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INSTALLATION, OPERATION, AND MAINTENANCE MANUAL

WITH PARTS LIST

GORMAN-RUPP

10 SERIES PUMPS

MODEL

13G1-13

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 10 Series, semi-open impeller, self-priming centrifugal model with a suction check valve. The pump is close-coupled to a 5 HP Briggs and Stratton engine, and protected by a wrap-around roll cage with rubber mounting feet. Since the unit is very lightweight and portable, it is ideally suited to many agricultural, construction, and industrial applications where trash or debris is encountered in the liquid being pumped. It can be used to handle most non-volatile, non-flammable liquids containing specified entrained solids. The pump is constructed of die cast aluminum, with a cast iron volute scroll and impeller. The housing is coated with epoxy for added corrosion resistance. The mechanical shaft seal is lubricated by the liquid being pumped.

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

The Gorman-Rupp Company
P.O. Box 1217
Mansfield, Ohio 44901-1217

or

Gorman-Rupp of Canada Limited
70 Burwell Road
St. Thomas, Ontario N5P 3R7

For information or technical assistance on the engine, contact your local Briggs and Stratton 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:

DANGER!

Immediate hazards which WILL result in severe personal injury or death. These instructions describe the procedure required and the injury which will result from failure to follow the procedure.

WARNING!

Hazards or unsafe practices which COULD result in severe personal injury or death. These instructions describe the procedure required and the injury which could result from failure to follow the procedure.

CAUTION

Hazards or unsafe practices which COULD result in minor personal injury or product or property damage. These instructions describe the requirements and the possible damage which could result from failure to follow the procedure.

NOTE

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

SAFETY - SECTION A

This information applies to 10 Series engine-driven pumps. Refer to the manual accompanying the engine before attempting to begin operation.

WARNING!

Before attempting to open or service the pump:

1. Familiarize yourself with this manual.
2. Shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.
3. Allow the pump to cool if overheated.
4. Check the temperature before opening any covers, plates, or plugs.
5. Close the suction and discharge valves.
6. Vent the pump slowly and cautiously.
7. Drain the pump.

WARNING!

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

WARNING!

After the pump has been positioned, make certain that the pump and all piping connections are tight, properly supported and secure before operation.

WARNING!

Overheated pumps can cause severe burns and injuries. If overheating of the pump occurs:

1. Stop the pump immediately.
2. Ventilate the area.
3. Allow the pump to cool.
4. Check the temperature before opening any covers, plates, gauges, or plugs.
5. Vent the pump slowly and cautiously.
6. Refer to instructions in this manual before restarting the pump.

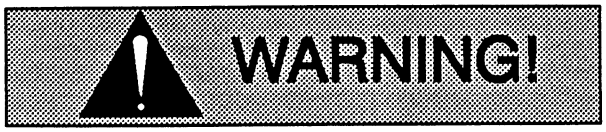
WARNING!

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

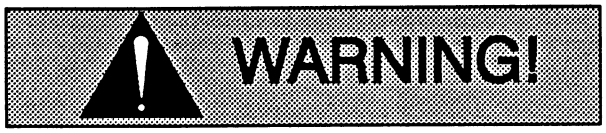
WARNING!

Do not operate the pump against a closed discharge valve for long periods of time. If operated against a closed dis-

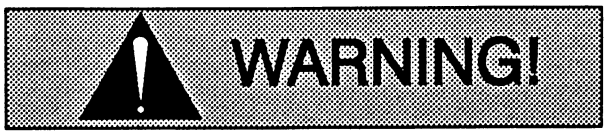
charge valve, pump components will deteriorate, and the liquid could come to a boil, build pressure, and cause the pump casing to rupture or explode.



Do not operate an internal combustion engine in an explosive 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.



Fuel used by internal combustion engines presents an extreme 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.



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 for this pump is 4000 RPM (no load).

INSTALLATION - SECTION B

Review all SAFETY information in Section A.

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

Figure 1 shows the required engine shaft extension dimensions for the pump. See Figure 2 for the approximate physical dimensions of the pump.

