. Level mounting is essential for proper operation. The pump may have to be supported or shimmed to provide for level operation or to eliminate vibration.

SUCTION AND DISCHARGE PIPING

Materials

Either pipe or hose may be used for suction and discharge lines. Piping materials must be compatible with the liquid being pumped. If hose is used in suction lines, it must be the rigid-wall, reinforced type to prevent collapse under suction. Using piping couplings in suction lines is not recommended.

Line Configuration

Keep suction and discharge lines as straight as possible to minimize friction losses. Make minimum use of elbows and fittings, which substantially increase friction loss. If elbows are necessary, use the long-radius type to minimize friction loss.

Connections to Pump

Before tightening a connecting flange, align it exactly with the pump port. Never pull a pipe line into place by tightening the flange bolts and/or couplings.

Lines near the pump must be independently supported to avoid strain on the pump which could cause excessive vibration, decreased bearing life, and increased shaft and seal wear. If hose-type lines are used, they should have adequate support to secure them when filled with liquid and under pressure.

Gauges

Most pumps are drilled and tapped for installing discharge pressure and vacuum suction gauges. If these gauges are desired for pumps that are not tapped, drill and tap the suction and discharge lines close to the pump before installing the lines.

SUCTION LINES

To avoid air pockets which could affect pump priming, the suction line must be as short and direct as possible. When operation involves a suction lift, the line must always slope upward to the pump from the source of the liquid being pumped; if the line slopes down to the pump at any point along the suction run, air pockets will be created.

Fittings

Suction lines should be the same size as the pump inlet. If reducers are used in suction lines, they should be the eccentric type, and should be installed with the flat part of the reducers uppermost to avoid creating air pockets. Valves are not normally used in suction lines, but if a valve is used, install it with the stem horizontal to avoid air pockets.

Strainers

If a strainer is furnished with the pump, be certain to use it; any spherical solids which pass through a strainer furnished with the pump will also pass through the pump itself.

If a strainer is not furnished with the pump, but is installed by the pump user, make certain that the total area of the openings in the strainer is at least three or four times the cross section of the suction line, and that the openings will not permit passage of solids larger than the solids handling capability of the pump.

This pump is designed to handle up to 1.12 inch diameter spherical solids.

Sealing

Since even a slight leak will affect priming, head, and capacity, especially when operating with a high suction lift, all connections in the suction line should be sealed with pipe dope to ensure an airtight seal. Follow the sealant manufacturer's recommendations when selecting and applying the pipe dope. The pipe dope should be compatible with the liquid being pumped.

Suction Lines In Sumps

If a single suction line is installed in a sump, it should be positioned away from the wall of the sump at a distance equal to one and one-half times the diameter of the suction line.

If there is a liquid flow from an open pipe into the sump, the flow should be kept away from the suction inlet because the inflow will carry air down into the sump, and air entering the suction line will reduce pump efficiency.

If it is necessary to position inflow close to the suction inlet, install a baffle between the inflow and the suction inlet at a distance one and one-half times the diameter of the suction pipe. The baffle will allow entrained air to escape from the liquid before it is drawn into the suction inlet.

If two suction lines are installed in a single sump, the flow paths may interact, reducing the efficiency of one or both pumps. To avoid this, position the suction inlets so that they are separated by a distance equal to at least three times the diameter of the suction pipe.

Suction Line Positioning

The depth of submergence of the suction line is critical to efficient pump operation. Figure 2 shows recommended minimum submergence vs. velocity.

NOTE

The pipe submergence required may be reduced by installing a standard pipe increaser fitting at the end of the suction line. The larger opening size will reduce the inlet velocity. Calculate the required submergence using the following formula based on the increased opening size (area or diameter).

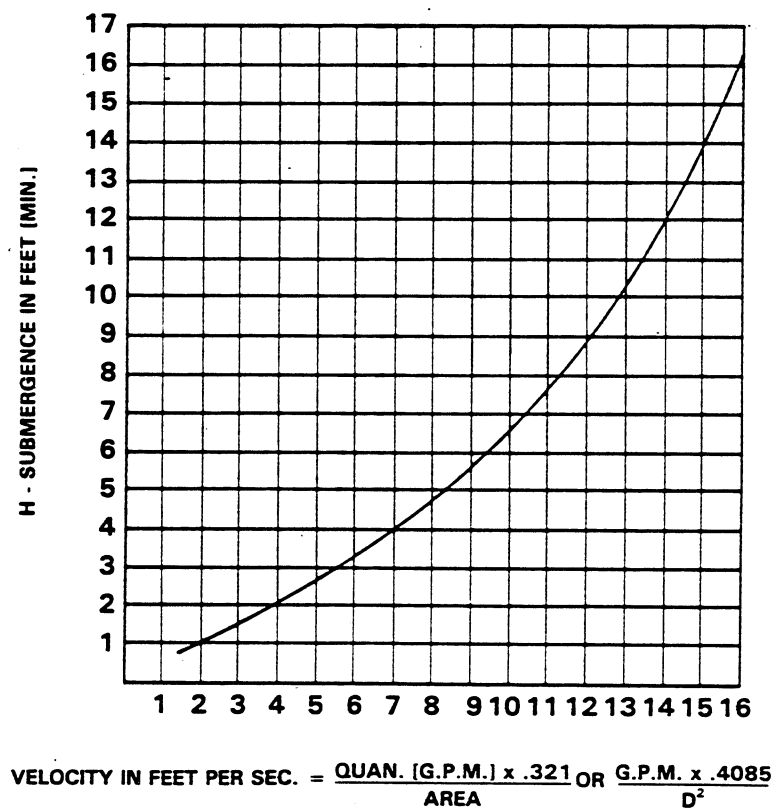


Figure 2. Recommended Minimum Suction Line Submergence Vs. Velocity

DISCHARGE LINES

Siphoning

Do not terminate the discharge line at a level lower than that of the liquid being pumped unless a siphon breaker is used in the line. Otherwise, a siphoning action causing damage to the pump could result.

Valves

If a throttling valve is desired in the discharge line, use a valve as large as the largest pipe in the line to minimize friction losses. Never install a throttling valve in a suction line.

A check valve in the discharge line is normally recommended, but is not necessary in low discharge head applications.

With high discharge heads, it is recommended that a throttling valve and a check valve be installed in the discharge line to protect the pump from excessive shock pressure and reverse rotation when it is stopped.

Bypass Lines

If it is necessary to permit the escape of air to atmosphere during initial priming or in the repriming cycle, install a bypass line between the pump and the discharge check valve. The bypass line should be sized so that it does not affect pump discharge capacity.

Either a Gorman-Rupp automatic air release valve - which will automatically open to allow the pump to prime, and automatically close when priming is accomplished - or a hand-operated shutoff valve should be installed in the bypass line.

NOTE

The bypass line may clog frequently, particularly if the valve remains closed. If this condition occurs, either use a larger bypass line or leave the shutoff valve open during the pumping operation.

Do not terminate the discharge line at a level lower than that of the liquid being pumped unless a siphon breaker is used in the line. Otherwise, a siphoning action could result, causing damage to the pump.

ALIGNMENT

The alignment of the pump and the engine is critical for trouble free mechanical operation. See Section E, **Securing Intermediate and Drive Assembly To Engine** for detailed information.

