
Owner's Manual

Model: 3D3

**SELF-PRIMING DIAPHRAGM
PUMPS**

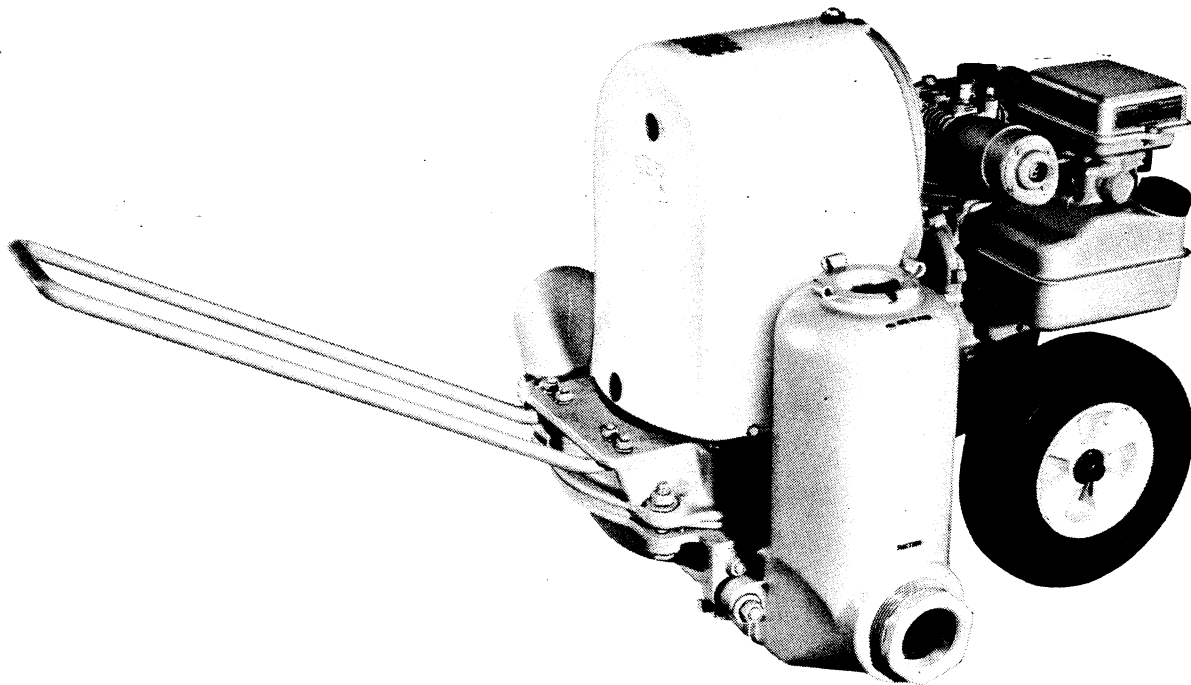


TABLE OF CONTENTS

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
SUCTION AND DISCHARGE PIPING	B-3
Materials	B-3
Line Configuration	B-3
Fixed, Rigid Piping	B-3
Gauges	B-4
SUCTION LINES	B-4
Fittings	B-5
Strainers	B-5
Sealing	B-5
DISCHARGE LINES	B-6
Siphoning	B-6
Valves	B-6
ALIGNMENT	B-7
OPERATION - SECTION C	C-1
STARTING	C-1
OPERATION	C-1
Priming	C-2
OPERATION CHECKS	C-2
Gearbox Check	C-2
Leakage Check	C-2
Strainer Check	C-2
Accumulator Chamber Check	C-2
STOPPING	C-2
Cold Weather Preservation	C-3
BEARING TEMPERATURE CHECK	C-3
PUMP TROUBLESHOOTING - SECTION D	D-1
PUMP MAINTENANCE AND REPAIR - SECTION E	E-1
PERFORMANCE CURVE	E-1
PUMP MODEL - PARTS LIST	E-3
DIAPHRAGM POT ASSY - PARTS LIST	E-5
PLUNGER ROD ASSEMBLY - PARTS LIST	E-7
GEARBOX ASSY - PARTS LIST	E-9
PUMP DISASSEMBLY AND REASSEMBLY	E-10
Suction And Discharge Flap Valve Removal	E-10
Diaphragm Removal	E-11
Plunger Rod Assembly Removal	E-11
Plunger Rod Disassembly	E-11
Separating Gearbox From Engine	E-12
Gearbox Disassembly	E-12
Gearbox Reassembly	E-13
Securing Gearbox To Engine	E-15
Plunger Rod Reassembly	E-15
Plunger Rod Assembly Installation	E-16
Diaphragm Installation	E-16
Suction And Discharge Flap Valve Installation	E-16
LUBRICATION	E-17
Plunger Rod Assembly	E-17
Gearbox	E-17
Engine	E-18

INTRODUCTION

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

This is an engine driven, positive displacement pump utilizing a single-action diaphragm to produce a straight-through flow of liquid. The pump is close-coupled to a 3 HP Briggs and Stratton engine, model 80252. It is ideally suited to industrial and contractor's applications since it will handle liquids ranging from clear water to construction-site muck. The basic material of construction for wetted parts is aluminum, with neoprene flap valves and diaphragm.

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 distributor.

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 injury 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 ENGINE DRIVEN DIAPGRAGM PUMPS. REFER TO THE MANUAL ACCOMPANYING THE ENGINE BEFORE ATTEMPTING TO BEGIN OPERATION.

WARNING

Before attempting to open or service the pump:
1. Familiarize yourself with this manual.
2. Disconnect the engine spark plug wire to ensure that the pump will remain inoperative.
3. Drain the pump.

WARNING

This pump is designed to handle non-volatile, non-flammable liquids containing specified entrained solids. Do not attempt to pump volatile, corrosive, or flammable liquids which may damage the pump or endanger personnel as a result of pump failure.

WARNING

After the pump has been installed, block the wheels and secure the pump to prevent creeping. Make certain that the pump and all piping are tight, properly supported and secure before operation.

WARNING

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

WARNINGS

WARNING

```

////////////////////////////////////
//
// The gearbox provided on this pump is designed for opera- //
// tion at 2600 RPM MAXIMUM input speed. If operated at a //
// higher RPM, pump components may be destroyed. //
// //
////////////////////////////////////

```

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 2600 RPM. //
// //
////////////////////////////////////

```

WARNING