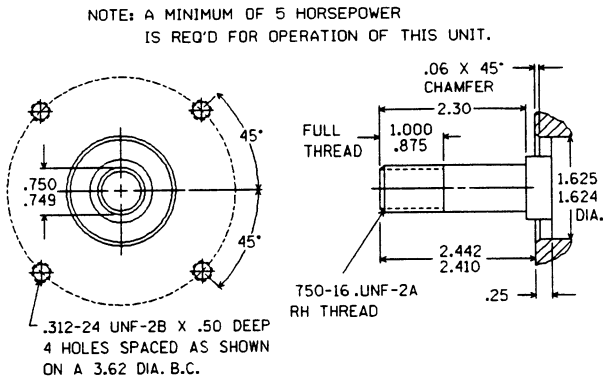


Figure 1. Engine Shaft Extension Dimensions

OUTLINE DRAWING

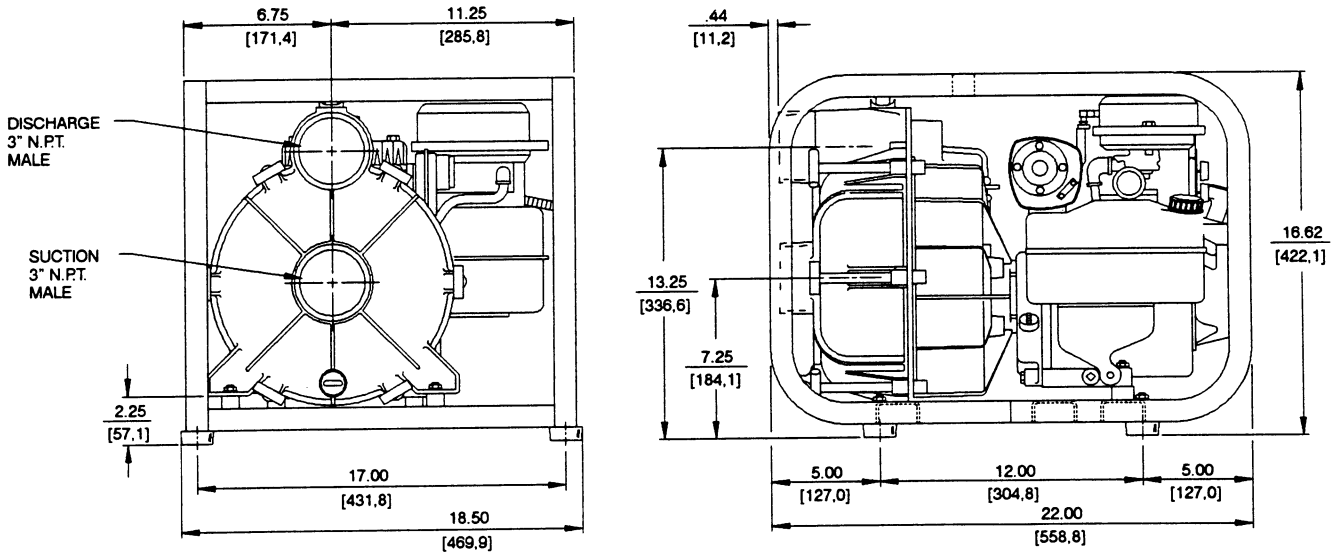


Figure 2. Pump Model 13G1-13

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 warnings and cautions contained in this manual or affixed to the pump, and perform all duties indicated.

d. Check all lubricant levels and lubricate as necessary. Refer to **LUBRICATION** in the **MAINTENANCE AND REPAIR** section of this manual and perform duties as instructed.

e. If the pump and engine have been stored for more than 12 months, some of the components or lubricants may have exceeded their maximum shelf life. These **must be inspected or replaced** to ensure maximum pump service.

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

POSITIONING PUMP

Lifting

This pump is designed to be lightweight and portable. The total pump weight is approximately **81 pounds (36,7 kg)**, not including accessories or hoses. Customer installed equipment such as suction hose with foot valve **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.

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

SUCTION AND DISCHARGE PIPING

The size of the system piping is **not** always determined by the nominal suction and discharge port diameter. Factors such as suction lift, discharge elevation, and friction losses for the complete system must be considered to be sure your application allows the pump to operate within the safe operating range shown on page E-1. In any case, the suction line should never be smaller than the pump inlet.

Materials

Either pipe or hose maybe 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 (457,2 mm) 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.

The **maximum** vertical suction lift for this pump is 25 feet (7,6 m). The pump is not designed to be operated at a higher lift.

Fittings

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

Strainers

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

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

This pump is designed to handle up to 1 3/16 inch (30,0 mm) 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 1 1/2 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 1 1/2 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 3 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 3 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).

