
10SERIES™

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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The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

TABLE OF CONTENTS

INTRODUCTION	I-1
WARNINGS - SECTION A	A-1
INSTALLATION - SECTION B	B-1
Pump Dimensions	B-1
PREINSTALLATION INSPECTION	B-2
POSITIONING PUMP	B-2
Lifting	B-2
Mounting	B-2
Clearance	B-3
SUCTION AND DISCHARGE PIPING	B-3
Materials	B-3
Line Configuration	B-3
Connections to Pump	B-3
Gauges	B-4
SUCTION LINES	B-4
Fittings	B-4
Strainers	B-4
Sealing	B-4
Suction Lines In Sumps	B-5
Suction Line Positioning	B-5
DISCHARGE LINES	B-6
Siphoning	B-6
Valves	B-6
Bypass Lines	B-6
ALIGNMENT	B-7
OPERATION - SECTION C	C-1
PRIMING	C-1
STARTING	C-2
OPERATION	C-3
Lines With a Bypass	C-3
Lines Without a Bypass	C-4
Leakage	C-4
Liquid Temperature And Overheating	C-4
Strainer Check	C-4
Pump Vacuum Check	C-5
STOPPING	C-5
Cold Weather Preservation	C-5
PUMP TROUBLESHOOTING - SECTION D	D-1
PUMP MAINTENANCE AND REPAIR - SECTION E	E-1
PERFORMANCE CURVE	E-1
PUMP MODEL - PARTS LIST	E-3
PUMP END ASSY - PARTS LIST	E-5
PUMP AND SEAL DISASSEMBLY AND REASSEMBLY	E-6
Suction Check Valve Removal And Disassembly	E-6
Back Cover Removal	E-7
Pump Casing Removal	E-7
Impeller Removal	E-7
Seal Removal	E-8
Shaft And Bearing Removal And Disassembly	E-8
Shaft and Bearing Reassembly And Installation	E-9
Seal Installation	E-11
Impeller Installation	E-13
Pump Casing Installation	E-13
Back Cover Installation	E-14
Suction Check Valve Installation	E-15
Final Pump Reassembly	E-15

LUBRICATION	E-16
Seal Assembly	E-16
Bearings	E-16
Power Source	E-16

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 a 10 Series, semi-open impeller, self-priming centrifugal model with a suction check valve. The pump is designed for handling corrosive liquids containing specified entrained solids, residues and slurries. The basic material of construction for wetted parts is gray iron, with ductile iron impeller and steel wearing parts. The pump is flex-coupled to an air-cooled Wisconsin diesel engine, model VH4D.

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
P.O. Box 1217
Mansfield, Ohio 44901-1217

or

Gorman-Rupp of Canada Limited
70 Burwell Road
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

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.

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 10 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. Shut down the engine and take precautions to en-
//     sure 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 corrosive liquids con-
// taining specified entrained solids, residues and
// slurries. 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 connections are tight, properly sup-
// ported and 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

```
////////////////////////////////////  
//  
// Overheated pumps can cause severe burns and injury. If //  
// overheating of the pump occurs: //  
//  
// 1. Stop the pump immediately. //  
// 2. Allow the pump to cool. //  
// 3. Refer to instructions in this manual before re- //  
// starting the pump. //  
//  
////////////////////////////////////
```

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

```
////////////////////////////////////  
//  
// 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