```

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

```

WARNING

```

////////////////////////////////////
//
// 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. //
// //
////////////////////////////////////

```

CAUTION

Never install a positive shut-off valve in the discharge line; discharge restrictions will cause excessive friction loss resulting in overloading and destruction of pump and drive components. It is strongly recommended that unless absolutely necessary, no positive shut-off valve be installed in the suction line; excessive restriction will cause incomplete filling of the diaphragm chamber and result in short diaphragm life.

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.

For further assistance, contact your distributor.

Pump Dimensions

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

OUTLINE DRAWING

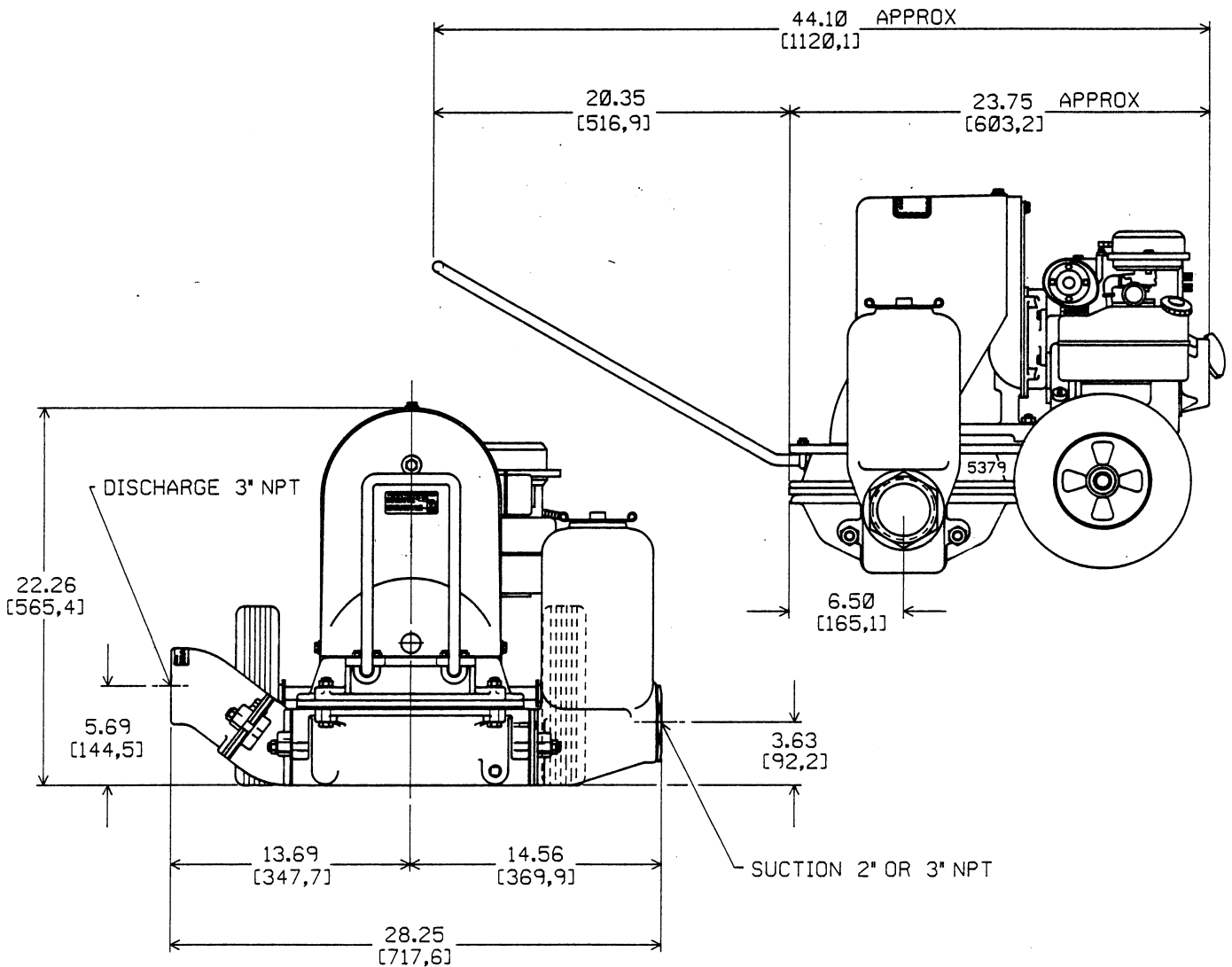


Figure 1. Pump Model 3D3

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 and engine for cracks, dents, damaged threads, and other obvious damage.
- b. Check for and tighten loose bolts, nuts, capscrews, and other attaching hardware. Since gaskets tend to shrink after drying, check for and tighten loose nuts and capscrews securing mating surfaces.
- 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 distributor 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 **850 pounds**. This pump weighs approximately **170 pounds**, not including the weight of accessories and engine fuel. Customer installed equipment such as suction and discharge hoses **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.

After the pump has been positioned, block the wheels and secure the pump to prevent creeping.

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. The use of pipe couplings in suction lines is not recommended.

Line Configuration

Keep suction and discharge lines as short and straight as possible. Make minimum use of elbows and fittings, which substantially increase friction loss.

Never pull a line into place by tightening connections at the pump. Lines near the pump must be independently supported to avoid strain on the pump which could cause excessive vibration and increased diaphragm and gear train wear. If hose-type lines are used, they should have adequate support to secure them when filled with liquid and under pressure.

Fixed, Rigid Piping

If the pump is mounted in a system with fixed, rigid piping, it is recommended that a flexible connection be installed at or near the suction and discharge ports to absorb shock which would otherwise be transmitted through the drive train and greatly accelerate pump wear.

This pump is equipped with an integral suction accumulator chamber which promotes an efficient flow of liquid and acts as an air cushion against shock. Since the air in this chamber will leak away during pump operation, the air must be replenished periodically. To introduce air into the chamber, stop the pump and remove the suction accumulator plug and integral gasket; this will break prime and allow the liquid in the chamber to drain away through the suction line.

In a fixed piping installation, properly sized surge suppressors **must** be installed in both suction and discharge lines. If commercial surge suppressors are not readily available, air chambers may be fabricated from pipe as shown in Figure 2.

INSTALLATION

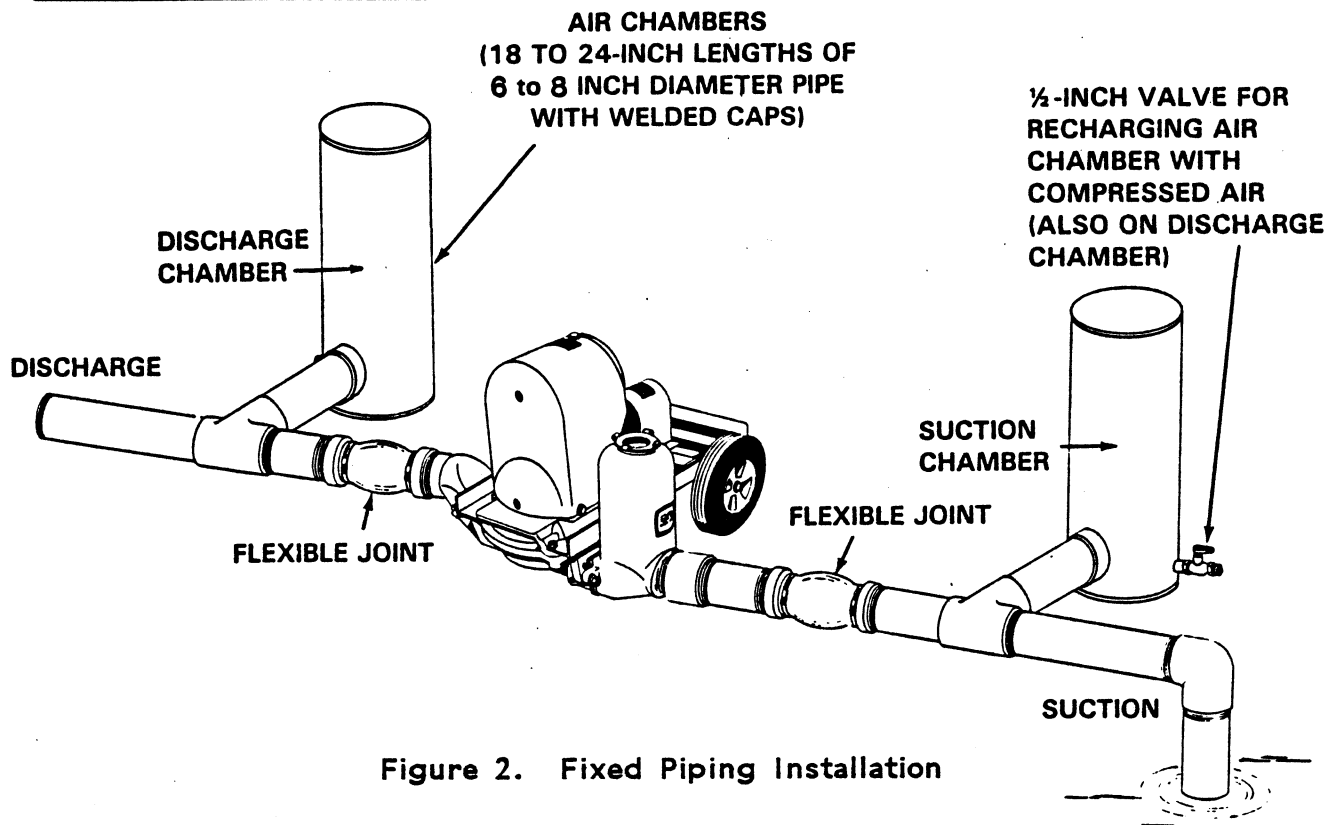


Figure 2. Fixed Piping Installation

Note that the air chambers have not been installed directly in the flow line, but have been installed off tees to avoid turbulence within the chambers. The air chambers are fitted with valves to permit introduction of small amounts of compressed air to further dampen shock; this compressed air will leak away during operation, and should be replaced from time to time. If the suction chamber floods, open the suction chamber valve to break prime and allow the liquid in the chamber to drain through the suction line.

Gauges

If discharge pressure and vacuum suction gauges are desired, drill and tap the suction and discharge lines not less than 18 inches from the suction and discharge ports and install the gauges. 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.

NOTE

Maximum pump performance is realized at suction lifts of 5 feet or less. Use the shortest possible length of suction hose or piping; lengths of 25 feet or longer will reduce the capacity of the pump.

It is strongly recommended that no positive shut-off valve be installed in the suction line; excessive restrictions will cause incomplete filling of the diaphragm chamber and result in short diaphragm life.

Fittings

If a reducer is used in the suction line, it should be the eccentric type, and should be installed with the flat part of the reducer uppermost to avoid creating air pockets. The suction line should not be restricted more than 1 inch below the nominal suction size.

The use of pipe couplings in the suction line is not recommended.

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 1/4 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.

DISCHARGE LINES**CAUTION**

The discharge line must be the same size as, or larger than, the suction line. Never install or operate the pump with a discharge line smaller than the suction; a restricted discharge line will cause excessive friction loss resulting in overloading and destruction of pump and drive components.

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

The pump is provided with integral suction and discharge check valves.

CAUTION

Never install a positive shut-off valve in the discharge line; discharge restrictions will cause excessive friction loss resulting in overloading and destruction of pump and drive components. It is strongly recommended that unless absolutely necessary, no positive shut-off valve be installed in the suction line; excessive restriction will cause incomplete filling of the diaphragm chamber and result in short diaphragm life.

ALIGNMENT

WARNING

