

# INSTALLATION, OPERATION, AND MAINTENANCE MANUAL



## ROTARY GEAR PUMPS

MODELS
<p><b>GHC SERIES</b> <b>STAINLESS STEEL PUMPS</b> Construction Code 9-B</p>

**GORMAN-RUPP PUMPS**

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Valid serial number and e-mail address required.

**RECORD YOUR PUMP MODEL AND SERIAL NUMBER**

Please record your pump model and serial number in the spaces provided below. Your Gorman-Rupp distributor needs this information when you require parts or service.

Pump Model: \_\_\_\_\_

Serial Number: \_\_\_\_\_

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## INTRODUCTION

**Thank You** for purchasing a Gorman-Rupp Rotary Gear Pump. This manual is designed to help you achieve the best performance and longest life from your Gorman-Rupp Rotary Gear pump. **Read this manual** carefully to learn how to safely install, operate and repair your pump. Failure to do so could result in personal injury or damage to the pump.

This manual will alert personnel to known procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel. However, this manual cannot possibly provide detailed instructions and precautions for each specific application or for every situation that might occur during maintenance of the unit. Therefore, it is the responsibility of the owner, installer and/or maintenance personnel to ensure that applications and/or maintenance procedures not addressed in this manual are performed only after establishing that neither personal safety nor pump integrity are compromised by such applications or procedures.

In addition to this manual, a separate **Parts List** is shipped with the pump for use when ordering parts. If your pump is furnished with a drive unit, refer to the drive unit manufacturer's installation and operation instructions in the literature accompanying the pump.

These pumps can transfer a wide range of light, medium, and heavy viscosity liquids, depending on design and components. **Some models are not recommended for use with water; others when fitted with specific options, may be used with water; consult the factory.**

If there are any questions regarding the pump or drive unit which are not covered in the literature accompanying this unit, please contact your Gorman-Rupp distributor or the Gorman-Rupp Company:

**The Gorman-Rupp Company**  
**P.O. Box 1217**  
**Mansfield, Ohio 44901-1217**  
**Phone: (419) 755-1011**  
 or:  
**Gorman-Rupp of Canada Limited**  
**70 Burwell Road**  
**St. Thomas, Ontario N5P 3R7**  
**Phone: (519) 631-2870**

## WARRANTY INFORMATION

The warranty provided with your pump is part of Gorman-Rupp's support program for customers who operate and maintain their equipment as described in this and the other accompanying literature. Please note that should the equipment be abused or modified to change its performance beyond the original factory specifications, the warranty will become void and any claim will be denied.

The following are used to alert personnel to procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel:



**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.**



**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.**



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 is specific to Gorman-Rupp GHC Series SST Rotary Gear Pumps. It applies throughout this manual and any manual or literature accompanying the pump.

For information on the power unit used to drive this pump, consult the separate literature accompanying the power unit.



Pumps and related equipment must be installed and operated according to all national, local and industry standards.



This manual will alert personnel to known procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel. However, this manual cannot possibly provide detailed instructions and precautions for each specific application or for every situation that might occur during maintenance of the unit. Therefore, it is the responsibility of the owner, installer and/or maintenance personnel to ensure that applications and/or maintenance procedures not addressed in this manual are performed only after establishing that neither personal safety nor pump integrity are compromised by such applications or procedures.



Before attempting to install, operate, or service this pump, familiarize yourself with this manual, and with all other literature shipped with the pump. Unfamiliarity with all aspects of pump operation

covered in this manual could lead to destruction of equipment, injury, or death.



The standard version of this pump is designed to handle a wide range of light, medium, and heavy viscosity liquid, depending on design and components, and a range of temperatures when fitted with different seals. Do not apply at higher temperatures than the seal will handle. Do not attempt to pump liquids which may damage the pump or endanger personnel as a result of pump failure; consult the factory for chemical compatibility.



If the pump and motor are furnished mounted on a base, make certain that all lifting devices have adequate capacity. If chains or cables are used in lifting, make certain that they are positioned so as not to damage components, and so that the load will be balanced.



After the pump has been installed, make certain that the pump and all piping or hose connections are secure before operation. Loose connections can result in damage to the equipment and serious injury to personnel.



Never operate the pump without a pressure relief valve installed on the pump or in the discharge piping. Make certain that pump-mounted pressure relief

valves are installed with their adjusting ends toward the suction port. If bi-rotational operation is required, a pressure relief device must be provided for both directions of flow. Operation without a pressure relief valve or with an improperly installed relief valve could cause the pump to explode, resulting in serious injury or death to personnel.



Before attempting to open or service the pump:

1. Familiarize yourself with this manual.
2. Lock out incoming power to the drive unit to ensure that the pump will remain inoperative.
3. Allow the pump to completely cool if overheated.
4. Close the discharge and suction valve (if used).



An overheated pump can cause severe burns and injury. If overheating occurs:

1. Stop the pump immediately.

2. Allow the pump to completely cool.
3. Refer to the instructions in this manual before restarting the pump.



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 completely cool before servicing.



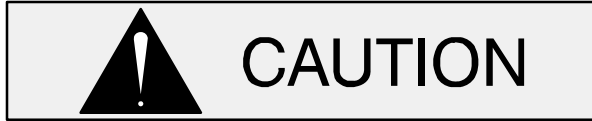
Do not operate this pump without guards in place over the rotating parts. Exposed rotating parts can catch clothing, fingers or tools, causing severe injury to personnel.

## INSTALLATION – SECTION B

### GENERAL INFORMATION

### Typical Pump Model

Review all SAFETY information in Section A.

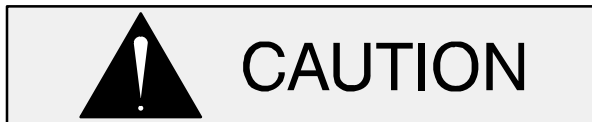


Pumps and related equipment must be installed and operated according to all national, local and industry standards.

Since pump installations are seldom identical, this section is intended only to summarize general recommendations and practices required to inspect, position, and arrange the pump and piping. If there are any questions concerning your specific installation, contact your Gorman-Rupp distributor or the Gorman-Rupp Company.

Most of the information applies to a flooded suction installation where liquid is supplied under pressure.

If the pump is positioned above the liquid in a static lift installation, information such as mounting, piping configuration and priming must be tailored to specific conditions.



These pumps are not recommended for use with water. Some models when fitted with specific options may be used with water; consult the factory.

### PUMP MODEL DESIGNATION

Following is a description of the model numbering system for Gorman-Rupp rotary gear pumps. Rotary gear pump model numbers include design style, port size, hydraulic size and construction code.