```
////////////////////////////////////  
//  
// 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. //  
//  
////////////////////////////////////
```


INSTALLATION

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 permissible operating pressure as shown on the pump performance curve.

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.

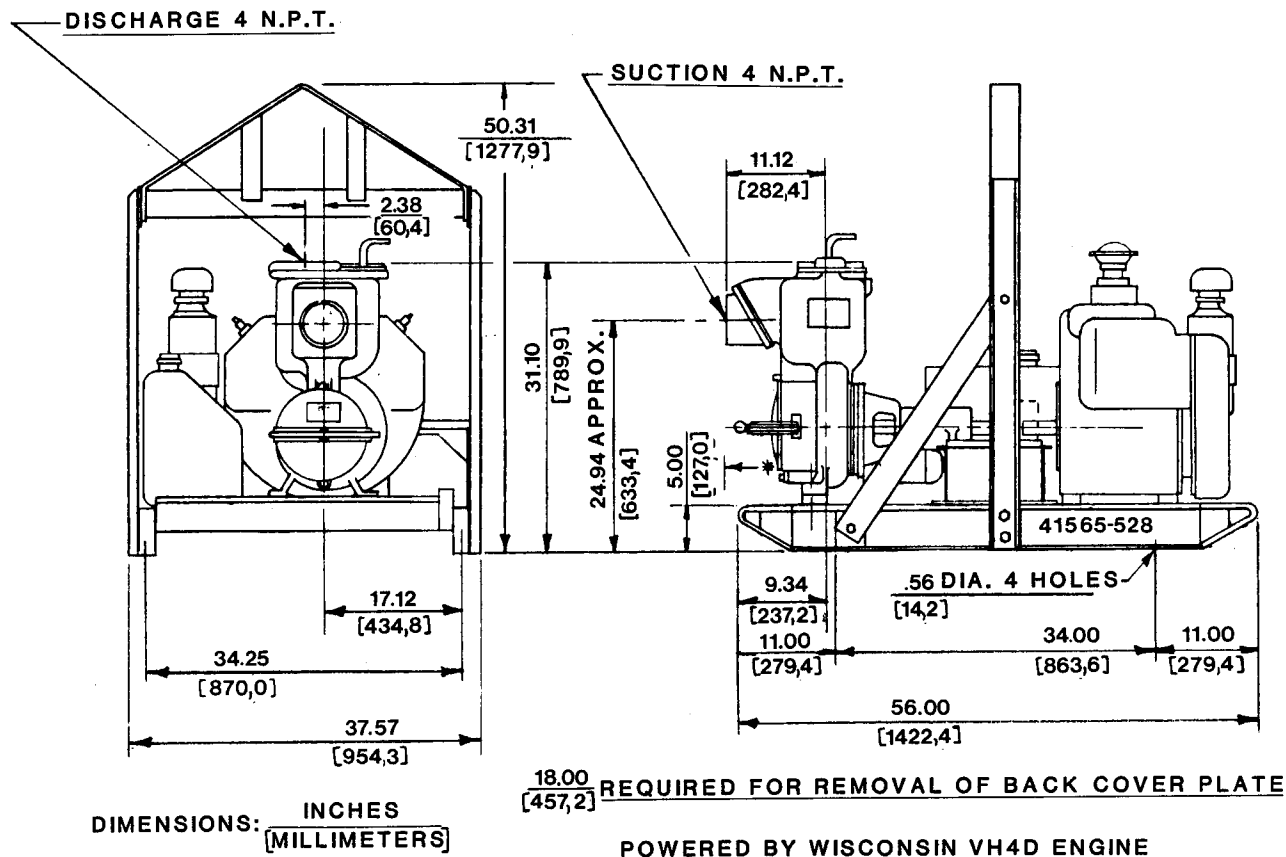


Figure 1. Pump Model 14A22-B-VH4D S/G

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:

- a. Inspect the pump for cracks, dents, damaged threads, and other obvious damage.
- b. Check for and tighten loose attaching hardware. Since gaskets tend to shrink after drying, check for loose hardware at mating surfaces.
- c. Carefully read all tags, decals, and markings on the pump assembly, and follow the instructions indicated.
- 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 **5,000 pounds**. This pump weighs approximately **1,000 pounds**, not including the weight of accessories and wheel kit. Customer installed equipment such as suction and discharge piping **must** be removed before attempting to lift.

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

INSTALLATION

be supported or shimmed to provide for level operation or to eliminate vibration.

To ensure sufficient lubrication and fuel supply to the engine, **do not** position the pump and engine more than 15° off horizontal for continuous operation. The pump and engine may be positioned up to 30° off horizontal for **intermittent operation only**; however, the engine manufacturer should be consulted for continuous operation at angles greater than 15°.

If the pump has been mounted on a moveable base, make certain the base is stationary by setting the brake and blocking the wheels before attempting to operate the pump.

Clearance

When positioning the pump, allow a clearance of at least **18 inches** in front of the back cover assembly to permit removal of the back cover, and of the rotating assembly, which must be removed through the back of the pump.

SUCTION AND DISCHARGE PIPING

Materials

Either pipe or hose may be used for suction and discharge lines; however, the 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.

INSTALLATION

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 not less than 18 inches from the suction and discharge ports and install the lines. Installation closer to the pump may result in erratic readings.

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 7/8 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).

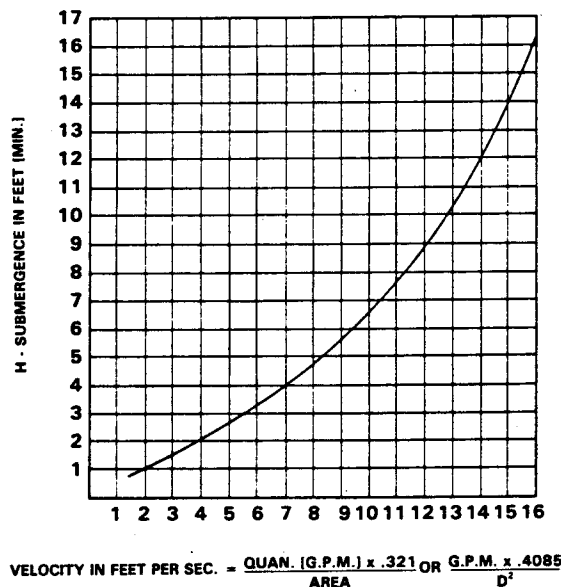


Figure 2. Recommended Minimum Suction Line Submergence Vs. Velocity

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

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

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

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

CAUTION

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

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.

INSTALLATION

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 its power source is critical for trouble-free mechanical operation. The driver and pump must be mounted so that their shafts are aligned with and parallel to each other.

When mounted at the Gorman-Rupp factory, driver and pump are aligned before shipment. Misalignment can occur in transit and handling. Pumps should be checked, and realigned if necessary, before being put into operation. Before checking alignment, tighten the hardware securing the pump to the base.

WARNING

```
////////////////////////////////////  
//                               //  
// When checking alignment, disconnect the power source to //  
// ensure that the pump will remain inoperative.           //  
//                               //  
////////////////////////////////////
```

The axis of the drive unit must be aligned to the axis of the pump shaft in both the horizontal and vertical planes. Most couplings require a specific gap or clearance between the driving and the driven shafts. Refer to the coupling manufacturer's service literature for information.

This pump is furnished with a flexible coupling. To check alignment, use a feeler gauge or a taper gauge between the coupling halves every 90 degrees. The coupling is in alignment when the hubs are the same distance apart at all points.

To check parallel adjustment, lay a straightedge across both coupling halves at the top, bottom, and side. The coupling is in horizontal parallel alignment when the straightedge rests evenly on both halves of the coupling. Use a feeler gauge between the coupling and the straightedge to measure the amount of misalignment.

Coupling and alignment adjustments may be made by loosening the hold-down bolts and shifting the driver and/or pump, or by shimming as required.

CAUTION

Adjusting the alignment in one direction may alter the alignment in another direction. Check each procedure after altering alignment.

WARNING

```
////////////////////////////////////  
//  
// Do not operate the pump without coupling guards in place //  
// over the rotating parts. Exposed rotating parts can //  
// catch clothing, fingers, or tools, causing severe injury //  
// to personnel. //  
// //  
////////////////////////////////////
```


OPERATION

OPERATION - SECTION C

WARNING

```
//////////////////////////////////////  
//  
// This pump is designed to handle corrosive liquids con-  
// taining specified entrained solids, residues and  
// slurries. 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

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.

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 as necessary.

OPERATION

WARNING

```
////////////////////////////////////  
//  
// After filling the pump casing, reinstall and tighten the //  
// fill plug. Do not attempt to operate the pump unless //  
// all connecting piping is securely installed. 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.

NOTE

This pump is self-priming, however, it is **not** suited for unattended reprime applications. In the event of suction check valve failure and loss of prime, the pump casing **must** be refilled through the fill cover or fill plug.

STARTING

Consult the operations manual furnished with the engine.

WARNING

```
////////////////////////////////////  
//  
// Consult the operations manual furnished with the engine //  
// before attempting to crank start the engine. When //  
// starting, make sure footing is firm and dry and other //  
// personnel are clear of the crank rotation plane. To //  
// avoid kickback injury, keep legs and upper body out of //  
// crank rotation plane and grasp the crank handle with THE //  
// THUMB UNDER THE HANDLE (See Figure 1). //  
// //  
////////////////////////////////////
```

Since the engine can be started using a hand crank, be sure to follow all safety precautions to prevent possible injury due to engine kickback.

OPERATION

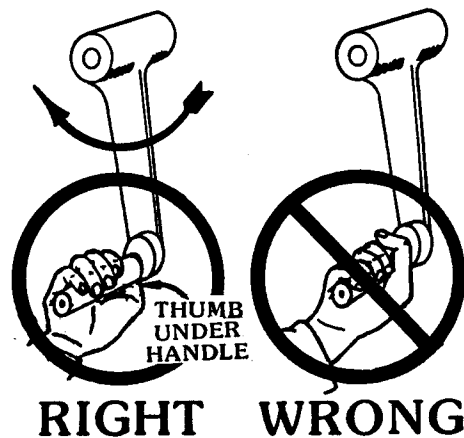


Figure 1. Crank Starting

OPERATION

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the curve. See Section E, Page 1.

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 automatically 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 160°F. Do not apply it at a higher operating temperature.

Overheating can occur if operated with the valves in the suction or discharge lines 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. If a vacuum suction gauge has been installed, monitor and record the readings regularly to detect strainer blockage.

OPERATION

Never introduce air or steam pressure into the pump casing or piping to remove a blockage. This could result in personal injury or damage to the equipment. If backflushing is absolutely necessary, **liquid pressure** must be limited to 50% of the maximum permissible operating pressure shown on the pump performance curve.

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 operating 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. On engine driven pumps, 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, shut down the engine and take precautions 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.

PUMP TROUBLESHOOTING - SECTION D

WARNING

