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Rev.D

INSTALLATION, OPERATION, AND MAINTENANCE MANUAL

WITH PARTS LIST

GORMAN-RUPP PUMPS

T SERIES PUMP

MODEL

T3A61-B

INCLUDING: /F, /FM

THE GORMAN-RUPP COMPANY • MANSFIELD, OHIO
GORMAN-RUPP OF CANADA LIMITED • ST. THOMAS, ONTARIO, CANADA Printed in U.S.A.

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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 a T Series, semi-open impeller, self-priming centrifugal model with a suction check valve. The pump is designed for handling mild industrial corrosives, residues and slurries containing large entrained solids. The basic material of construction is gray iron, with stainless steel impeller and wearing parts.

If there are any questions regarding the pump or pump 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 power source, contact the power source 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 injury or death to personnel, and describe the procedure required and the injury which could result from failure to follow the procedure.

WARNINGS - SECTION A

THESE WARNINGS APPLY TO T SERIES BASIC PUMPS. GORMAN-RUPP HAS NO CONTROL OVER OR PARTICULAR KNOWLEDGE OF THE POWER SOURCE WHICH WILL BE USED. REFER TO THE MANUAL ACCOMPANYING THE POWER SOURCE BEFORE ATTEMPTING TO BEGIN OPERATION.

WARNING

Before attempting to open or service the pump:

1. Familiarize yourself with this manual.
2. Disconnect or lock out the power source 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 mild industrial corrosives, residues and slurries containing large entrained solids. Do not attempt to pump volatile, flammable, or corrosive 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 supported and secure before operation.

WARNING

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

WARNING

Do not attempt to disengage any parts of an overheated pump unit. Vapor pressure within the pump casing can eject these parts with great force when they are disengaged. Allow the pump to cool before servicing it.

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.

WARNING

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

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.

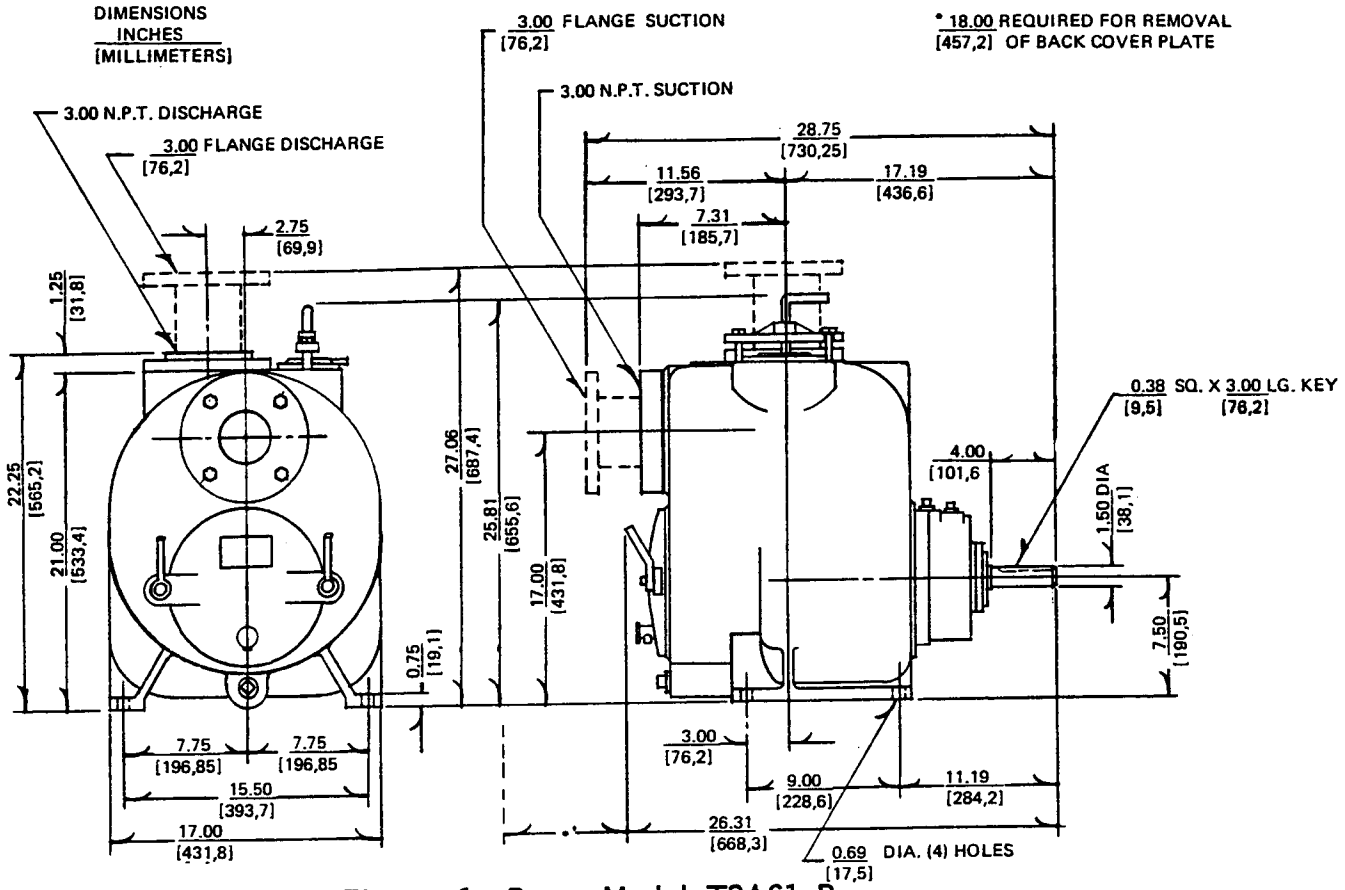


Figure 1. Pump Model T3A61-B

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 warning and cautions contained in this manual or affixed to the pump, and perform all duties indicated. Note the direction of rotation indicated on the pump. Check that the pump shaft rotates counterclockwise when facing the impeller.

CAUTION

Only operate this pump in the direction indicated by the arrow on the pump body and on the accompanying decal. Refer to Rotation in OPERATION, Section D.

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 power source 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 **2,000 pounds**. This pump weighs approximately **400 pounds**, not including the weight of accessories and base. 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 be supported or shimmed to provide for level operation or to eliminate vibration.

Clearance

A minimum clearance of **18 inches** in front of the cover plate is required to permit removal of the cover and easy access to the pump interior.

SUCTION AND DISCHARGE PIPING

Pump performance is adversely effected by increased suction lift, discharge elevation, and friction losses. See the performance curve and operating range shown on Page E-1 to be sure your overall application allows pump to operate within the safe operation range.

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.

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 2-1/2 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).