<b>GHS</b>	<b>1 1/2</b>	<b>GF</b>	<b>32</b>
<b>Design Style</b>	<b>Port Size</b>	<b>Hydraulic Size</b>	<b>Construction Code</b>

**Design Style:** Gorman-Rupp rotary gear pumps are available in five basic designs:

- GMC – Medium Duty – Compact
- GMS – Medium Duty
- GHC – Heavy Duty – Compact
- GHS – Heavy Duty
- GHA – Abrasive Duty

**Port Size:** Gorman-Rupp rotary gear pumps are available in port sizes from 1 to 6 inches, depending on the design style. Consult your Gorman-Rupp distributor or the factory for additional sizes.

**Hydraulic Size:** The first letter in the hydraulic size is a rotor diameter code. The second letter indicates tooth length.

**Construction Code:** Construction Codes for Gorman-Rupp rotary gear pumps are as follows:

Code	Description
3	Iron w/Mechanical Seal(s)
4	Iron w/Packing or Lip Seal(s)
9	316 SST w/Mechanical Seal(s)
10	316 SST w/Packing or Lip Seal(s)
32	Steel w/Mechanical Seal(s)
38	Steel w/Packing or Lip Seal(s)

**Theoretical Displacement:** Table B-1 indicates theoretical displacement values for each hydraulic size.

### NOTE

*Actual capacities and recommended shaft speeds vary according to application. Consult your Gorman-Rupp distributor or the factory for additional information.*



**Table B-1. Theoretical Displacement**

Hydraulic Size	Theoretical Displacement Per Revolution	
	Gallons	Centimeters <sup>3</sup>
DC	0.00568	21.486
DE	0.00704	26.646
GC	0.00967	36.619
GF	0.01405	53.186
GH	0.01915	72.479
GJ	0.02317	87.700
JG	0.03579	135.49
JJ	0.05159	195.28
JL	0.07078	267.94
JP	0.10078	381.48
NK	0.10665	403.71
NM	0.14173	536.51
NP	0.17681	669.31
RM	0.24030	909.65
RP	0.29979	1134.8
RR	0.35927	1360.0
RS	0.41876	1585.1
SR	0.65752	2489.0
SU	1.10240	4173.2
TU	1.91280	7240.7

If the pump will not be immediately installed, follow these procedures or damage to the pump will occur.

- a. **Do not** flush the pump. Ensure that the port plugs shipped with the pump remain in place until piping is installed to help prevent dust or other foreign objects from entering the pump.
- b. Pumps that will not be installed for an extended period should be stored indoors if possible. The factory-installed port plugs will **not** ensure protection from excessive humidity, splash water or rain. In very humid or wet conditions, install air-tight plugs in the ports and fill the pump completely with a lubricating preservative liquid that is compatible with the liquid to be pumped.
- c. Pumps stored outdoors **must be fully preserved** as described above, **completely covered** with plastic or other water-tight material, and the covering anchored to ensure that it will not be blown off.

**PREINSTALLATION INSPECTION**

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

- a. Inspect the pump assembly for cracks, dents, damaged threads, and other obvious damage.
- b. Check for loose attaching hardware. Since gaskets tend to shrink after drying, check for loose hardware at the mating surfaces.
- c. Carefully read all tags, decals, and markings on the pump assembly, and perform all duties indicated.

**STORAGE**



Due to the extreme close machining tolerances within rotary gear pumps, proper storage before installation is essential to prevent damage to the pump.

**Flushing**



Clean piping is essential because of close-tolerance moving parts in this pump. Flush all dirt, grit, weld beads or scale from the suction piping before installing the pump. Damage to the pump because of debris in the suction line is not covered by the pump warranty.

Before shipment, the pump may have been tested using a petroleum-based preservative. If flushing is required, do not do so until just before installation; the test oil protects close-tolerance pump parts from corrosion.



**Most cleaning solvents are toxic and flammable. Use them only in a well ventilated area free from flame, sparks, and excessive heat. Read and follow all precautions printed on solvent containers.**

**NOTE**

*Simple flushing of the wetted end of the pump to remove test liquid may not be sufficient to thoroughly clean the seal cavity. Pump design and the particular seal assembly being used may require draining the seal area by removing the backhead plug and then flushing through a separate line.*

To flush the pump, use an approved solvent compatible with the liquid being pumped. **Make certain that the solvent will not attack pump components, particularly seals and gaskets.**

**PUMP INSTALLATION**

Pump dimensions are shown in the separate Pump Specification Bulletin.



**Never operate the pump without a pressure relief valve installed on the pump or in the discharge piping. Make certain that pump-mounted pressure relief valves are installed with their adjusting ends toward the suction port. If bi-rotational operation is required, a pressure relief device must be provided for both directions of flow. Operation without a pressure relief valve or with an improperly installed relief valve could cause the pump to explode, resulting in serious injury or death to personnel.**

**Maximum Operating Parameters**

Rotary gear pumps are capable of different operating parameters depending on such things as specific materials of construction, pump options, liquid being pumped, etc. **In no case** should the application exceed the parameters shown below. Consult the factory for specific ratings.

* Maximum Operating Parameters	
Pressure	200 psi (14 Bar)
Speed	1750 rpm
Temperature	350°F (177°C)

\* Consult Factory for Specific Ratings

**Lifting**

Remove suction and discharge hose and piping before attempting to lift the pump. Use lifting equipment with a capacity of at least five times the total weight of the equipment being lifted.

**Positioning The Pump**

Locate the pump as close as possible to the liquid being pumped. Locating the pump below the liquid source will help self-priming and reduce the possibility of cavitation.

**Mounting**

The pump may be shipped alone, mounted on a base, or with pump and motor mounted on a base. Install the pump and motor on a base before mounting the base on a foundation.

Mount the base on a foundation that will provide permanent, rigid support for the pump, and will be heavy enough to absorb any vibration, strain or shock.

**Piping**

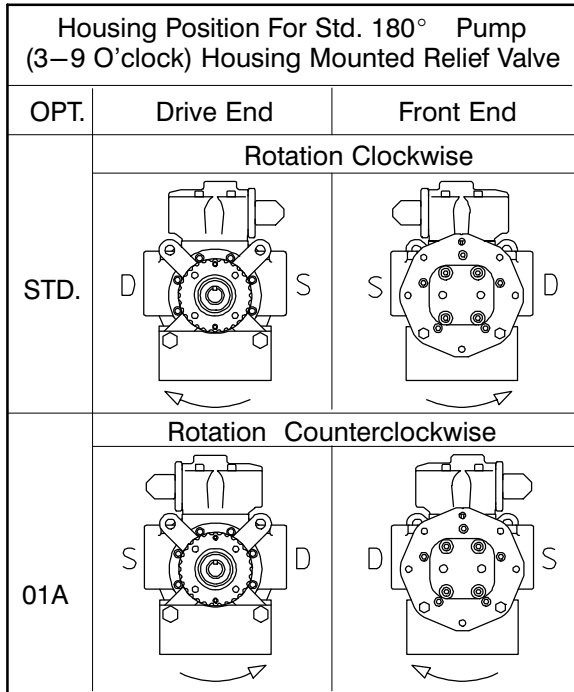
Before establishing suction and discharge lines, determine pump port positions and rotation. Figure B-1 shows typical port positions for the standard 180° housing; if you have selected a 90° housing port option, your port positions will be different.