OPERATION

OPERATION - SECTION C

WARNING

```

////////////////////////////////////
//
// This pump is designed to pump corrosive liquids and res- //
// idues which contain specified entrained solids. Do not //
// attempt to pump volatile or flammable liquids which may //
// damage the pump or endanger personnel as a result of //
// pump failure. //
// //
////////////////////////////////////

```

WARNING

```

////////////////////////////////////
//
// Never tamper with the governor to gain more power. The //
// governor establishes safe operating limits that should //
// not be exceeded. The maximum continuous operating speed //
// is 2400 RPM. //
// //
////////////////////////////////////

```

PRIMING

Install the pump and piping as described in INSTALLATION. Make sure that the piping connections are tight, and that the pump is securely mounted. Check that the pump is properly lubricated (see LUBRICATION in MAINTENANCE AND REPAIR).

This pump is self-priming, but the pump should never be operated unless there is liquid in the casing.

CAUTION

<p>Never operate a self-priming pump unless there is liquid in the casing. The pump will not prime when dry. Extended operation of a dry pump will destroy the seal assembly.</p>

Add liquid to the pump casing when:

1. The pump is being put into service for the first time.
2. The pump has not been used for a considerable length of time.
3. The liquid in the pump casing has evaporated.

Once the pump casing has been filled, the pump will prime and reprime as necessary.

OPERATION

WARNING

```

////////////////////////////////////
//
// After filling the pump casing, do not attempt to operate //
// the pump unless all connecting piping is securely in- //
// stalled. Otherwise, liquid in the pump forced out under //
// pressure could cause injury to personnel. //
//
////////////////////////////////////

```

To fill the pump, remove the pump casing fill cover or fill plug at the top of the casing and add clean liquid until the pump is filled. Replace the fill cover or fill plug before operating the pump.

STARTING

Consult the operations manual furnished with the engine.

Rotation

The correct direction of pump rotation is indicated by an arrow on the pump body, and on the accompanying decal. If the pump is operated in the wrong direction, the impeller could become loosened from the shaft and seriously damage the pump.

CAUTION

<p>Only operate this pump in the direction indicated by the arrow on the pump body and on the accompanying decal. Otherwise, the impeller could become loosened from the shaft and seriously damage the pump.</p>

Consult the operating manual furnished with the engine before attempting to start the engine.

OPERATION

Lines With a Bypass

Either a Gorman-Rupp automatic air release valve or a hand operated shutoff valve may be installed in a bypass line.

If a Gorman-Rupp automatic air release valve has been installed, close the throttling valve in the discharge line. The Gorman-Rupp valve will automat-

ically open to allow the pump to prime, and automatically close when priming has been accomplished. After the pump has been primed, and liquid is flowing steadily from the bypass line, open the discharge throttling valve.

If a hand operated shutoff valve has been installed, close the throttling valve in the discharge line, and open the bypass shutoff valve so that the pump will not have to prime against the weight of the liquid in the discharge line. When the pump has been primed, and liquid is flowing steadily from the bypass line, close the bypass shutoff valve and open the discharge throttling valve.

Lines Without a Bypass

Open all valves in the discharge line and start the power source. Priming is indicated by a positive reading on the discharge pressure gauge or by a quieter operation. The pump may not prime immediately because the suction line must first fill with liquid. If the pump fails to prime within five minutes, stop it and check the suction line for leaks.

After the pump has been primed, partially close the discharge line throttling valve in order to fill the line slowly and guard against excessive shock pressure which could damage pipe ends, gaskets, sprinkler heads, and any other fixtures connected to the line. When the discharge line is completely filled, adjust the throttling valve to the required flow rate.

Leakage

No leakage should be visible at pump mating surfaces, or at pump connections or fittings. Keep all line connections and fittings tight to maintain maximum pump efficiency.

Liquid Temperature And Overheating

The maximum liquid temperature for this pump is 110°F. Do not apply it at a higher operating temperature.

Overheating can occur if the valves in the suction or discharge lines are closed. Operating against closed valves could bring the liquid to a boil, build pressure, and cause the pump to rupture or explode. If overheating occurs, stop the pump and allow it to cool before servicing it. Refill the pump casing with cool liquid.

WARNING

////////////////////////////////////
//
// Do not remove plates, covers, gauges, pipe plugs, or //
// fittings from an overheated pump. Vapor pressure within //
// the pump can cause parts being disengaged to be ejected //
// with great force. Allow the pump to cool before servic- //
// ing. //
// //
////////////////////////////////////

Strainer Check

If a suction strainer has been shipped with the pump or installed by the user, check the strainer regularly, and clean it as necessary. The strainer should also be checked if pump flow rate begins to drop.

Pump Vacuum Check

With the pump inoperative, install a vacuum gauge in the system, using pipe dope on the threads. Block the suction line and start the pump. At operating speed the pump should pull a vacuum of 20 inches or more of mercury. If it does not, check for air leaks in the seal, gasket, or discharge valve.

Open the suction line, and read the vacuum gauge with the pump primed and at operation speed. Shut off the pump. The vacuum gauge reading will immediately drop proportionate to static suction lift, and should then stabilize. If the vacuum reading falls off rapidly after stabilization, an air leak exists. Before checking for the source of the leak, check the point of installation of the vacuum gauge.

STOPPING

Never halt the flow of liquid suddenly. If the liquid being pumped is stopped abruptly, damaging shock waves can be transmitted to the pump and piping system. Close all connecting valves slowly. If the pump is driven by an engine, reduce the throttle speed slowly and allow the engine to idle briefly before stopping.

CAUTION

If application involves a high discharge head, gradually close the discharge throttling valve before stopping the pump.

After stopping the pump, disconnect the power source to ensure that the pump will remain inoperative.

Cold Weather Preservation

In below freezing conditions, drain the pump to prevent damage from freezing. Also, clean out any solids by flushing with a hose. Operate the pump for approximately one minute; this will remove any remaining liquid that could freeze the pump rotating parts.

If the pump will be idle for more than a few hours, or if it has been pumping liquids containing a large amount of solids, drain the pump, and flush it thoroughly with clean water. To prevent large solids from clogging the drain port and preventing the pump from completely draining, insert a rod or stiff wire in

the drain port, and agitate the liquid during the draining process. Clean out any remaining solids by flushing with a hose.

BEARING TEMPERATURE CHECK

Bearings normally run at higher than ambient temperatures because of heat generated by friction. Temperatures up to 160°F are considered normal for pedestal bearings, and they can operate safely to at least 180°F.

Checking bearing temperatures by hand is inaccurate. Bearing temperatures can be measured accurately by placing a contact-type thermometer against the housing. Record this temperature for future reference.

A sudden increase in bearing temperatures is a warning that the bearings are at the point of failing to operate properly. Make certain that the bearing lubricant is of the proper viscosity and at the correct level (see LUBRICATION in MAINTENANCE AND REPAIR). Bearing overheating can also be caused by shaft misalignment and/or excessive vibration.

When pumps are first started, the bearings may seem to run at temperatures above normal. Continued operation should bring the temperatures down to normal levels.