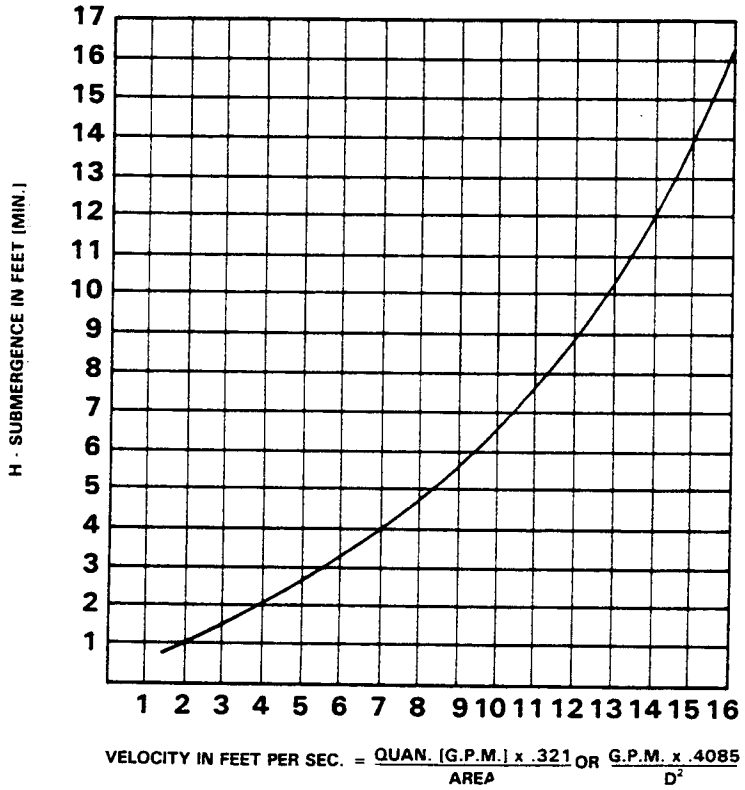


Figure 2. Recommended Minimum Suction Line Submergence Vs. Velocity

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 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.

It is recommended that a Gorman-Rupp Automatic Air Release Valve be installed in the bypass line. **Do not** install a manual shut-off valve in a bypass line. If a manual shut-off valve is installed to facilitate service of the Air Release Valve, the valve **must not** be left closed during operation. See the supplement at the end of this section for additional information on bypass lines and the Gorman-Rupp Automatic Air Release Valve.

NOTE

The bypass line may clog occasionally, particularly when pumping liquids containing large solids. If clogging occurs, locate and remove the clog. If the clog is located between the discharge check valve and the Air Release Valve, the valve will not close. If the clog is located in the Relief Valve itself, or in the line between the Relief Valve and the sump, the valve will not open.

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. In either a flexible coupling or V-belt driven system, the driver and pump must be mounted so that their shafts are aligned with and parallel to each other. It is imperative that alignment be checked after the pump and piping are installed, and before operation.

NOTE

Check **Rotation**, Section C, before final alignment of the pump.

When mounted at the Gorman-Rupp factory, driver and pump are aligned before shipment. Misalignment will occur in transit and handling. Pumps **must** be checked and realigned before operation. Before checking alignment, tighten the foundation bolts. The pump casing feet and/or pedestal feet, and the driver mounting bolts should also be tightly secured.

WARNING

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

CAUTION

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

Coupled Drives

When using couplings, the axis of the power source 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.

Align spider insert type couplings by using calipers to measure the dimensions on the circumference of the outer ends of the coupling hub every 90 degrees. The coupling is in alignment when the hub ends are the same distance apart at all points (see Figure 3A).

Align non-spider type couplings by using a feeler gauge or 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 (see Figure 3B).

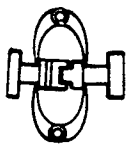


Figure 3A. Aligning Spider-Type Couplings

Figure 3B. Aligning Non-Spider Type Couplings

Check parallel adjustment by laying a straightedge across both coupling rims at the top, bottom, and side. When the straightedge rests evenly on both halves of the coupling, the coupling is in horizontal parallel alignment. If the coupling is misaligned, use a feeler gauge between the coupling and the straightedge to measure the amount of misalignment.

V-Belt Drives

When using V-belt drives, the power source and the pump must be parallel. Use a straightedge along the sides of the pulleys to ensure that the pulleys are properly aligned (see Figure 3C). In drive systems using two or more belts, make certain that the belts are a matched set; unmatched sets will cause accelerated belt wear.

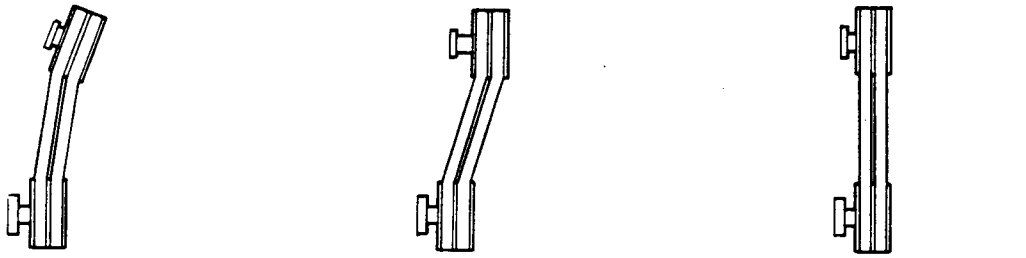


Figure 3C. Alignment of V-Belt Driven Pumps

Tighten the belts in accordance with the belt manufacturer's instructions. If the belts are too loose, they will slip; if the belts are too tight, there will be excessive power loss and possible bearing failure. Select pulleys that will match the proper speed ratio; overspeeding the pump may damage both pump and power source.

WARNING

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

GORMAN-RUPP
AUTOMATIC AIR RELEASE VALVE

Bypass Lines

Self-priming pumps are not air compressors. During the priming cycle, air from the suction line must be vented to atmosphere on the discharge side. If a check valve has been installed in the discharge line, the discharge side of the pump must be opened to atmospheric pressure through a bypass line between the pump discharge and the check valve. A self-priming centrifugal pump **will not prime** if there is sufficient static liquid head to hold the discharge check valve closed.

In **low discharge head applications** (less than 30 feet), it is recommended that the bypass line be run back to the wet well, and located 6 inches below the water level or cut-off point of the low level pump. The bypass line should be at least 1 inch in diameter to minimize the chance of plugging.The bypass line may be terminated with a six-to-eight foot length of 1 1/4 inch I.D. **smooth-bore** hose; air and liquid will then agitate the hose and break up any substances likely to cause clogging. It is also recommended that pipe unions be installed at each 90° elbow in a bypass line to ease disassembly and maintenance.

CAUTION

A BYPASS LINE THAT IS RETURNED TO A WET WELL MUST BE SECURED AGAINST BEING DRAWN INTO THE PUMP SUCTION INLET.

In **high discharge head applications** (more than 30 feet), an excessive amount of liquid may be bypassed and forced back to the wet well under the full working pressure of the pump; this will reduce overall pumping efficiency. **Therefore, it is recommended that a Gorman-Rupp Automatic Air Release Valve be installed in the bypass line.**

When properly installed and correctly adjusted to the application, the Gorman-Rupp Automatic Air Release Valve will permit air to escape through the bypass line, and then close automatically when the pump is fully primed and pumping at full capacity.