Either hose or rigid pipe may be used to make connections. If rigid piping is used, install expansion joints to protect the pump from vibration and thermal expansion in the piping. Do not use expansion joints or flexible connectors to adjust misaligned piping.

Begin piping layout at the pump, and work toward the source of supply and the point of discharge. If an obstacle is in the way of a suction or discharge line, run the piping around the obstruction, not over it. Running piping over an obstruction will create an air pocket which will make priming more difficult.

If possible, slope the piping toward the pump so no air or liquid is trapped in the piping. If a long horizontal suction line is necessary, install the line below the liquid level whenever possible in order to keep the piping full of liquid. This will make priming

easier because the pump will not have to remove as much air in the line.



**Figure B-1. Typical Port Positions & Rotation**

The discharge and suction lines must be independently supported to avoid vibration and strain on the pump. For maximum pumping capacity, keep the lines as short and straight as possible. Elbows and fittings used in the lines increase friction losses; minimize their use. Reducers used in suction lines should be the eccentric type installed with the flat part uppermost to avoid creating air pockets.

Before tightening a connection or flange, align it exactly with the pump port. Never pull a pipe line into place by tightening the flange bolts and/or couplings.

**Temperature Control**

If your pump is equipped with temperature control jacket(s), follow the same guidelines described for suction and discharge piping installation when installing the temperature control piping. Be sure to install a shutoff valve in each supply line to the jacket(s) for serviceability.



**Liquid used for temperature control must not exceed 600 °F (316 °C) or 150 psi (1034 kPa) pressure. Higher temperatures or pressures can result in damage to the equipment and/or serious injury to personnel.**

**Gauges**

To monitor operation and assist in troubleshooting, a vacuum gauge and a pressure gauge should be installed on the pump.

**Strainers**

Because of the close-tolerance moving parts of this pump, it is recommended that a strainer be installed in the suction line. The strainer should be large enough to prevent excessive vacuum, and capable of operating under high vacuum without collapsing. The net open area of the strainer screen depends on liquid viscosity and desired flow rate; in any case, the sum of the area of all the holes in the screen should be three to five times the area of the suction pipe.

**Sealing**

Even a slight leak will affect priming, head, and capacity, especially in a suction lift application. Seal all piping joints, valves and gauges with pipe dope or teflon tape. The sealing material should be compatible with the liquid being pumped.

**Valves**

To avoid air pockets, install piping valves with the stem horizontal.

To prevent leakage during shutdown, install a shut-off valve in the discharge line, particularly on a flooded suction application. Shutoff valves are not recommended for suction lines.

It is **not** recommended that a foot valve be installed at the end of the suction line. If desired to install a foot valve, consult the factory.

When handling very hot or cold liquids, install a pressure relief valve in any part of the system that

can be valved off or isolated; this will protect piping against damage from liquid thermal expansion or contraction from temperature changes during shutdown.

**ALIGNMENT**



**Make certain that power to the drive unit is disconnected before attempting to connect the pump drive; otherwise, personal injury may result.**

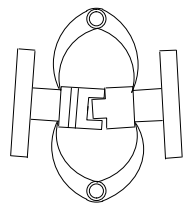
**NOTE**

See **ROTATION** in Section C before mounting the pump on the base.

**Coupled Drives**

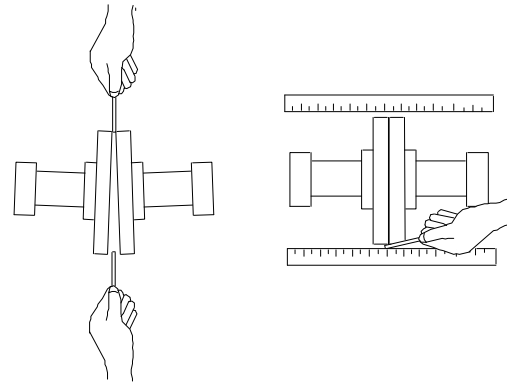
When using couplings, the axis of the power source must be aligned to the axis of the pump shaft in both the horizontal and vertical planes. Most couplings require a specific gap or clearance between the driving and the driven shafts. Refer to the coupling manufacturer's service literature.

Align spider insert type couplings by using calipers to measure the dimensions on the circumference of the outer ends of the coupling hub every 90°. The coupling is in alignment when the hub ends are the same distance apart at all points (see Figure B-2).



**Figure B-2. Spider-type Couplings**

Align non-spider type couplings by using a feeler gauge or taper gauge between the coupling halves every 90°. The coupling is in alignment when the hubs are the same distance apart at all points (see Figure B-3).

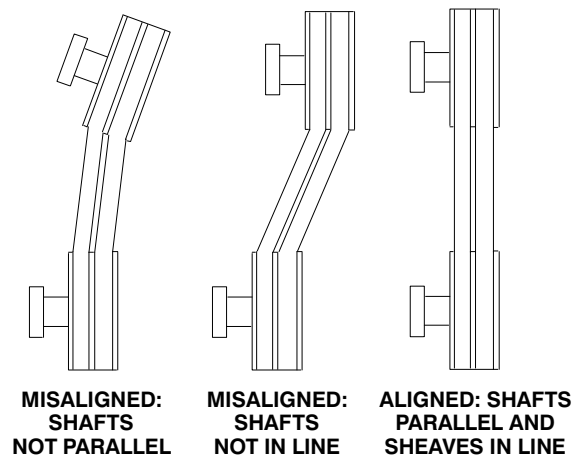


**Figure B-3. Aligning Non-Spider Type Coupling**

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

**V-Belt Drives**

When using V-belt drives, the power source and the pump must be parallel. Use a straightedge along the sides of the pulleys to ensure that they are properly aligned (see Figure B-4). In drive systems using two or more belts, make certain that the belts are a matched set; unmatched sets will cause accelerated belt wear.



**Figure B-4. V-belt Alignment**

Tighten the belts in accordance with the belt manufacturer's instructions. If the belts are too loose they will slip; if they are too tight, there will be excessive power loss and possible bearing failure.

Select pulleys to match the proper speed ratio; overspeeding the pump may damage both pump and power source.



