
**INSTALLATION, OPERATION,
AND MAINTENANCE MANUAL**
WITH PARTS LIST



80 SERIES PUMPS

MODEL
810A2-4039D

THE GORMAN-RUPP COMPANY • MANSFIELD, OHIO

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

TABLE OF CONTENTS

INTRODUCTION	PAGE I – 1
WARNINGS – SECTION A	PAGE A – 1
INSTALLATION – SECTION B	PAGE B – 1
Pump Dimensions	PAGE B – 1
PREINSTALLATION INSPECTION	PAGE B – 2
Battery Specifications And Installation	PAGE B – 2
POSITIONING PUMP	PAGE B – 2
Lifting	PAGE B – 2
Mounting	PAGE B – 2
SUCTION AND DISCHARGE PIPING	PAGE B – 3
Materials	PAGE B – 3
Line Configuration	PAGE B – 3
Connections to Pump	PAGE B – 3
Gauges	PAGE B – 3
SUCTION LINES	PAGE B – 3
Fittings	PAGE B – 3
Strainers	PAGE B – 3
Sealing	PAGE B – 4
Suction Lines In Sumps	PAGE B – 4
Suction Line Positioning	PAGE B – 4
DISCHARGE LINES	PAGE B – 5
Siphoning	PAGE B – 5
Valves	PAGE B – 5
Bypass Lines	PAGE B – 5
AUTOMATIC AIR RELEASE VALVE	PAGE B – 6
Theory of Operation	PAGE B – 6
Air Release Valve Installation	PAGE B – 7
ALIGNMENT	PAGE B – 7
OPERATION – SECTION C	PAGE C – 1
PRIMING	PAGE C – 1
STARTING	PAGE C – 2
OPERATION	PAGE C – 2
Lines With a Bypass	PAGE C – 2
Lines Without a Bypass	PAGE C – 2
Leakage	PAGE C – 2
Liquid Temperature And Overheating	PAGE C – 2
Strainer Check	PAGE C – 2
Pump Vacuum Check	PAGE C – 3
STOPPING	PAGE C – 3
Cold Weather Preservation	PAGE C – 3
BEARING TEMPERATURE CHECK	PAGE C – 3
TROUBLESHOOTING – SECTION D	PAGE D – 1
PUMP MAINTENANCE AND REPAIR – SECTION E	PAGE E – 1
PERFORMANCE CURVE	PAGE E – 1

TABLE OF CONTENTS (continued)

PARTS LISTS:

Pump Model	PAGE E - 3
Pump End Assy	PAGE E - 5
PUMP AND SEAL DISASSEMBLY AND REASSEMBLY	PAGE E - 6
Suction Check Valve Removal	PAGE E - 6
Pump Disassembly	PAGE E - 6
Impeller Removal	PAGE E - 7
Seal Removal	PAGE E - 7
Separating Intermediate And Drive Assembly From Engine	PAGE E - 7
Shaft And Bearing Removal And Disassembly	PAGE E - 7
Shaft and Bearing Reassembly And Installation	PAGE E - 8
Securing Intermediate And Drive Assembly To Engine	PAGE E - 9
Seal Reassembly and Installation	PAGE E - 9
Impeller Installation	PAGE E - 11
Pump Reassembly	PAGE E - 11
Suction Check Valve Installation	PAGE E - 11
Final Pump Reassembly	PAGE E - 11
LUBRICATION	PAGE E - 12
Seal Assembly	PAGE E - 12
Bearings	PAGE E - 12
Engine	PAGE E - 12

INTRODUCTION

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

This pump is an 80 Series, semi-open impeller, self-

priming centrifugal model with a suction check valve. The pump is designed for handling dirty water containing specified entrained solids. The basic material of construction for all wetted parts is gray iron. It is close-coupled to a John Deere Model 4039D diesel engine.

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

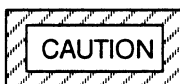
or

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

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.



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.



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

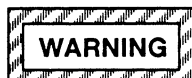


BEFORE ATTEMPTING TO OPEN OR SERVICE THE PUMP:

1. FAMILIARIZE YOURSELF WITH THIS MANUAL.
2. SWITCH OFF THE ENGINE IGNITION AND REMOVE THE KEY 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.



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.



USE LIFTING AND MOVING EQUIPMENT IN GOOD REPAIR AND WITH ADEQUATE CAPACITY TO PREVENT INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT. THE BAIL IS INTENDED FOR USE IN LIFTING THE PUMP ASSEMBLY ONLY. SUCTION AND DISCHARGE

HOSES AND PIPING MUST BE REMOVED FROM THE PUMP BEFORE LIFTING.



AFTER THE PUMP HAS BEEN POSITIONED, MAKE CERTAIN THAT THE PUMP AND ALL PIPING OR HOSE CONNECTIONS ARE TIGHT, PROPERLY SUPPORTED AND SECURE BEFORE OPERATION.

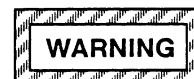


DO NOT OPERATE THE PUMP AGAINST A CLOSED DISCHARGE VALVE FOR LONG PERIODS OF TIME. IF OPERATED AGAINST A CLOSED DISCHARGE VALVE, PUMP COMPONENTS WILL DETERIORATE, AND THE LIQUID COULD COME TO A BOIL, BUILD PRESSURE, AND CAUSE THE PUMP CASING TO RUPTURE OR EXPLODE.



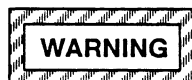
OVERHEATED PUMPS CAN CAUSE SEVERE BURNS AND INJURIES. IF OVERHEATING OF THE PUMP OCCURS:

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.

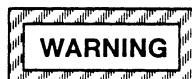


DO NOT REMOVE PLATES, COVERS, GAUGES, PIPE PLUGS, OR FITTINGS FROM AN OVER-

HEATED PUMP. VAPOR PRESSURE WITHIN THE PUMP CAN CAUSE PARTS BEING DISENGAGED TO BE EJECTED WITH GREAT FORCE. ALLOW THE PUMP TO COOL BEFORE SERVICING.

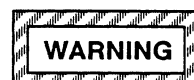


DO NOT OPERATE AN INTERNAL COMBUSTION ENGINE IN AN EXPLOSIVE ATMOSPHERE. WHEN OPERATING INTERNAL COMBUSTION ENGINES IN AN ENCLOSED AREA, MAKE CERTAIN THAT EXHAUST FUMES ARE PIPED TO THE OUTSIDE. THESE FUMES CONTAIN CARBON MONOXIDE, A DEADLY GAS THAT IS COLORLESS, TASTELESS, AND ODORLESS.



FUEL USED BY INTERNAL COMBUSTION EN-

GINES 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 1800 RPM.

INSTALLATION - SECTION B

Review all WARNINGS 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. (See Section E, Page 1.) If the pump is fitted with a Gorman-Rupp double grease lubricated seal, the maximum incoming pressure must be reduced to 10 p.s.i.