```

////////////////////////////////////
//
// Before attempting to open or service the pump:
//
// 1. Familiarize yourself with this manual.
// 2. Disconnect the engine spark plug wire to ensure
//    that the pump will remain inoperative.
// 3. Drain the pump.
//
////////////////////////////////////

```

CAUTION

<p>It is imperative that alignment be checked before the pump is operated.</p>
--

The pump end, gearbox and engine were aligned and secured at the factory, but fastening hardware may have loosened during shipment. It is imperative that this hardware and the alignment be checked after the pump is installed and **before** operation. Adjustments may be made by loosening the securing hardware and shifting or shimming components as required.

This pump is designed to be driven by a close-coupled engine. No adjustment to the alignment should be required.

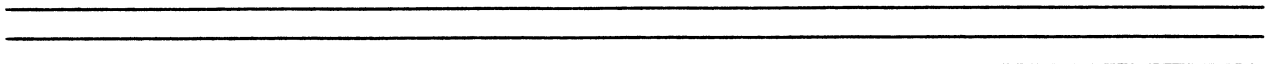
WARNING

```

////////////////////////////////////
//
// Do not operate the pump without the eccentric guard as-
// ssembly in place. 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 non-volatile, //
// non-flammable liquids containing specified entrained //
// solids. Do not attempt to pump volatile, corrosive, or //
// flammable liquids which may damage the pump or endanger //
// personnel as a result of pump failure. //
// //
////////////////////////////////////

```

Pump application will affect its performance, especially discharge velocities. Consult the Gorman-Rupp factory for actual performance levels for the pump.

Install the pump and piping as described in INSTALLATION. Make sure that the piping connections are tight, and that the pump is securely mounted.

CAUTION

Make certain that any positive shut-off valve installed in the suction line is open before operating the pump; excessive restriction will cause incomplete filling of the diaphragm chamber and result in short diaphragm life. No positive shut-off valve should be installed in the discharge line.

STARTING

Consult the operations manual furnished with the engine before starting the pump. Open any valves installed in the suction line and start the pump.

OPERATION

CAUTION

The pump end is designed to operate at 60 cycles per minute through a Gearbox with a 43.36:1 ratio at a maximum input speed of 2600 RPM. Make certain that input speed does not exceed this RPM. Operation at higher RPM can cause pump components to be damaged or destroyed.

Priming

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 the engine and check the suction line for leaks.

OPERATION CHECKS

Gearbox Check

Check that the Gearbox is properly lubricated (see LUBRICATION in MAINTENANCE AND REPAIR).

Leakage Check

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

Strainer Check

If a suction strainer has been installed, check and clean it as necessary. It should be cleaned if pump flow begins to drop. If a vacuum suction gauge has been installed, monitor and record the readings regularly to detect strainer blockage.

Accumulator Chamber Check

Check periodically to ensure that there is sufficient air in the integral suction accumulator chamber. Replenish as required (see Section B, INSTALLATION - Fixed/Rigid Piping for details).

STOPPING

After stopping the pump, disconnect the engine spark plug wire to ensure that the pump will remain inoperative.

If the pump will be idle for more than a few hours, or if it has been pumping liquid containing a large amount of solids, flush it with clean water.

OPERATION

Cold Weather Preservation

CAUTION

The primary construction materials of this pump are aluminum, with neoprene flap valves and diaphragm. Do not attempt to clean or flush this pump with any liquid which would attack pump fittings or components. Avoid cleaning with cleaning solvent.

In below-freezing conditions, drain the water from the pump and the lines when the pump is not in operation. Also, clean out any 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.

TROUBLESHOOTING

PUMP TROUBLESHOOTING - SECTION D

WARNING

```

////////////////////////////////////
//
// Before attempting to open or service the pump:
//
// 1. Familiarize yourself with this manual.
// 2. Disconnect the engine spark plug wire to ensure
//    that the pump will remain inoperative.
// 3. Drain the pump.
//
////////////////////////////////////
    