If the installation involves a flooded suction such as a below-ground lift station, a pipe union and manual shut-off valve may be installed in the bleed line to allow service of the valve without shutting down the station, and to eliminate the possibility of flooding. If a manual shut-off valve is installed **anywhere** in the air release piping, it **must** be a full-opening **ball type** valve to prevent plugging by solids.

WARNING

IF A MANUAL SHUT-OFF VALVE IS INSTALLED IN A BYPASS LINE, IT MUST NOT BE LEFT CLOSED DURING OPERATION. A CLOSED MANUAL SHUT-OFF VALVE MAY CAUSE A PUMP WHICH HAS LOST PRIME TO CONTINUE TO OPERATE WITHOUT REACHING PRIME, CAUSING DANGEROUS OVERHEATING AND POSSIBLE EXPLOSIVE RUPTURE OF THE PUMP CASING. PERSONNEL COULD BE SEVERELY INJURED.

ALLOW AN OVER-HEATED PUMP TO COOL BEFORE SERVICING. DO NOT REMOVE PLATES, COVERS, GAUGES, OR FITTINGS FROM AN OVER-HEATED PUMP. LIQUID WITHIN THE PUMP CAN REACH BOILING TEMPERATURES, AND VAPOR PRESSURE WITHIN THE PUMP CAN CAUSE PARTS BEING DISENGAGED TO BE EJECTED WITH GREAT FORCE. AFTER THE PUMP COOLS, DRAIN THE LIQUID FROM THE PUMP BY REMOVING THE CASING DRAIN PLUG.

Theory of Operation

During the priming cycle, air from the pump casing is dicharged through the bypass line, passing through the Air Release Valve (Figure 1).When the pump is fully primed, pressure against the valve diaphragm compresses the spring and closes the valve (Figure 2). The valve will remain closed until the pump loses its prime or stops.

When the pump shuts down, the spring returns the diaphragm to its original position. Any solids that may have accumulated in the diaphragm chamber settle to the bottom and are flushed out during the next priming cycle.

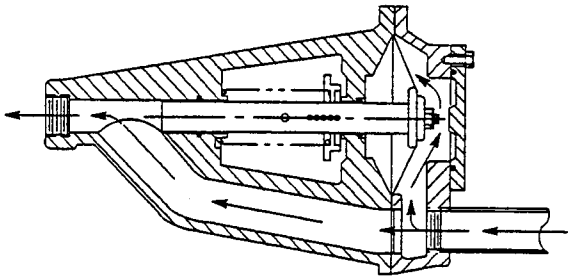


Figure 1. Valve in Open Position

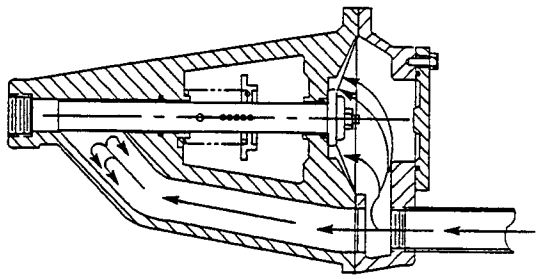


Figure 2. Valve in Closed Position

WARNING

SOME LEAKAGE (1 TO 5 GPM) WILL OCCUR WHEN THE VALVE IS FULLY CLOSED. BE SURE THE BYPASS LINE IS DIRECTED BACK TO THE WET WELL OR TANK TO PREVENT HAZARDOUS SPILLS.

NOTE

The valve will remain open if the pump does not reach its designed capacity or head. The range of the valve closing pressure is established by the tension rate of the spring as ordered from the factory, and by adjusting the spring retaining pin up or down the plunger rod to increase or decrease spring tension.

Air Release Valve Installation

The Automatic Air Release Valve must be independently mounted in a horizontal position between the pump discharge port and the non-pressurized side of the discharge check valve (see Figure 3). The valve inlet is at the large end of the valve body, and is provided with standard 1 inch NPT pipe threads.

NOTE

If the Air Release Valve is to be installed on a **staged** *pump application, contact the factory for specific installation instructions.*

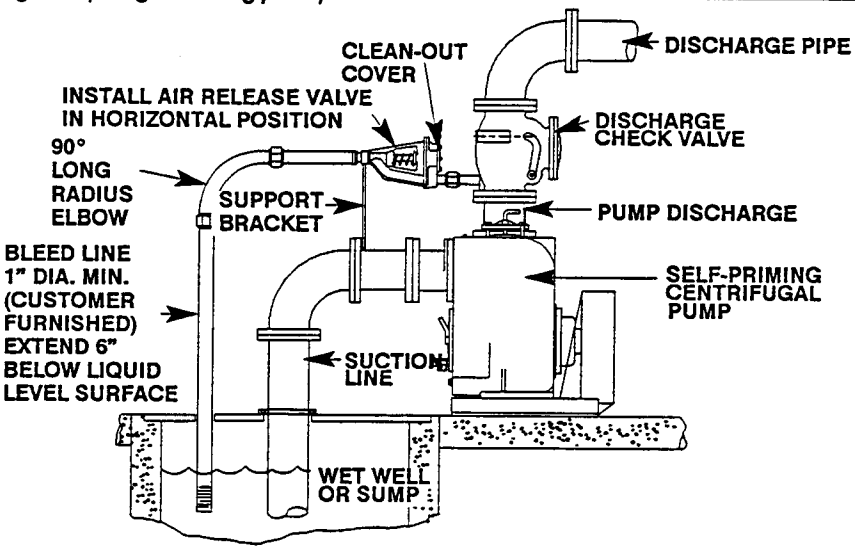


Figure 3. Typical Automatic Air Release Valve Installation

The valve outlet is located at the opposite end of the valve, and is also equipped with standard 1 inch NPT pipe threads. The outlet should be connected to a bleed line which slopes back to the wet well or sump. The bleed line must be the same size as the inlet piping, or larger. If **piping** is used for the bleed line, avoid the use of elbows whenever possible.

NOTE

It is recommended that each Air Release Valve be fitted with an independent bleeder line. However, if multiple Air Release Valves are installed in a system, the bleeder lines may be directed to a common manifold pipe. Contact the Gorman-Rupp Company for information about your specific application.

OPERATION - SECTION C

WARNING

This pump is designed to handle mild industrial corrosives, residues and slurries containing large entrained solids. Do not attempt to pump volatile, flammable, or corrosive liquids which may damage the pump or endanger personnel as a result of pump failure.

CAUTION

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

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 and reprime as necessary.

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.

STARTING

Consult the operations manual furnished with the power source.

Rotation

The correct direction of pump rotation is counterclockwise when facing the impeller. The pump could be damaged and performance adversely affected by incorrect rotation. If pump performance is not within the specified limits (see the curve on page E-1), check the direction of power source rotation before further troubleshooting.

OPERATION

Lines With a Bypass

It is recommended that a Gorman-Rupp Automatic Air Release Valve be installed in the bypass line. **Do not** install a manual shut-off valve in a bypass line. If a manual shut-off valve is installed to facilitate service of the Air Release Valve, the valve **must not** be left closed during operation. See the supplement in Section B for additional information on bypass lines and the Gorman-Rupp Automatic Air Release Valve.