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

## V-BELT TENSIONING

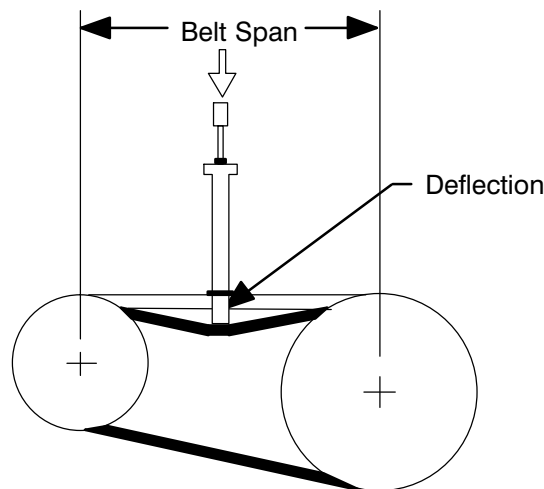
### General Rules of Tensioning

For new v-belts, check the tension after 5, 20 and 50 hours of operation and re-tension as required (see the following procedure for measuring belt tension). Thereafter, check and re-tension if required monthly or at 500 hour intervals, whichever comes first.

Ideal v-belt tension is the **lowest** tension at which the belt will not slip under peak load conditions. Do not over-tension v-belts. Over-tensioning will shorten both v-belt and bearing life. Under-tensioning will cause belt slippage. Always keep belts free from dirt, grease, oil and other foreign material which may cause slippage.

### Tension Measurement

Correct v-belt tension can be achieved using a v-belt tension tester and Table B-2 or B-3. Use the tables to find the v-belt size (cross-section), the smallest sheave diameter, the belt type for your application. The corresponding deflection force required for new or used belts is shown opposite the RPM range of the pump.



**Figure B-5. Belt Tension Measurement**

The ratio of deflection to belt span is 1:64 for both ASA and metric units. Therefore, a belt with a span of 64 inches would require a deflection of 1 inch at the force shown on the Tables for your particular application.

For example, if the span as measured in Figure B-5 is 32 inches (813 mm), the v-belt cross-section is C, the smallest sheave diameter is 8 inches, the pump speed is 1250 RPM, and the belts are uncogged Yy-T type, then 11.5 lbs. of force on the tensioner should show 1/2-inch (12,7 mm) of deflection.

A tension tester is available as an option from Gorman-Rupp (P/N 29513-001). Other tension testers are available from your local belt/sheave distributor, and work on a similar principal.

To use the Gorman-Rupp tensioner, measure the belt span as shown in Figure B-5. Position the bottom of the large O-ring on the span scale of the tensioner at the measured belt span. Set the small O-ring on the deflection force scale to zero.

Place the tension tester squarely on the belt at the center of the belt span. Apply force on the plunger, perpendicular to the belt span, until the bottom of the large O-ring is even with the top of the next belt, or with the bottom of a straight edge laid across the sheaves.

Read the force applied from the bottom of the small O-ring on the deflection force scale. Compare this force with the value shown in Table B-2 or B-3 and adjust the tension accordingly. Note that the **tension for new belts is higher than that for used belts** to allow for expected belt stretching. **Do not** over-tension used belts to the higher deflection forces shown for new belts.

**Table B-2. Sheave Diameter (In.)  
Deflection Force (Lbs.)**

Cross Section	Smallest Sheave Diameter Range	R.P.M. Range	Belt Deflection Force			
			Uncogged Hy-T Belts & Uncogged Hy-T Torque Team		Cogged Torque-Flex & Machined Edge torque Team Belts	
			Used Belt	New Belt	Used Belt	New Belt
A,AX	3.0 - 3.6	1000-2500 2501-4000	3.7 2.8	5.5 4.2	4.1 3.4	6.1 5.0
	3.8 - 4.8	1000-2500 2501-4000	4.5 3.8	6.8 5.7	5.0 4.3	7.4 6.4
	5.0 - 7.0	1000-2500 2501-4000	5.4 4.7	8.0 7.0	5.7 5.1	9.4 7.4
B,BX	3.4 - 4.2	860-2500 2501-4000			4.9 4.2	7.2 6.2
	4.4 - 5.6	860-2500 2501-4000	5.3 4.5	7.9 6.7	7.1 7.1	10.5 9.1
	5.8 - 8.6	860-2500 2501-4000	6.3 6.0	9.4 8.9	8.5 7.3	12.6 10.9
C,CX	7.0 - 9.0	500-1740 1741-3000	11.5 9.4	17.0 13.8	14.7 11.9	21.8 17.5
	9.5 - 16.0	500-1740 1741-3000	14.1 12.5	21.0 18.5	15.9 14.6	23.5 21.6
D	12.0 - 16.0	200-850 851-1500	11.5 9.4	17.0 13.8	14.7 11.9	21.8 17.5
	18.0 - 20.0	200-850 851-1500	30.4 25.6	45.2 38.0		
3V, 3VX	2.2 - 2.4	1000-2500 2501-4000			3.3 2.9	4.9 4.3
	2.65 - 3.65	1000-2500 2501-4000	3.6 3.0	5.1 4.4	4.2 3.8	6.2 5.6
	4.12 - 6.90	1000-2500 2501-4000	4.9 4.4	7.3 6.6	5.3 4.9	7.9 7.3
5V, 5VX	4.4 - 6.7	500-1749 1750-3000 3001-4000			10.2 8.8 5.6	15.2 13.2 8.5
	7.1 - 10.9	500-1740 1741-3000	12.7 11.2	18.9 16.7	14.8 13.7	22.1 20.1
	11.8 - 16.0	500-1740 1741-3000	15.5 14.6	23.4 21.8	17.1 16.8	25.5 25.0
8V	12.5 - 17.0	200-850 851-1500	33.0 26.8	49.3 39.9		
	18.0 - 22.4	200-850 851-1500	39.6 35.3	59.2 52.7		