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

Pump Dimensions

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

OUTLINE DRAWING

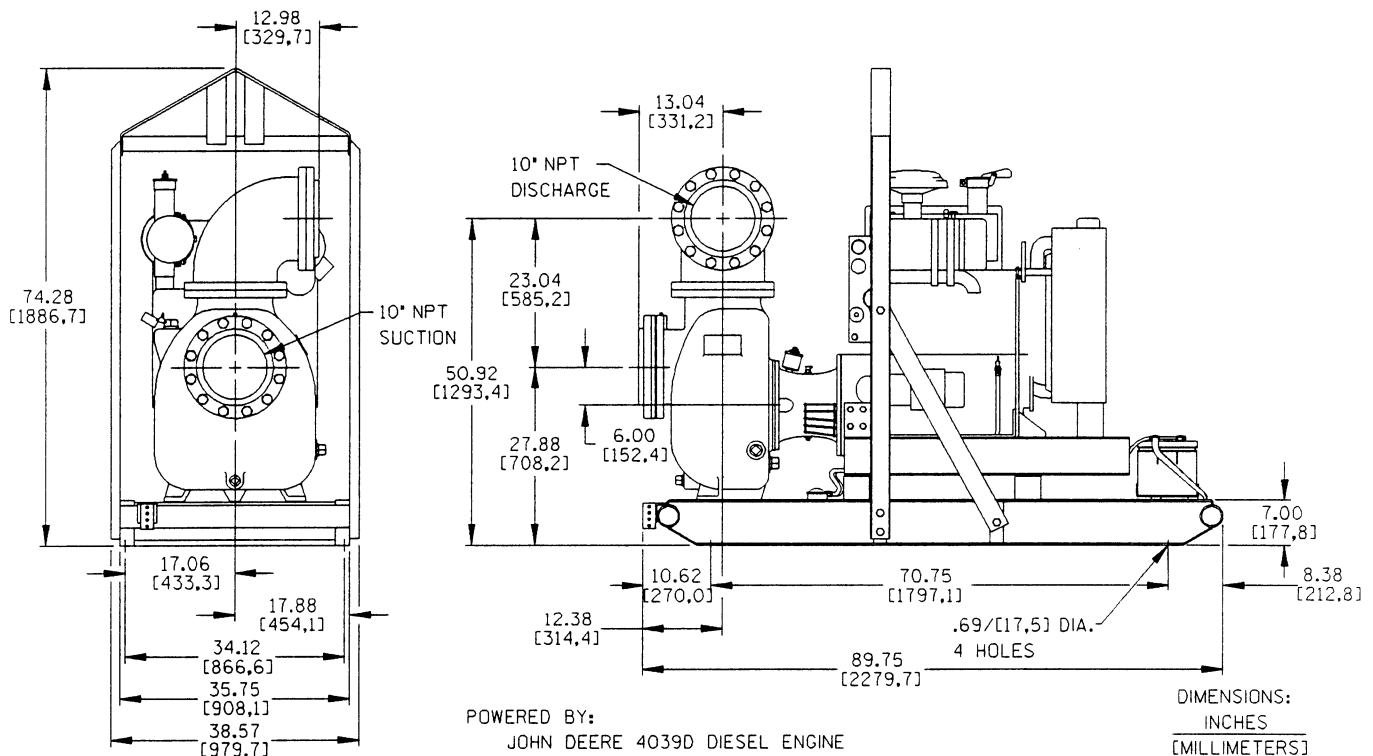


Figure 1. Pump Model 810A2-4039D

PREINSTALLATION INSPECTION

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

- Inspect the pump for cracks, dents, damaged threads, and other obvious damage.
- Check for and tighten loose attaching hardware. Since gaskets tend to shrink after drying, check for loose hardware at mating surfaces.
- Carefully read all tags, decals, and markings on the pump assembly, and follow the instructions indicated.
- Check levels and lubricate as necessary. Refer to **LUBRICATION** in the **MAINTENANCE AND REPAIR** section of this manual and perform duties as instructed.
- 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.

Battery Specifications And Installation

Unless otherwise specified on the pump order, the engine battery was **not** included with the unit. Refer to the following specifications when selecting a battery.

Table 1. Battery Specifications

Voltage	Cold Crank Amps @ 0°F	Reserve Capacity @ 80°F (Minutes)	Amp/ Hr. Rating	Approx. Overall Dims. (Inches)
12 Volts	960-975	365	175	20.5L x 8.75W x 9.75H

Refer to the information accompanying the battery and/or electrolyte solution for activation and charging instructions.

Before installing the battery, clean the positive and negative cable connectors, and the battery terminals. Secure the battery by tightening the hold-down brackets. The terminals and clamps may be coated with petroleum jelly to retard corrosion. Connect and tighten the positive cable first, then the negative cable.

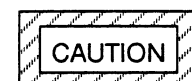
POSITIONING PUMP



USE LIFTING AND MOVING EQUIPMENT IN GOOD REPAIR AND WITH ADEQUATE CAPACITY TO PREVENT INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT. THE BAIL IS INTENDED FOR USE IN LIFTING THE PUMP ASSEMBLY ONLY. SUCTION AND DISCHARGE HOSES AND PIPING MUST BE REMOVED FROM THE PUMP BEFORE LIFTING.

Lifting

Use lifting equipment with a capacity of at least **14,110 pounds (6400,2 kg)**. This pump weighs approximately **2822 pounds (1280,0 kg)**, not including the weight of accessories and base. Customer installed equipment such as suction and discharge piping **must** be removed before attempting to lift.



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.

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

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

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 (457,20 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.

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 (63,5 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 air-tight 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 2 shows recommended minimum submergence vs. velocity.

NOTE

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

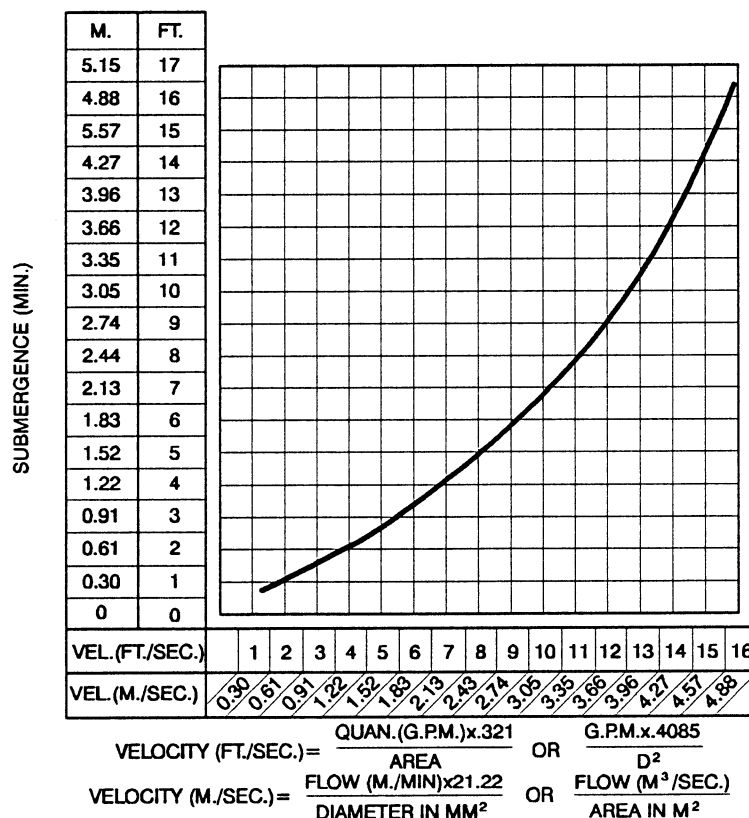


Figure 2. Recommended Minimum Suction Line Submergence vs. Velocity

DISCHARGE LINES

Siphoning

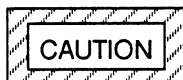
Do not terminate the discharge line at a level lower than that of the liquid being pumped unless a siphon breaker is used in the line. Otherwise, a siphoning action causing damage to the pump could result.

Valves

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

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

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



IF THE APPLICATION INVOLVES A HIGH DISCHARGE HEAD, GRADUALLY CLOSE THE DISCHARGE THROTTLING VALVE BEFORE STOPPING THE PUMP.

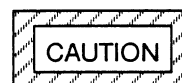
Bypass Lines

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 the discharge line is open, this air will be vented through the discharge. However, 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 installed 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.

NOTE

The bypass line should be sized so that it does not affect pump discharge capacity; however, the bypass line should be at least 1 inch in diameter to minimize the chance of plugging.

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. In some installations, this bypass outline may be terminated with a six-to-eight foot length of 1-1/4 inch (31,75 mm) I.D. **smooth-bore** hose; air and liquid vented during the priming process will then agitate the hose and break up any solids, grease, or other substances likely to cause clogging.

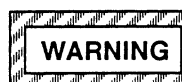


A BYPASS LINE THAT IS RETURNED TO A WET WELL MUST BE SECURED AGAINST BEING DRAWN INTO THE PUMP SUCTION INLET.

It is also recommended that pipe unions be installed at each 90° elbow in a bypass line to ease disassembly and maintenance.

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.**

Gorman-Rupp Automatic Air Release Valves are reliable, and require minimum maintenance. See **Automatic Air Release Valves** in this section for installation and theory of operation of the Automatic Air Release Valve. Consult your Gorman-Rupp distributor, or contact the Gorman-Rupp Company for selection of an Automatic Air Release Valve to fit your application.