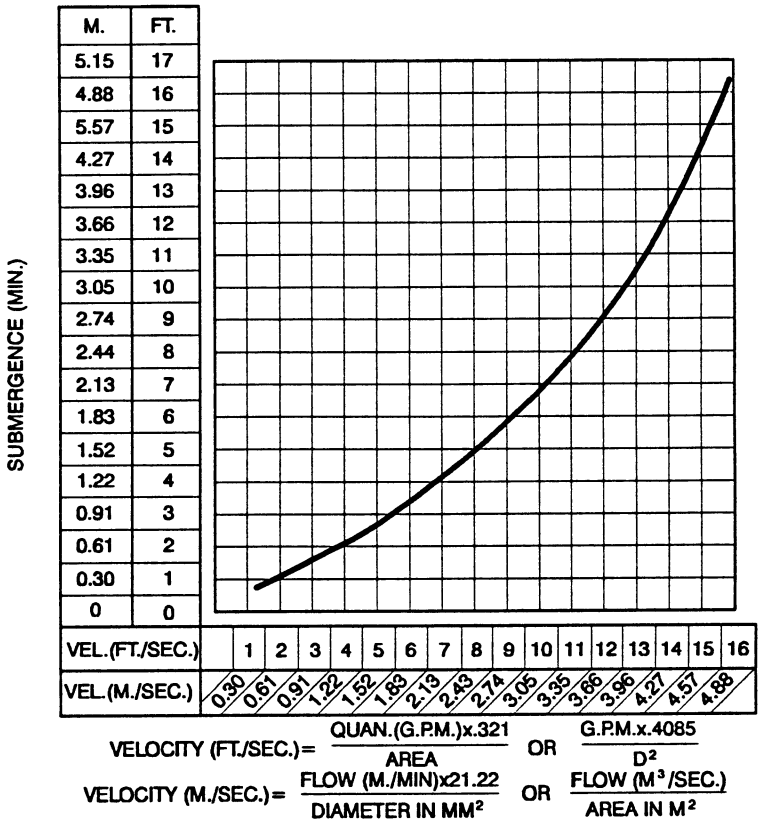


Figure 3. Recommended Minimum Suction Line Submergence vs. Velocity

DISCHARGE LINES

Siphoning

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

Valves

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

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

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

CAUTION

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

Bypass Lines

If a system check valve is used due to high discharge head, it may be necessary to vent trapped air from the top of the pump during the priming process. This may be accomplished by installing a bypass line from the top of the pump, back to the source of liquid. The end of the bypass line must be submerged. The line must be large enough to prevent clogging, but not so large as to affect pump discharge capacity.

OPERATION - SECTION C

Review all SAFETY information in Section A.

Follow the instructions on all tags, labels and decals attached to the pump.

WARNING!

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

WARNING!

Never tamper with the governor to gain more power. The governor establishes safe operating limits that should not be exceeded. The maximum continuous operating speed for this pump is 4000 RPM (no load).

PRIMING

Position 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 pump casing.

CAUTION

Never operate this pump unless there is liquid in the pump casing. The pump will not prime when dry. Extended operation of a dry pump will destroy the seal assembly.

Add liquid to the pump casing when:

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

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

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

NOTE

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

Run the engine at maximum governed speed during the priming cycle. With a suction lift of 5 to 10 feet (1,5 to 3,1 m), the pump should prime within 2 minutes. The maximum suction lift of 25 feet (7,6 m) (at sea level) should require no more than 4 minutes for initial prime. If the pump does not prime within this time, shut off the engine and determine the problem (see **TROUBLESHOOTING**).

STARTING

Consult the operations manual furnished with the engine.

OPERATION

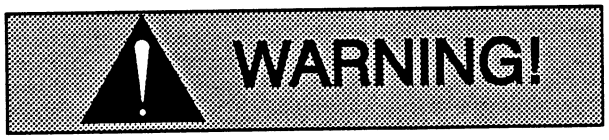
Lines With a Bypass

Close the discharge throttling valve (if so equipped) so that the pump will not have to prime against the weight of the liquid in the discharge line. Air from the suction line will be discharged through the bypass line back to the wet well during the priming cycle. When the pump is fully primed and liquid is flowing steadily from the bypass line, open the discharge throttling valve. Liquid will then continue to circulate through the bypass line while the pump is in operation.

Lines Without a Bypass

Open all valves in the discharge line and start the engine. 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.



Do not operate the pump against a closed discharge throttling valve for long periods of time. If operated against a closed discharge throttling valve, pump components will deteriorate, and the liquid could come to a boil, build pressure, and cause the pump casing to rupture or explode.

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 (71° C). 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.

Allow an overheated pump to cool before servicing. Do not remove plates, covers, gauges, or fittings from an overheated 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. Use caution when removing the plug to prevent injury to personnel from hot liquid.

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

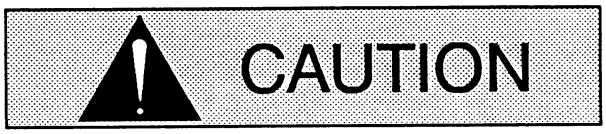
With the pump inoperative, install a vacuum gauge in the system, using pipe dope on the threads. Block the suction line and start the pump. At operating speed the pump should pull a vacuum of 20 inches (508 mm) or more of mercury. If it does not, check for air leaks in the seal, gasket, or discharge valve.

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

STOPPING

Never halt the flow of liquid suddenly. If the liquid being pumped is stopped abruptly, damaging shock waves can be transmitted to the pump and piping system. Close all connecting valves slowly.

On engine driven pumps, reduce the throttle speed slowly and allow the engine to idle briefly before stopping.