**Table B-3. Sheave Diameter (Mm.)  
Deflection Force (Kg.)**

Cross Section	Smallest Sheave Diameter Range	R.P.M. Range	Belt Deflection Force			
			Uncogged Hy-T Belts & Uncogged Hy-T Torque Team		Cogged Torque-Flex & Machined Edge torque Team Belts	
			Used Belt	New Belt	Used Belt	New Belt
A,AX	75 - 90	1000-2500 2501-4000	1.7 1.3	2.5 1.9	1.9 1.5	2.8 2.3
	91 - 120	1000-2500 2501-4000	2.0 1.7	3.1 2.6	2.3 2.0	3.4 2.9
	125 - 175	1000-2500 2501-4000	2.4 2.1	3.6 3.2	2.6 2.3	4.3 3.4
B,BX	85 - 105	860-2500 2501-4000			2.2 1.9	3.3 2.8
	106 - 140	860-2500 2501-4000	2.4 2.0	3.6 3.0	3.2 3.2	4.8 4.1
	141 - 220	860-2500 2501-4000	2.9 2.7	4.3 4.0	3.9 3.3	5.7 4.9
C,CX	175 - 230	500-1740 1741-3000	5.2 4.3	7.7 6.3	6.7 5.4	9.9 7.9
	231 - 400	500-1740 1741-3000	6.4 5.7	9.5 8.4	7.2 6.6	10.7 9.8
D	305 - 400	200-850 851-1500	11.3 9.6	16.8 14.2		
	401 - 510	200-850 851-1500	13.8 11.6	20.5 17.2		
3V, 3VX	55 - 60	1000-2500 2501-4000			1.5 1.3	2.2 2.0
	61 - 90	1000-2500 2501-4000	1.6 1.4	2.3 2.0	1.9 1.7	2.8 2.5
	91 - 175	1000-2500 2501-4000	2.2 2.0	3.3 3.0	2.4 2.2	3.6 3.3
5V, 5VX	110 - 170	500-1749 1750-3000 3001-4000			4.6 4.0 2.5	6.9 6.0 3.9
	171 - 1275	500-1740 1741-3000	5.8 5.1	8.6 7.6	6.7 6.2	10.0 9.1
	276 - 400	500-1740 1741-3000	7.0 6.6	10.6 9.9	7.8 7.6	11.6 11.3
8V	315 - 430	200-850 851-1500	15.0 12.2	22.4 18.1		
	431 - 570	200-850 851-1500	18.0 16.0	26.8 23.9		

## ELECTRICAL CONNECTIONS

Before connecting an electric motor to incoming power, check that the electrical service available matches the pump motor requirements stamped on the motor nameplate.



**The electrical power used to operate this pump is high enough to cause injury or death. Obtain the services of a qualified electrician to make all electrical connections.**



**Do not install and operate a non-explosion proof motor in an explosive atmosphere. Install, connect, and operate the motor in accordance with The National Electrical Code and all local codes. If there is a conflict between the instructions in the manual accompanying the unit and The National Electrical Code or the applicable local code, The National or local code shall take precedence.**

## OPERATION – SECTION C

Review all **SAFETY** information in Section A.

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

### PUMP OPERATION



**Never use a pressure relief valve to regulate liquid flow. Pressure relief valves are designed as safety devices only. Attempting to regulate flow with a pressure relief valve may cause the pump or piping to explode, causing severe personal injury or death.**

### PRE-OPERATION

Make certain that all instructions in **INSTALLATION**, Section B have been carried out.



The standard version of the pump is designed to handle a wide range of light, medium, and heavy viscosity liquids, depending on design and components. Do not operate the pump with higher liquid temperatures than what it was designed; otherwise, pump components and operation may be affected. For temperature range consult The Gorman-Rupp Company.

### Before Starting the Pump



**Never operate the pump against a closed suction or discharge valve. The pump will overheat, and may rupture or explode, causing personal injury or death.**

Open all valves in the suction and discharge lines, and close all drain valves.

If your pump is equipped with a packing seal, loosen the gland nuts before starting until the packing gland may be moved slightly. If leakage seems excessive after starting, wait until the pump has run long enough to reach its normal operating temperature to adjust the gland nuts. Packing pumps **must leak slightly** to cool and lubricate the shaft and to allow the shaft to turn freely.

Consult the drive manufacturer's operating manual before attempting to start the drive.

In a suction lift application, fill the pump housing with liquid to seal clearances and to lubricate the pump.

### Checking Pump Rotation

Correct rotation of your pump is shown on the pump serial plate or direction arrow plate.



In applications with a single direction of flow and a single pump-mounted pressure relief valve, make certain that the drive unit turns the pump in the correct direction of rotation. Otherwise, the pump-mounted pressure relief valve will not function.

Follow the drive unit manufacturer's instructions, jog the pump motor **briefly**, and check rotation.

If a 3-phase motor is being used and rotation is incorrect, have a qualified electrician interchange any two of the 3-phase wires to change the direction of rotation. If a 1-phase motor is being used and rotation is incorrect, consult the motor manufacturer's literature.



Gorman-Rupp rotary gear pumps are bi-directional; however, the pumps are



manufactured to rotate in one specific direction. If rotation is to be changed, the pressure relief valve must be re-installed with the cap pointing toward the suction port. Additionally, if the discharge pressure is greater than the shaft seal rating (consult your Gorman-Rupp distributor), the pressure relief plugs in the back of the housing must be switched (see **Housing Assembly** under **PUMP REASSEMBLY**, Section E).

## STARTING

Start the drive unit as indicated in the manufacturer's instructions and observe the suction and discharge gauges. If the pump does not deliver liquid within one minute, stop the drive unit. **Do not** operate the pump more than one minute without liquid in it; dry operation will damage or destroy the pump.



Although this pump is self-priming, never operate it dry. Dry operation could cause galling, seizing, damage to the seal or excessive wear of rotating parts.

Review the previous steps outlined in **PRE-OPERATION** and review **TROUBLESHOOTING**, Section D. If everything appears normal, add liquid to the pump housing to assist priming and start the driver again.

If the pump does not deliver liquid within two minutes, stop the pump; it may be necessary to vent the discharge line until liquid begins to flow.

If the pump still does not deliver after consulting **TROUBLESHOOTING** and venting the discharge line, contact your local Gorman-Rupp Rotary Gear Distributor or the factory.

## OPERATION

### NOTE

*If the pump malfunctions or does not meet operat-*

*ing specifications, refer to **TROUBLESHOOTING** – Section D.*

A change in operating noise when liquid first enters the pump is normal. After the pump is fully operational, monitor it for any unusual noises or vibration; if either occurs, shut the pump down immediately.

### Liquid Temperature

Do not install the pump in a service with higher liquid temperatures than what it was designed. Introducing hot liquid into a cold pump will expand parts unevenly, causing excessive wear, pump failure, and operation may be affected. This thermal shock can be reduced by gradually heating the liquid being introduced into the pump. If it is not possible to heat the liquid, use heat tape and/or insulation to heat the pump.

High temperature bushings as well as optional jackets which may be used to heat or cool the pump are available options for many models.

### Overheating

Overheating can occur if the pump is operated with 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 completely cool before servicing.



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 completely cool before cooling.

### Checking Gauges

Monitor vacuum and pressure gauge readings to ensure that the pump is operating within normal range and delivering full flow.

### Strainer Check

If a strainer has been installed in the suction line, monitor vacuum gauge readings to detect blockage. Check the strainer if flow rate begins to drop.



**Never introduce air or steam pressure into the pump housing to remove a blockage. This could result in personal injury or damage to the equipment. If backflushing is absolutely necessary, limit liquid pressure input to 50% of the maximum permissible operating pressure shown in the pump performance data.**

### 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 efficiency.

If your pump is equipped with a packing seal, the packing is lubricated by the liquid being pumped. Some leakage around the packing seal is normal. Packing pumps **must leak slightly** to cool and lubricate the shaft and to allow the shaft to turn freely.