A MANUAL SHUT-OFF VALVE SHOULD NOT BE INSTALLED IN ANY BYPASS LINE. A MANUAL SHUT-OFF VALVE MAY INADVERTENTLY

BE LEFT CLOSED DURING OPERATION. A PUMP WHICH HAS LOST PRIME MAY 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. USE CAUTION WHEN REMOVING THE PLUG TO PREVENT INJURY TO PERSONNEL FROM HOT LIQUID.

AUTOMATIC AIR RELEASE VALVE

When properly installed and correctly adjusted to the specific hydraulic operating conditions of 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.

Theory of Operation

Figures 3 and 4 show a cross-sectional view of the Automatic Air Release Valve, and a corresponding description of operation.

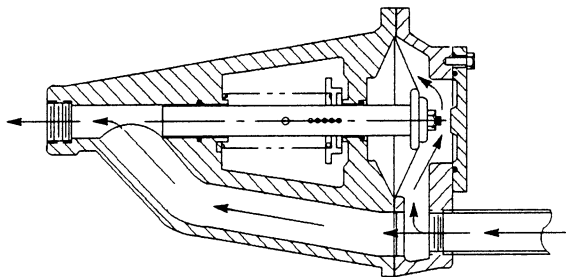


Figure 3. Valve in Open Position

During the priming cycle, air from the pump casing flows through the bypass line, and passes through the Air Release Valve to the wet well (Figure 3).

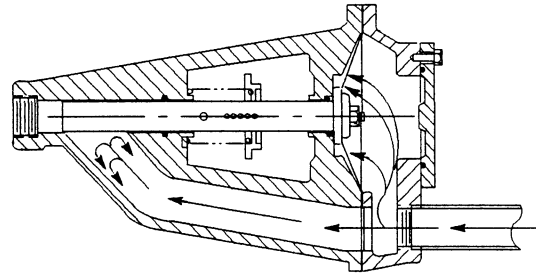


Figure 4. Valve in Closed Position

When the pump is fully primed, pressure resulting from flow against the valve diaphragm compresses the spring and closes the valve (Figure 4). The valve will remain closed, reducing the bypass of liquid to 1 to 5 gallons per minute, until the pump loses its prime or stops.



SOME LEAKAGE (1 TO 5 GALLONS PER MINUTE) 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.

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.

NOTE

The valve will remain open if the pump does not reach its designed capacity or head. Valve closing pressure is dependent upon the discharge head of the pump at full capacity. The range of the valve closing pressure is established by the tension rate of the spring as ordered from the factory. Valve closing pressure can be further adjusted to the exact system requirements by moving the spring retaining pin up or down the plunger rod to increase or decrease tension on the spring. Contact your Gorman-Rupp distributor or the Gorman-Rupp Company for information about an Automatic Air Release Valve for your specific application.

Air Release Valve Installation

The Automatic Air Release Valve must be independently mounted in a horizontal position and connected to the discharge line of the self-priming centrifugal pump (see Figure 5).

NOTE

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

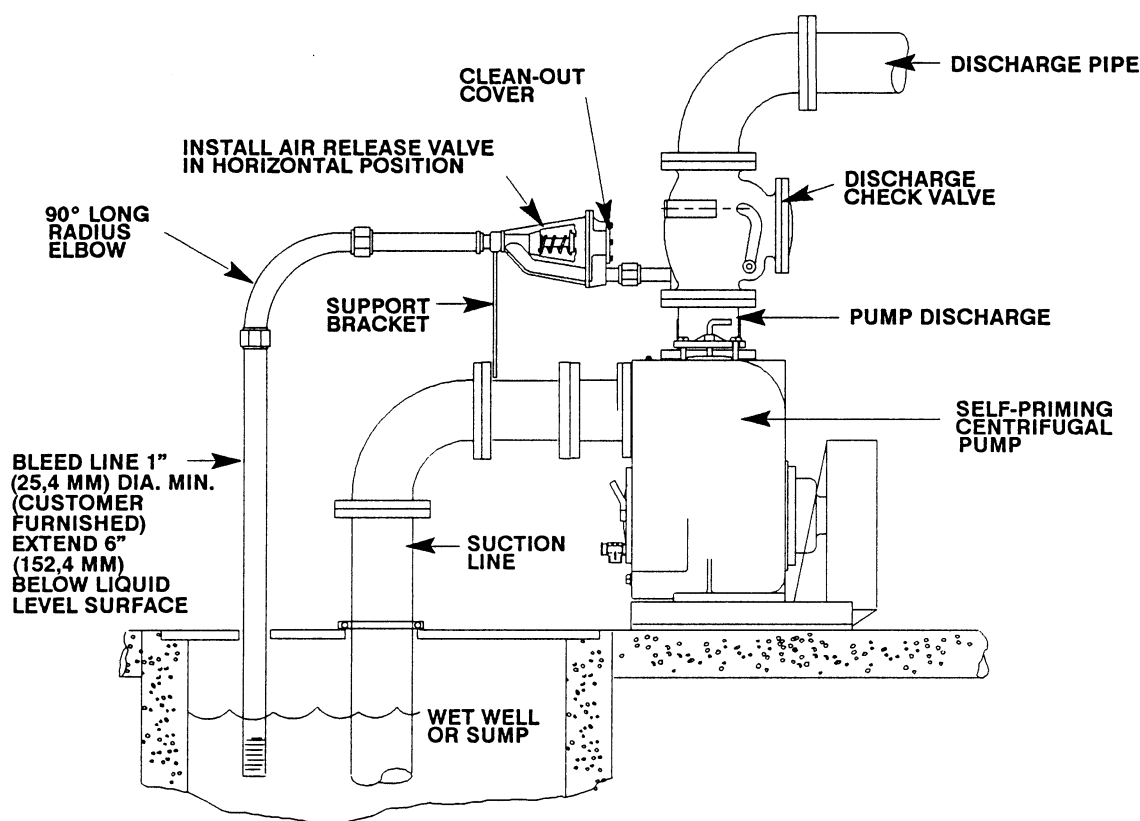


Figure 5. Typical Automatic Air Release Valve Installation

The valve inlet line must be installed between the pump discharge port and the non-pressurized side of the discharge check valve. The valve inlet is at the large end of the valve body, and is provided with standard 1 inch NPT pipe threads.

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 directed

back to the wet well. However, if multiple Air Release Valves are installed in a system, the bleeder lines may be directed to a common manifold pipe. Contact your Gorman-Rupp distributor or the Gorman-Rupp Company for information about installation of an Automatic Air Release Valve for your specific application.

ALIGNMENT

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

OPERATION – SECTION C

Review all warnings in Section A.

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



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.



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 1800 RPM.

PRIMING

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

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



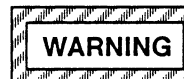
NEVER OPERATE THIS PUMP UNLESS THERE IS LIQUID IN THE PUMP CASING. THE PUMP WILL NOT PRIME WHEN DRY. EXTENDED OPERATION OF A DRY PUMP WILL DESTROY THE SEAL ASSEMBLY.

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.

When installed in a flooded suction application, simply open the system valves and permit the incoming liquid to evacuate the air. After the pump and piping system have completely filled, evacuate any remaining air pockets in the pump or suction line by loosening pipe plug or opening bleeder valves.

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



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.

STARTING

Consult the operations manual furnished with the engine.

OPERATION



PUMP SPEED AND OPERATING CONDITION POINTS MUST BE WITHIN THE CONTINUOUS PERFORMANCE RANGE SHOWN ON THE CURVE. (SEE SECTION E, PAGE 1.)

Lines With a Bypass

If a Gorman-Rupp Automatic Air Release Valve has been installed, the valve will automatically open to allow the pump to prime, and automatically close after priming is complete (see **INSTALLATION** for Air Release Valve operation).

If the bypass line is open, air from the suction line will be discharged through the bypass line back to the wet well during the priming cycle. 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.

Leakage

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

Liquid Temperature And Overheating

The **maximum** liquid temperature for this pump is 110°F (43° 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 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. 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. (See Section E, Page 1.) If the pump is fitted with a Gorman-Rupp double grease lubricated seal, **be sure** to limit the incoming pressure to 10 p.s.i.. Greater pressure will cause the seal to collapse.

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 (508,0) 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, switch off the engine ignition and remove the key to ensure that the pump will remain inoperative.