When operating with a Gorman-Rupp Automatic Air Release Valve, close the throttling valve in the discharge line. The Automatic Air Release Valve will automatically open to allow the pump to prime, and automatically close when priming has been accomplished. After the pump has primed and liquid is flowing steadily from the bypass line, 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 servicing.

As a safeguard against rupture or explosion due to heat, this pump is equipped with a pressure relief valve which will open if vapor pressure within the pump casing reaches a critical point. If overheating does occur, stop the pump immediately and allow it to cool before servicing it. **Approach any overheated pump cautiously.**

It is recommended that the pressure relief valve assembly be replaced at each overhaul, or any time the pump casing overheats and activates the valve. **Never** replace this valve with a substitute which has not been specified or provided by the Gorman-Rupp Company.

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.

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, disconnect the power source or take other action 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 approx-

imately 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 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.

PUMP TROUBLESHOOTING - SECTION D

WARNING

Before attempting to open or service the pump:

1. Familiarize yourself with this manual.
2. Disconnect or lock out the power source 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.

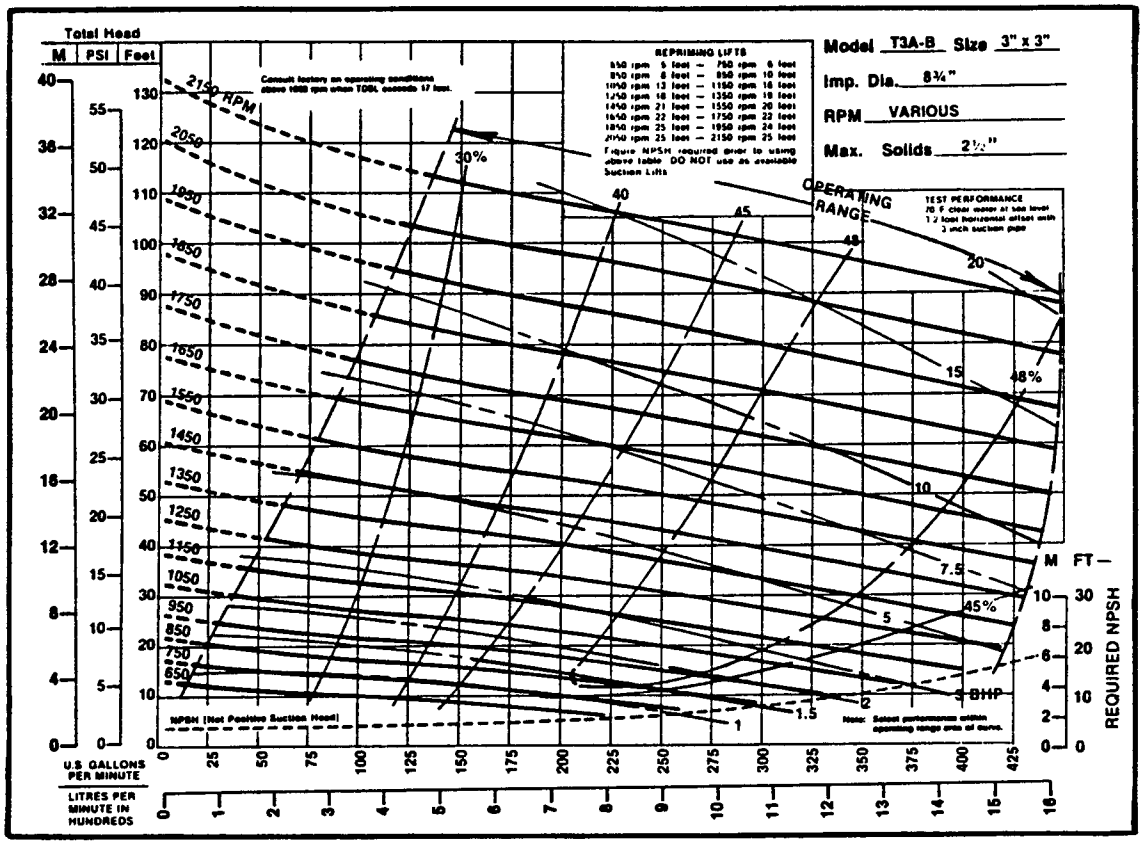
TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	Not enough liquid in casing.	Not enough liquid in casing.
	Suction check valve contaminated or damaged.	Suction check valve contaminated or damaged.
	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	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.
	Strainer clogged.	Check strainer and clean if necessary.
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	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.
	Strainer clogged.	Check strainer and clean if necessary.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE(cont.)	Suction intake not submerged at proper level or sump too small.	Check installation and correct submergence as needed.
	Impeller or other wearing parts worn or damaged.	Replace worn or damaged parts. Check that impeller is properly centered and rotates freely.
	Impeller clogged.	Free impeller of debris.
	Pump speed too slow.	Check driver output; check belts or couplings for slippage.
	Discharge head too high.	Install bypass line.
	Suction lift too high.	Measure lift w/vacuum gauge. Reduce lift and/or friction losses in suction line.
PUMP REQUIRES TOO MUCH POWER	Pump speed too high.	Check driver output; check that sheaves or couplings are correctly sized.
	Discharge head too low.	Adjust discharge valve.
	Liquid solution too thick.	Dilute if possible.
	Bearing(s) frozen.	Disassemble pump and check bearing(s).
PUMP CLOGS FREQUENTLY	Liquid solution too thick.	Dilute if possible.
	Discharge flow too slow.	Open discharge valve fully to increase flow rate, and run power source at maximum governed speed.
	Suction check valve or foot valve clogged or binding.	Clean valve.