TROUBLESHOOTING - SECTION D

WARNING

```

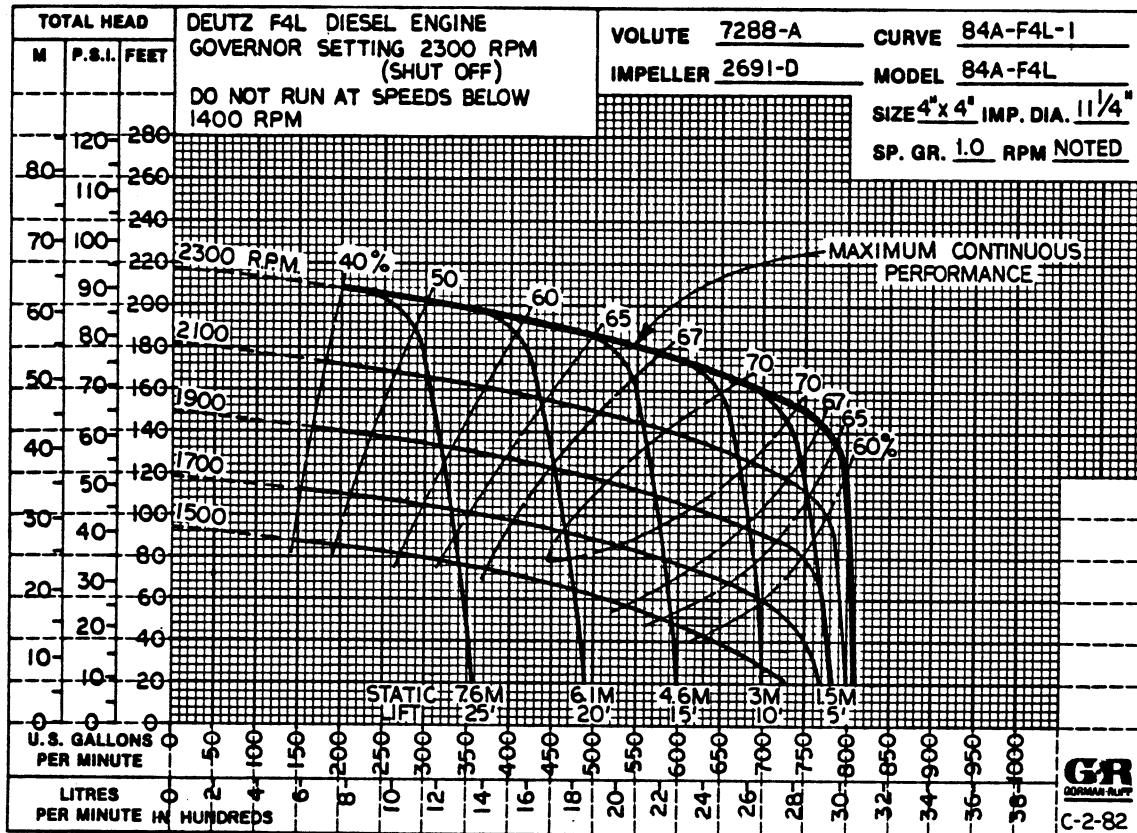
////////////////////////////////////
//
// Before attempting to open or service the pump:
//
// 1. Familiarize yourself with this manual.
// 2. Disconnect the engine to ensure that the pump
// will remain inoperative.
// 3. Allow the pump to cool if overheated.
// 4. Vent the pump slowly and cautiously.
// 5. Close the suction and discharge valves.
// 6. Check the temperature before opening any covers,
// plates, or plugs.
// 7. Drain the pump.
//
////////////////////////////////////
    
```

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	Suction check valve or foot valve clogged or binding.	Clean valve.
	Leaking or worn seal or pump gasket.	Check pump vacuum. Replace leaking or worn seal or gasket.
	Discharge head too high.	Install bypass line.
	Strainer clogged.	Check strainer and clean if necessary.
	Suction lift too high.	Reduce suction lift.
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	Air leak in suction line.	Correct leak.
	Suction intake not submerged at proper level or sump too small.	Check installation and correct as needed. Check submergence chart (Section B).
	Lining of suction hose collapsed.	Replace suction hose.
	Impeller or other wearing parts worn or damaged.	Replace worn or damaged parts. Check that impeller is properly centered and rotates freely.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE(cont.)	<p>Impeller clogged.</p> <p>Pump speed too slow.</p> <p>Discharge head too high.</p> <p>Suction lift too high.</p>	<p>Free impeller of debris.</p> <p>Check engine output; consult engine operation manual.</p> <p>Install bypass line.</p> <p>Reduce suction lift.</p>
PUMP REQUIRES TOO MUCH POWER	<p>Pump speed too high.</p> <p>Discharge head too low.</p> <p>Liquid solution too thick.</p>	<p>Check engine output.</p> <p>Adjust discharge valve.</p> <p>Dilute if possible.</p>
PUMP CLOGS FREQUENTLY	<p>Discharge flow too slow.</p> <p>Suction check valve or foot valve clogged or binding.</p> <p>Liquid being pumped too thick.</p>	<p>Open discharge valve fully to increase flow rate, and run engine at maximum governed speed.</p> <p>Clean valve.</p> <p>Dilute liquid.</p>
EXCESSIVE NOISE	<p>Cavitation in pump.</p> <p>Pumping entrained air.</p> <p>Pump or drive not securely mounted.</p> <p>Impeller clogged or damaged.</p>	<p>Reduce suction lift and/or friction losses in suction line.</p> <p>Locate and eliminate source of air bubble.</p> <p>Secure mounting hardware.</p> <p>Clean out debris; replace damaged parts.</p>
BEARINGS RUN TOO HOT	<p>Bearing temperature is high, but within limits.</p> <p>Low or incorrect lubricant.</p> <p>Suction and discharge lines not properly supported.</p> <p>Drive misaligned.</p>	<p>Check bearing temperature regularly to monitor any increase.</p> <p>Check for proper type and level of lubricant.</p> <p>Check piping installation for proper support.</p> <p>Align drive properly.</p>

MAINTENANCE AND REPAIR - SECTION E

MAINTENANCE AND REPAIR OF THE WEARING PARTS OF THE PUMP WILL MAINTAIN PEAK OPERATING PERFORMANCE.



*STANDARD PERFORMANCE FOR PUMP MODEL 84A8-F4L

*Based on 70°F clear water at sea level with minimum suction lift. Since pump installations are seldom identical, your performance may be different due to such factors as viscosity, specific gravity, elevation, temperature, and impeller trim.

If your pump serial number is followed by an "N", your pump is NOT a standard production model. Contact the Gorman-Rupp Company to verify performance or part numbers.

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the curve.