Cold Weather Preservation

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

BEARING TEMPERATURE CHECK

Bearings normally run at higher than ambient temperatures because of heat generated by friction. Temperatures up to 160°F (71°C) are considered normal for bearings, and they can operate safely to at least 180°F (82°C).

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

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

TROUBLESHOOTING – SECTION D

Review all **WARNINGS** in Section A.



BEFORE ATTEMPTING TO OPEN OR SERVICE THE PUMP:

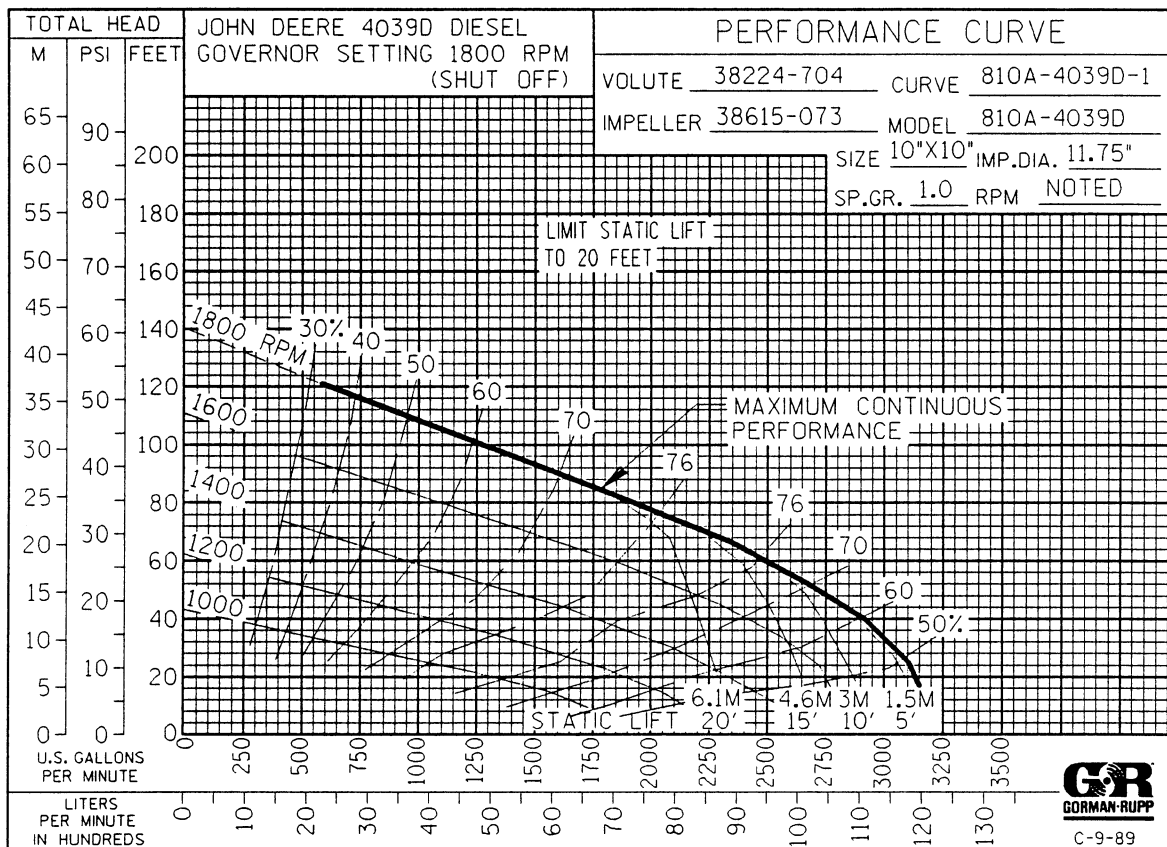
1. FAMILIARIZE YOURSELF WITH THIS MANUAL.
2. SWITCH OFF THE ENGINE IGNITION AND REMOVE THE KEY TO ENSURE THAT THE PUMP WILL REMAIN INOPERATIVE.
3. ALLOW THE PUMP TO COOL IF OVERHEATED.
4. CHECK THE TEMPERATURE BEFORE OPENING ANY COVERS, PLATES, OR PLUGS.
5. CLOSE THE SUCTION AND DISCHARGE VALVES.
6. VENT THE PUMP SLOWLY AND CAUTIOUSLY.
7. DRAIN THE PUMP.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	<p>Not enough liquid in casing.</p> <p>Suction check valve contaminated or damaged.</p> <p>Air leak in suction line.</p> <p>Lining of suction hose collapsed.</p> <p>Leaking or worn seal or pump gasket.</p> <p>Suction lift or discharge head too high.</p> <p>Strainer clogged.</p> <p>Suction check valve or foot valve clogged or binding.</p>	<p>Add liquid to casing. See PRIMING.</p> <p>Clean or replace check valve.</p> <p>Correct leak.</p> <p>Replace suction hose.</p> <p>Check pump vacuum. Replace leaking or worn seal or gasket.</p> <p>Check piping installation and install bypass line if needed. See INSTALLATION.</p> <p>Check strainer and clean if necessary.</p> <p>Clean valve</p>
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	<p>Air leak in suction line.</p> <p>Lining of suction hose collapsed.</p> <p>Leaking or worn seal or pump gasket.</p> <p>Strainer clogged.</p> <p>Suction intake not submerged at proper level or sump too small.</p>	<p>Correct leak.</p> <p>Replace suction hose.</p> <p>Check pump vacuum. Replace leaking or worn seal or gasket.</p> <p>Check strainer and clean if necessary.</p> <p>Check installation and correct submergence as needed.</p>

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

PUMP MAINTENANCE AND REPAIR – SECTION E

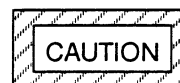
MAINTENANCE AND REPAIR OF THE WEARING PARTS OF THE PUMP WILL MAINTAIN PEAK OPERATING PERFORMANCE.



*** STANDARD PERFORMANCE FOR PUMP MODEL 810A2-4039D**

* 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 difference due to such factors as viscosity, specific gravity, elevation, temperature, and impeller trim.

Contact the Gorman-Rupp Company to verify performance or part numbers.



If your pump serial number is followed by an "N", your pump is **NOT** a standard production model.

PUMP SPEED AND OPERATING CONDITION POINTS MUST BE WITHIN THE CONTINUOUS PERFORMANCE RANGE SHOWN ON THE CURVE.