```

////////////////////////////////////
//
// Before attempting to open or service the pump:
//
// 1. Familiarize yourself with this manual.
// 2. Shut down the engine and take precautions to en-
//     sure 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	Not enough liquid in casing.	Add liquid to casing. See PRIMING.
	Suction check valve contaminated or damaged.	Clean or replace check valve.
	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	Leaking or worn seal or pump gasket.	Check pump vacuum. Replace leaking or worn seal or gasket.
	Suction lift or discharge head too high.	Check piping installation and install bypass line if needed. See INSTALLATION.
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	Strainer clogged.	Check strainer and clean if necessary.
	Air leak in suction line.	Correct leak.
	Suction intake not submerged at proper level or sump too small.	Check installation and correct submergence as needed.
	Lining of suction hose collapsed.	Replace suction hose.

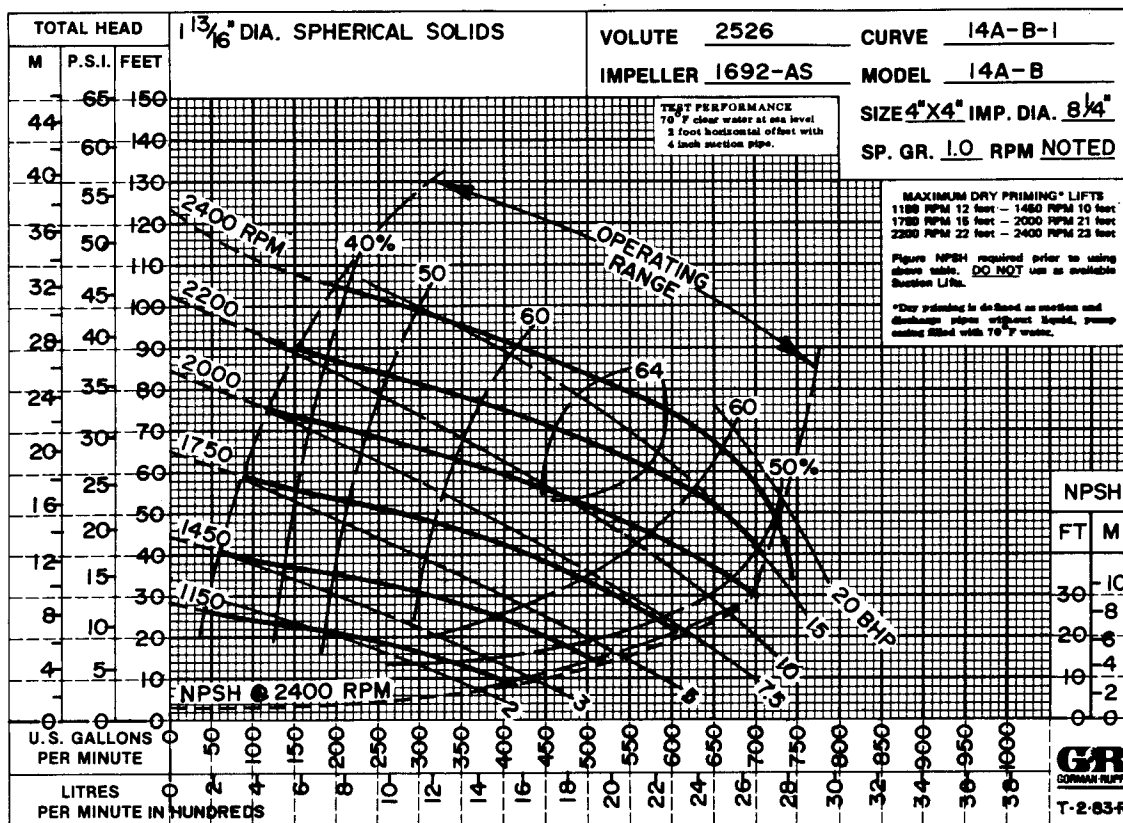
TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRES-SURE(cont.)	<p>Impeller or other wearing parts worn or damaged.</p> <p>Impeller clogged.</p> <p>Pump speed too slow.</p> <p>Suction lift or discharge head too high.</p> <p>Leaking or worn seal or pump gasket.</p> <p>Strainer clogged.</p>	<p>Replace worn or damaged parts. Check that impeller is properly centered and rotates freely.</p> <p>Free impeller of debris.</p> <p>Check engine output; consult engine operation manual.</p> <p>Check piping installation and install bypass line if needed. See INSTALLATION.</p> <p>Check pump vacuum. Replace leaking or worn seal or gasket.</p> <p>Check strainer and clean if necessary.</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>Discharge line clogged or restricted; hose kinked.</p>	<p>Open discharge valve fully to increase flow rate, and run engine at maximum governed speed.</p> <p>Clean valve.</p> <p>Check discharge lines; straighten hose.</p>

TROUBLESHOOTING

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
EXCESSIVE NOISE	Cavitation in pump.	Reduce suction lift and/or friction losses in suction line. Record vacuum and pressure gauge readings and consult local representative or factory.
	Pumping entrained air.	Locate and eliminate source of air bubble.
	Pump or drive not securely mounted.	Secure mounting hardware.
	Impeller clogged or damaged.	Clean out debris; replace damaged parts.
BEARINGS RUN TOO HOT	Bearing temperature is high, but within limits.	Check bearing temperature regularly to monitor any increase.
	Low or incorrect lubricant.	Check for proper type and level of lubricant.
	Suction and discharge lines not properly supported.	Check piping installation for proper support.
	Drive misaligned.	Align drive properly.

PUMP 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 14A22-B-VH4D S/G

*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. See Section E, Page 1.