SECTIONAL DRAWING

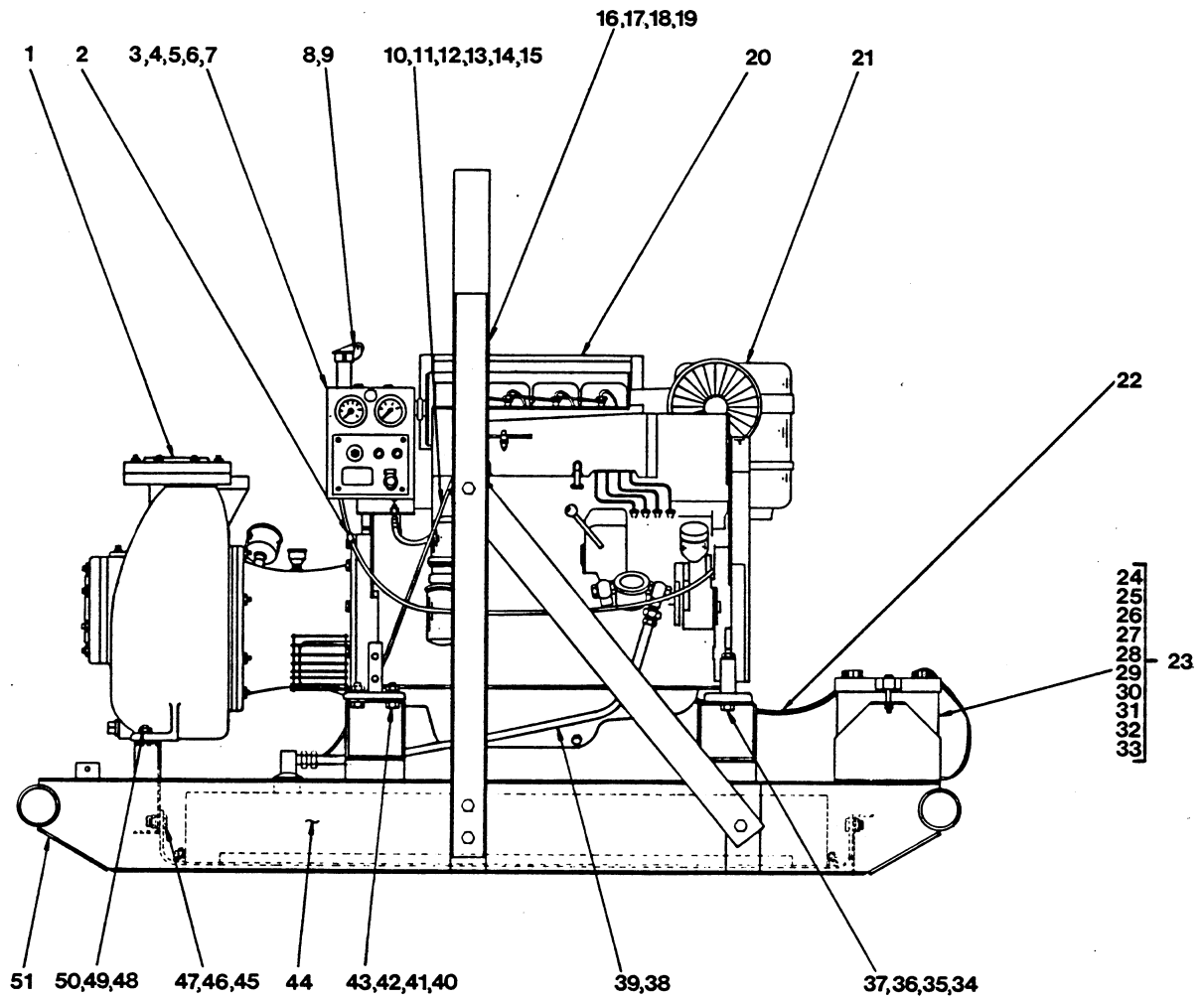


Figure 1. Pump Model 84A8-F4L

PARTS LIST
 Pump Model 84A8-F4L
 (From S/N 783776 up)

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY	ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	PUMP END ASSY	84A8	-----	1	28	-HEX HD CAPSCREW	B00605	15991	2
2	AIR ELIMINATOR CLIP	6006	15990	1	29	-HEX HD CAPSCREW	B00610	15991	2
3	HEX HD CAPSCREW	B00405	15991	2	30	-HEX NUT	D00006	15991	4
4	WELL NUT	21757-036	-----	2	31	-LOCKWASHER	J00006	15991	4
5	TACHOMETER BRKT	34123-014	15020	1	32	-FLAT WASHER	K00006	15991	2
6	LOCKWASHER	J00004	15991	2	33 *	-12V BATTERY	29331-506	-----	1
7	HOUR TACHOMETER	29277-004	-----	1	34	HEX HD CAPSCREW	B01016	15991	2
8	EXHAUST ELBOW	31912-023	15990	1	35	HEX NUT	D00010	15991	2
9	WEATHER CAP	S01331	-----	1	36	LOCKWASHER	J00010	15991	2
10	HOSE CLAMP	26518-642	-----	1	37	T-LOCKWASHER	AK00010	15991	2
11 *	*FUEL LINE	11308-A	-----	1	38 *	*FUEL LINE ASSY	9072-L	-----	1
12 *	*FUEL RETURN ASSY	14294	24030	1	39	CONNECTOR	S01447	-----	1
13	REDUCING ELBOW	Q00402	11990	1	40	HEX HD CAPSCREW	B01008	15991	4
14	MALE CONNECTOR	26523-402	-----	1	41	HEX NUT	D00010	15991	4
15	HOSE CLAMP	26518-642	-----	1	42	LOCKWASHER	J00010	15991	4
16	HOISTING BAIL	13351-BB	24000	1	43	FLAT WASHER	K00010	15991	4
17	HEX HD CAPSCREW	B01006	15991	8	44	FUEL TANK AND GUARD ASSY	46711-041	-----	1
18	LOCKWASHER	J00010	15991	8		-FUEL TANK	146711-042	24150	1
19	HEX NUT	D00010	15991	8	45	HEX HD CAPSCREW	B00604	15991	10
20	MUFFLER GUARD ASSY	42331-010	24150	1	46	HEX NUT	D00006	15991	10
21	DEUTZ F4L ENGINE	29217-041	-----	1	47	LOCKWASHER	J00006	15991	10
22	CABLE ASSY	6926-S	24040	1	48	HEX HD CAPSCREW	B01008	15991	2
23	BATTERY BOX ASSY	GRP40-08-A	-----	1	49	LOCKWASHER	J00010	15991	2
24	-GRD CABLE ASSY	5795-AC	24040	1	50	HEX NUT	D00010	15991	2
25	-BATTERY TAG	6588-S	00000	1	51	COMB BASE	41566-635	24150	1
26	-BATTERY BOX	14443	24000	1					
27	-BATTERY FRAME	14444	24000	1					

*INDICATES PARTS RECOMMENDED FOR STOCK

Above Serial Numbers Do Not Apply To Pumps Made In Canada.