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 T3A61-B

*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

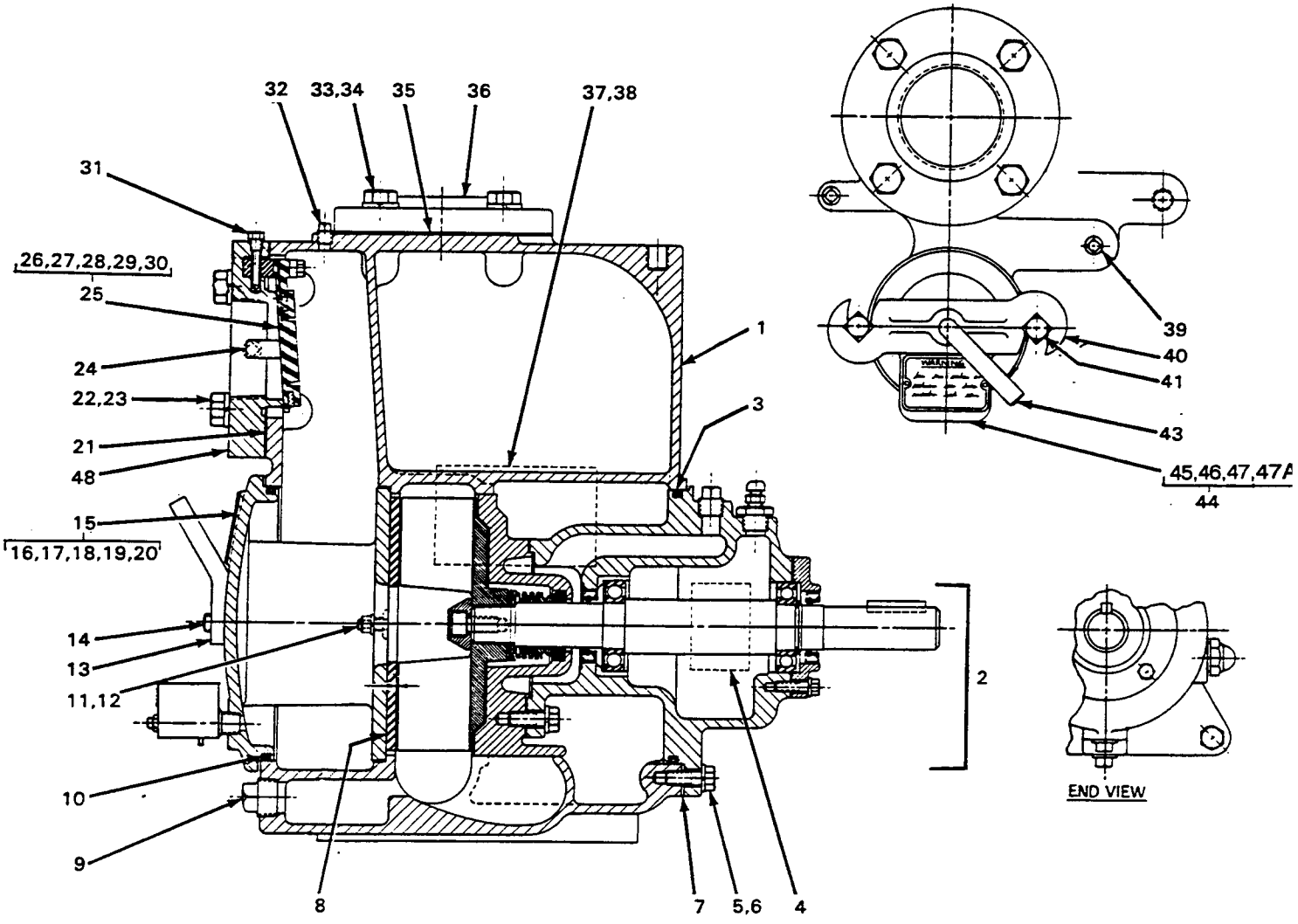


Figure 1. Pump Model T3A61-B

PARTS LIST

Pump Model T3A61-B

(From S/N 791258 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	MAT'L CODE	QTY
1	PUMP CASING	11405-B	10010	1
2	ROTATING ASSY	44163-056	(FIG.2)	1
3 *	ROT ASSY O-RING	S1748	----	REF
4	ROTATION DECAL	2613-M	----	1
5	HEX HD CAPSCREW	B0805 1/2	15991	4
6	LOCKWASHER	J08	15991	4
7 *	ROT ASSY SHIM SET	13130	17000	REF
8 *	WEAR PLATE ASSY	11407-A	17090	1
9	CASING DRAIN PLUG	P16	10009	1
10 *	BACK COVER O-RING	S1748	----	1
11	LOCKWASHER	J06	17090	2
12	HEX NUT	D06	17090	2
13	HAND NUT	10701	15040	2
14	STUD	C1010	15991	2
15 *	BACK COVER ASSY	42111-902	----	1
16	-BACK CVR PLATE	NOT AVAILABLE		1
17	-WARNING PLATE	2613-EV	13990	1
18	-DRIVE SCREW	BM#04-03	17000	4
19	-RELIEF VALVE	46431-629	----	1
20	-CAUTION DECAL	2613-FG	----	1
21 *	SUCT FLANGE GSKT	11412-G	19370	1
22	HEX HD CAPSCREW	B1009	15991	4
23	LOCKWASHER	J10	15991	4
24	PIPE PLUG	P04	15079	1
25 *	CHECK VALVE ASSY	46411-060	----	1
26	-MLD CHECK VALVE	NOT AVAILABLE		1
27	-SPACER SLEEVE	NOT AVAILABLE		2
28	-BACK UP PLATE	NOT AVAILABLE		1
29	-NYLOCK CAPSCREW	NOT AVAILABLE		2
30	-ADAPTOR	NOT AVAILABLE		1
31	CHECK VALVE PIN	11557-A	17010	1
32	PIPE PLUG	P04	15079	1
33	HEX HD CAPSCREW	B1007	15991	4
34	LOCKWASHER	J10	15991	4
35 *	DISCH FLANGE GSKT	1674GC	19370	1
36	DISCHARGE FLANGE	1753-A	10010	1
37	NAME PLATE	38818-040	13990	1
38	DRIVE SCREW	BM#04-03	17000	4
39	PIPE PLUG	P04	15079	1
40	CLAMP BAR	38111-004	11010	1
41	MACHINE BOLT	A1014	15991	2
43	CLAMP BAR SCREW	31912-009	15000	1
44	FILL CVR PLT ASSY	42111-344	----	1
45	-COVER PLATE	NOT AVAILABLE		1
46	-WARNING PLATE	38816-097	13990	1
47	-DRIVE SCREW	BM#04-03	17000	2
47A	-GASKET	50G	19210	1
48	SUCTION FLANGE	11412	10010	1
NOT SHOWN:				
	WARNING DECAL	38816-096	----	1
	DISCHARGE STICKER	6588BJ	----	1
	LUB DECAL	11421	----	1
	FILL HR PRIME STK	6588AH	----	1
	SUCTION STICKER	6588AG	----	1
OPTIONAL:				
	DISASSEMBLY TOOL	12859	24000	1
	/F FLANGE KIT	48213-040	----	1
	-SUCTION	11412-A	10010	1
	-DISCHARGE	10845	10010	1
	/FM METRIC FLNG KIT	48213-076	----	1
	-SUCTION	38642-208	10000	1
	-DISCHARGE	38642-209	10000	1
	ADI IMPELLER	11406	1102H	1
CHECK VALVE ASSY:				
	-NEO SOLID TYPE	46411-043	----	1
	-VITON SOLID	46411-086	----	1
	-VITON BLOW-OUT	46411-074	----	1
	-BUNA-N	46411-102	----	1
CASING HEATERS:				
	-120V	47811-006	----	1
	-240V	47811-007	----	1
HI TEMP SHUT-DOWN KITS:				
	-145°F	48313-186	----	1
	-130°F	48313-256	----	1
	-120°F	48313-257	----	1
AIR RELEASE VALVES:				
	-10# COMP SPRING	GRP33-07A	----	1
	-25# COMP SPRING	GRP33-07	----	1
	-80# COMP SPRING	GRP33-07B	----	1