```

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	Air leak in suction line. Lining of suction hose collapsed. Integral suction or discharge check valve clogged, binding, or not seating properly. Cracked or broken diaphragm. Diaphragm not securely in place. Strainer clogged.	Correct leak. Replace suction hose. Clean valves, check that flange nuts are tight. Replace diaphragm. Secure diaphragm. Check strainer and clean if necessary.
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	Air leak in suction line. Suction intake not properly submerged. Lining of suction hose collapsed. Cracked or broken diaphragm.	Correct leak. Check installation. Replace suction hose. Replace diaphragm.

TROUBLESHOOTING

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE(cont.)	Diaphragm not securely in place. Strainer clogged. Integral suction or discharge check valve clogged, binding, or not seating properly.	Secure diaphragm. Check strainer and clean if necessary. Clean valves, check that flange nuts are tight.
PUMP REQUIRES TOO MUCH POWER	Liquid solution too thick. Pump speed too high. Integral discharge check valve clogged or binding. Bearings in engine or gear box worn or binding.	Dilute if possible. Check engine output. Clean valve. Check bearings.
PUMP CLOGS FREQUENTLY	Integral suction or discharge check valve clogged, binding, or not seating properly. Liquid solution too thick.	Clean valves, check that flange nuts are tight. Dilute if possible.
EXCESSIVE NOISE	Pump, gearbox, or engine not securely mounted. Gearbox or engine not properly lubricated.	Check and tighten mounting bolts. See LUBRICATION in MAINTENANCE AND REPAIR.
BEARINGS RUN TOO HOT	Bearing temperature is high, but within limits. Low or incorrect lubricant. Drive misaligned.	Check bearing temperature regularly to monitor any increase. Check for proper type and level of lubricant. Align drive properly.

PUMP MAINTENANCE AND REPAIR - SECTION E

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

STATIC LIFT IN FEET	STATIC DISCHARGE HEAD IN FEET			
	5	10	15	20
5	78	67	66	68
10	73	64	66	62
15	68	60	64	59
20	64	59	65	59
25	56	56	60	56

In Gallons Per Minute, 60 Strokes Per Minute

STATIC LIFT IN METERS	STATIC DISCHARGE HEAD IN METERS			
	1,5	3,0	4,6	6,1
1,5	295,2	253,6	249,8	257,4
3,0	276,3	242,2	249,8	234,7
4,6	257,4	227,1	242,2	223,2
6,1	242,2	223,3	246,0	223,3
7,6	212,0	212,0	227,1	212,0

In Liters Per Minute, 60 Strokes Per Minute

***STANDARD PERFORMANCE TEST DATA FOR PUMP MODEL 3D3**

*Based on 70°F clear water at sea level with minimum suction lift, using 2 inch (5,08 cm.) suction hose and 3 inch (7,62 cm.) non-collapsible hose. Since pump installations are seldom identical, your performance may be different due to such factors as viscosity, specific gravity, elevation and temperature.