CANADIAN SERIAL NO AND UP

SECTIONAL DRAWING

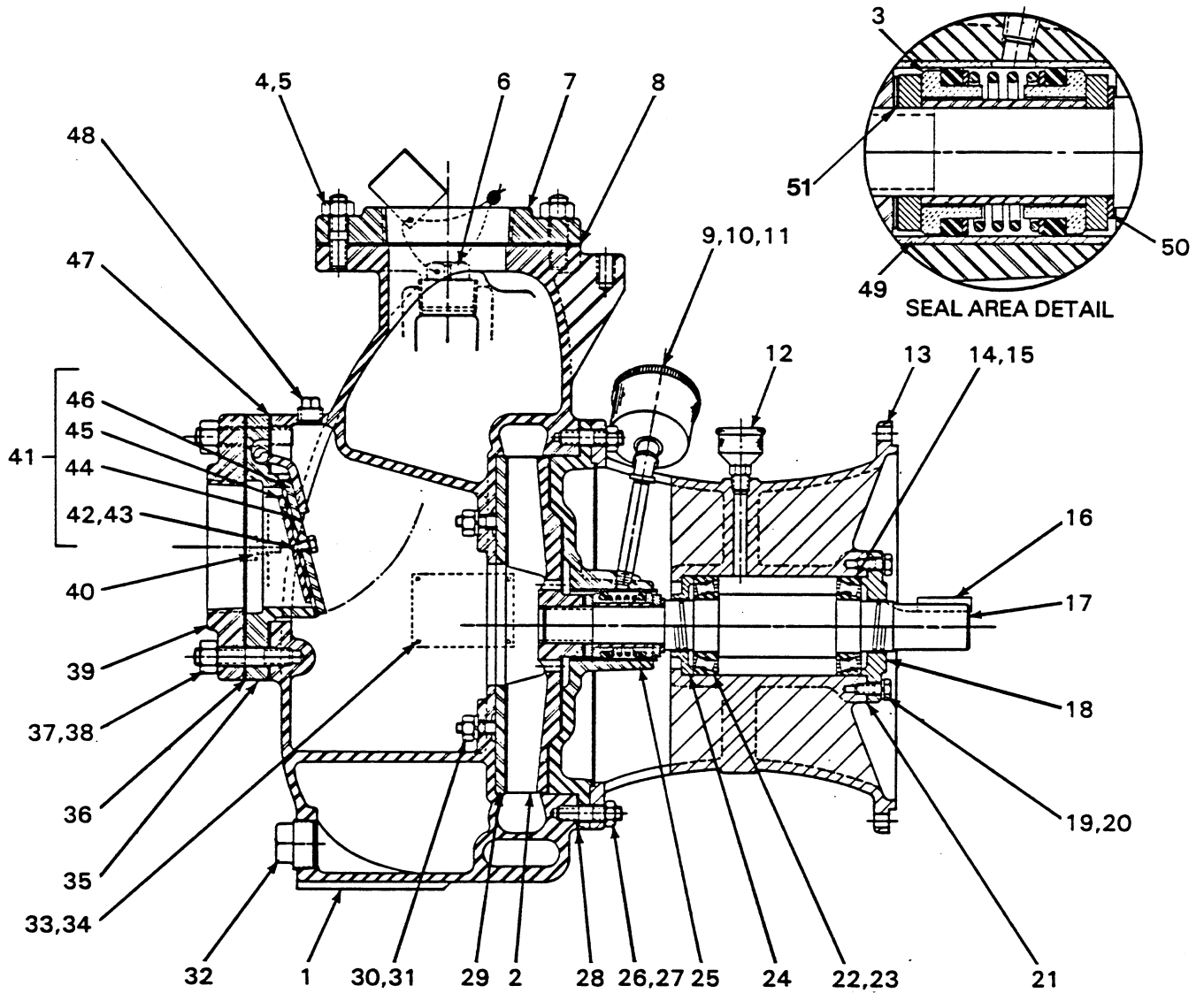


Figure 2. Pump End Assy 84A8-F4L

PARTS LIST
Pump End Assy 84A8-F4L

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY	ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	PUMP CASING	7288-A	17070	1	27	HEX NUT	D00008	17090	8
2	*IMPELLER	2691-D	17070	1	28	*CASING GSKT SET	34-GB	21010	1
3	*SEAL ASSY	GS01250-B	-----	1	29	*WEAR PLATE ASSY	46451-728	24170	1
4	STUD	C01010	17090	8	30	LOCKWASHER	J00008	17090	2
5	HEX NUT	D00010	17090	8	31	HEX NUT	D00008	17090	2
6	FILL PLUG ASSY	48271-097	-----	1	32	CASING DRAIN PLUG	P00020	17090	1
7	DISCH FLANGE	1756	17070	1	33	NAME PLATE	2613-AY	13990	1
8	*DISCH FLANGE GSKT	1676-G	21010	1	34	DRIVE SCREW	BM#04-03	15990	4
9	HEAVY PIPE NIPPLE	THA00416	15070	1	35	CHECK VALVE SEAT	7336	17070	1
10	PIPE ELBOW	AG00004	11990	1	36	*SUCTION FLANGE GSKT	1676-G	21010	1
11	SEAL GREASE CUP	S01509	-----	1	37	STUD	C01013	17090	8
12	INTERM GREASE CUP	S00035	-----	1	38	HEX NUT	D00010	17090	8
13	INTERMEDIATE	36	10010	REF	39	SUCT FLANGE	1756	17070	1
14	*BEARING CUP	S01086	-----	1	40	RD HD MACH SCREW	X00403	17090	2
15	*BEARING CONE	S01087	-----	1	41	CHECK VALVE ASSY	7340-B	-----	1
16	*SHAFT KEY	N00607	15990	1	42	-HEX HD CAPSCREW	B00403	17090	2
17	*IMP SHAFT	45	17130	REF	43	-LOCKWASHER	J00004	17090	2
18	*BEARING CAP	43-X	10010	1	44	*-CHECK VALVE	7341	21010	1
19	HEX HD CAPSCREW	B00604	15991	4	45	-VALVE WEIGHT	7339	17090	1
20	LOCKWASHER	J00006	15991	4	46	-VALVE WEIGHT	7337	24170	1
21	*BRG SHIM SET	48261-031	-----	1	47	*CHECK VALVE GSKT	7336-G	21010	1
22	*BEARING CUP	S01086	-----	1	48	PIPE PLUG	P00004	17090	1
23	*BEARING CONE	S01087	-----	1	49	*SEAL LINER	2205	17030	REF
24	*BRG CLOSURE	44	10010	1	50	SEAL WASHER	37-H	15990	1
25	SEAL PLATE	2546	17070	1	51	*IMP SHIM SET	37-J	17090	1
26	STUD	C00809	17090	8					

*INDICATES PARTS RECOMMENDED FOR STOCK

Above Serial Numbers Do Not Apply To Pumps Made In Canada.