Wait until the pump has run long enough to reach its normal operating temperature to adjust the gland nuts. Adjust the nuts only tight enough to reduce excessive leakage.

### PRESSURE RELIEF VALVE ADJUSTMENT

Some pumps are not provided with a pressure relief valve. A pressure relief valve must be installed on the pump or in the discharge piping to ensure safe operation. Otherwise, the pump may be damaged and personnel injured.



If operating at high temperatures, allow the pump to completely cool before attempting any adjustments.

### Cracking Pressure

Cracking pressure is the pressure at which the pressure relief valve first begins to open and by-pass fluid. The nominal cracking pressure of the relief valve provided with this pump is set at the factory and is indicated on the tag attached to the relief valve.

If the nominal cracking pressure set at the factory must be changed, see Table E-2 and instructions in **Section E - MAINTENANCE AND REPAIR**.

### Complete By-pass Pressure

Complete by-pass pressure is the maximum pressure the pump will see when all the pumped fluid is being by-passed through the pressure relief valve. This pressure will vary depending on the cracking pressure setting, liquid viscosity, and pump speed (pump capacity).

To determine the complete by-pass pressure, refer to the pump performance chart or consult the factory.



**Do not remove the adjusting screw jam nut; with the jam nut removed the relief valve spring(s) can be compressed too far for the valve to open. If the valve does not open, excessive pressure can develop, causing damage to the pump and possible injury to personnel.**

**STOPPING**

If the pump will be out of service for an extended length of time, particularly when handling non-lubricating liquids, drain the system and flush the

pump and piping with an oil-based preservative to protect close-tolerance pump parts.

When handling liquids that solidify when at rest (tar, glue, etc.), flush the pump and piping with an approved solvent compatible with the pump components and the liquids being pumped.

## 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. Allow the pump to completely cool if overheated.**
- 3. Check the temperature before opening any covers, plates, or plugs.**
- 4. Close the suction and discharge valves.**
- 5. Drain the pump.**

### TROUBLESHOOTING WITH GAUGES

Most pump or system malfunctions can be detected by installing vacuum suction and discharge pressure gauges. Read the gauges and refer to the following information for interpretation of the gauge readings. For additional troubleshooting procedures, see the **TROUBLESHOOTING CHART**.

#### Vacuum Gauges

##### HIGH READING

Suction valve closed, suction line blocked, foot valve jammed, strainer blocked.  
Liquid too viscous.  
Lift too high.  
Suction line undersized.

##### LOW READING

Air leak in suction line.  
End of suction line not submerged.  
Pump parts worn or defective.  
End clearance too great.  
No liquid in pump housing.

##### ERRATIC READING

Liquid overheated, vaporizing.  
Liquid entering intermittently, suction air leak, end of suction line not submerged.  
Vibration from cavitation, misalignment, damaged parts.

#### Pressure Gauges

##### HIGH READING

Liquid too viscous.  
Discharge line undersized or too long.  
Discharge valve partially closed.  
Strainer blocked.  
Relief valve pressure set too high.  
Thermal changes in liquid.

##### LOW READING

Relief valve pressure set too low.  
Internal valve not seating properly.  
Pump bypass partially open.  
End clearance too great.  
Pump parts worn or defective.

##### ERRATIC READING

Cavitation.  
Liquid entering intermittently, suction air leak, end of suction line not submerged.  
Drive misalignment causing vibration.

## TROUBLESHOOTING CHART

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME OR LOSES PRIME	<p>Internal clearance too great.</p> <p>Air leak in suction line; end of suction line not submerged; foot valve blocked or jammed; insufficient liquid in sump or tank.</p> <p>Suction strainer clogged.</p> <p>Shaft seal leaking; gaskets, O-rings worn.</p> <p>Leaking relief valve.</p> <p>Suction lift too high.</p> <p>Pump "starving" or liquid vaporizing in suction line.</p> <p>Pump rotation incorrect.</p> <p>Pump speed too slow.</p> <p>Housing dry.</p>	<p>Check and readjust clearance if required; see <b>SETTING END CLEARANCE</b> in <b>Maintenance and Repair, Section E</b>.</p> <p>Check and correct as required.</p> <p>Check strainer.</p> <p>Check vacuum gauge; disassemble pump and replace faulty parts.</p> <p>Disassemble and repair.</p> <p>See <b>INSTALLATION, SECTION B</b> and check piping.</p> <p>Increase suction pipe size or reduce length; position pump below liquid level.</p> <p>See <b>OPERATION, SECTION C</b> and check rotation.</p> <p>Check driver speed.</p> <p>Add liquid to housing, see <b>OPERATION, SECTION C</b>.</p>
PUMP DOES NOT DELIVER RATED DISCHARGE OR CAPACITY	<p>Air leak in suction line; end of suction line not submerged; foot valve blocked or jammed; insufficient liquid in sump or tank.</p> <p>Shaft seal leaking; gaskets, O-rings worn.</p> <p>Relief valve pressure set too low.</p> <p>Suction or discharge lines blocked; suction or discharge valves closed.</p> <p>Pump speed too slow.</p> <p>Pump "starving" or liquid vaporizing in suction line.</p> <p>Rotating parts worn or damaged; improper end clearance.</p>	<p>Check and correct as required.</p> <p>Check vacuum gauge; disassemble pump and replace faulty parts.</p> <p>Readjust.</p> <p>Check strainer, valves and piping.</p> <p>Check driver speed; check belts/couplings.</p> <p>Increase suction pipe size or reduce length; position pump below liquid level.</p> <p>Replace defective parts; see <b>SETTING END CLEARANCE</b> in <b>Maintenance and Repair, Section E</b>.</p>
PUMP REQUIRES TOO MUCH POWER	<p>Insufficient end clearances.</p> <p>Pump speed too high.</p> <p>Internal parts worn.</p> <p>Discharge line undersized and/or too long.</p>	<p>Readjust clearance; see <b>SETTING END CLEARANCE</b> in <b>Maintenance and Repair, Section E</b>.</p> <p>Reduce driver output.</p> <p>Disassemble pump and inspect.</p> <p>Increase size, decrease length.</p>