SECTIONAL DRAWING

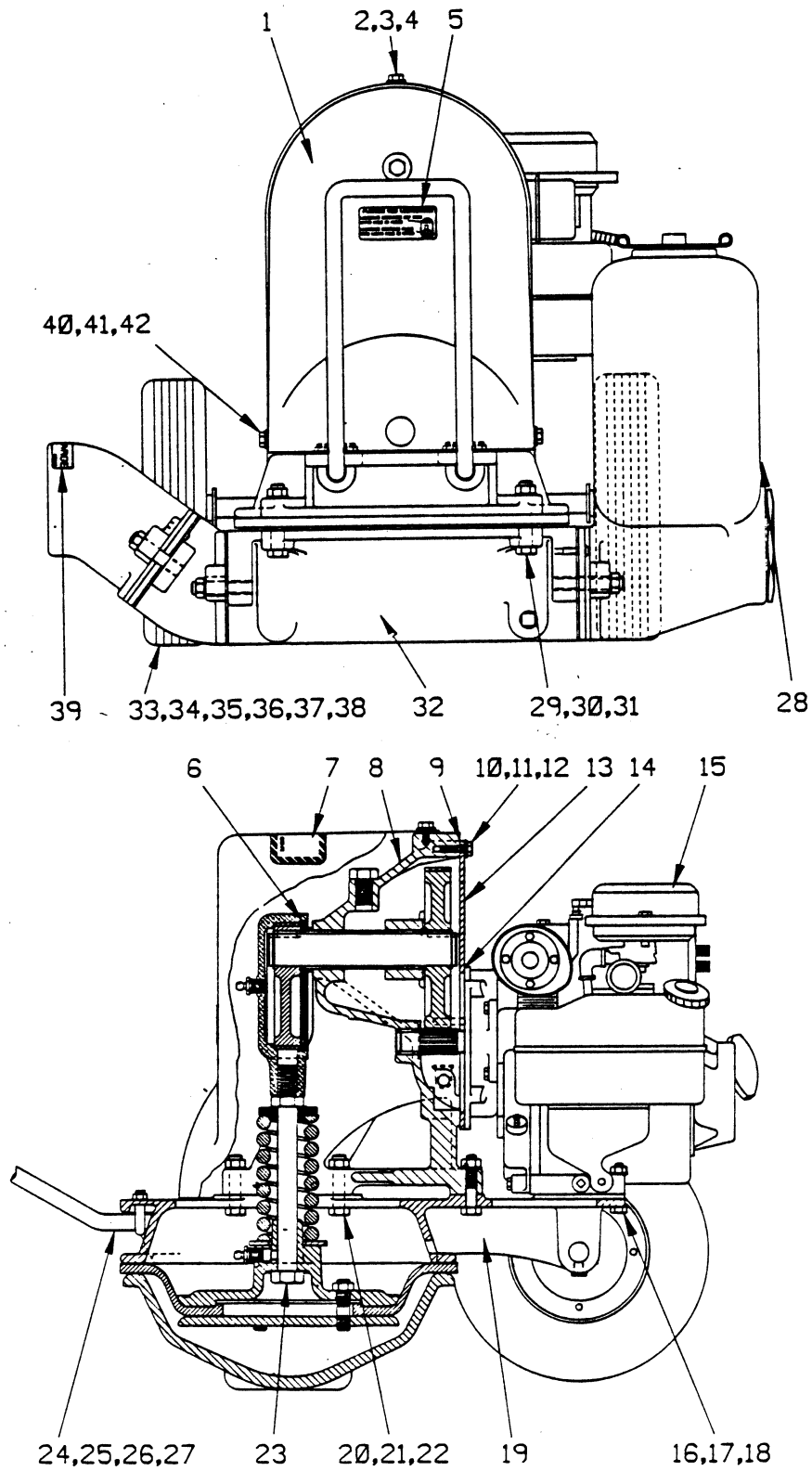


Figure 1. Pump Model 3D3

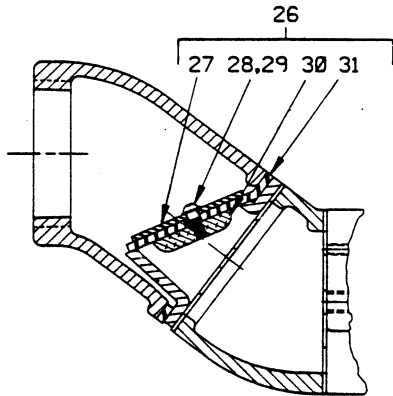
PARTS LIST
Pump Model 3D3

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY	ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	ECC GUARD	38861-502	23200	1	24	DRAW BAR	5438	15990	1
2	HEX HD CAPSCREW	BT0403	15991	1	25	U-BOLT	5495	15990	2
3	RUBBER WASHER	S157	15991	1	26	LOCKWASHER	J06	15991	4
4	FLAT WASHER	K04	15991	1	27	HEX NUT	D06	15991	4
5	LUBRICATION DECAL	38817-066	-----	1	28	SUCTION STICKER	6588-AG	-----	1
6	SNAP RING	5385	-----	1	29	HEX HD CAPSCREW	B0811	15991	4
7	WARNING DECAL	38816-063	-----	1	30	FLAT WASHER	K08	15991	4
8	GEARBOX ASSY	44161-007	-----	1	31	HEX NUT	D08	15991	4
9	*HOUSING GSKT	5367-G	20050	1	32	DIAPH POT ASSY	46475-701	-----	1
10	HEX HD CAPSCREW	B0403	15991	7	33	COTTER PIN	M0306	15990	2
11	LOCKWASHER	J04	15991	.9	34	PIPE	5657	15070	2
12	HEX HD CAPSCREW	B0407	15991	2	35	SQ HD SETSCREW	G0604	15990	2
13	COVER PLATE	5396	15990	1	36	SPACER WASHER	5382	15990	7
14	*GASKET	S825	-----	1	37	AXLE	5645	15990	1
15	B & S ENGINE	29112-054	-----	1	38	*TIRE	S752	-----	2
16	HEX HD CAPSCREW	B0507	15991	2	39	DISCHARGE STICKER	6588-BJ	-----	1
17	LOCKWASHER	J05	15991	2	40	HEX HD CAPSCREW	B0402 1/2	15991	4
18	HEX NUT	D05	15991	2	41	LOCKWASHER	AK04	15991	4
19	DIAPHRAGM RING	5379	13010	1	42	FLAT WASHER	K04	15991	4
20	HEX HD CAPSCREW	B0608	15991	5	NOT SHOWN:				
21	LOCKWASHER	J06	15991	5		STRAINER	9026-D	24001	1
22	HEX NUT	D06	15991	5		WARNING DECAL	2613-FE	-----	1
23	PLUNGER ROD ASSY	46181-012	-----	1		TRADE MARK DECAL	38812-049	-----	1

*INDICATES PARTS RECOMMENDED FOR STOCK

SECTIONAL DRAWING

DISCHARGE FLAP VALVE
DETAIL



SUCTION FLAP VALVE
DETAIL

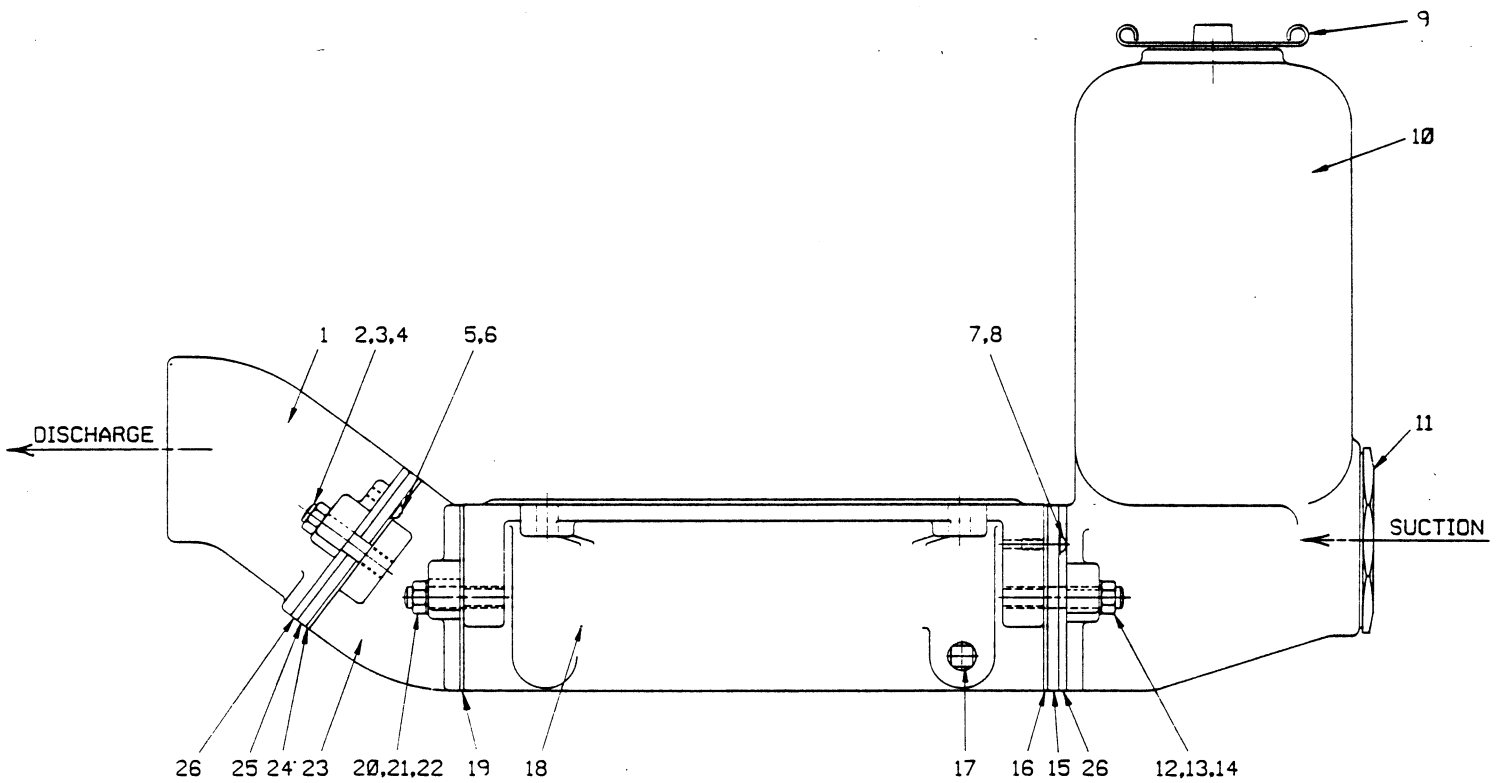
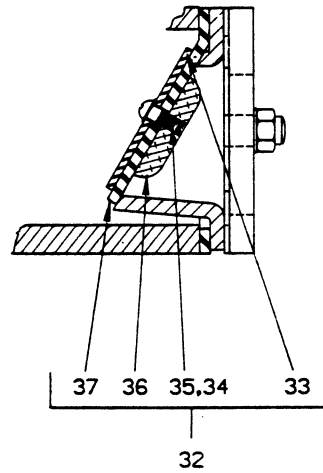


Figure 2. 46475-701 Diaphragm Pot Assembly

MAINTENANCE AND REPAIR

PARTS LIST
46475-701 Diaphragm Pot Assembly

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	DISCHARGE ELBOW	5658	13040	1
2	STUD	C0810	15991	2
3	HEX NUT	D08	15991	2
4	WASHER	11273	15990	2
5	RD HD MACHINE SCREW	X0404	15991	2
6	LOCKWASHER	J04	15991	2
7	RD HD MACHINE SCREW	X0404	15991	2
8	LOCKWASHER	J04	15991	2
9	SUCTION ACCUMULATOR PLUG AND GSKT	S591	-----	1
10	SUCTION ACCUMULATOR	5376	13010	1
11	REDUCING PIPE BUSHING	AP4832	11990	1
12	STUD	C0810	15991	2
13	FLAT WASHER	K07	15991	2
14	HEX NUT	D08	15991	2
15	SUCTION FLAP VALVE SEAT	5374	10010	1
16	* SUCTION ACCUMULATOR GSKT	5374-G	19100	1
17	DIAPHRAGM POT DRAIN PLUG	P06	11990	1
18	DIAPHRAGM POT	5375	13010	1
19	* DISCHARGE FLANGE GSKT	5374-G	19100	1
20	STUD	C00809	15991	2
21	FLAT WASHER	K07	15991	2
22	HEX NUT	D08	15991	2
23	DISCHARGE FLANGE	5377	13040	1
24	* DISCHARGE FLANGE GSKT	5374-G	19100	1