CANADIAN SERIAL NO AND UP

SECTIONAL DRAWING

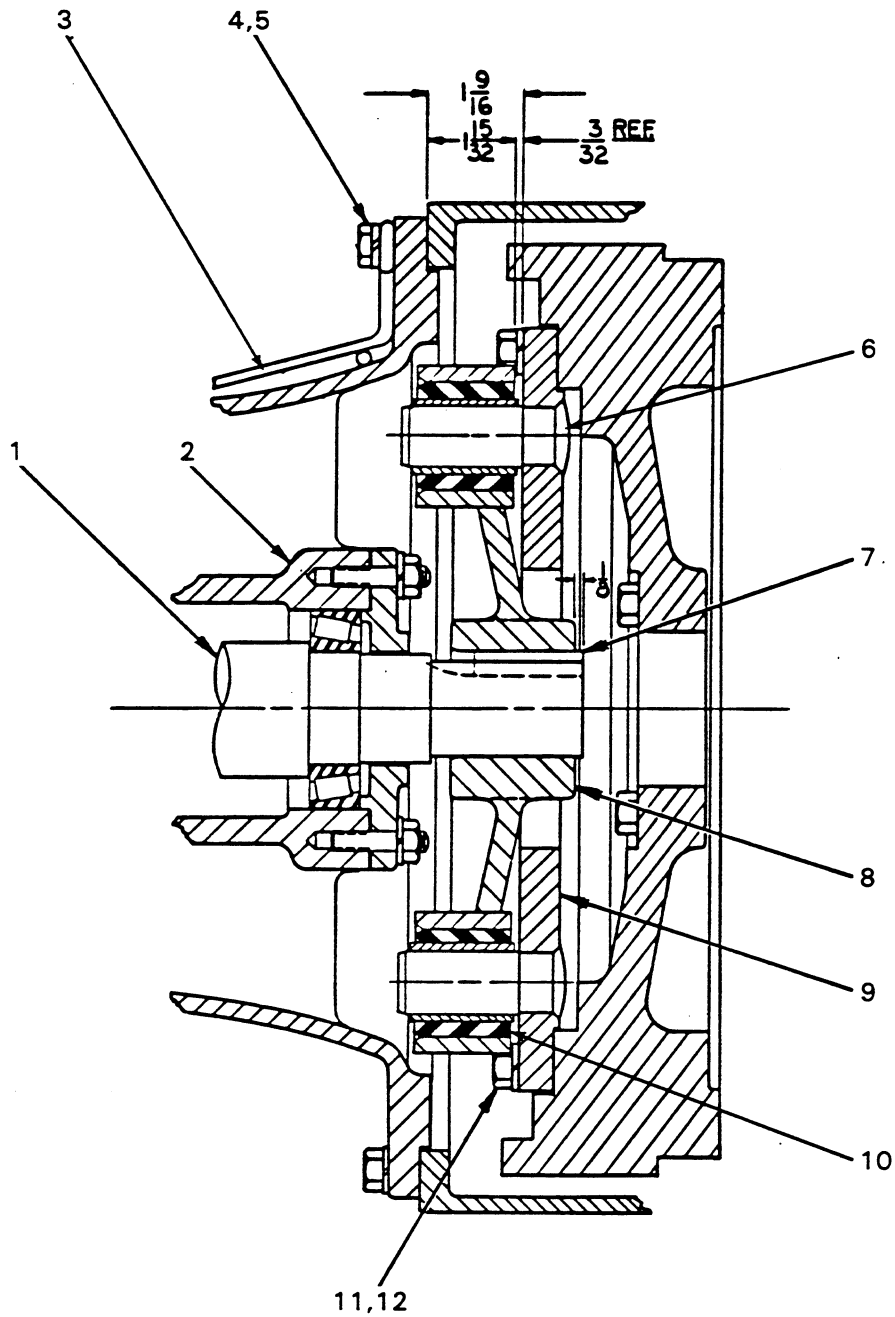


Figure 3. Drive Assembly For Pump Model 84A8-F4L

PARTS LIST
Drive Assembly For Pump Model 84A8-F4L

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	IMPELLER SHAFT	45	17130	1
2	INTERMEDIATE	36	10010	1
3	INTERMEDIATE GUARD	42381-031	24150	2
4	LOCKWASHER	21171-511	-----	12
5	HEX HD CAPSCREW	22645-164	-----	12
6	* DRIVE PIN	13819	15030	2
7	* SHAFT KEY	N00607	15990	REF
8	* DRIVE ARM ASSEMBLY	13817-D	-----	1
9	DRIVE PLATE ASSEMBLY	44131-005	24150	1
10	* DYNA FLEX JOINT	S02110	-----	1
11	LOCKWASHER	21171-511	-----	8
12	HEX HD CAPSCREW	22645-164	-----	8

*INDICATES PARTS RECOMMENDED FOR STOCK

PUMP AND SEAL DISASSEMBLY AND REASSEMBLY

This pump requires little service due to its rugged, minimum-maintenance design. However, if it becomes necessary to inspect or replace the wearing parts, follow these instructions which are keyed to the sectional views (see figure 1, 2 and 3) and the accompanying parts lists.

Before attempting to service the pump, take precautions to ensure that the engine will remain inoperative and close all connecting valves in the suction and discharge lines.

For engine disassembly and repair, consult the literature supplied with the engine or contact your local engine representative.

WARNING

```

////////////////////////////////////
//
// Before attempting to open or service the pump:
//
// 1. Familiarize yourself with this manual.
// 2. Disconnect the engine to ensure that the pump
// will remain inoperative.
// 3. Allow the pump to cool if overheated.
// 4. Vent the pump slowly and cautiously.
// 5. Close the suction and discharge valves.
// 6. Check the temperature before opening any covers,
// plates, or plugs.
// 7. Drain the pump.
//
////////////////////////////////////

```

WARNING

```

////////////////////////////////////
//
// This pump is designed to handle materials which could
// cause illness or injury through direct contact. Wear
// adequate protective clothing when working on the pump or
// piping.
//
////////////////////////////////////

```

Suction Check Valve Removal

(Figure 2)

Before attempting to service the check valve (41) remove the pump casing drain plug (32) and drain pump. Clean and reinstall the drain plug.

For access to the check valve, remove the suction piping. Remove the nuts (38) securing the suction flange and gasket (39 and 36) to the pump casing (1).

Inspect the suction flange gasket (36) for wear or damage, and replace as required.

MAINTENANCE AND REPAIR

Disengage the machine screw (40) and pull the check valve seat (35), gasket (47), and check valve assembly (41) from the suction port.

Remove the hardware (42 and 43) securing the check valve (44) and weights (45 and 46) together and inspect all parts for wear or damage.

Pump Disassembly

(Figure 2)

To service the wear plate, impeller, seal assembly, or seal plate, the pump end must be removed from the base and intermediate. See Figure 1, and remove the hardware (48, 49, and 50) securing the pump casing to the base.

Remove the hex nuts (27), securing the pump casing (1) to the seal plate (25) and intermediate (13). Slide the pump casing along with the gasket (28) from the seal plate and intermediate. Inspect the casing gasket set for wear or damage and replace as required.

Inspect the wear plate (29), and replace if scored or worn. To remove the wear plate, disengage the hardware (30 and 31) from the wear plate studs and pull the wear plate from the pump casing.

WARNING

```

////////////////////////////////////
//                               //
// Use lifting and moving equipment in good repair and with //
// adequate capacity to prevent injuries to personnel or //
// damage to equipment. //
//                               //
////////////////////////////////////

```

Before removing the impeller, turn the cross arm on the seal grease cup (11) clockwise until it rest against the cover (see Figure 5, in LUBRICATION). This will prevent the grease in the cup from escaping after the impeller is removed.

Use an impeller wrench to remove the impeller. If an impeller wrench is not available, place a block of wood against one of the vanes and strike it sharply with a hammer. **Be careful** not to damage the vane. The impeller will unscrew in a counterclockwise direction (when facing the impeller). Use caution when removing the impeller; tension of the seal spring will be released as the impeller is unscrewed.

Inspect the impeller, and replace if cracked or badly worn. Slide the impeller shims (51) from the shaft. To ease reassembly, tag and tie the shims.

Before attempting to remove the seal plate (25), remove the seal cavity grease cup and piping (9, 10, and 11). Slide the seal plate and the assembled seal from the shaft.

Seal Disassembly

(Figure 2)

Carefully remove the rotating elements, stationary seats, packing rings, spring, and the spacer sleeve from the seal plate bore. Use a stiff wire with a hooked end if necessary.

Remove the seal washer (50) from the shaft.

If no further disassembly is required, refer to **Seal Reassembly**.

Separating Intermediate And Drive Assembly From Engine

(Figure 3)

If necessary to separate the intermediate and drive assemblies from the engine, support the intermediate using a suitable hoist and sling. Remove the hardware (4 and 5) securing the intermediate (2) and intermediate guards (3) to the engine bellhousing. Separate the assemblies by pulling straight away from the engine.