## TROUBLESHOOTING CHART (Cont.)

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP REQUIRES TOO MUCH POWER (Cont.)	<p>Pump and/or drive mounting not secure; drive misaligned.</p> <p>Power source undersized.</p> <p>Lubrication required.</p> <p>Liquid in pump solidified.</p> <p>Insufficient internal clearances.</p>	<p>Tighten mounting hardware; realign drive.</p> <p>Check power requirements for application; resize as required.</p> <p>Add lubricant, as needed.</p> <p>Clear or heat.</p> <p>Consult factory.</p>
EXCESSIVE NOISE OR VIBRATION	<p>Pump and/or piping not secure; drive misaligned.</p> <p>Pumping entrained air.</p> <p>Pump "starving" or liquid vaporizing in suction line.</p> <p>Relief valve chatter.</p> <p>Rotating parts worn or damaged; improper end clearance.</p> <p>Pump operating outside designed operating range.</p> <p>Lubrication required.</p>	<p>Anchor base or piping, realign drive.</p> <p>Check liquid level.</p> <p>Increase suction pipe size or reduce length; position pump below liquid level.</p> <p>Increase pressure setting.</p> <p>Replace defective parts; check end clearance.</p> <p>Check discharge head and flow; adjust as required to meet performance specifications.</p> <p>Add lubricant, as needed.</p>
EXCESSIVE WEAR	<p>Corrosive liquid.</p> <p>Abrasive liquid.</p> <p>Contaminated liquid.</p> <p>Exceeding operating limits.</p> <p>Insufficient end clearance.</p> <p>Pump running dry.</p> <p>Pump and/or drive mounting not secure; drive misaligned; piping incorrectly installed.</p> <p>Insufficient lubrication.</p>	<p>Check local distributor or factory for parts compatibility with liquid; check liquid for contamination.</p> <p>Consult factory.</p> <p>Check liquid source; install strainer.</p> <p>Check performance data in <b>Pump Specifications Bulletin</b>.</p> <p>See <b>SETTING END CLEARANCE</b> in <b>Maintenance And Repair, Section E</b>.</p> <p>Add liquid to prime (<b>See Operation, Section C</b>); check liquid flow.</p> <p>Tighten mounting hardware; realign drive; check piping.</p> <p>Add lubrication and maintain at proper level.</p>

## PREVENTIVE MAINTENANCE

Since pump applications are seldom identical, and pump wear is directly affected by such things as the abrasive qualities, pressure and temperature of the liquid being pumped, this section is intended only to provide general recommendations and practices for preventive maintenance. Regardless of the application however, following a routine preventive maintenance schedule will help assure trouble-free performance and long life from your Gorman-Rupp rotary gear pump. For specific questions concerning your application, contact your Gorman-Rupp distributor or the Gorman-Rupp Company.

Record keeping is an essential component of a good preventive maintenance program. The appearance of wearing parts should be documented at each inspection for later comparison. Also, if records indicate that a certain part (such as the seal) fails at the same duty cycle, this part can be checked and replaced before failure occurs.

Because of the tight tolerances within your rotary gear pump, wear between rotating parts is normal and expected. For new applications, a first inspection at 250 hours will give insight into the wear rate for your particular application. Subsequent inspections should be performed at regular intervals of 2000 hours. Critical applications should be inspected more frequently.

Check the thrust washer (medium duty models), idler bushing, idler pin, idler assembly, shaft bushing and rotor/shaft assembly at each inspection. Wear patterns should be uniform, without evidence of deep or irregular grooves.

For packing pumps, periodic adjustment of the packing is required to keep leakage to a minimum (see the adjustment procedure described under **Leakage in Operation, Section C**). Do not over-tighten. Replace the packing if leakage cannot be reduced by a slight adjustment.

If the pump is equipped with a backhead bearing (heavy duty models), inspect for free rotation of the shaft and rotor, and excessive endplay or radial movement of the shaft, which could indicate bearing wear. Remove the rotor adjusting sleeve assembly and inspect the bearing for damaged seals. Replacing the bearing at the first indication of a problem can extend the life of the pump and save considerable expense later to replace major components that can be damaged if the bearing is allowed to fail.

After extended service, adjustment of the clearance between the rotor and the head will normally improve performance (see the adjustment procedure in **Maintenance And Repair, Section E**).

If the pump is to be removed from service for repair, be sure to protect the internal components from rusting while the pump is disassembled and after reassembly if not immediately placed back into service.

<b>Preventive Maintenance Schedule</b>					
Item	Service Interval*				
	Daily	Weekly	Monthly	Semi-Annually	Annually
General Condition (Temperature, Unusual Noises or Vibrations, Cracks, Leaks, Loose Hardware, Etc.)	I				
Pump Performance (Gauges, Speed, Flow)	I				
Bearings				I	
Seal Lubrication (And Packing Adjustment, If So Equipped)		I			R
V-Belts (If So Equipped)			I		
End Clearance				I	
Pressure Relief Valve (If So Equipped)					C
Pump and Driver Alignment					I
Shaft Deflection					I
Piping					I
Driver Lubrication – See Mfgr’s Literature					

Legend:  
 I = Inspect, Clean, Adjust, Repair or Replace as Necessary  
 C = Clean  
 R = Replace

\* Service interval based on an intermittent duty cycle equal to approximately 4000 hours annually. Adjust schedule as required for lower or higher duty cycles or extreme operating conditions.



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## MAINTENANCE AND REPAIR – SECTION E

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

### Pump Model

Your pump model number and serial number are shown on the **Parts List**, furnished as a separate document with this manual.