* INDICATES PARTS RECOMMENDED FOR STOCK

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

CANADIAN SERIAL NO. ..... AND UP

SECTIONAL DRAWING

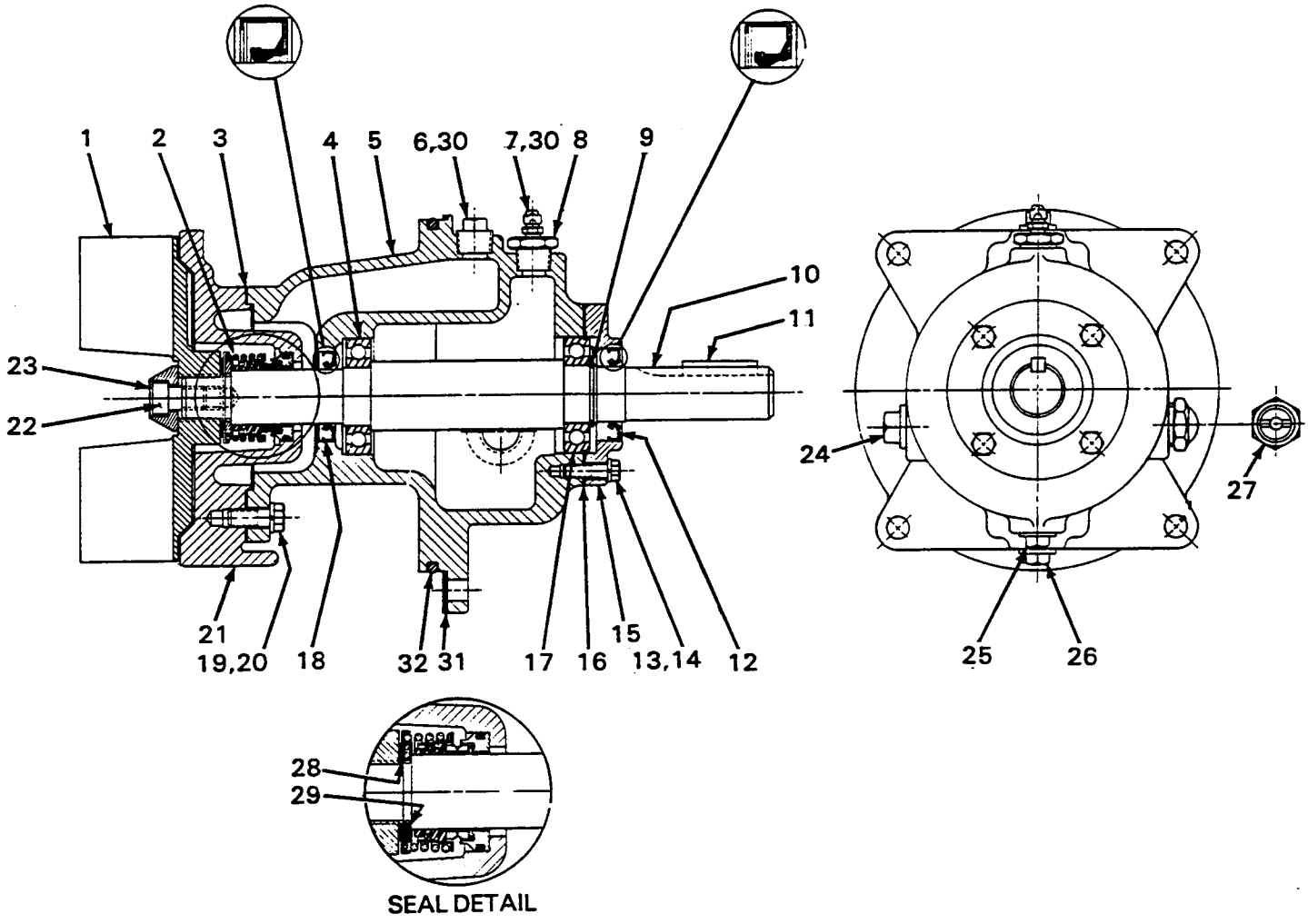


Figure 2. 44163-056 Repair Rotating Assembly

PARTS LIST

44163-056 Repair Rotating Assembly

ITEM NO.		PART NAME	PART NUMBER	MATL CODE	QTY
1	*	IMPELLER	11406	17070	1
2	*	SEAL ASSEMBLY	46512-047	----	1
3	*	SEAL PLATE GSKT	10959-G	20000	1
4	*	INBOARD BALL BEARING	23252-013	----	1
5		BEARING HOUSING	11399-A	10010	1
6		VENTED SEAL CAVITY PLUG	4823-A	15079	1
7		BRG HOUSING AIR VENT	S1530	----	1
8		REDUCER BUSHING	AP0802	15079	1
9		SNAP RING	S0244	----	1
10	*	IMPELLER SHAFT	11398-A	1706H	1
11	*	IMPELLER SHAFT KEY	N0608	15990	1
12	*	OUTBOARD OIL SEAL	S1352	----	1
13		HEX HD CAPSCREW	B0605	15991	4
14		LOCKWASHER	J06	15991	4
15		BEARING CAP	11408	10010	1
16	*	BEARING CAP GSKT	11408-G	18000	1
17	*	OUTBOARD BALL BEARING	S1749	----	1
18	*	INBOARD OIL SEAL	S1352	----	1
19		HEX HD CAPSCREW	B0805	17090	4
20		LOCKWASHER	J08	17090	4
21		SEAL PLATE	11837-D	17070	1
22	*	IMPELLER CAPSCREW	DM1004-S	17090	1
23	*	IMPELLER WASHER	10278	17090	1
24		PIPE PLUG	P12	15079	1
25		BRG HOUSING DRAIN PLUG	P08	15079	1
26		SEAL CAVITY DRAIN PLUG	P08	15079	1
27		OIL LEVEL SIGHT GAUGE	S1471	----	1
28	*	IMPELLER SHIM SET	37-J	17090	REF
29	*	SEAL WASHER	38329-040	17130	1
30		SHIPPING PLUG	11495-B	15079	2
31	*	ROTATING ASSY SHIM SET	13130	17000	4
32	*	BRG HOUSING O-RING	S1748	----	1
OPTIONAL:					
		PERMALON COATED SEAL	46512-150	----	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 views (see Figures 1 and 2) and the accompanying parts lists.

Most service functions may be performed by draining the pump and removing the back cover assembly. If major repair is required, the piping and/or power source must be disconnected. The following instructions assume complete disassembly is required.

Before attempting to service the pump, disconnect the power source and take precautions to ensure that it will remain inoperative. Close all valves in the suction and discharge lines.

WARNING

Before attempting to open or service the pump:

1. Familiarize yourself with this manual.
2. Disconnect or lock out the power source 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

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

Back Cover Removal

(Figure 1)

The wear plate and check valve are easily accessible and may be serviced by removing the back cover assembly (15). Before attempting to service the pump, remove the pump casing drain plug (9) and drain the pump. Clean and reinstall the drain plug.

Remove the hand nuts (13) and pull the back cover and assembled wear plate (8) from the pump casing (1). Inspect the wear plate, and replace it if badly scored and worn. To remove the wear plate, disengage the hardware (11 and 12).

Inspect the back cover O-ring (10) and replace it if damaged or worn.