As the assemblies separate, the drive pins (6) will disengage from the drive arm assembly (8). The drive arm assembly and the shaft key (7) are a tight press fit onto the shaft (1), and will remain on the shaft.

It is not necessary to remove the drive plate assembly (9) from the engine flywheel unless the drive pins are bent or worn and must be replaced. To remove the drive plate assembly, remove the hardware (11 and 12) securing the assembly to the flywheel.

Use a bearing puller to remove the drive arm assembly from the impeller shaft. Remove the shaft key.

Inspect the dyna flex joints (100) and replace them if worn. The dyna flex joints are press fit in the drive arm.

Impeller Shaft And Bearing Disassembly

(Figure 2)

CAUTION

Shaft and bearing disassembly in the field is not recommended. These operations should be performed only in a properly-equipped shop by qualified personnel.

Remove the hardware (19 and 20) securing the bearing cap (18) to the intermediate, and remove the bearing cap and bearing shim set (21). Tag and tie the bearing shims, or measure and record their thickness.

MAINTENANCE AND REPAIR

Place a block of wood against the impeller end of the shaft (17), and drive the shaft and assembled bearings out of the intermediate. **Be Careful** not to damage the shaft. Remove the outboard bearing cup (14) from the bearing cone (15).

NOTE

There is no provision for draining the grease from the intermediate cavity. Place a drip pan under the intermediate before removing the bearing.

Place the intermediate on a level surface with the drive side down, and press the bearing closure (24) and inboard bearing cup (22) from the intermediate bore.

Use a bearing puller to remove the inboard bearing cone (23) and outboard bearing cone (15) from the impeller shaft.

Impeller Shaft And Bearing Reassembly

(Figure 2)

Remove the grease cup (12) from the intermediate and flush the old bearing lubricant from the cavity. Clean the shaft, intermediate, and all component parts (except the bearings) with a cloth soaked in cleaning solvent. Inspect the parts for wear, and replace them as necessary.

WARNING

```

////////////////////////////////////
//
// Most cleaning solvents are toxic and flammable. Use //
// them only in a well-ventilated area free from excessive //
// heat, sparks, and flame. Read and follow all prec- //
// autions printed on solvent containers. //
// //
////////////////////////////////////

```

Clean the bearings thoroughly in **fresh** cleaning solvent. Dry the bearings with filtered compressed air and coat with light oil. Inspect the bearings and replace as necessary.

CAUTION

<p>Bearings must be kept free of all dirt and foreign material. Failure to do so will greatly shorten bearing life. DO NOT spin dry bearings. This may scratch the rollers or races and cause premature bearing failure.</p>

The bearing tolerances provide a light press fit onto the impeller shaft, and a snug push fit into the intermediate. If the bearing slips on and off easily, the shaft is worn and must be replaced. The intermediate housing must be replaced if the bearings do not fit snugly.

Install the inboard and outboard bearing cones on the impeller shaft. Be sure to position the high side of the tapered roller bearings toward the lubrication cavity.

NOTE

When installing the bearing cone onto the shaft, **never** hit or press against the rollers or roller cage. Press **only** on the inner race.

Press the cones on the shaft until seated squarely against the shaft shoulders.

Press the bearing closure (24) and inboard bearing cup (22) into the intermediate until seated squarely against the intermediate shoulder.

Slide the shaft and assembled bearing cones into the intermediate bore until the inboard bearing cone (23) fully engages the inboard bearing cup.

NOTE

When installing the outboard bearing cup into the intermediate, push against the outer race. **Never** hit the rollers or roller cage.

Press the outboard bearing cup (14) over the outboard bearing cone (15), and install the bearing shims.

NOTE

Shaft endplay should be between .003 and .005 inch. Add or remove bearing shims to establish the correct endplay.

Secure the bearing cap to the intermediate, lubricate the bearings as indicated in **LUBRICATION**.

Securing Intermediate And Drive Assembly To Engine

Secure the drive plate assembly to the engine flywheel.

Install the impeller shaft key and press the drive arm assembly on the impeller shaft.

CAUTION

Make certain that the drive plate and drive arm assemblies are mounted in accordance with the dimensions shown in Figure 3. If the drive assembly is not properly positioned on the impeller shaft, a preload condition can occur and cause premature thrust bearing failure.

Align the drive arm assembly so that the drive pins will engage the dyna flex joints, and secure the intermediate and intermediate guards to the engine bellhousing.

Seal Reassembly

(Figure 2 and 4)

Clean the seal cavity and shaft with a cloth soaked in fresh cleaning solvent.

WARNING

```

////////////////////////////////////
//
// Most cleaning solvents are toxic and flammable. Use //
// them only in a well-ventilated area free from excessive //
// heat, sparks, and flame. Read and follow all prec- //
// autions printed on solvent containers. //
// //
////////////////////////////////////

```

Inspect the bore of the seal liner (49) for wear or grooves which might cause leakage or damage to the seal packing rings. If the seal liner must be replaced, position the seal plate on the bed of an arbor (or hydraulic) press and use a new sleeve to force the old one out. After the new liner is properly installed, a 1/4 inch diameter hole must be drilled through it to permit the flow of lubricant to the seal assembly. **Be careful** to center the drill in the threaded hole so not to damage the threads. Deburr the hole from the inside of the seal liner after drilling.

Slide the seal plate onto the shaft and against the intermediate. Align the lubrication hole in the seal plate with the opening in the intermediate. Temporarily secure the seal plate to the intermediate using two capscrews and nuts (1/2 UNC X 1 1/2 inch long, not supplied).

The seal is not normally reused since any damage to the precision finished faces could result in premature seal failure. However, if it is necessary to reuse the old seal, wash all metallic parts in fresh cleaning solvent and dry them thoroughly.

Handle the seal parts with extreme care to prevent damage to the precision finished faces. Even finger prints on the faces can shorten seal life. Cleanliness is essential.

Inspect the seal components for wear, scoring, grooves, and other damage that might cause leakage. Clean and polish the seal spacer sleeve, or replace it if there are nicks or cuts on either end. If any components are worn, replace the complete seal; **never mix old and new seal parts.**

If a replacement seal is being used, remove it from the container, and inspect the precision finished faces to ensure that they are free of any foreign matter.

To ease installation of the seal, lubricate the packing rings and seal liner with petroleum jelly or a very small amount of oil, and apply a drop of light lubricating oil on the precision finished faces. Assemble the seal as follows, (see Figure 4).