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

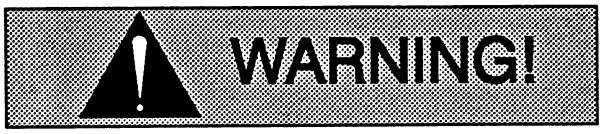
After stopping the pump, shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.

Cold Weather Preservation

In below freezing conditions, drain the pump to prevent damage from freezing. Also, clean out any solids by flushing with a hose. Operate the pump for approximately one minute; this will remove any remaining liquid that could freeze the pump rotating parts. If the pump will be idle for more than a few hours, or if it has been pumping liquids containing a large amount of solids, drain the pump, and flush it thoroughly with clean water. To prevent large solids from clogging the drain port and preventing the pump from completely draining, insert a rod or stiff wire in the drain port, and agitate the liquid during the draining process. Clean out any remaining solids by flushing with a hose.

TROUBLESHOOTING - SECTION D

Review all SAFETY information in Section A.



Before attempting to open or service the pump:

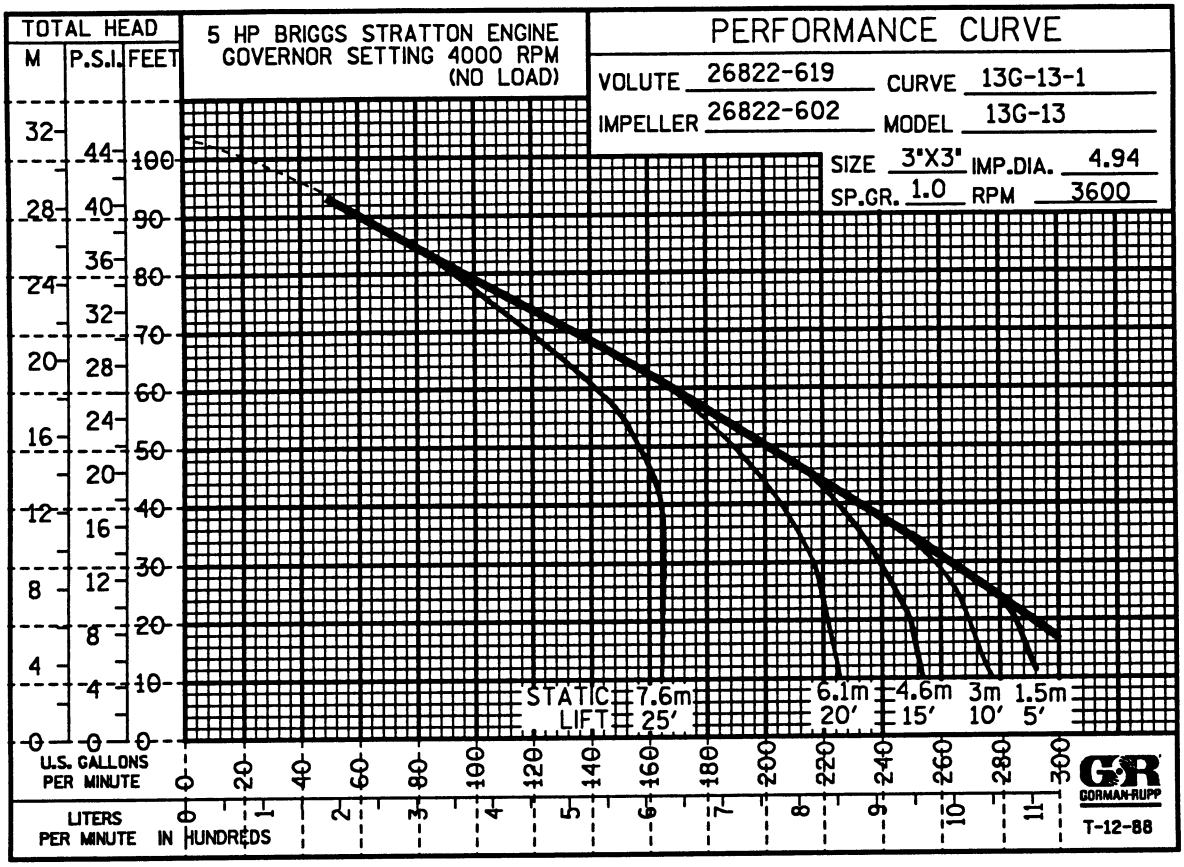
1. **Familiarize yourself with this manual.**
2. **Shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.**
3. **Allow the pump to cool if overheated.**
4. **Check the temperature before opening any covers, plates, or plugs.**
5. **Close the suction and discharge valves.**
6. **Vent the pump slowly and cautiously.**
7. **Drain the pump.**