SECTION DRAWING

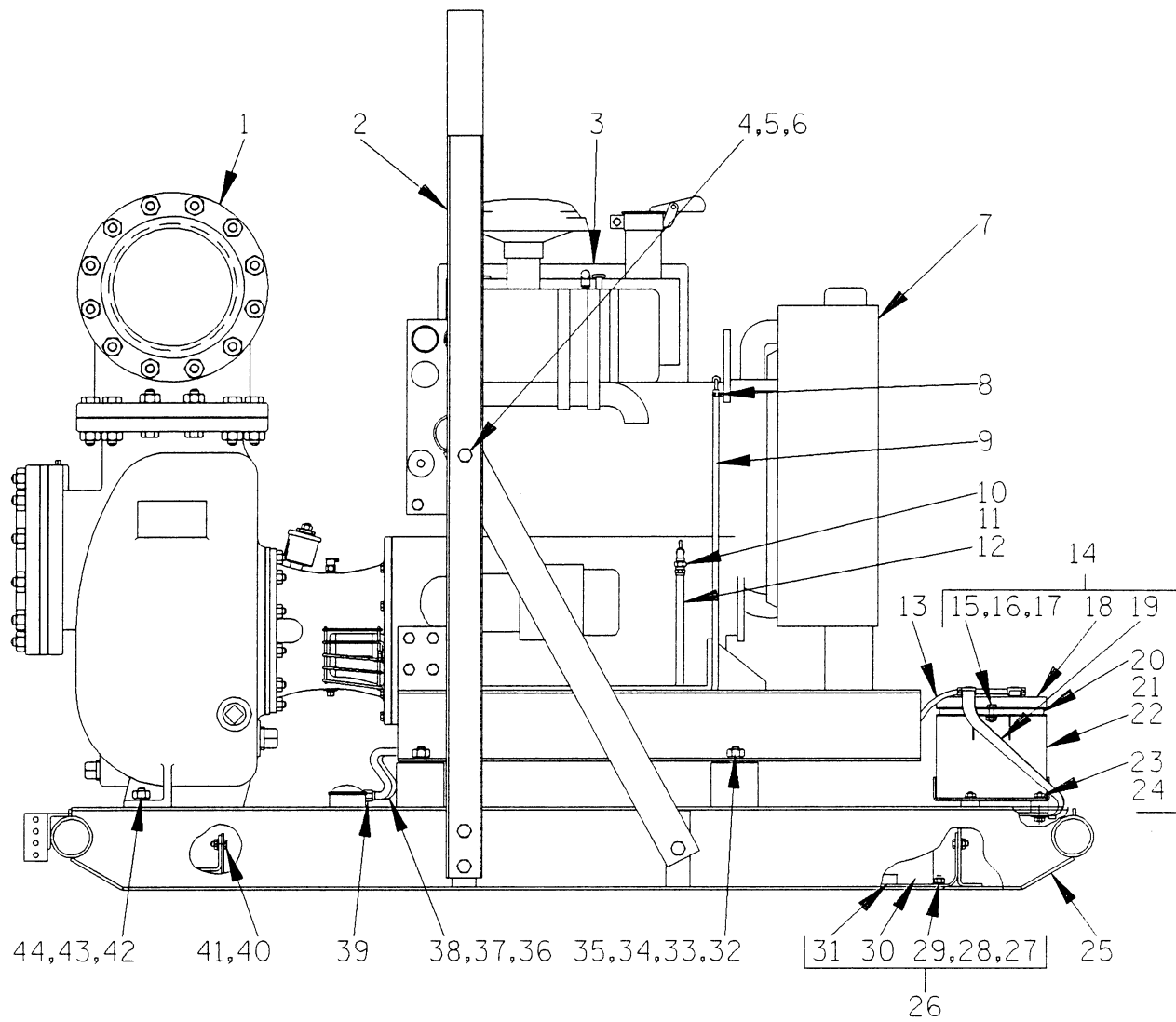


Figure 1. Pump Model 810A2-4039D

PARTS LIST
Pump Model 810A2-4039D
 (From S/N 980169 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	ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	PUMP END	810A2-(4039D)		1	26	FUEL TANK & GRD ASSY	46711-041	-----	1
2	HOISTING BAIL	13351AX	24000	1	27	-FLAT WASHER	K06	15991	6
3	MUFFLER GUARD ASSY	42331-040	-----	1	28	-CARRIAGE BOLT	AB0604	15991	6
4	HEX HD CAPSCREW	B1006	15991	8	29	-FLANGED HEX NUT	21765-314	-----	6
5	LOCKWASHER	J10	15991	8	30	-FUEL TANK	46711-042	24150	1
6	HEX NUT	D10	15991	8	31	-GUARD ASSY	34851-178	15080	1
7	JOHN DEER 4039D ENG	29224-107	-----	1	32	HEX HD CAPSCREW	B1007	15991	4
8	HOSE CLAMP	26518-642	-----	1	33	LOCKWASHER	J10	15991	4
9	FUEL LINE	31411-002	19360	1	34	FLAT WASHER	K10	15991	4
10	PIPE NIPPLE	T02	15070	1	35	HEX NUT	D10	15991	4
11	REDUCING ELBOW	Q0402	11990	1	36	FUEL RETURN LINE	14294	24030	1
12	FUEL LINE ASSY	9072J	-----	1	37	REDUCING ELBOW	Q0402	11990	1
13	CABLE ASSY	47311-114	-----	1	38	HOSE END SWIVEL	S1669	-----	1
14	BATTERY BOX ASSY	GRP40-08C	-----	1	39	MALE CONNECTOR	S1447	-----	1
15	-HEX HD CAPSCREW	B0607	15991	2	40	HEX HD CAPSCREW	B0604	-----	10
16	-FLAT WASHER	K06	15991	2	41	FLANGED HEX NUT	21765-314	-----	10
17	-FLANGED HEX NUT	21765-314	-----	2	42	HEX HD CAPSCREW	B1209	15991	2
18	-LID ASSY	42113-012	24150	1	43	LOCKWASHER	J12	15991	2
19	-GROUND CABLE ASSY	47311-064	-----	1	44	HEX NUT	D12	15991	2
20	-12V BATTERY	SEE OPTION LIST	REF		OPTIONAL:				
21	-BATTERY TAG	38818-506	-----	1	* 12V BATTERY				
22	-BATTERY BOX ASSY	42431-030	24150	1			29331-506	-----	1
23	-STUD MOUNT	24631-006	-----	4	OPTIONAL:				
24	-FLANGED HEX NUT	21765-314	-----	8	WHEEL KIT				
25	COMBINATION BASE	41566-701	24150	1			GRP30-248F	-----	1

* INDICATES PARTS RECOMMENDED FOR STOCK

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

CANADIAN SERIAL NO. AND UP

SECTION DRAWING

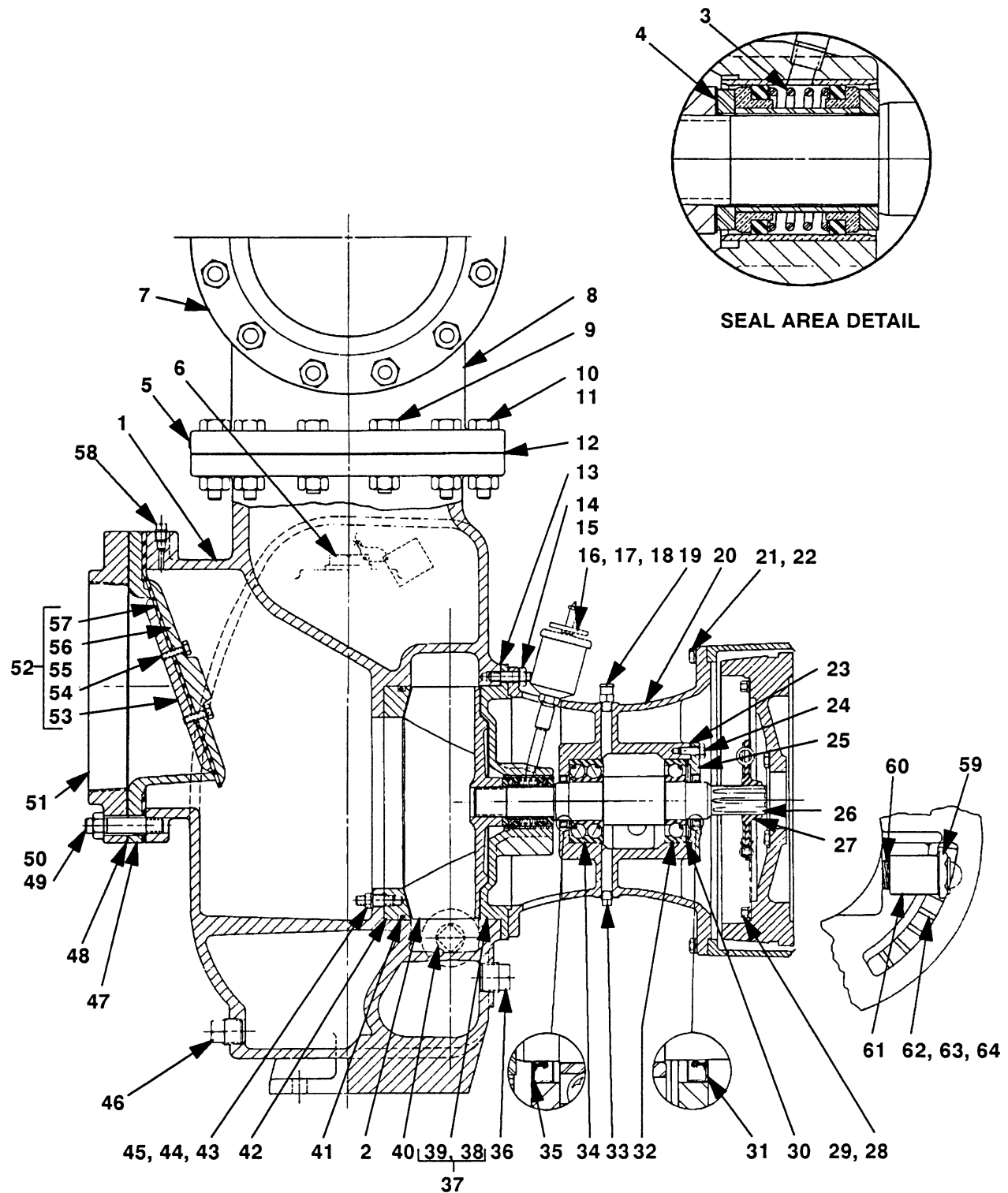


Figure 2. Pump End Assy 810A2-(4039D)