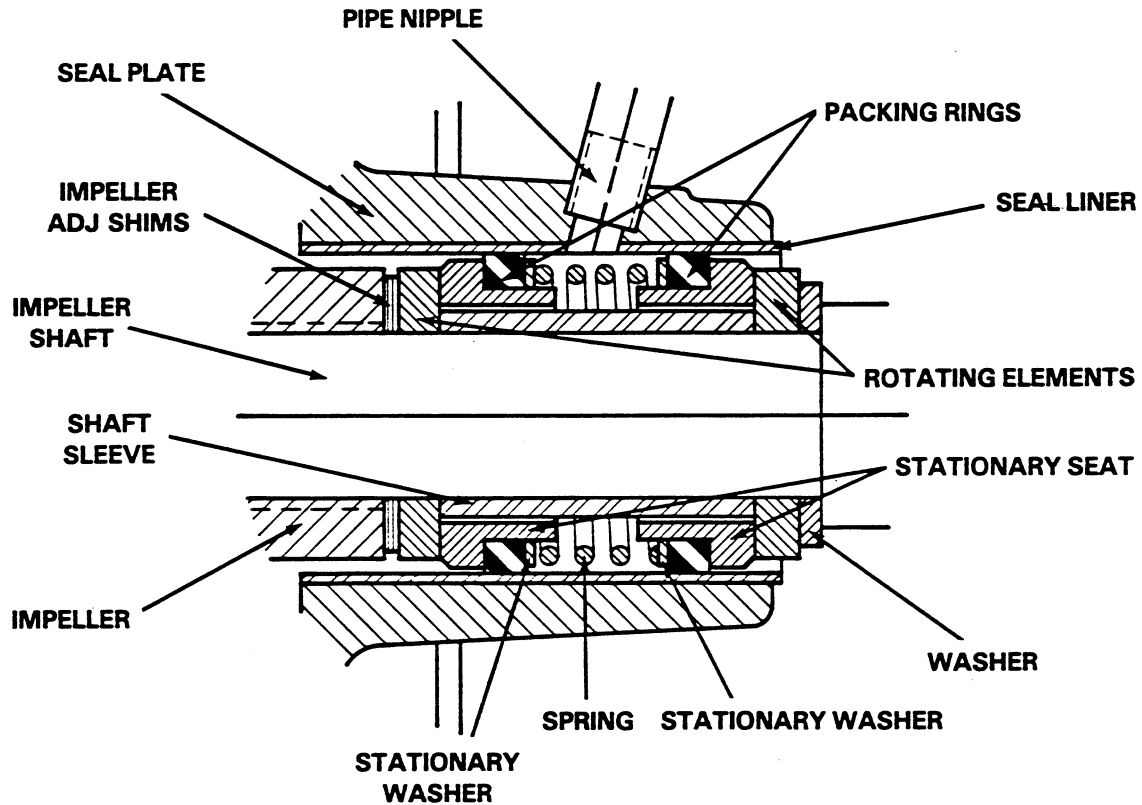


Figure 4. GS01250-B Seal Assembly

Slide the seal spacer washer onto the shaft with the chamfered side facing the shaft shoulder.

Position the inboard rotating element onto the shaft with the chamfered side facing the spacer washer and slide it on until fully seated.

Subassemble the inboard stationary seat, packing ring, and spring washer and press the unit into the lubricated seal liner.

Install the spacer sleeve and spring.

Subassemble the outboard stationary seat, packing ring, and spring washer. Press this unit into the lubricated seal liner.

Install the outboard rotating element with chamfered side facing the impeller.

CAUTION

This seal is not designed for operation at temperatures above 110°F. Do not use at higher operating temperatures.

Lubricate the seal as indicated in LUBRICATION, after the impeller has been installed.

Pump Reassembly

(Figure 2)

Reinstall the automatic grease cup and piping (9, 10, and 11) into the seal plate.

Inspect the impeller, and replace it if cracked or badly worn.

Slide the same number of impeller adjusting shims (51) as previously removed onto the shaft and screw the impeller on until tight.

A clearance of .020 to .040 inch between the impeller and the seal plate is necessary for maximum pump efficiency. Measure this clearance, and add or remove impeller shims until it is reached.

NOTE

The seal plate must be tight against the intermediate while setting the back impeller clearance.

If the wear plate was removed for replacement, secure the wear plate to the pump casing using the attaching hardware at this time.

Remove the two capscrews temporarily holding the seal plate and install the same thickness of pump casing gaskets (28) as previously removed. Secure the pump casing to the intermediate.

A clearance of .008 to .015 inch between the impeller and the wear plate is also recommended for maximum pump efficiency. This clearance can be measured by reaching through the suction port with a feeler gauge. Add or subtract pump casing gaskets (28) until the proper impeller clearance is attained.

Be sure to reinstall any leveling shims used under the pump casing mounting feet before installing the base mounting hardware.

Suction Check Valve Installation

(Figure 2)

Inspect the check valve components, and replace as required. Subassemble the check valve weights and gasket using the attaching hardware.

Install the check valve in the valve seat. Replace the seat gasket and secure the valve seat to the suction port using the round head machine screws. Replace the suction flange gasket and secure the suction flange. Check the operation of the check valve to ensure proper seating and free movement.

Final Pump Reassembly

(Figure 1)

Be sure the pump is secure to the base and engine.

Install the suction and discharge lines and open all valves. Make certain that all piping connections are secure.

Be sure the pump and engine have been properly lubricated, see **LUBRICATION**.

Fill the pump casing with clean liquid. Reinstall the fill plug and tighten it.

Refer to **OPERATION**, Section C, before putting the pump back into service.

LUBRICATION

Seal Assembly

Fill the grease cup through the grease fitting with a good grade of No. 2 lithium base grease until grease escapes from the relief hole. Turn the grease cup arm counterclockwise until it is at the top of the stem; this will release the spring to apply grease to the seal (see Figure 5).

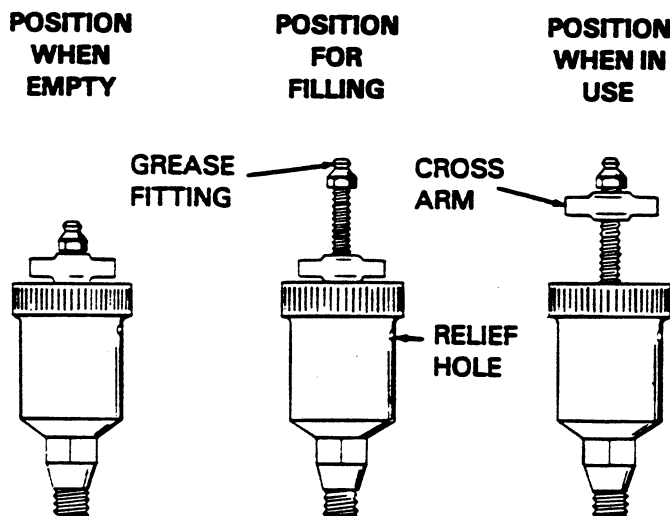


Figure 5. Automatic Lubricating Grease Cup

Bearings

The bearing cavity was fully lubricated when shipped from the factory. When lubricating a dry (overhauled) bearing cavity, fill the intermediate through the grease cup (12, Figure 2) with approximately one-sixth of a pound of No. 0 lithium base grease. The lubricant level should be maintained approximately one-third full (just below the shaft).

There are no provisions in the bearing cavity to drain or flush the lubricant. The pump must be disassembled to completely clean and maintain this cavity.

Under normal conditions, change the grease each 5000 hours of operation, or at 12 month intervals, whichever occurs first. In extremely dirty or humid conditions, change more frequently.

For cold weather operation, consult the factory or a lubricant supplier for the recommended grade of grease.

Engine

Consult the literature supplied with the engine, or contact your local engine representative.

**For U.S. and International Warranty Information,
Please Visit www.grpumps.com/warranty
or call:
U.S.: 419-755-1280
International: +1-419-755-1352**

**For Canadian Warranty Information,
Please Visit www.grcanada.com/warranty
or call:
519-631-2870**