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	Not enough liquid in casing.	Add liquid to casing. See **PRIMING**.
	Suction check valve contaminated or damaged.	Clean or replace check valve.
	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	Leaking or worn seal or pump gasket.	Check pump vacuum. Replace leaking or worn seal or gasket.
	Suction lift or discharge head too high.	Check piping installation and install bypass line if needed. See **INSTALLATION**.
	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.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE (cont.)	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.
	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 engine output; consult engine operation manual.
	Discharge throttling valve partially closed; check that valve is installed improperly.	Open discharge valve fully; check piping installation.
	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 engine output; consult engine operation manual.
	Discharge head too low.	Adjust discharge valve.
	Liquid solution too thick.	Dilute if possible.
PUMP CLOGS FREQUENTLY	Liquid solution too thick.	Dilute if possible.
	Discharge flow too slow.	Open discharge valve fully to increase flow rate, and run engine at maximum governed speed.
	Suction check valve or foot valve clogged or binding.	Clean valve.
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.

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 13G1-13**

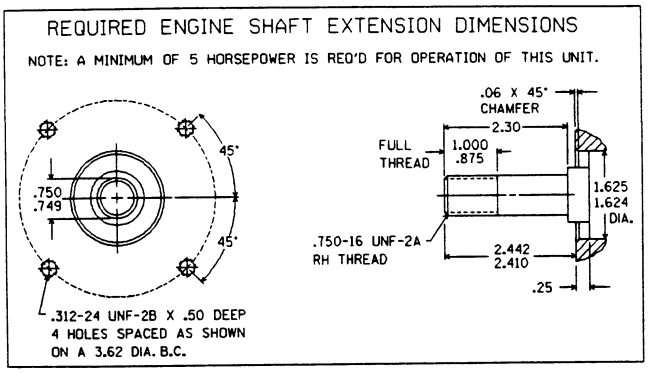
*Based on 70° F (21° C) clear water at sea level with minimum suction lift. Since pump installations are seldom identical, your performance may be different due to such factors as viscosity, specific gravity, elevation, temperature, and impeller trim.

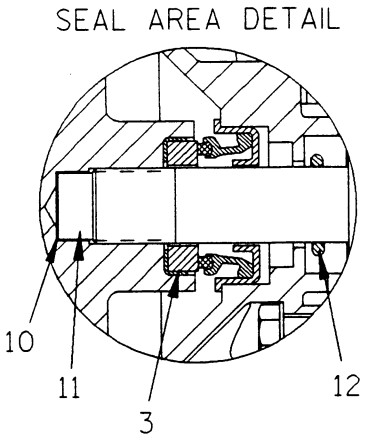
If your pump serial number is followed by an "N", your pump is **NOT** a standard production model. Contact the Gorman-Rupp Company to verify performance or part numbers.

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 for this pump is 4000 RPM (no load).