Suction Check Valve Removal

(Figure 1)

If the check valve assembly (25) is to be serviced, remove the check valve pin (31), and reach through the back cover opening and pull the complete assembly from the suction flange.

NOTE

Further disassembly of the check valve is not required since it must be replaced as a complete unit. Individual parts are not sold separately.

Rotating Assembly Removal

(Figure 1)

The rotating assembly (2) may be serviced without disconnecting the suction or discharge piping, however the power source must be removed to provide clearance.

To remove the rotating assembly, disengage the hardware (5 and 6) securing the rotating assembly to the pump casing (1). Remove the rotating assembly shim sets (7); tie and tag the shim sets for ease of reassembly.

An optional disassembly tool is available from the factory. If the tool is used, follow the instructions packed with it.

A similar tool may be assembled using 1/2-inch pipe, schedule 80 steel or malleable iron, and a standard tee (see Figure 3). All threads are 1/2-inch N.P.T. **Do not pre-assemble the tool.**

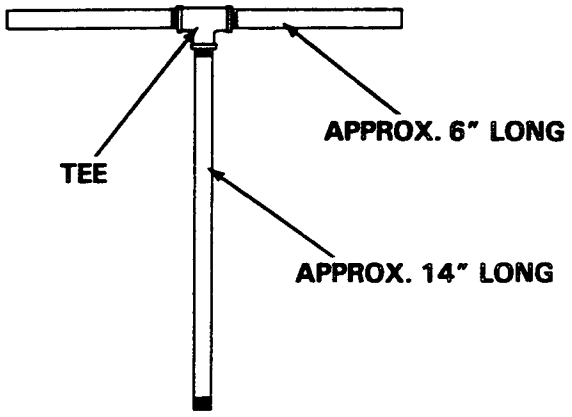


Figure 3. Rotating Assembly Tool

(Figure 2)

To install the tool, remove the air vent (7) from the bearing housing (5) and screw the longest length of pipe into the vent hole until fully engaged. Install the tee and screw the handles into the tee. Use the tool to work the rotating assembly out of the pump casing. Inspect the rotating assembly O-ring (32) for wear or damage.

Impeller Removal

(Figure 2)

To remove the impeller (1), remove the key (11) and immobilize the shaft (10) with a lathe dog installed on the drive end of the shaft. Position the lathe dog with the "V" notch over the shaft keyway to prevent damage to the keyway. Remove the impeller capscrew (22) and washer (23). Use a soft-faced mallet or a block of wood to strike the impeller sharply in a counter-clockwise direction (when facing the impeller). Be careful not to damage the impeller. When the impeller breaks loose, unscrew it from the shaft. Use caution when unscrewing the impeller; tension on the shaft seal spring will be released as the impeller is removed. Remove the lathe dog from the shaft.

Seal Removal And Disassembly

(Figure 2)

Before removing the seal assembly (2), remove the seal cavity drain plug (26) and drain the seal lubricant. Clean and reinstall the seal cavity drain plug.

Remove the impeller adjusting shims (28); tie and tag the shims for ease of reassembly. Remove the seal washer (29), centering washer and spring. Apply oil to the shaft and work it up under the bellows. Use a stiff wire with a hooked end to slide the rotating portion of the seal off the shaft.

Use a stiff wire with a hooked end to remove the stationary portion of the seal, or remove the hardware (19 and 20) and separate the seal plate (21) and gasket (3) from the bearing housing (5). Position the seal plate on a flat surface with the impeller side down. Use a wooden dowel or other suitable tool to press on the back side of the stationary seat until the seat, O-rings, and stationary element can be removed.

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

Shaft and Bearing Removal And Disassembly

(Figure 2)

When the pump is properly operated and maintained, the bearing housing 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 bearing housing drain plug (25) and drain the lubricant. Clean and reinstall the drain plug.

Disengage the hardware (13 and 14) and remove the bearing cap (15) and gasket (16). Use an arbor (or hydraulic) press to remove the oil seal (12) from the bearing cap.

Place a block of wood against the impeller end of the shaft and tap the shaft and assembled bearings (4 and 17) from the bearing housing.

Remove the snap ring (9) from the impeller shaft and use a bearing puller to remove the inboard and outboard bearings from the shaft.

Press the inboard oil seal (18) from the bearing housing bore.

Shaft and Bearing Reassembly And Installation

(Figure 2)

Clean the bearing housing, 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 precautions 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 bearing housing. Replace the shaft or bearing housing if the proper bearing fit is not achieved.

Position the inboard oil seal (18) in the bearing housing bore with the lip positioned as shown in Figure 2. Press it into the bearing housing until the face is just flush with the machined surface on the housing.

Position the inboard bearing (4) on the shaft with the shielded side toward the impeller end of the shaft. Press the bearing 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.

Press the outboard bearing (17) onto the shaft until squarely seated against the shaft shoulder, and secure it with the bearing snap ring (9).

Slide the shaft and bearings into the bearing housing until the retaining ring on the outboard bearing seats against the bearing housing.

CAUTION

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

Press the outboard oil seal (12) into the bearing cap (15) with the lip positioned as shown in Figure 2. Replace the bearing cap gasket (16) and secure the bearing cap with the hardware (13 and 14). Be careful not to damage the oil seal lip on the shaft keyway.

Lubricate the bearing housing as indicated in **LUBRICATION**.

Seal Reassembly And Installation

(Figures 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 precautions 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. 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 shaft 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 4).