SECTIONAL DRAWING

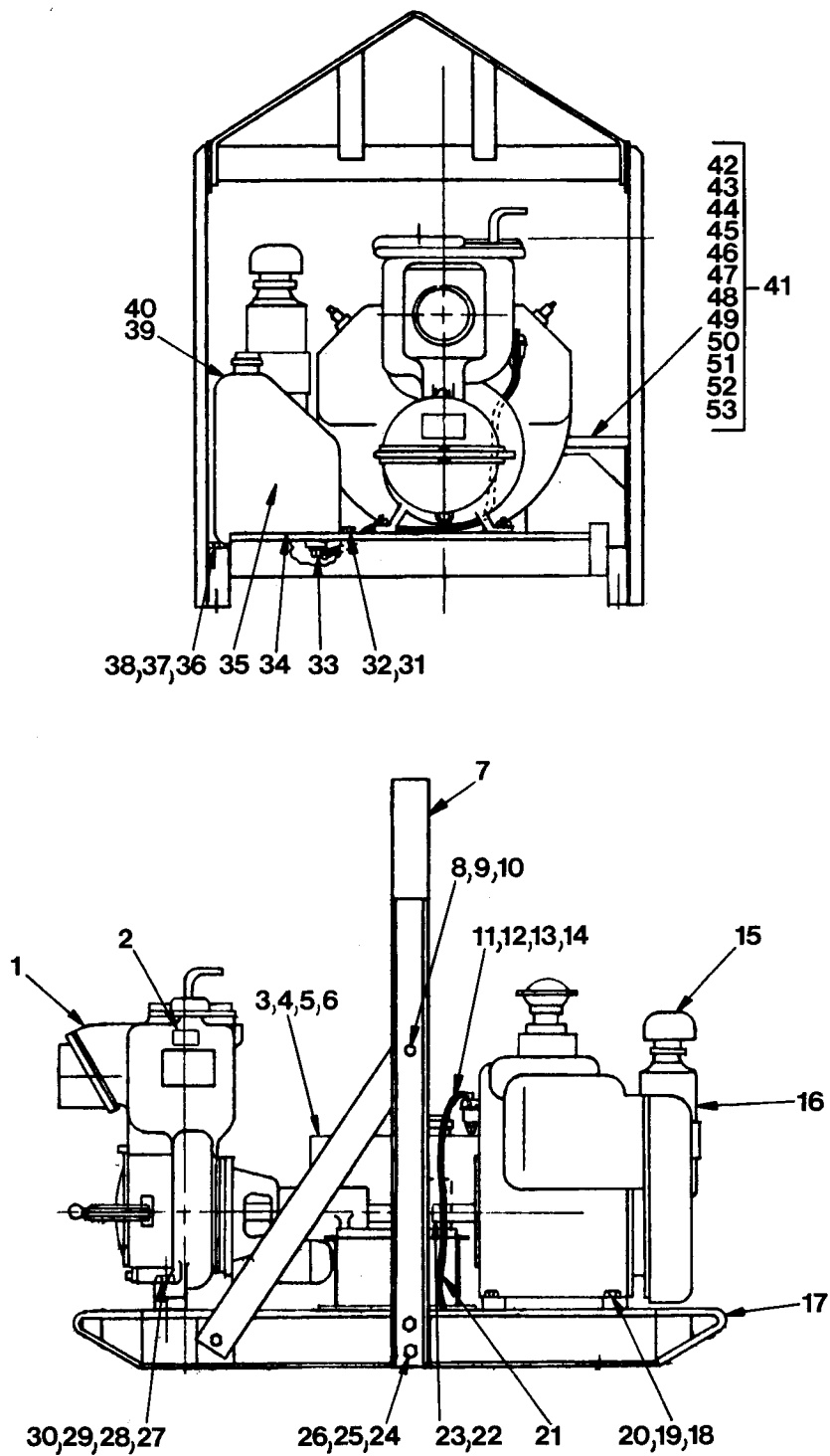


Figure 1. Pump Model 14A22-B-VH4D S/G

PARTS LIST
Pump Model 14A22-B-VH4D S/G
 (From S/N 740693 up)

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 part numbers.