SECTIONAL DRAWING





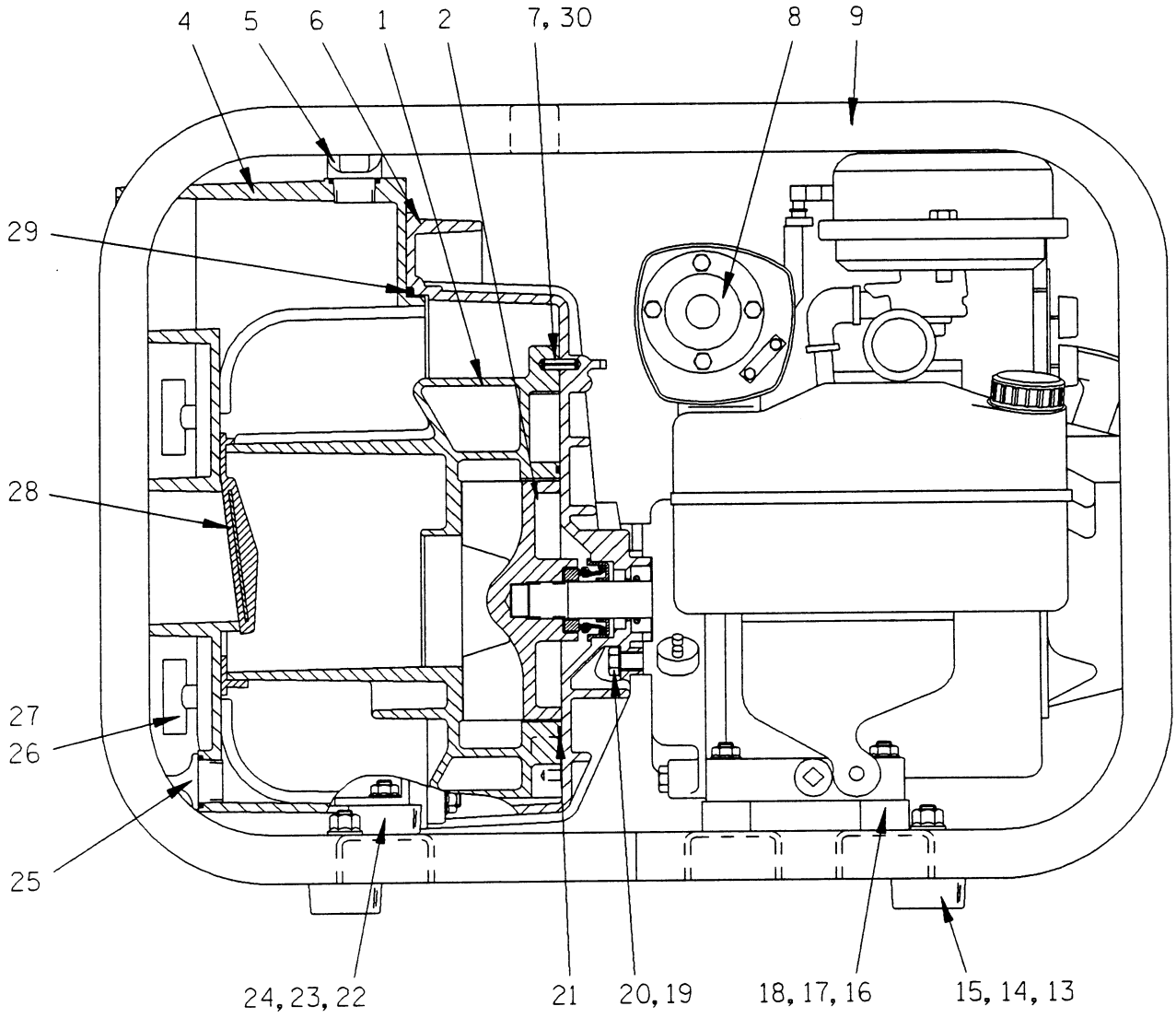


Figure 1. Pump Model 13G1-13

PARTS LIST
Pump Model 13G1-13
(From S/N 912880 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		VOLUTE	26822-619	-----	1
2	*	IMPELLER	26822-602	-----	1
3	*	MECHANICAL SEAL ASSY	26822-608	-----	1
4		FRONT HOUSING	26822-218	-----	1
5		PLUG ASSY	26822-017	-----	1
6		BACK HOUSING	26822-413	-----	1
7		ROLL PIN	26822-036	-----	5
8		B & S 5HP ENGINE 130232	26822-401	-----	1
9		ROLL CAGE BASE	26822-030	-----	1
10	*	SHIM SET	26822-433	-----	1
11		IMPELLER SPACER	26822-438	-----	1
12		SLINGER	26822-605	-----	1
13		HEX HD CAPSCREW	B0506	15991	4
14		MOUNTING FOOT	24631-401	-----	4
15		FLANGED HEX NUT	21765-312	-----	4
16		HEX HD CAPSCREW	B0508	15991	4
17		SPACER	26822-031	-----	4
18		FLANGED HEX NUT	21765-312	-----	4
19		HEX HD CAPSCREW	26822-004	-----	4
20	*	SEAL WASHER SET	26822-003	-----	1
21	*	O-RING SEGMENT	26822-028	-----	1
22		HEX HD CAPSCREW	B0503	15991	2
23		RUBBER FOOT	24631-401	-----	2
24		FLANGED HEX NUT	21765-312	-----	2
25		PLUG ASSY	26822-017	-----	1
26		COATED HANDLE	26822-642	-----	6
27	*	O-RING	26822-441	-----	6
28		CHECK VALVE	26822-520	-----	1
29	*	O-RING	26822-015	-----	1
30		ROLL PIN	26822-451	-----	1
NOT SHOWN:					
		NAME PLATE DECAL	38812-045	-----	1
		STRAINER	26822-629	-----	1
		PRIMING TAG	26822-026	-----	1
		CAUTION LABEL	26822-035	-----	1
		CAUTION LABEL OIL	26822-047	-----	1
OPTIONAL:					
		ENGINE OIL WARNING KIT	29172-301	-----	1

* INDICATES PARTS RECOMMENDED FOR STOCK

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

CANADIAN SERIAL NO. ..... AND UP

PUMP AND SEAL DISASSEMBLY AND REASSEMBLY

Review all SAFETY information in Section A.

Follow the instructions on all tags, label and decals attached to the pump.

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

Before attempting to service the pump, shut down the engine and disconnect the spark plug wire to ensure that it will remain inoperative. Close all valves in the suction and discharge lines.

The pump is powered by a Briggs and Stratton model 130232 gasoline engine. For engine disassembly and repair, consult the literature supplied with the engine, or contact your local Briggs and Stratton representative.

WARNING!

Before attempting to open or service the pump:

1. **Familiarize yourself with this manual.**
2. **Shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.**
3. **Allow the pump to cool if overheated.**
4. **Check the temperature before opening any covers, plates, or plugs.**
5. **Close the suction and discharge valves.**
6. **Vent the pump slowly and cautiously.**
7. **Drain the pump.**

Suction Check Valve Removal

Remove the drain plug (25) and drain the housing. Clean the plug and inspect the O-ring before reinstalling.