PARTS LIST

Pump End Assy 810A2-(4039D)

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY	ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	PUMP CASING	38224-704	10010	1	37	SEAL PLATE ASSY	42111-068	-----	1
2 *	IMPELLER	38615-073	10010	1	38	-SEAL PLATE	NOT AVAILABLE		1
3 *	SEAL ASSY	GS1500	-----	1	39 *	-SEAL LINER	7408	14010	REF
4 *	ADJUSTING SHIM SET	5091	17090	REF	40	PIPE PLUG	P24	11990	1
5	DISCHARGE STICKER	6588BJ	00000	1	41 *	O-RING	S1865	-----	1
6	FILL PLUG ASSY	48271-069	-----	1	42 *	WEAR PLATE	38691-860	10010	1
7	DISCHARGE FLANGE	2751	10010	1	43	STUD	C0808	15991	3
8	FLANGED ELBOW	RF0160	10990	1	44	LOCKWASHER	J08	15991	3
9	HEX HD CAPSCREW	B1414	15991	2	45	HEX NUT	D08	15991	3
10	HEX HD CAPSCREW	B1415	15991	22	46	CASING DRAIN PLUG	P20	11990	1
11	HEX NUT	D14	15991	24	47	CHECK VALVE SEAT	3286	10010	1
12 *	DISCH FLANGE GSKT	2751G	18000	2	48 *	SUCT FLANGE GSKT	2751G	18000	1
13 *	CASING GSKT SET	48211-051	-----	1	49	STUD	C1215	15991	12
14	STUD	C0809	15991	8	50	HEX NUT	D12	15991	12
15	HEX NUT	D08	15991	8	51	SUCTION FLANGE	2751	10010	1
16	SEAL GREASE CUP	S1509	-----	1	52	CHECK VALVE ASSY	3289	-----	1
17	PIPE COUPLING	AE04	11990	1	53	-SMALL VLV WEIGHT	3287	10010	1
18	HEAVY PIPE NIPPLE	THA0412	15070	1	54	-HEX HD CAPSCREW	B0605	17000	2
19	AIR VENT	S1703	-----	1	55	-LOCKWASHER	J06	17000	2
20	INTERMEDIATE	38263-614	10010	1	56	-LARGE VLV WEIGHT	3288	11000	1
21	LOCKWASHER	J06	15991	12	57 *	-CHECK VALVE GSKT	3290	19080	1
22	HEX HD CAPSCREW	B0605	15991	8	58	ACCESSORY PLUG	P04	11990	1
23 *	BEARING GSKT SET	5413G	18000	1	59	SIGHT GAUGE	S1471	-----	1
24	HEX HD CAPSCREW	B0604	15991	4	60	PIPE NIPPLE	T12	15070	1
25	BEARING CAP	4185A	10010	1	61	PIPE COUPLING	AE12	11990	1
26 *	IMPELLER SHAFT	38525-001	16040	1	62	INTERMEDIATE GUARD	42381-032	24150	1
27	DRIVE PLATE ASSY	24521-165	-----	1	63	INTERMEDIATE GUARD	42381-031	24150	1
28	LOCKWASHER	J06	15991	8	64	HEX HD CAPSCREW	B0606	15991	4
29	HEX HD CAPSCREW	B0603	15991	8		NOT SHOWN:			
30	WAVY WASHER	23963-327	-----	1		STRAINER	3756	-----	1
31 *	OIL SEAL	25258-622	-----	1		SUCTION STICKER	6588AG	-----	1
32 *	BALL BEARING	S1077	-----	1		NAME PLATE	38818-024	13990	1
33	INTERM DRAIN PLUG	P06	11990	1		DRIVE SCREW	BM#04-03	15990	4
34 *	BALL BEARING	23421-461	-----	1		PRIMING STICKER	6588AH	-----	1
35 *	OIL SEAL	25258-622	-----	1		LUB DECAL	38816-079	-----	1
36	CASING DRAIN PLUG	P24	11990	1					

* INDICATES PARTS RECOMMENDED FOR STOCK

PUMP AND SEAL DISASSEMBLY AND REASSEMBLY

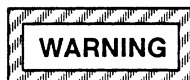
Review all warnings in Section A.

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 views (see Figures 1 and 2) and the accompanying parts lists.

Before attempting to service the pump, switch off the engine ignition and remove the key to ensure that it will remain inoperative. Close all valves in the suction and discharge lines.

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



BEFORE ATTEMPTING TO OPEN OR SERVICE THE PUMP:

1. FAMILIARIZE YOURSELF WITH THIS MANUAL.
2. SWITCH OFF THE ENGINE IGNITION AND REMOVE THE KEY 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

(Figure 2)

Before attempting to service the pump, remove the pump casing drain plugs (36 and 46) and drain the pump. Clean and reinstall the drain plugs.

For access to the check valve, remove the suction piping. Remove the nuts (50) and separate the suction flange (51) and gasket (48) from the pump casing (1). Replace the suction flange gasket as required.

Pull the check valve seat (47) and check valve assembly (52) from the suction port.

Inspect the check valve parts for wear or damage. If replacement is required, remove the hardware (54 and 55) and separate the check valve (57) and weights (53 and 56).

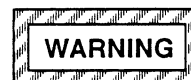
Pump Disassembly

(Figure 2)

To service the impeller (2), seal assembly (3), wear plate (42) or seal plate (37), the pump casing (1) must be separated from the base and intermediate. See Figure 1 and remove the hardware (42, 43 and 44) securing the pump casing to the base.

Tie and tag any leveling shims used under the pump casing mounting feet to ease reassembly.

Support the pump casing and intermediate using a suitable hoist and sling, and remove the hardware (15) and separate the pump casing and gasket set (13) from the seal plate assembly (37) and the intermediate (20). Replace the gasket set as required.



USE LIFTING AND MOVING EQUIPMENT IN GOOD REPAIR AND WITH ADEQUATE CAPACITY TO PREVENT INJURIES TO PERSONNEL OR DAMAGE TO EQUIPMENT. SUCTION AND DISCHARGE HOSES AND PIPING MUST BE REMOVED FROM THE PUMP BEFORE LIFTING.

Inspect the wear plate (42) and replace if scored or worn. To remove the wear plate, disengage the hard-

ware (44 and 45) from the wear plate studs (43) and pull the wear plate from the pump casing. Remove the wear plate O-ring (41).

Impeller Removal

(Figure 2)

Before removing the impeller, turn the cross arm on the automatic lubricating grease cup (16) clockwise until it rests against the cover (see Figure 5 in **LU-BRICATION**). This will prevent the grease in the cup from escaping when the impeller is removed.

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

Inspect the impeller and replace it if cracked or badly worn. Slide the impeller adjusting shims (4) off the shaft. For ease of reassembly, tie and tag the shims or measure and record their thickness.

Seal Removal

(Figure 2)

Make certain that the cross arm on the grease cup has been turned down against the cover before removing the seal assembly.

For ease of disassembly, the seal and seal plate assembly (37) may be removed as a single unit. Before attempting to remove the seal plate, remove the seal cavity grease cup and piping (16, 17 and 18).

Remove the outer rotating element. Slide the seal plate, shaft sleeve, and remaining seal parts off the shaft as a unit.

Carefully remove the outer stationary seat, packing ring, spring washer and seal spring from the seal plate. Remove the spacer sleeve, inner spring washer, packing ring, stationary seat and rotating element. Use a stiff wire with a hooked end if necessary.

Inspect the seal liner (39) for wear or grooves that could cause leakage or damage to the seal packing

rings. The seal liner is secured by a press fit into the seal plate (38) and does not normally require replacement. If replacement is required, see **Seal Installation**.

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

Separating Intermediate And Drive Assembly From Engine

(Figure 2)

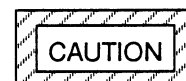
If it is necessary to separate the intermediate and drive assembly from the engine, support the intermediate using a suitable hoist and sling. Remove the hardware (21 and 22) securing the intermediate (20) and guards (62 and 63) to the engine bellhousing. Separate the assemblies by pulling straight away from the engine.