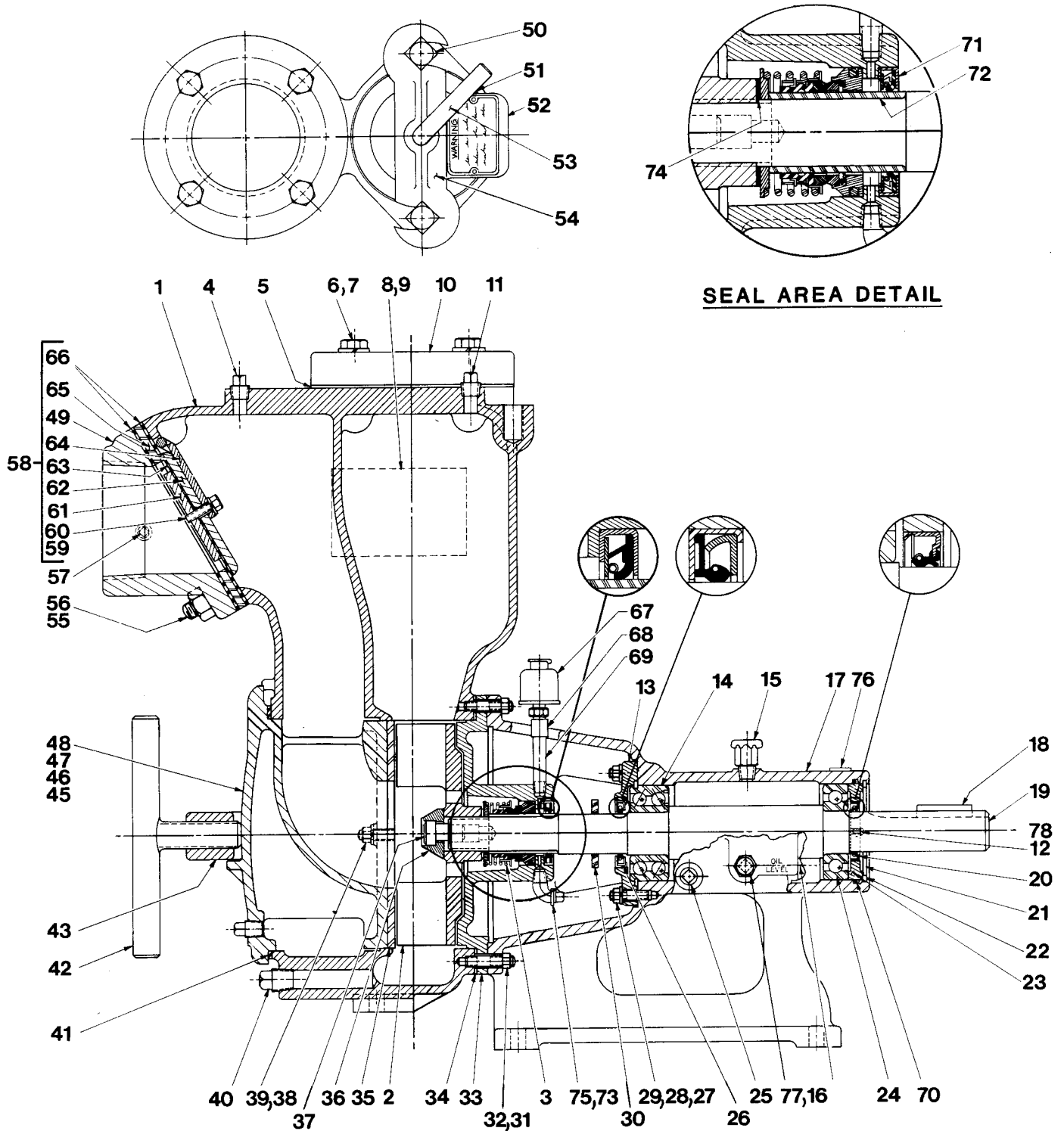
ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY	ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	PUMP END ASSY	14A22-B-(VH4D S/G)		1	31	HEX NUT	D06	15991	2
2	WARNING DECAL	38816-096	-----	1	32	LOCKWASHER	J06	15991	2
3	COUPLING GUARD	42341-014	24150	1	33	PIPE PLUG	P04	11990	1
4	HEX HD CAPSCREW	B0403	15991	4	34	FELT STRIP	9490	18030	2
5	LOCKWASHER	J04	15991	4	35	GAS TANK	S992	-----	1
6	HEX NUT	D04	15991	4	36	HEX HD CAPSCREW	B0606	15991	2
7	HOIST BAIL	13351-T	24000	1	37	LOCKWASHER	J06	15991	2
8	HEX HD CAPSCREW	B1006	15991	2	38	HEX NUT	D06	15991	2
9	LOCKWASHER	J10	15991	2	39	FELT STRIP	9490-D	18030	2
10	HEX NUT	D10	15991	2	40	GAS TANK STRAP	6353	15990	2
11	HOSE END SWIVEL	S1670	-----	1	41	BATTERY BOX ASSY	GRP40-02	-----	1
12	ELBOW	S1061	-----	1	42	-HEX HD CAPSCREW	B0604	15991	2
13	TUBE FITTING	S634	-----	1	43	-LOCKWASHER	J06	15991	2
14	HOSE END SWIVEL	S1670	-----	1	44	-HEX NUT	D06	15991	2
15	WISC VH4D ENGINE	202-M3	-----	1	45	-BATTERY BOX	8356-B	24000	1
16	WARNING DECAL	38817-058	-----	1	46 *	-12V BATTERY	S1338	-----	1
17	BASE	41565-528	24150	1	47	-BATTERY TAG	6588-S	00000	1
18	HEX HD CAPSCREW	B0809	15991	4	48	-BATTERY FRAME	8355-B	24000	1
19	LOCKWASHER	J08	15991	4	49 *	-GRND CABLE ASSY	5795-AC	24040	1
20	HEX NUT	D08	15991	4	50	-HEX HD CAPSCREW	B0612	15991	2
21	HOSE	31411-025	19360	1	51	-HEX NUT	D06	15991	2
22	*SPACER SLEEVE	31414-075	15990	1	52	-LOCKWASHER	J06	15991	2
23	*COUPLING SET	48113-012	-----	1	53	-FLAT WASHER	K06	15991	2
24	HEX HD CAPSCREW	B1006	15991	6	NOT SHOWN:				
25	LOCKWASHER	J10	15991	6	*POS CABLE ASSY				
26	HEX NUT	D10	15991	6	OPTIONAL:				
27	HEX HD CAPSCREW	B0806	15991	6	WHEEL KIT				
28	LOCKWASHER	J08	15991	6	TACHOMETER ASSY				
29	HEX NUT	D08	15991	6	HOURMETER ASSY				
30	HEX HD CAPSCREW	B0607	15991	2	INSTR PANEL ASSY				
					48312-231-A				
					48312-603				
					48312-403				
					48312-859				

*INDICATES PARTS RECOMMENDED FOR STOCK

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

CANADIAN SERIAL NO AND UP

SECTIONAL DRAWING



PARTS LIST
Pump End Assy 14A22-B-(VH4D S/G)

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY	ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	PUMP CASING	2526	17070	1	46	-WARNING PLATE	2613-EV	17090	1
2	*IMPELLER	1692-AS	17070	1	47	-DRIVE SCREW	BM#04-03	17000	4
3	*SEAL ASSEMBLY	12446-B	-----	1	48	-CVR DRAIN PLUG	P06	17090	1
4	ACCESSORY PLUG	P06	17090	1	49	SUCTION FLANGE	1736	17070	1
5	*DISCH FLANGE GSKT	1674-GC	19370	1	50	MACHINE BOLT	A1012	17090	2
6	HEX HD CAPSCREW	B1008	17090	4	51	*FILL COVER GSKT	50-G	19210	1
7	LOCKWASHER	J10	17090	4	52	FILL COVER ASSY	42111-346	-----	1
8	NAME PLATE	38818-023	17010	1	53	CLAMP BAR SCREW	31912-009	15000	1
9	DRIVE SCREW	BM#04-03	17000	4	54	CLAMP BAR	38111-004	11000	1
10	DISCH FLANGE	271	17070	1	55	STUD	C1011	17090	4
11	ACCESSORY PLUG	P04	17090	1	56	HEX NUT	D10	17090	4
12	LOCKWASHER	J#10	15991	2	57	ACCESSORY PLUG	P04	17090	1
13	BEARING CAP	6691-A	10010	1	58	CHECK VALVE ASSY	9820	-----	1
14	*BALL BEARING	S1040	-----	1	59	-HEX HD CAPSCREW	B0404	17090	2
15	PED AIR VENT	S1703	-----	1	60	-LOCKWASHER	J04	17090	2
16	PIPE PLUG	P06	11990	1	61	-VALVE WEIGHT	9819	17090	1
17	PEDESTAL	3064-C	10010	1	62	-VALVE WEIGHT	2936	17070	1
18	*SHAFT KEY	N0608	15990	1	63	*-VALVE GSKT	9823-G	19370	1
19	*IMPELLER SHAFT	3065-E	1706H	1	64	-VALVE WEIGHT	9818	17090	1
20	*OIL SEAL	25258-411	-----	1	65	CHK VLV SEAT	9817	17090	1
21	BRG RETAINING RING	S271	-----	1	66	*CHK VLV SEAT GSKT	9817-G	19370	2
22	*BRG SHIM SET	8543	15990	1	67	BOTTLE OILER	S1933	-----	1
23	BRG RETAINER	38322-516	26000	1	68	PIPE COUPLING	AE02	11990	1
24	*BALL BEARING	S1080	-----	1	69	PIPE NIPPLE	T0208	15070	1
25	PED DRAIN PLUG	P06	11990	1	70	*BRG RET O-RING	S2085	-----	1
26	*OIL SEAL	S1452	-----	1	71	*OIL SEAL	S506	-----	1
27	STUD	C0606	15991	4	72	*SHAFT SLEEVE	3428-A	17090	1
28	LOCKWASHER	J06	15991	4	73	SEAL DRAIN PLUG	P02	11990	1
29	HEX NUT	D06	15991	4	74	*IMP SHIM SET	37-J	17090	REF
30	*SLINGER RING	2352	19120	1	75	STREET ELBOW	RS02	15070	1
31	STUD	C0608	17090	8	76	ROTATION DECAL	2613-M	-----	1
32	HEX NUT	D06	17090	8	77	SIGHT GAUGE	26714-011	-----	1
33	SEAL PLATE	38272-346	17070	1	78	RD HD MACH SCREW	X#10-01 1/2S	15991	2
34	*CASING GASKET SET	2474-GD	19370	1	NOT SHOWN:				
35	*WEAR PLATE	2605-X	17090	1		SUCTION STICKER	6588-AG	-----	1
36	*IMPELLER WASHER	10278	17090	1		DISCHARGE STICKER	6588-BJ	-----	1
37	*IMPELLER CAPSCREW	DM1004-S	17090	1	OPTIONAL:				
38	HEX NUT	D06	17090	2		CASING HEATER ASSYS:			
39	LOCKWASHER	J06	17090	2		-120V	47811-008	-----	1
40	CASING DRAIN PLUG	P08	17090	1		-240V	47811-009	-----	1
41	*COVER GASKET	2527-GB	19370	1		HI TEMP SHUT-DOWN KITS:			
42	COVER CLAMP SCREW	2536	24000	1		-120°F	48313-257	-----	1
43	COVER CLAMP BAR	2528	11000	1		-130°F	48313-256	-----	1
44	BACK COVER ASSY	42111-927	-----	1		-145°F	48313-186	-----	1
45	-BACK COVER	NOT AVAILABLE		1					