Loosen the screw handles (26), which secure the front housing (4) to the back housing (6).

For access to the check valve (28), tap the front housing to break the seal, and separate the housings. Pull the check valve from the end of the volute (1). Check the condition of the O-ring (29), and inspect the check valve sealing surface on the front housing. Replace the check valve and any part which prevents a good seal.

Impeller Removal

For access to the impeller (2), pull the volute from the roll pins (7) in the back housing. Replace the O-ring segment (21) if worn or damaged.

Place a block of wood against one to the impeller vanes and strike it sharply with a hammer. **Be careful** not to damage the vane. Unscrew the impeller in a counterclockwise direction (when facing the impeller).

With the impeller removed, remove the impeller spacer (11) and impeller adjusting shims (10).

Seal Removal

The rotating portion of the seal assembly (2) is pressed into the back of the impeller. If the seal must be replaced, use a screwdriver to pry the rotating element and rubber seat from the impeller.

NOTE

Do not attempt to remove the seal unless replacement is required; seal components may be damaged during removal.

Remove the hardware (19 and 20) securing the back housing to the engine, and pull the back housing and stationary portion of the seal off the shaft.

Lay the housing on a clean, flat surface with the impeller side down, and use a screwdriver or other suitable tool to press the stationary portion of the seal out of the housing from the back side.

Remove the slinger (12) from the shaft.

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

Seal Installation

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 rubber seat 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 2).

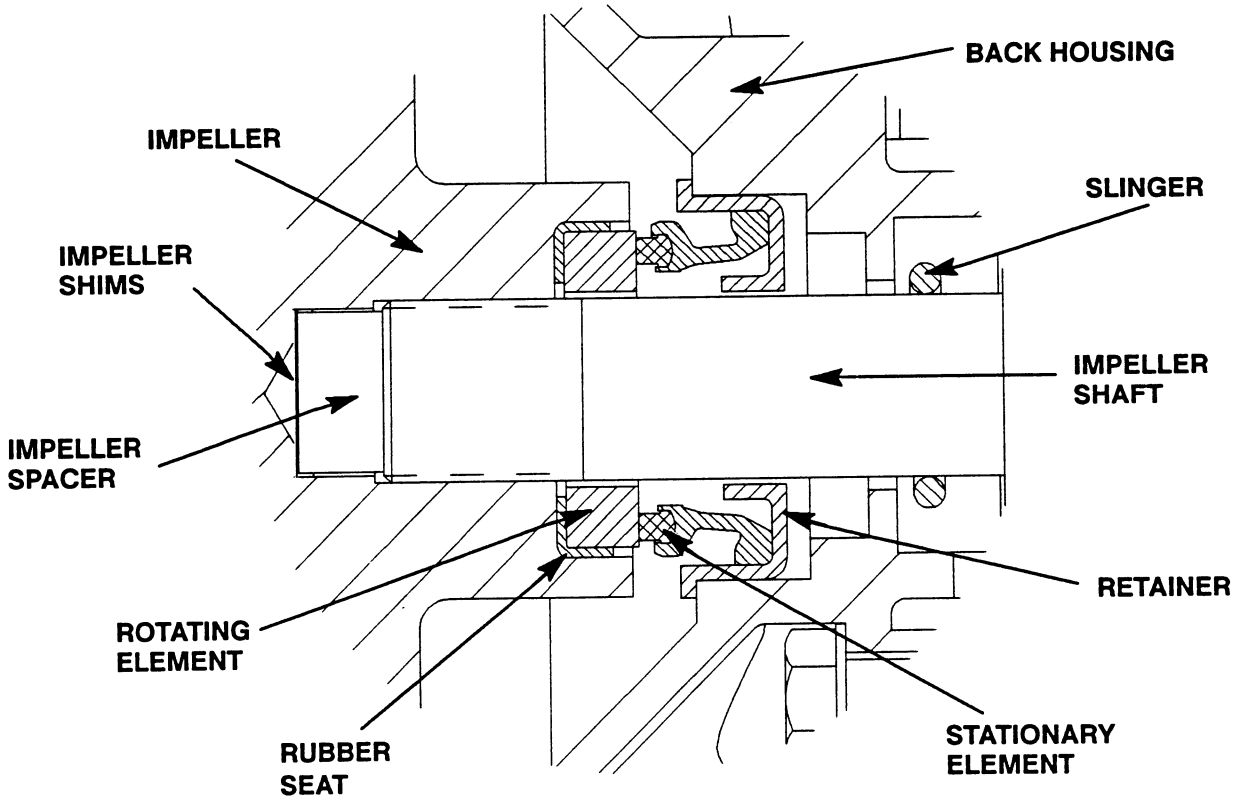


Figure 2. 26822-608 Seal Assembly

CAUTION

This seal is not designed for operation at temperatures above 160°F (71°C). Do not use at higher operating temperatures.