25	DISCHARGE FLAP VALVE SEAT	5734	10010	1
26	DISCHARGE FLAP VALVE ASSY	46413-013	-----	1
27	-FLAP VALVE WEIGHT	5428	15990	1
28	-ROUND HD MACHINE SCREW	X0403	17090	2
29	-LOCKWASHER	J04	17000	2
30	-FLAP VALVE WEIGHT	5426	13010	1
31	* -FLAP VALVE	5427	19100	1
32	SUCTION FLAP VALVE ASSY	46413-013	-----	1
33	-FLAP VALVE WEIGHT	5428	15990	1
34	-ROUND HD MACHINE SCREW	X0403	17090	2
35	-LOCKWASHER	J04	17000	2
36	-FLAP VALVE WEIGHT	5426	13010	1
37	* -FLAP VALVE	5427	19100	1
OPTIONAL ^c				
	FOR OIL-BASE SERVICE (BUNA-N) ^c			
	-FLANGE GSKTS	5474-GA	19140	3
	-FLAP VALVE ASSY	46413-027	-----	2

*INDICATES PARTS RECOMMENDED FOR STOCK

SECTIONAL DRAWING

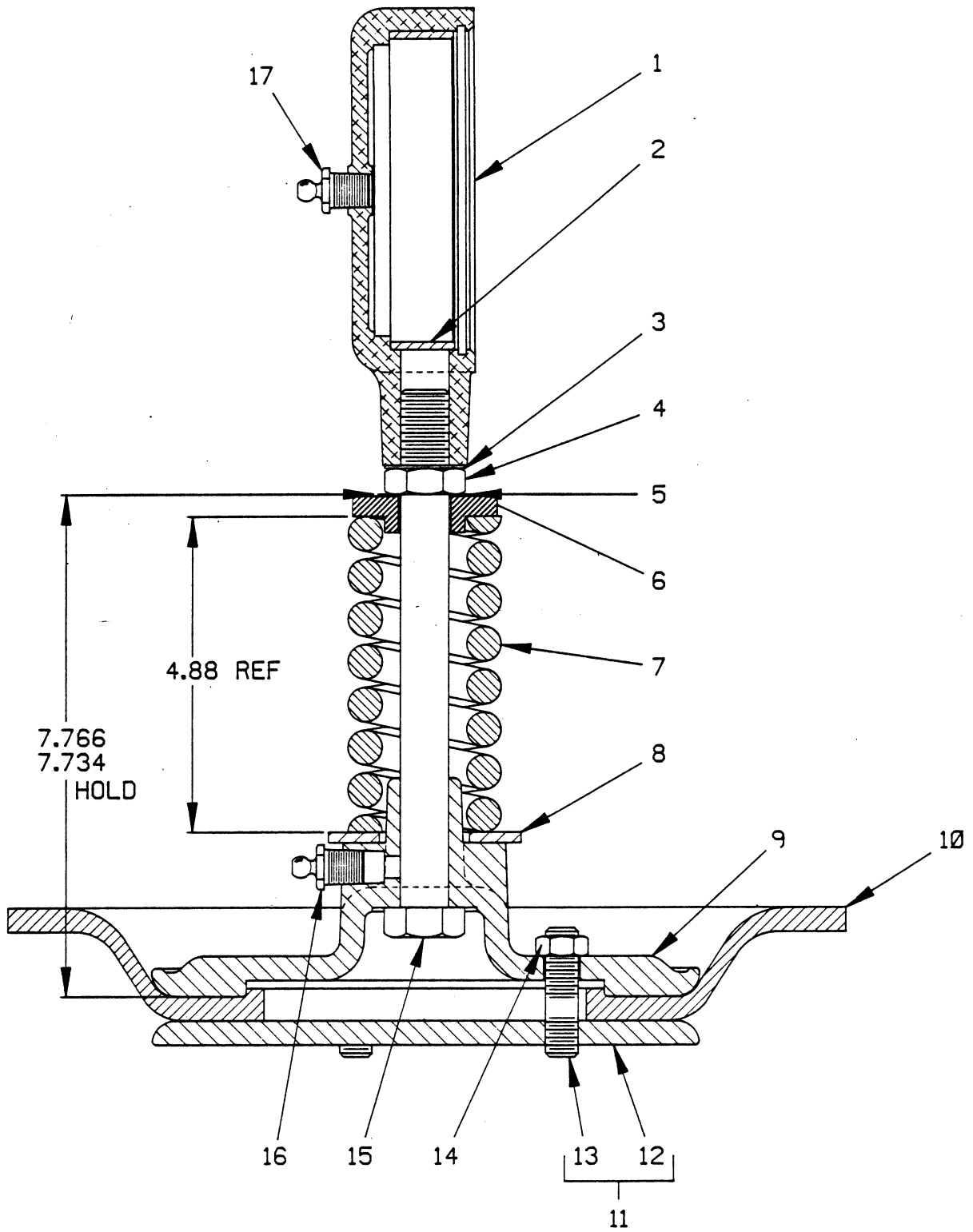


Figure 3. 46181-012 Plunger Rod Assembly

PARTS LIST
46181-012 Plunger Rod Assembly

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	ECCENTRIC CAP	5373	13010	1
2	* ECCENTRIC BEARING	5610	14000	1
3	T-TYPE LOCKWASHER	AK12	15991	1
4	JAM NUT	AT12	15990	1
5	* ADJUSTING SHIM	11840-B	15990	4
6	SPRING WASHER	5384	15990	1
7	* PLUNGER SPRING	5398	16080	1
8	FLAT WASHER	K20	15991	1
9	UPPER DIAPHRAGM PLATE	5381	10010	1
10	* DIAPHRAGM	26844-041	-----	1
11	LOWER DIAPHRAGM PLATE ASSY	5394	-----	1
12	-LOWER DIAPHRAGM PLATE	5394-A	10030	1
13	-STUD	C0808	15991	3
14	HEX NUT	D08	15991	3
15	* PLUNGER ROD	21612-577	-----	1
16	LUBRICATION FITTING	S191	-----	1
17	LUBRICATION FITTING	S191	-----	1

*INDICATES PARTS RECOMMENDED FOR STOCK

SECTIONAL DRAWING

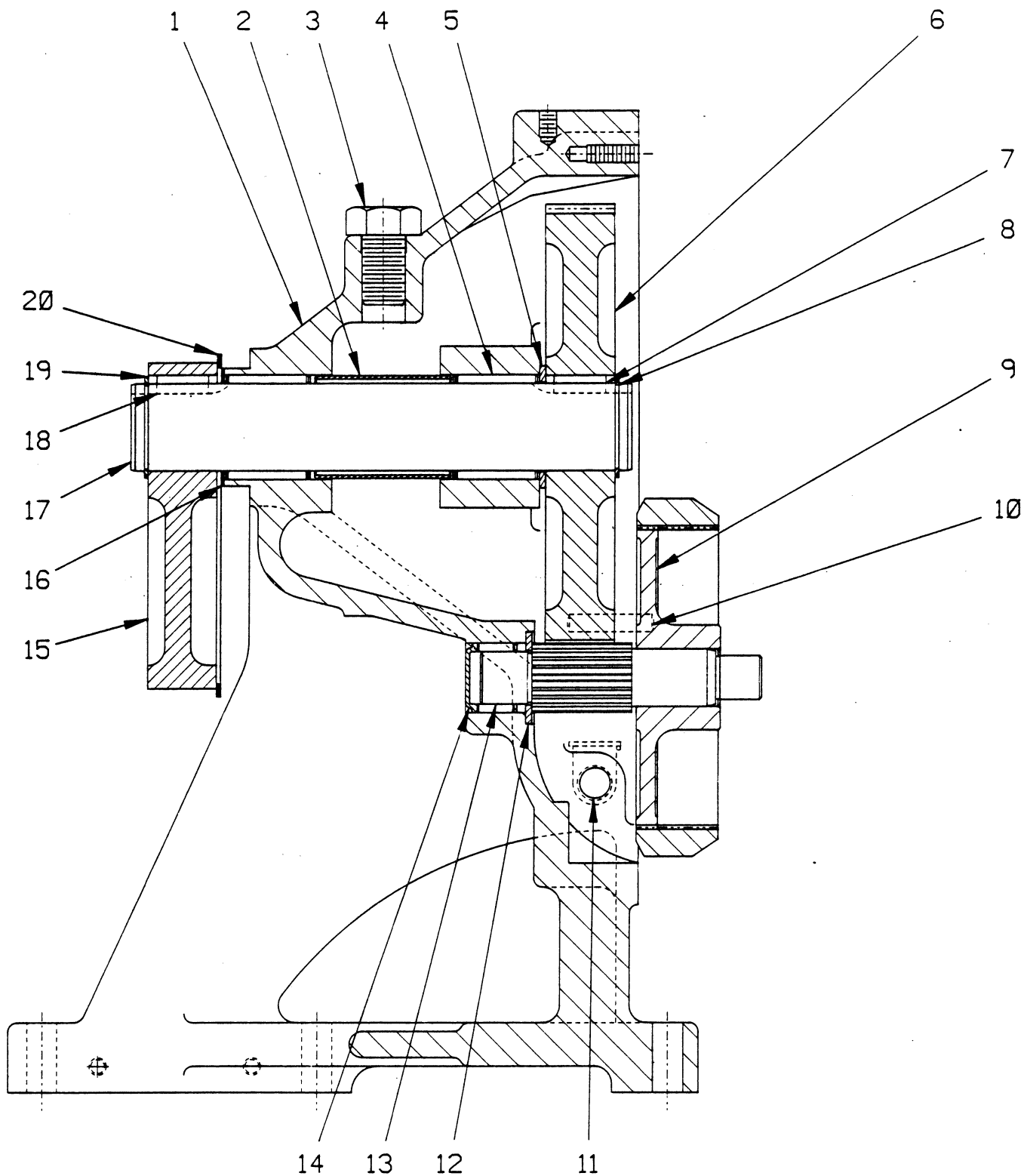


Figure 4. 44161-007 Gearbox Assembly

PARTS LIST
44161-007 Gearbox Assembly

ITEM NO.	PART NAME	PART NUMBER	MATL CODE	QTY
1	GEAR HOUSING	5367	13010	1
2	SPACER SLEEVE	S952	-----	1
3	HEX HD CAPSCREW	B1004	15991	1
4	* DRIVE SHAFT BEARING	S702	-----	2
5	SPACER WASHER	5395	15990	1
6	DRIVE GEAR	5334	16060	1
7	KEY	31811-040	15990	1
8	SNAP RING	S700	-----	1
9	PINION GEAR	S823	-----	1
10	LOCATING PIN	AA0405	15990	2
11	OIL CUP	S617	-----	1
12	SPACER WASHER	5382	15990	1
13	PINION SHAFT	5333	16020	1
14	* PINION SHAFT BEARING	S703	-----	1
15	ECCENTRIC CAM	5378-A	10080	1
16	ADJ SHIM SET	13103-A	15990	1
17	DRIVE SHAFT	5397	15020	1
18	* KEY	31811-040	15990	1
19	SNAP RING	S700	-----	1
20	WASHER	6531	18040	1

*INDICATES PARTS RECOMMENDED FOR STOCK

PUMP DISASSEMBLY AND REASSEMBLY

This pump required 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, 2, 3 and 4) and the accompanying parts list(s).

Most service functions may be performed without separating the pump and gearbox from the engine. If major repair is required, the pump, gearbox and engine must be disconnected.

Before attempting to service the pump, disconnect the engine spark plug wire to ensure that the engine will remain inoperative, and close any valves in the suction line.

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

WARNING