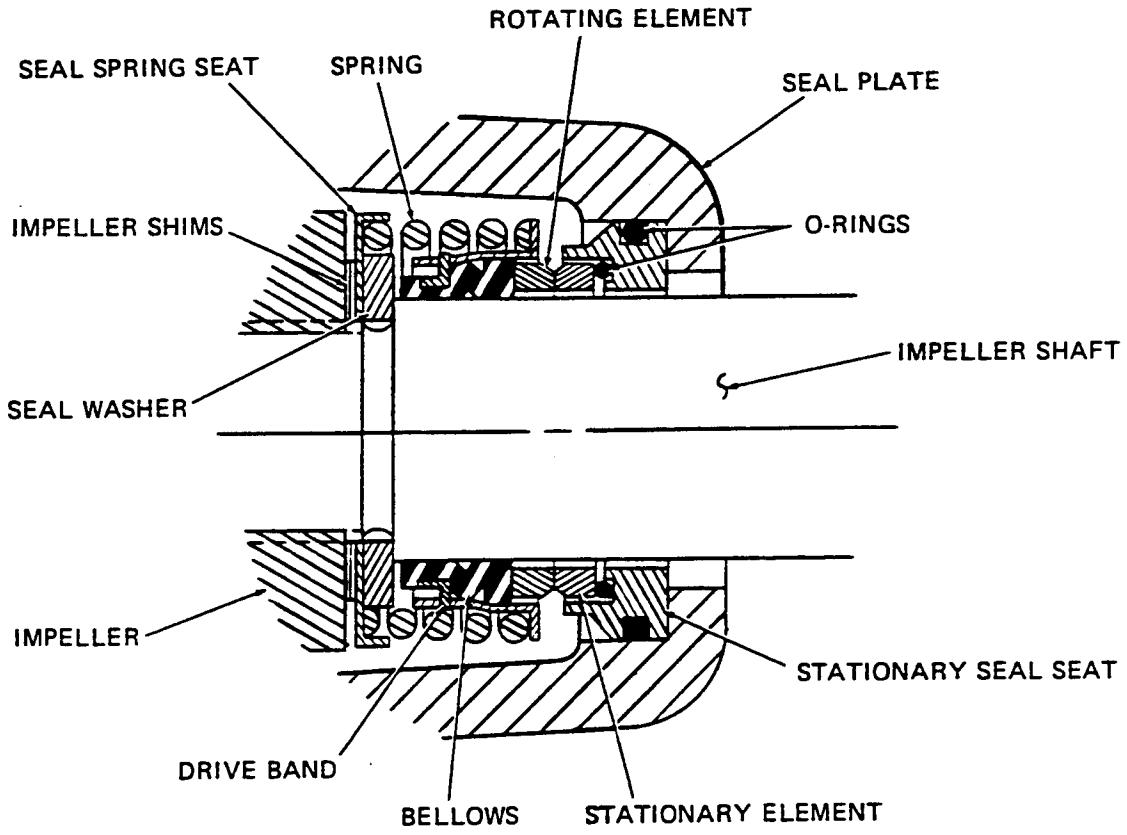


Figure 4. 46512-047 Seal Assembly

CAUTION

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

Lubricate the stationary seat O-rings with water or light oil, and install them in the stationary seat. Install the stationary seal element in the stationary seat. Press this stationary subassembly into the front of the seal plate until it seats squarely against the bore shoulder.

Install the seal plate gasket (3). Position the seal plate and stationary seat over the shaft and secure it to the bearing housing with the hardware (19 and 20). **Be careful** not to damage the stationary element on the shaft threads.

NOTE

> It is recommended that a tapered sleeve be installed over the threads of the impeller shaft to ease installation of rotating seal components.

Lubricate the shaft with a **small** amount of light oil and slide the rotating sub-assembly (consisting or the rotating element, bellows and retainer) onto the

shaft. Apply firm, steady pressure on the seal retainer until it slides onto the shaft and the seal faces contact.

Install the seal spring, seal washer (29) and centering washer.

Impeller Installation

(Figure 2)

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

Install the same thickness of impeller adjusting shims as previously removed and screw the impeller onto the shaft until tight. A clearance of .025 to .040 inch between the impeller and the seal plate is recommended for maximum pump efficiency. Measure this clearance, and add or remove impeller adjusting shims as required.

NOTE

If the rotating assembly has been installed in the pump casing, this clearance may be measured by reaching through the priming port with a feeler gauge.

Coat the threads of the impeller capscrew with 'Never-Seez' or equivalent compound, and install the impeller washer and capscrew; torque the capscrew to 90 ft. lbs.

Rotating Assembly Installation

(Figure 1)

NOTE

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

Lubricate the bearing housing O-ring (3) with light grease and install it on the bearing housing. Ease the rotating assembly into the pump casing using the installation tool. Be careful not to damage the O-ring.

Install the four sets of adjusting shims using the same thickness as previously removed. Secure the rotating assembly to the pump casing with the hardware (5 and 6). **Do not** fully tighten the capscrews until the back cover has been reinstalled and the impeller face clearance has been set.

A clearance of .010 - .020 inch between the impeller and the wear plate is also recommended for maximum pump efficiency. This clearance can be obtained by removing an equal amount of shims from each rotating assembly shim set until the impeller binds against the wear plate when the shaft is turned. After the impeller binds, add .015 inch of shims to each shim set.

NOTE

An alternate method of adjusting this clearance is to reach through the priming port with a feeler gauge and measure the gap. Add or subtract rotating assembly shims accordingly.

After the face clearance has been set, tighten the hardware securing the rotating assembly to the pump casing.

Suction Check Valve Installation

(Figure 1)

Inspect the check valve assembly, and replace it if badly worn.

NOTE

The check valve assembly must be replaced as a complete unit. Individual parts are not sold separately.

Reach through the back cover opening with the assembled check valve and position the check valve adaptor into the mounting slot in the suction flange. Align the adaptor with the flange hole and secure the assembly with the check valve pin (31).

NOTE

If the suction or discharge flanges were removed, replace the respective gaskets, apply 'Permatex Aviation No. 3 Form-A-Gasket' or equivalent to the mating surfaces, and secure them to the pump casing with the attaching hardware.

Back Cover Installation

(Figure 1)

If the wear plate (8) was removed for replacement, carefully center it on the back cover and secure it with the hardware (11 and 12). The wear plate must be concentric to prevent binding when the back cover is installed.

Replace the back cover O-ring (10) and lubricate it with a generous amount of No. 2 grease. Clean any scale or debris from the contacting surfaces in the pump casing that might prevent a good seal with the back cover. Slide the back cover assembly into the pump casing. Be sure the wear plate does not bind against the impeller.

NOTE

To ease future disassembly, apply a film of grease or 'Never-Seez' on the back cover shoulder, or any surface which contacts the pump casing. This action will reduce rust and scale build-up.

Secure the back cover assembly by tightening the hand nuts (13) evenly. **Do not** over-tighten the hand nuts; they should be just tight enough to ensure a good seal at the back cover shoulder.

PRESSURE RELIEF VALVE MAINTENANCE

The back cover is equipped with a pressure relief valve (19) to provide additional safety for the pump and operator. (Refer to **Liquid Temperature And Overheating** in **OPERATION**).

It is recommended that the pressure relief valve assembly be replaced at each overhaul, or any time the pump overheats and activates the valve. **Never** replace this valve with a substitute which has not been specified or provided by the Gorman-Rupp Company.

Periodically, the valve should be removed for inspection and cleaning. When reinstalling the relief valve, apply 'Loctite Pipe Sealant With Teflon No. 592', or equivalent compound, on the relief valve threads. Position the valve as shown in Figure 1 with the discharge port pointing down.

Final Pump Assembly

(Figure 1)

Install the shaft key (11, Figure 2) and reconnect the power source. Be sure to install any guards used over the rotating members.

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

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

Fill the pump casing with clean liquid. Reinstall the fill cover and tighten it. Refer to **OPERATION**, Section C, before putting the pump back into service.

LUBRICATION

Seal Assembly

(Figure 2)

Before starting the pump, remove the vented plug (6) and fill the seal cavity with approximately 22 oz. of SAE No. 30 non-detergent oil. Clean and reinstall the vented plug. Maintain the oil at this level.

Bearings

(Figure 2)

The bearing housing was fully lubricated when shipped from the factory. Check the oil level regularly through the sight gauge (27) and maintain it at the middle of the gauge. When lubrication is required, add SAE No. 30 non-detergent oil through the opening for the air vent (7). **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 bearing housing once each year and refill with approximately **22** ounces 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

Consult the literature supplied with the power source, or contact your local power source 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:
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