Position the slinger (12) on the shaft.

Apply 'Loctite Threadlocker No. 242' on the four capscrews (19), and secure the back housing (6) to the engine. **Be sure** to use **new** sealing washers (20) to prevent leaks. Torque the capscrews to 100 inch lbs. (8.33 ft. lbs. or 1,15 m. kg.).

Lubricate the engine shaft extension with a **small** amount of vegetable oil and apply a **small** amount of liquid gasket material ('Permatex' or equivalent) to the seal bore in the back housing. Use hand pressure **only** to press the stationary portion of the seal into the back housing. A push tube cut from a length of plastic pipe will aid this installation. The tube must fit against the seal retainer flange, **not** against the precision finished seal face. Press the retainer into the bore until completely seated. Apply a drop of light lubricating oil on the seal face. **Never** use grease.

Subassemble the rotating element into the rubber seat. Apply a **small** amount of vegetable oil on the O.D. of the seat, and press this assembly into the impeller until fully seated.

Impeller Installation

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

Install the same thickness of impeller adjusting shims (10) in the impeller bore as previously removed, then drop the impeller spacer (11) over the shims. Carefully guide the rotating portion of the seal over the shaft, and screw the impeller onto the shaft until tight.

A clearance of .007 to .015 inch (0,18 to 0,38 mm) between the face of the impeller and the inside surface of the volute (1) is recommended for maximum pump efficiency. Calculate this clearance by first measuring the depth of the volute from the surface that seats against the back housing to the face opposing the impeller (dimension A). Next, measure from the face of the impeller to the face of the back housing (dimension B). Now subtract the smaller number from the larger number. If dimension B is **less than** dimension A, **add or subtract** shims from the shim set until the required clearance is obtained. If dimension B is **greater than** dimension A, an interference will occur between the impeller and the volute. **Subtract** shims from the shim set until the required thickness is obtained.

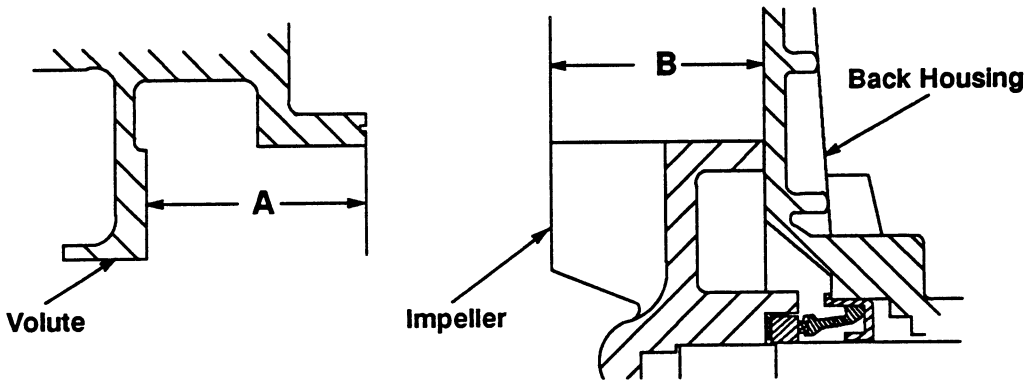


Figure 3. Calculating Impeller Shim Thickness

After the required thickness of impeller shims has been calculated and the impeller installed, lubricate the O-ring segment (21) with vegetable oil or glycerin (do not use petroleum products), and install the segment in the volute with the split located at the bottom. Align the holes in the volute over the roll pins (7) in the back housing, and slide the volute into position

Rotate the impeller to be sure it is not binding on the volute.

Check Valve Installation

Slide the mounting flange of the check valve onto the end of the volute so that the valve hangs straight down.

Replace the housing O-ring (29) on the shoulder of the front housing. Apply vegetable oil or glycerin (do not use petroleum products) to the O-ring and pilot flange of the front housing, and carefully slide the two housings together. Tighten the screw handles (26) in an alternating pattern until snug. **Be sure** to install new O-rings (27) to prevent leakage. Check the valve for free movement.

Final Pump Reassembly

Be sure all hardware and drain plugs are tight.

Check the engine oil and fuel level (see the engine operator's manual).

Install the suction and discharge lines and open all valves. Make certain that all connections are tight, and that the weight of the lines are independently supported.

Fill the pump housing with clean liquid. Apply vegetable oil or glycerin on the fill plug O-ring before reinstalling the plug (5).

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

Seal Assembly

The seal assembly is lubricated by the liquid being pumped, and no additional lubrication is required.

Engine

Consult the literature supplied with the engine, 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

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