```

////////////////////////////////////
//
// Before attempting to open or service the pump:
//
// 1. Familiarize yourself with this manual.
// 2. Disconnect the engine spark plug wire to ensure
// that the pump will remain inoperative.
// 3. Drain the pump.
//
////////////////////////////////////

```

Before attempting to service the pump, drain the pump by removing the drain plug (17, Figure 2). Clean and reinstall the drain plug.

Suction And Discharge Flap Valve Removal

(Figure 2)

Before attempting to service the suction and discharge flap valves, remove the suction and discharge piping.

To service the suction flap valve assembly (32), remove the suction accumulator (10) by disconnecting the hardware (13 and 14) securing it to the diaphragm pot (18).

Remove the hardware (7 and 8) securing the valve seat (15) and flap valve assembly to the diaphragm pot.

To service the discharge flap valve assembly (26), remove the hardware (3 and 4) and remove the discharge elbow (1). Remove the hardware (5 and 6) securing the valve seat (25) and discharge flap valve to the outboard discharge flange.

To remove the inboard discharge flange (23), remove the hardware (21 and 22) securing the flange to the diaphragm pot.

The suction and discharge flap valve assemblies are identical parts, and operate in the same direction. For removal and/or replacement, remove the machine screws and lockwashers (28, 29, 34 and 35), and separate the parts.

If no further disassembly is required, see **Suction And Discharge Flap Valve Installation**.

Diaphragm Removal

(Figure 1)

To remove the diaphragm, disengage the hardware (29, 30 and 31) and remove the diaphragm pot assembly (32).

(Figure 3)

Remove the nuts (14), lower diaphragm plate assembly (11) and the diaphragm (10). Inspect the diaphragm ring (19, Figure 1) for wear or damage. If replacement is necessary, the gearbox assembly and engine (8 and 15, Figure 1) must be removed.

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

Plunger Rod Assembly Removal

(Figure 1)

With the diaphragm pot assembly and diaphragm removed, disengage the hardware (2, 3, 4, 40, 41 and 42), and remove the eccentric guard (1).

Remove the retaining ring (6) and slide the plunger rod assembly (23) off the eccentric cam (15, Figure 4).

Plunger Rod Disassembly

(Figure 3)

Use a socket wrench to hold the plunger rod (15), and unscrew the eccentric cap (1). Remove the T-type lockwasher (3), jam nut (4), adjusting shims (5), spring washer (6) and spring (7). Remove the flat washer (8) and slide the plunger rod out of the upper diaphragm plate (9).

Inspect the eccentric bearing (2) for excessive wear. If replacement is necessary, cut the bearing with a chisel. **Be careful** not to damage the eccentric cap.

Separating Gearbox From Engine

(Figure 1)

Before attempting to remove the gearbox assembly (8), drain the lubricant by removing the oil cup (11, Figure 4). Clean and reinstall the oil cup.

NOTE

All of the oil in the gearbox will not drain from the opening for the oil cup. Place a drip pan or absorbent material under the gearbox before further disassembly.

Support the diaphragm ring (19) with wood blocks. Remove the hardware (20, 21 and 22) securing the gearbox to the diaphragm ring.

Remove the capscrews and lockwashers (11 and 12) securing the lower portion of the gearbox to the engine flywheel. Remove the remaining capscrews and lockwashers (10 and 11) securing the cover plate (13) to the gear box assembly. Separate the gearbox from the cover plate and engine bellhousing by pulling straight away. Remove the cover plate gasket (9) and clean the mating surfaces.

It is not necessary to separate the cover plate from the engine bellhousing unless damage is apparent or the gasket (14) requires replacement. To remove the cover plate, disengage the two remaining capscrews (10 and 11). Remove the gasket and clean the mating surfaces.

Inspect the diaphragm ring assembly for wear or damage and replace as necessary. To remove the diaphragm ring, remove the hardware (16, 17 and 18) securing the ring to the engine.

Gearbox Disassembly

(Figure 4)

When properly operated and maintained, the gearbox should not require disassembly. Disassemble the gearbox **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.

Slide the pinion shaft and gear (9 and 13) out of the pinion bearing (14). Remove the spacer washer (12).

Inspect the pinion shaft and gear for wear or broken teeth. If replacement of either part is necessary, use a bearing puller to remove the gear.

Use an arbor (or hydraulic) press to remove the pinion bearing from the gear housing (1).

NOTE

It is not necessary to remove the drive shaft (20), gear (23), bearings (2) or eccentric cam (7) unless wear or damage is obvious. Inspect the parts, and if replacement is necessary, proceed as follows.

Remove the snap ring (19) from the drive shaft (17). Use a bearing puller to remove the eccentric cam (15) and key (18) from the drive shaft. Remove the eccentric cam shim set (16) and washer (20). Tie and tag the shims or measure and record their thickness for ease of reassembly.

Slide the drive shaft and gear out of the housing. Slide the spacer washer (5) off the drive shaft. Remove the snap ring (8).

Install two 1/2 - 13 UNC capscrews in the gear, and use a gear puller to remove the gear and key (7) from the shaft.

To remove the drive shaft bearings (4), the spacer sleeve (2) must be coiled into a smaller diameter to allow passage through the I.D. of the bearings.

NOTE

After the spacer sleeve is compressed, it will be permanently damaged and require replacement.

To remove the spacer sleeve, remove the capscrew (3) and use a pointed tool to rotate the perforated steel sleeve until the seam is visible through the tapped hole. Apply pressure on one side of the seam until one edge overlaps the other. Reach through the I.D. of the bearings and continue to coil the spacer sleeve until it can be removed. Reinstall the capscrew (3).

Use an arbor (or hydraulic) press to remove the bearings from the gear housing.

It is not necessary to remove the locating pins (10) from the gear housing unless they are bent or damaged. If replacement is required, press the pins from the housing.

Gearbox Reassembly**(Figure 4)**

If removed, secure the diaphragm ring (19) to the engine with the hardware (16, 17 and 18).

Clean the bearing bores and all component parts (except bearings) with a soft cloth soaked in cleaning solvent. Inspect the parts for wear 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. //
// //
////////////////////////////////////
    
```