It is not necessary to remove the drive plate assembly (27) from the engine flywheel unless replacement is required. To remove the the drive plate assembly, remove the hardware (28 and 29) securing it to the flywheel.

Shaft And Bearing Removal And Disassembly

(Figure 2)

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



SHAFT AND BEARING DISASSEMBLY IN THE FIELD IS NOT RECOMMENDED. THESE OPERATIONS SHOULD BE PERFORMED ONLY IN A PROPERLY-EQUIPPED SHOP BY QUALIFIED PERSONNEL.

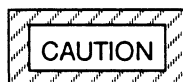
Before attempting to disassemble the intermediate, remove the drain plug (33) and drain the oil from intermediate. Clean and reinstall the drain plug.

Remove the hardware (24) and separate the bearing cap (25) and bearing gasket set (23) from the intermediate. Remove the wavy washer (30). Press the oil seal (31) from the bearing cap.

Place a block of wood against the impeller end of the shaft (26) and tap the shaft and assembled bear-

ings out of the intermediate. **Be careful** not to damage the shaft.

After removing the shaft and bearing, clean and inspect the bearings **in place** as follows.



TO PREVENT DAMAGE DURING REMOVAL FROM THE SHAFT, IT IS RECOMMENDED THAT BEARINGS BE CLEANED AND INSPECTED **IN PLACE**. IT IS **STRONGLY** RECOMMENDED THAT THE BEARINGS BE REPLACED **ANY TIME** THE SHAFT AND BEARINGS ARE REMOVED.

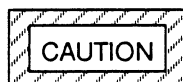
If replace is required, use a bearing puller to remove the bearings (32 and 34) from the impeller shaft.

Press the oil seal (35) from the intermediate.

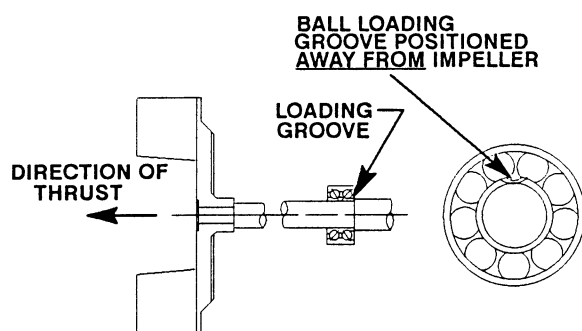
Shaft and Bearing Reassembly And Installation

(Figure 2)

Clean and inspect the bearings as indicated in **Shaft and Bearing Removal and Disassembly**.



TO PREVENT DAMAGE DURING REMOVAL FROM THE SHAFT, IT IS RECOMMENDED THAT BEARINGS BE CLEANED AND INSPECTED **IN PLACE**. IT



INSTALLATION OF NEW DEPARTURE OR BCA/FEDERAL MOGAL 5300W SERIES BEARINGS (OPEN OR ENCLOSED IMPELLERS)

IS **STRONGLY** RECOMMENDED THAT THE BEARINGS BE REPLACED **ANY TIME** THE SHAFT AND AND BEARINGS ARE REMOVED.

The bearings may be heated to ease installation. An induction heater, hot oil bath, electric oven, or hot plate may be used to heat the bearings. Bearings should **never** be heated with a direct flame or directly on a hot plate.

NOTE

*If a hot oil bath is used to heat the bearings, both the oil and the container must be **absolutely clean**. If the oil has been previously used, it must be **thoroughly filtered**.*

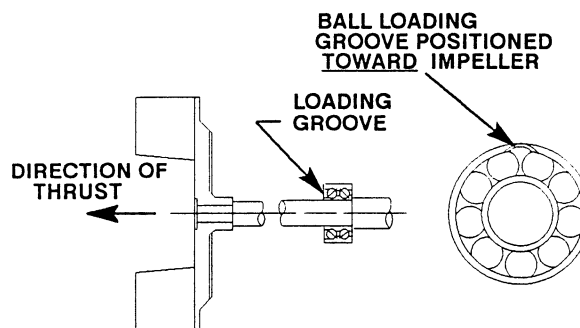
Heat the bearings to a uniform temperature **no higher than 250°F (120°C)**, and slide the bearings onto the shaft, one at a time, until they are fully seated. This should be done quickly, in one continuous motion, to prevent the bearings from cooling and sticking on the shaft.



USE CAUTION WHEN HANDLING HOT BEARINGS TO PREVENT BURNS.

NOTE

Position the bearing (34) on the shaft as indicated by the following illustrations.



INSTALLATION OF MRC/SKF 5300M OR FAFNIR 5300W SERIES BEARINGS (OPEN OR ENCLOSED IMPELLERS)

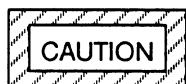
Figure 3. Bearing Installation

After the bearings have been installed and allowed to cool, check to ensure that they have not moved

away from the shaft shoulders in shrinking. If movement has occurred, use a suitable sized sleeve and

a press to reposition the bearings against the shaft shoulders.

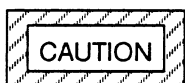
If heating the bearings is not practical, use a suitable sized sleeve and an arbor (or hydraulic) press to install the bearings on the shaft until they seat squarely against the shaft shoulders.



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 oil seal (35) into the intermediate with the lip positioned as shown in Figure 2.

Slide the shaft and assembled bearings into the intermediate until the bearing is fully seated against the bore shoulder. **Be careful** not to damage the oil seal lip on the shaft threads.



WHEN INSTALLING THE SHAFT AND BEARINGS INTO THE BEARING BORE, PUSH AGAINST THE OUTER RACE. **NEVER** HIT THE BALLS OR BALL CAGE.

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

Install the oil seal (31) in the bearing cap (25) with the lip positioned as shown in Figure 2. Slide the wavy washer (30) onto the shaft. Install the bearing cap and gasket set (23) and secure with the hardware (24).

Lubricate the bearings as indicated in **LUBRICATION** at the end of this section.

Securing Intermediate And Drive Assembly To Engine

(Figure 2)

If the drive plate assembly was removed, secure it to the engine bellhousing with the hardware (28 and 29).

Slide the shaft splines into the drive plate. Position the intermediate assembly with the oil hole cover at the top and secure it to the engine bellhousing with the hardware (21 and 22).

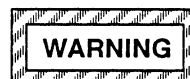
NOTE

Mount the intermediate guard assembly (62) on the intermediate over the sight gauge.

Seal Reassembly and Installation

(Figures 2 and 4)

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



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 leak-

age. Clean and polish the seal spacer sleeve, or replace it if there are nicks or cuts on either end. If any components are worn, replace the complete seal; **never mix old and new seal parts.**

If a replacement seal is being used, remove it from the container and inspect the precision finished

faces to ensure that they are free of any foreign matter.

To ease installation of the seal, lubricate the packing rings and seal liner with 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).