*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 view(s) (see Figures 1 and 2) and the accompanying parts list(s).

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

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

WARNING

```
//////////////////////////////////////  
//  
// Before attempting to open or service the pump: //  
//  
// 1. Familiarize yourself with this manual. //  
// 2. Shut down the engine and take precautions to en- //  
// sure 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

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

Suction Check Valve Removal And Disassembly

(Figure 2)

Before attempting to service the check valve assembly (58), remove the casing drain plug (40) and drain the pump. Clean and reinstall the drain plug.

For access to the check valve, remove the suction piping. Remove the nuts (56), and separate the check valve assembly, valve seat (65), suction flange (49), and gaskets (66) from the pump casing.

Inspect the check valve parts for wear or damage and, if replacement is required, remove the hardware (59 and 60) securing the valve weights (61, 62 and 64) and check valve (63).

Back Cover Removal

(Figure 2)

The wear plate (35) is easily accessible and may be serviced by removing the back cover assembly (44). Loosen the clamp bar screw (42) and remove the clamp bar (43). Pull the back cover and wear plate from the casing. Remove the back cover gasket (41) and clean the mating surfaces.

Inspect the wear plate for excessive wear or scoring. If replacement is required, remove the hardware (38 and 39) securing it to the back cover.

Pump Casing Removal

For access to the impeller (2) and seal assembly (3), remove the discharge piping. See Figure 1, and remove the hardware (27, 28, 29 and 30) securing the pump casing to the base.

Remove the nuts (32) securing the pump casing to the seal plate (33) and pedestal (17). Install a standard 5/8-11 UNC lifting eye in the tapped hole in the pump casing. **Be sure** to screw the eye into the casing until fully engaged. Use a hoist and sling of suitable capacity to separate the pump casing from the pedestal.

WARNING

```
////////////////////////////////////  
//                               //  
// Do not attempt to lift the complete pump unit using the //  
// lifting eye. It is designed to facilitate removal or //  
// installation of individual components only. Additional //  
// weight may result in damage to the pump or failure of //  
// the eye bolt.                               //  
//                               //  
////////////////////////////////////
```

Remove any leveling shims used under the casing mounting feet. Tie and tag the shims for ease of reassembly.

Remove the pump casing gaskets (34). For ease of reassembly, tie and tag the gaskets, or measure and record their thickness.

Impeller Removal

(Figure 2)

Before attempting to remove the impeller (2), place a drip pan under the seal cavity, and remove the seal cavity drain plug (73). Clean and reinstall the plug.

Remove the impeller capscrew and washer (36 and 37). Disconnect the power source and remove the shaft key (18). Install a lathe dog on the drive end of the shaft with the "V" notch positioned over the keyway. Immobilize the impeller (2) by inserting a block of wood between the vanes. Strike the lathe

dog sharply in a counterclockwise direction (when facing the drive end of the shaft) until the impeller breaks loose. After the impeller breaks loose, remove the lathe dog and wood block and unscrew the impeller from the shaft.

Slide the impeller adjusting shims (74) off the impeller shaft. For ease of re-assembly, tie and tag the shims, or measure and record their thickness.

Seal Removal

(Figure 2)

Remove the bottle oiler and piping (67, 68 and 69) from the seal plate.

Remove the spring holder and spring. Slide the seal plate, shaft sleeve (72), and remaining seal parts off the shaft as a unit. Slide the shaft sleeve and rotating portion of the seal out of the seal plate. Apply oil to the sleeve and work it up under the bellows. Slide the rotating portion of the seal off the sleeve.

Use a stiff wire with a hooked end to remove the stationary element and stationary seat with O-rings from the seal plate.

NOTE

The seal assembly may be removed without completely disassembling the pump by removing the impeller through the back cover opening and using a stiff wire with a hooked end to pull the seal parts out of the seal plate.

If the oil seal (71) requires replacement, use a suitable sized dowel to press it from the seal plate.

If no further disassembly is required, see **Seal Installation**.

Shaft And Bearing Removal And Disassembly

(Figure 2)

When the pump is properly operated and maintained, the pedestal should not require disassembly. Disassemble the shaft and bearings **only** when there is evidence of wear or damage.

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 pedestal mounting hardware from the base. Tie and tag any shims under the mounting feet used for leveling.

Remove the pedestal drain plug (25) and drain the pedestal. Clean and reinstall the drain plug.

Remove the slinger ring (30).

Use snap ring pliers to remove the bearing retaining ring (21) from the pedestal bore. Remove the bearing shim set (22); tie and tag the shims, or measure and record their thickness for ease of reassembly.

Loosen the machine screws (78) in the bearing retainer (23), and pry the retainer from the pedestal bore using a screwdriver against the head of the machine screws.

Press the oil seal (20) from the bearing retainer, and remove the O-ring (70) from the pedestal bore.

Disengage the hardware (28 and 29) and remove the assembled bearing cover (13) and oil seal (26). Press the oil seal from the bearing cover.

Place a block of wood against the drive end of the shaft and tap the shaft and assembled bearings (14 and 24) out of the pedestal.

Use a bearing puller to remove the inboard and outboard bearings from the impeller shaft.

Shaft and Bearing Reassembly And Installation

(Figure 2)

Clean the pedestal, shaft and all component parts (except the bearings) with a soft cloth soaked in cleaning solvent. Inspect the parts for wear or damage and replace 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. //  
// //  
////////////////////////////////////
```