Clean all bearings thoroughly in **fresh** cleaning solvent, agitating to remove the old lubricant. 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 needles. If rotation is rough or the needles 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.

Use a press to install one of the bearings (4) in the gear housing until it is flush with the outer machined face of the housing. Install a new spacer sleeve through the open bearing bore and press the other bearing into the bore until it is flush with the inner machined face on the housing.

CAUTION

When installing the bearings into the bearing bore, push against the outer race. **NEVER** hit the needles or cage.

Install the gear key (7) and press the drive gear (6) onto the cam shaft. Secure the gear with the snap ring (8).

Install the spacer washer (5) and slide the drive shaft through the bearings. Install the washer (20) and the same thickness of shims (16) as previously removed. Press the eccentric cam (15) and key (18) onto the shaft and secure with the snap ring (19).

Press the pinion bearing (14) into the gear housing until the closed end is flush with the outer face of the bore.

Press the pinion gear (9) onto the pinion shaft until it seats squarely against the shaft shoulder. Position the spacer washer (12) in the housing and slide the shaft through the washer into the pinion bearing.

After securing the gearbox to the cover plate (13, Figure 1), lubricate the gearbox as described in LUBRICATION.

Securing Gearbox To Engine

(Figure 1)

If removed at disassembly, install the gasket (14) and secure the cover plate to the engine bellhousing with two of the capscrews and lockwashers (10 and 11).

If removed, press the locating pins (10, Figure 4) into the housing. Install the housing gasket (9).

Position the gearbox assembly so the locating pins align with the holes in the cover plate, and secure with the remaining hardware (10 and 11). Secure the gearbox and cover plate to the engine bellhousing with the hardware (11 and 12).

Secure the gearbox to the diaphragm ring (19) with the hardware (20, 21 and 22).

Plunger Rod Reassembly

(Figure 3)

If the eccentric bearing (2) was removed, clean the eccentric cap bore with a cloth soaked in 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. //
//
////////////////////////////////////
    
```

Press the eccentric bearing into the cap with an arbor (or hydraulic) press.

Slide the plunger rod (15) through the upper diaphragm plate. Install the flat washer (8), spring (7), spring washer (6), adjusting shims (5) and jam nut (4). Compress the spring to the dimension shown in Figure 3.

Install the T-type lockwasher (3). Apply "Loctite Threadlocker No. 242" on the plunger rod threads, and screw the eccentric cap (1) on until tight.

NOTE

The lubrication fitting in the eccentric cap must face the same direction as the fitting in the diaphragm plate. Use the jam nut (4) to secure the eccentric cap in this position.

Plunger Rod Assembly Installation

(Figure 1)

Lubricate the eccentric bearing with a thin coating of No. 2 lithium base grease. Install the plunger rod assembly onto the eccentric cam (15, Figure 4), and secure with the snap ring (6).

Install the eccentric guard (1), and secure it with the hardware (2, 3, 4, 40, 41 and 42).

Lubricate the plunger rod assembly as described in LUBRICATION, Section E.

Diaphragm Installation

(Figure 3)

Position the diaphragm on the upper diaphragm plate, making sure the lip is properly seated. Slide the studs in the lower diaphragm plate through the holes in the upper plate and secure with the nuts (14).

Secure the diaphragm pot assembly (32, Figure 1) to the diaphragm ring with the hardware (29, 30 and 31, Figure 1).

Suction And Discharge Flap Valve Installation

(Figure 2)

If either flap valve assembly was disassembled, use the round head machine screws and lockwashers to secure the weights to the flap valves.

If the inboard discharge flange (23) was removed, clean the mating surfaces, install the gasket (19) and secure the flange to the diaphragm pot with the hardware (21 and 22).

Subassemble the valve seat (25) and discharge flap valve assembly (26) to the discharge elbow (1) with the weights positioned as shown in Figure 2. Secure with the hardware (5 and 6).

Clean the mating surfaces of the valve seat and inboard discharge flange. Install the gasket (24) and secure the discharge elbow to the inboard discharge flange.

Subassemble the suction flap valve (32) and valve seat (15) to the diaphragm pot with the weights positioned as shown in Figure 2, and secure with the hardware (7 and 8).

Clean the mating surfaces, install the gasket (16) and secure the suction accumulator to the diaphragm pot with the hardware (13 and 14).

Connect the suction and discharge piping as described in INSTALLATION, Section B.

Refer to OPERATION, Section C before starting the pump.

LUBRICATION

Plunger Rod Assembly

(Figure 3)

CAUTION

The eccentric bearing should be lubricated thoroughly after each 8 hours of operation. Failure to do so may cause the bearing to overheat and fail.

Before attempting to lubricate the plunger rod assembly, disconnect the spark plug wire, and use the engine pull rope to rotate the eccentric cam until the grease fittings (16 and 17) can be accessed through the holes in the eccentric guard (1, Figure 1).

Apply No. 2 lithium base grease to the upper lubrication fitting until grease escapes from the eccentric cap. Lubricate the lower fitting until grease escapes from the top of the upper diaphragm plate inside the spring.

Gearbox

(Figure 4)

The gearbox was fully lubricated when shipped from the factory. Check the oil level regularly at the oil cup (11), keeping the oil cup full. When lubrication is required, lubricate with SAE No. 30 non-detergent oil. **Do not** over-lubricate. Over-lubrication can cause the bearings to overheat, resulting in premature bearing failure.

Under normal conditions, drain the gearbox once each year. 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.

When lubricating a dry (or over-hauled) gearbox, add one ounce of "Molykote M Gear Guard", and "top off" with clean oil.

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

Engine

Refer to the engine manufacturer's recommendations, or contact your local Briggs and Stratton engine representative.

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

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