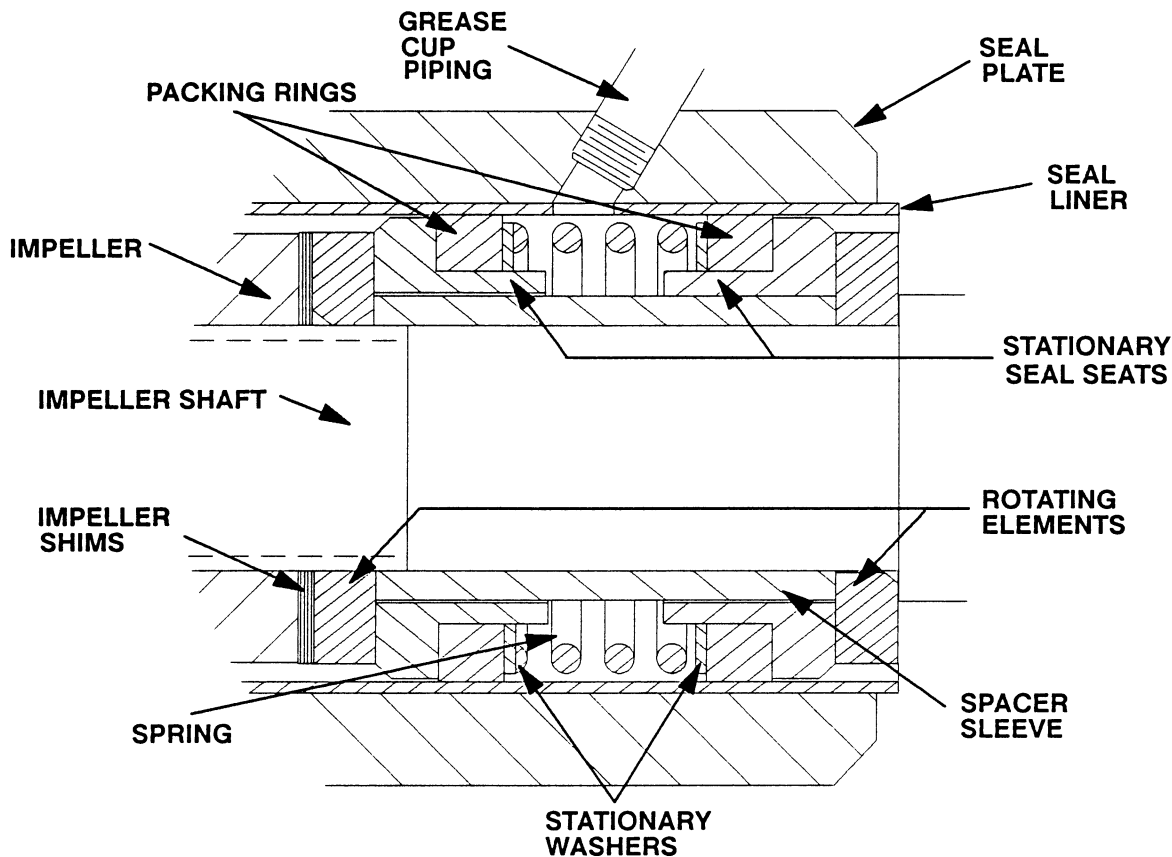
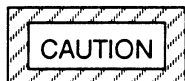


Figure 4. GS1500 Seal Assembly



THIS SEAL IS NOT DESIGNED FOR OPERATION AT TEMPERATURES ABOVE 110° F (43° C). DO NOT USE AT HIGHER OPERATING TEMPERATURES.

Inspect the seal plate, seal liner and the impeller shaft for burrs or sharp corners, and remove any that exist. Replace the seal liner (39) if wear or grooves exist which could cause leakage or damage to the seal packing rings.

To replace the seal liner, position the seal plate on the bed of an arbor (or hydraulic) press and use a new seal liner to press the old liner out. After the new liner is properly installed, a 1/4-inch diameter (6,35

mm) hole must be drilled through it to permit the flow of lubricant to the seal assembly. **Be careful** to center the drill in the threaded hole so not to damage the threads in the pump casing. Deburr the hole from the inside of the seal liner after drilling. Position the seal plate on the impeller shaft and secure temporarily with two capscrews.

Slide the inboard rotating element onto the shaft until the chamfered side seats against the shaft shoulder.

Subassemble the inboard stationary seat, packing ring and spring washer. Press this subassembly into the lubricated seal liner. A push tube cut from a length of plastic pipe would aid this installation. The O.D. of the pipe should be approximately the same diameter as the O.D. of the seal spring.

Install the spacer sleeve and spring.

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

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

Reinstall the automatic grease cup and piping (16, 17 and 18) in the seal plate. After the impeller has been installed, lubricate the seal as indicated in **LUBRICATION**.

Impeller Installation

(Figure 2)

Inspect the impeller, and replace it if cracked or badly worn. Install the same thickness of impeller shims (4) as previously removed and screw the impeller onto the shaft until tight.

A clearance of .020 to .040 inch (0,51 to 1,02 mm) between the impeller and the seal plate is recommended for maximum pump efficiency. Measure this clearance and add or subtract impeller shims until it is reached.

NOTE

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

Pump Reassembly

(Figure 2)

If the wear plate (42) was removed for replacement, install the O-ring (41) in the replacement wear plate. Secure the wear plate to the pump casing with the hardware (44 and 45) at this time.

Remove the two capscrews temporarily securing the seal plate and install the same thickness of pump casing gaskets (13) as previously removed. Secure the pump casing to the intermediate with the nuts (15).

A clearance of .010 to .020 inch (0,25 to 0,51 mm) between the impeller and the wear plate is also recommended for maximum pump efficiency. This clearance can be obtained by removing gaskets from the casing gasket set until the impeller binds against the wear plate when the shaft is turned. After the impeller binds, add .015 inch (0,38 mm) of gaskets.

NOTE

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

Be sure to reinstall any leveling shims used under the pump casing mounting feet and secure the casing with the hardware (42, 43 and 44, Figure 1).

Suction Check Valve Installation

(Figure 2)

Inspect the check valve components and replace them as required. Subassemble the check valve weights (53 and 56) and gasket (57) using the attaching hardware (54 and 55).

Install the check valve assembly (52), valve seat (47), suction flange gasket (48) and suction flange (51). Secure to the suction port with the hardware (50).

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

Final Pump Reassembly

(Figure 1)

Be sure the pump and intermediate are secure to the engine and the base.

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

NOTE

If the discharge elbow (7) was removed, locate the hardware (9) on the innerside of the elbow in the pump casing.

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

Before starting the pump, fill the pump casing with clean liquid. Reinstall the fill plug and tighten. (see **OPERATION**, Section C).

LUBRICATION**Seal Assembly**

(Figure 2)

Fill the grease cup (16) through the grease fitting with No. 2 lithium base grease until grease escapes from the relief hole. Turn the grease cup arm counter-clockwise until it is at the top of the stem; this will release the spring to apply grease to the seal (see Figure 5).

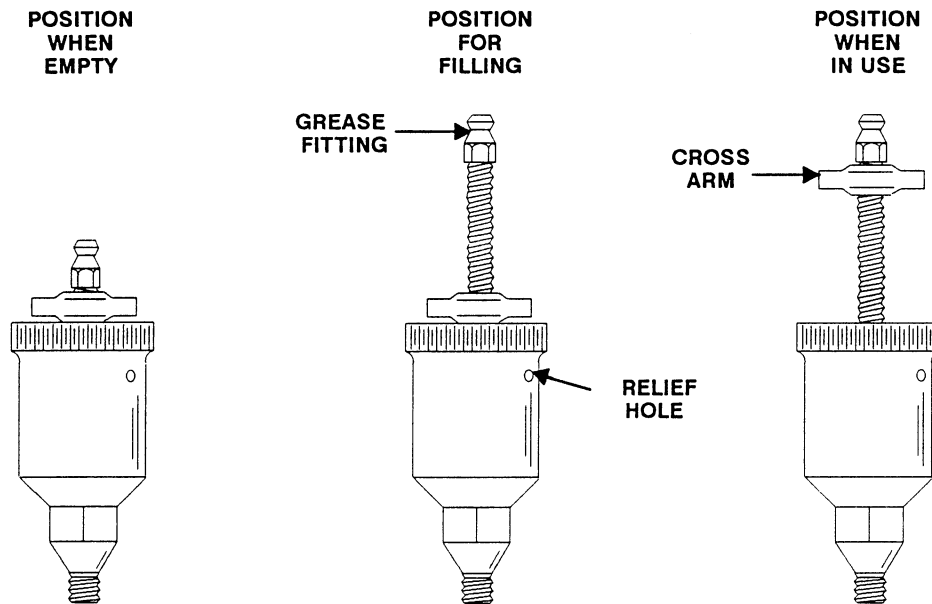


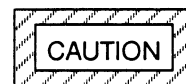
Figure 5. Automatic Lubricating Grease Cup

Bearings

(Figure 2)

The intermediate was fully lubricated when shipped from the factory. Check the oil level regularly through the sight gauge (59) and maintain it at the middle of the gauge. When lubrication is required, add SAE No. 30 non-detergent oil through the air vent (19). **Do not** over-lubricate. Over-lubrication can cause the bearings to over-heat, resulting in premature bearing failure.

Under normal conditions, drain the intermediate once each year and refill with clean oil. Change the oil more frequently if the pump is operated continuously or installed in an environment with rapid temperature change.



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.

Engine

Consult the literature supplied with the engine, or contact your local John Deere 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

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