Inspect the shaft for distortion, nicks or scratches or thread damage on the impeller end. Dress small nicks and burrs with a fine file or emery cloth. Replace the shaft if defective.

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

Rotate the bearings by hand to check for roughness or binding and inspect the bearing balls. If rotation is rough or the bearing balls are discolored, replace the bearings.

CAUTION

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 balls or races and cause premature bearing failure.

The bearing tolerances provide a tight press fit onto the shaft and a snug slip fit into the pedestal. Replace the shaft or pedestal if the proper bearing fit is not achieved.

Lubricate the shaft with light oil and press the outboard bearing (24) onto the shaft until it seats squarely against the shaft shoulder.

CAUTION

When installing the bearings onto the shaft, NEVER press or hit against the outer race, balls, or ball cage. Press ONLY on the inner race.

Position the inboard bearing (14) on the shaft with the retaining ring facing toward the impeller end of the shaft. Press the bearing onto the shaft until it seats squarely against the shaft shoulder.

Slide the shaft and assembled bearings into the pedestal until the retaining ring on the inboard bearing seats against the pedestal.

CAUTION

When installing the shaft and bearings into the bearing bore, push against the outer race. NEVER hit the balls or ball cage.

Install the oil seal (26) in the bearing cover (13) with the lip positioned as shown in Figure 2. Apply a thin film of 'Loctite Plastic Gasket' or equivalent to the face of the bearing cover, and slide the bearing cover and oil seal over the shaft. Be careful not to damage the oil seal lip on the shaft threads. Secure the bearing cover with the hardware (28 and 29).

Install the oil seal (20) in the bearing retainer (23) with the lip positioned as shown in Figure 2. Replace the bearing retainer O-ring (70) in the pedestal, and press the bearing retainer into the pedestal until it seats against the bearing. Be careful not to cut the oil seal lip on the shaft keyway. **Be sure** the machine screws (78) are fully screwed into the bearing retainer, and that they are positioned horizontally inline.

Install the same thickness of bearing shims (22) as previously removed, and secure them with the retaining ring (21). Check the shaft endplay.

NOTE

Shaft endplay should be between .002 and .010 inch. Add or remove bearing adjusting shims to obtain this endplay.

Secure the pedestal to the base, and lubricate the bearings as indicated in LUBRICATION.

Seal Installation

(Figures 2 and 3)

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.                //  
//                               //  
////////////////////////////////////
```

The seal is not normally reused because wear patterns on the finished faces cannot be realigned during reassembly. This could result in premature failure. If necessary to reuse an old seal in an emergency, **carefully** wash all metallic parts in fresh cleaning solvent and allow to dry thoroughly.

Handle the seal parts with extreme care to prevent damage. Be careful not to contaminate precision finished faces; even fingerprints on the faces can shorten seal life. If necessary, clean the faces with a non-oil based solvent and a clean lint free tissue. Wipe **lightly** in a concentric pattern to avoid scratching the faces.

Inspect the seal components for wear, scoring, grooves, and other damage that might cause leakage. Clean and polish the shaft 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 O-rings and bellows with water or a very **small** amount of oil, and apply a drop of light lubricating oil on the finished faces. Assemble the seal as follows, (see Figure 3).

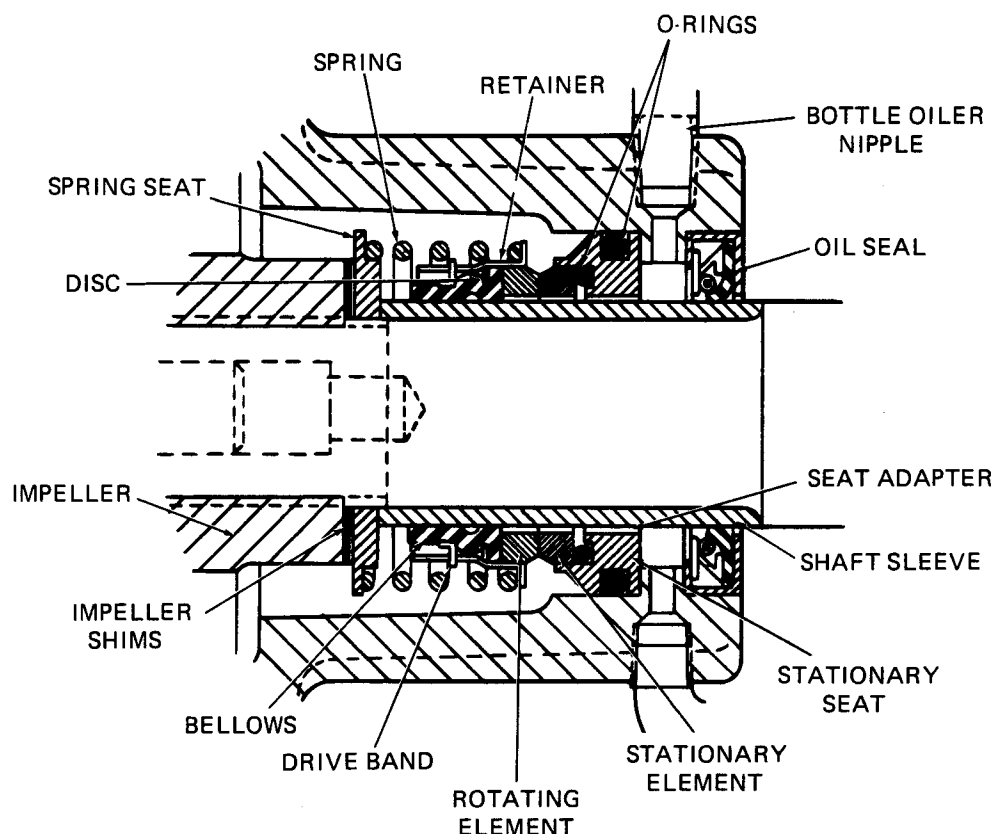


Figure 3. 12446-B Seal Assembly

CAUTION

This seal is not designed for operation at temperatures above 160°F. Do not use at higher operating temperatures.

Install the slinger ring (30) on the impeller shaft.

If removed for replacement, press the oil seal (71) into the seal plate with the lip positioned as shown in Figure 1.

Lay the seal plate on a flat surface with the impeller side up. Install the O-rings in the stationary seat. Subassemble the stationary element in the stationary seat with the chamfered side out. Press this subassembly into the seal plate until the stationary seat sits squarely against the shoulder bore.

Carefully slide the seal plate and stationary subassembly onto the impeller shaft. **Be careful** not to damage the lip of the oil seal (71) on the shaft threads.

Position the seal plate against the pedestal with the hole aligned with the opening in the pedestal. Temporarily secure the seal plate to the pedestal with two capscrews and nuts (1/2 UNC X 1 1/2 inches long, not supplied).

Slide the rotating subassembly (consisting of the rotating element, retainer and bellows) onto the lubricated shaft sleeve (72) until the rotating element is just flush with the chamfered end of the sleeve. Slide the sleeve and rotating subassembly and shaft sleeve onto the impeller shaft until the seal faces contact. Continue to push the sleeve through the seal until it seats squarely against the shaft sleeve. **Be careful** not to cut or roll the lip of the oil seal (71) when installing the sleeve.

Install the seal spring and spring holder.

NOTE

If the pump casing and seal plate were not removed at disassembly, a push tube cut from a length of plastic pipe can be used to press the seal components into the seal plate. Be careful not to damage the seal elements.

After the impeller has been installed, lubricate the seal as indicated in LUBRICATION.

Impeller Installation

(Figure 2)

Inspect the impeller, and replace it if cracked or badly worn. Inspect the impeller and shaft threads for dirt or damage, and clean or dress the threads as required.

Install the same thickness of impeller shims (74) as previously removed. Apply 'Never-Seez' or equivalent to the shaft threads 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 pedestal while setting the back impeller clearance.

Apply 'Never-Seez' or equivalent to the threads on the impeller capscREW (37), and secure the impeller with the capscREW and washer (36). Torque the capscREW to 90 ft. lbs..

Reinstall the bottle oiler and piping (67, 68 and 69).

Pump Casing Installation

(Figure 2)

Remove the two capscREWS temporarily securing the seal plate and install the same thickness of pump casing gaskets (34) as previously removed. Secure the

pump casing to the seal plate and pedestal with the nuts (32). **Do not** fully tighten the nuts until the impeller face clearance has been set.

NOTE

If the pump has been completely disassembled, it is recommended that the back cover assembly be reinstalled at this point. The back cover assembly must be in place to adjust the impeller face clearance.

A clearance of .008 to .015 inch between the impeller and the wear plate is also recommended for maximum pump efficiency. This clearance must be set after installing the back cover, by adding or removing gaskets in the pump casing gasket set (34) until the impeller binds against the wear plate when the shaft is turned. After the impeller binds, add approximately .012 inch of gaskets.

NOTE

An alternate method of adjusting this clearance is to reach through the discharge port with a feeler gauge and measure the gap. Add or subtract pump casing gaskets accordingly.

When this clearance has been properly set, tighten the nuts (32) and secure the casing to the base with the hardware (27, 28, 29 and 30, Figure 1). Be sure to reinstall any leveling shims used under the casing mounting feet.

If a lifting eye was used to move the pump casing, **be sure** to remove the eye before putting the pump back into service.

WARNING

```
////////////////////////////////////  
//  
// Do not attempt to lift the complete pump unit using the //  
// lifting eye. It is designed to facilitate removal or //  
// installation of individual components only. Additional //  
// weight may result in damage to the pump or failure of //  
// the eye bolt. //  
// //  
////////////////////////////////////
```

Back Cover Installation

(Figure 2)

If the wear plate was removed for replacement, carefully center it on the back cover and secure it with the hardware (38 and 39). The wear plate must be concentric to prevent binding when the back cover is installed.

Clean any debris from the contacting surfaces in the pump casing that might prevent a good seal with the back cover. Replace the back cover gasket (41).

Slide the back cover assembly into the pump casing. Secure the back cover assembly with the clamp bar (43) and clamp bar screw (42). **Do not** over-tighten

the clamp bar screw; it should be just tight enough to ensure a good seal at the cover shoulder. Be sure the wear plate does not bind against the impeller.

Suction Check Valve Installation

(Figure 2)

Inspect the check valve components, and replace as required. Subassemble the check valve weights (61, 62 and 64) and gasket (63) using the attaching hardware (59 and 60).

Position the check valve in the valve seat (65). Position the check valve assembly, valve seat, gaskets (66), and suction flange in the pump suction port, and secure the parts with the nuts (56).

Check the operation of the check valve to ensure proper seating and free movement.

Final Pump Reassembly

Be sure the pump and pedestal are secure to the base and power source.

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

If a lifting eye was used to move the pump casing, **be sure** to remove the eye before putting the pump back into service.

WARNING

```
////////////////////////////////////  
//                               //  
// Do not attempt to lift the complete pump unit using the //  
// lifting eye. It is designed to facilitate removal or //  
// installation of individual components only. Additional //  
// weight may result in damage to the pump or failure of //  
// the eye bolt.                               //  
//                               //  
////////////////////////////////////
```

Be sure the pump and power source 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

(Figure 2)

Fill the bottle oiler (67) with SAE No. 30 non-detergent oil. Check the oil level regularly and keep the bottle oiler full.

Bearings

(Figure 2)

The pedestal was fully lubricated when shipped from the factory. Check the oil level regularly through the sight gauge (77) and maintain it at the midpoint of the gauge. When lubrication is required, add SAE No. 30 non-detergent oil through the hole for the air vent (15). **Do not** over lubricate. Over-lubrication can cause the bearings to over-heat, resulting in premature bearing failure.

NOTE

The white reflector in the sight gauge must be positioned horizontally to provide proper drainage.

Under normal conditions, drain the pedestal once each year and refill with approximately 12 1/2 ounces of clean oil. Change the oil more frequently if the pump is operated continuously or installed in an environment with rapid temperature change.

CAUTION

Monitor the condition of the bearing lubricant regularly for evidence of rust or moisture condensation. This is especially important in areas where variable hot and cold temperatures are common.

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

Power Source

Refer to the literature accompanying the power source or contact your local power source representative for the manufacturer's recommendations.

**For U.S. and International Warranty Information,
Please Visit www.grpumps.com/warranty
or call:
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