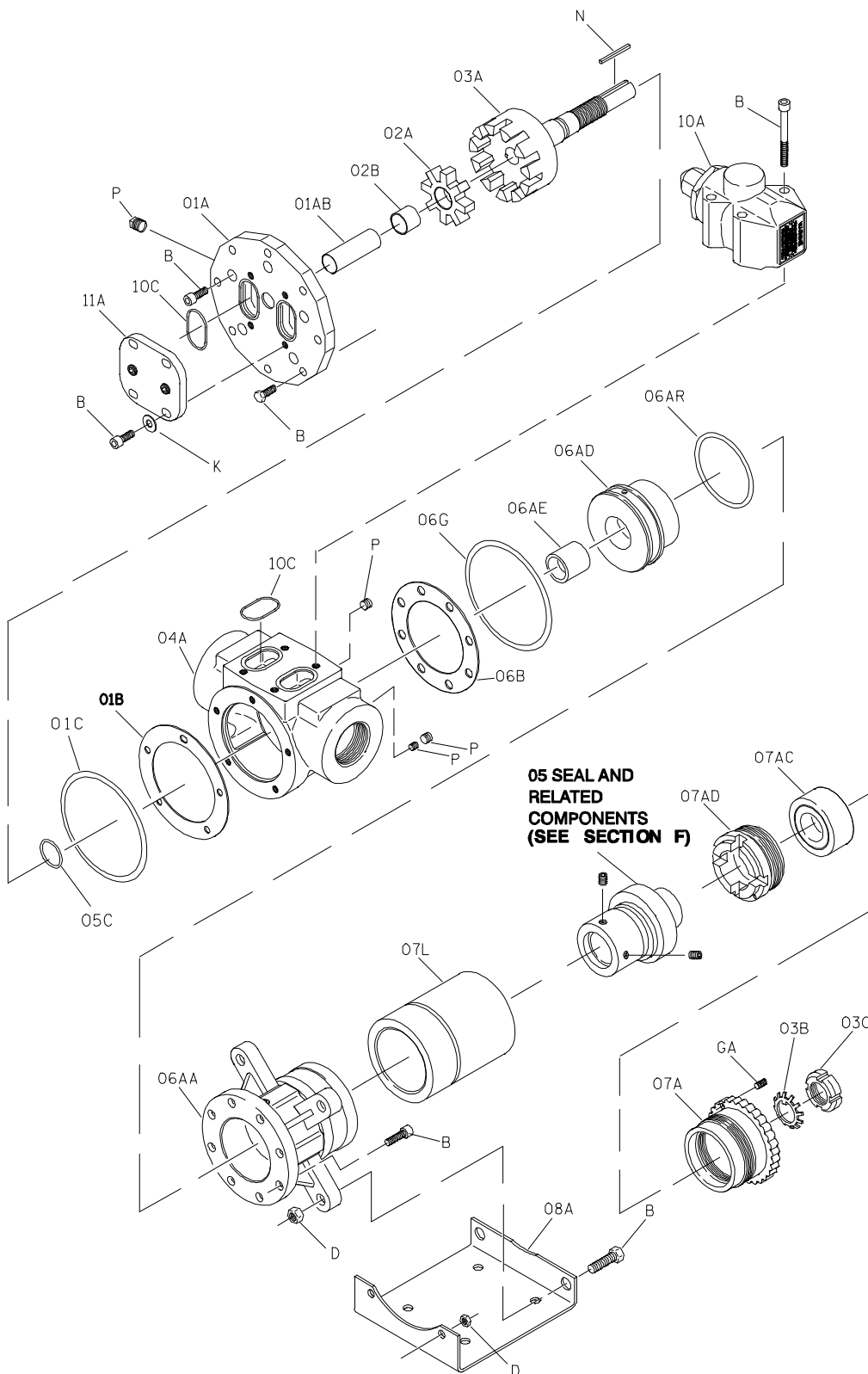
Below the pump model number on the **Parts List**, is a grouping of several alpha-numeric codes. This code identifies the optional features of the pump. **Be sure** to include this grouping, along with the model number and serial number, when ordering parts.

The sectional views cover disassembly and reassembly for the pump models shown below. Refer to the **Parts List** for your specific pump model.

**The Following Pumps Are Covered By This Manual.**



**GHC SERIES  
STAINLESS STEEL PUMPS**



Shown: Standard Model With 180° Ports, Housing-Mounted Relief Valve and Optional Foot Bracket. Also Available With 90° Ports And/Or Head-Mounted Relief Valve And Motor Adaptor. Coverplate Kit Replaces Either Relief Valve When Not Used.

**NOTE:** Refer to **Seal Appendix, Section F** for details of the seal assembly and related components.

**Figure E-1. Typical GHC SST Pump Models**

## PARTS KEY FOR FIGURE E-1

Note: Item numbers cross reference to specific part numbers on the separate **Parts List**.

ITEM NO.	PART NAME	ITEM NO.	PART NAME
01	HEAD KIT	07	ROTOR ADJUSTING SLEEVE KIT
01A	–HEAD ASSEMBLY	07A	–ROTOR ADJUSTING SLEEVE ASSY
01AA	–HEAD	07AA	–ROTOR ADJUSTING SLEEVE
01AB *	–IDLER PIN	07AC *	–BALL BEARING
P	–PIPE PLUG	07AD	–BEARING RETAINING NUT
01B *	–HEAD GASKET	07AF	–SPRING PIN
01C *	–O-RING	GA	–SOCKET HD SETSCREW
B	–CAPSCREW	07L	–SEAT SLEEVE
02	IDLER ASSEMBLY	08	FOOT BRACKET KIT
02A	–IDLER	08A	–FOOT BRACKET
02B *	–BUSHING	B	–CAPSCREW
03	ROTOR/SHAFT KIT	D	–NUT
03A	–ROTOR/SHAFT ASSEMBLY	10	RELIEF VALVE KIT
03B *	–BEARING LOCKWASHER	10A	–RELIEF VALVE ASSEMBLY
03C *	–BEARING LOCKNUT	10AA	–VALVE BODY
N	–SHAFT KEY	10AB	–WARNING PLATE
04	HOUSING ASSEMBLY	BM	–DRIVE SCREW
04A	–HOUSING	B	–CAPSCREW
P	–PIPE PLUG	10C *	–O-RING
05 *	SEAL & RELATED COMPONENTS (SEE SECTION F)		NOT SHOWN:
05C	–SHAFT O-RING	11	HEAD COVERPLATE KIT
06	BACKHEAD KIT	11A	–COVERPLATE ASSEMBLY
06A	–BACKHEAD ASSEMBLY	11AA	–COVERPLATE
06AA	–BACKHEAD	11AC	–WARNING PLATE
06AD	–THROTTLE BUSHING SLEEVE	BM	–DRIVE SCREW
06AE *	–SHAFT BUSHING	K	–WASHER
06AR *	–O-RING	B	–CAPSCREW
P	–PIPE PLUG	10C *	–O-RING
06B *	–GASKET	12	NAMEPLATE KIT
B	–SOCKET HD CAPSCREW	12A	–NAMEPLATE
06G	–O-RING	BM	–DRIVE SCREW
* INDICATES RECOMMENDED SPARE PARTS			
<b>NOTE:</b>	Refer to <b>O-Ring Appendix, Section G</b> for O-ring identification and location.		

## PUMP DISASSEMBLY AND REASSEMBLY

Review all **SAFETY** information in Section A.

Follow the instructions on all tags, labels 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, unless otherwise specified, are keyed to the sectional view (see Figure E-1) and the accompanying parts key. Refer to the separate parts list accompanying your pump for part numbers.

In the following text, minor headings are followed by a number in parenthesis. This number represents the assembly for the item being discussed as identified in Figure E-1.

Before attempting to service the pump, disconnect the power source to ensure that it will remain inoperative. Remove the hardware securing the pump to the power source, and separate the power source and pump assembly. Retain all connection parts such as shaft keys, etc.

Close all valves in the suction and discharge lines. Disconnect the suction and discharge hose/piping.

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



**This manual will alert personnel to known procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel. However, this manual cannot possibly provide detailed instructions and precautions for each specific application or for every situation that might occur during maintenance of the unit. Therefore, it is the responsibility of the owner, installer**

**and/or maintenance personnel to ensure that applications and/or maintenance procedures not addressed in this manual are performed only after establishing that neither personal safety nor pump integrity are compromised by such applications or procedures.**



**Do not attempt to service the pump unless all power to the power source has been disconnected; otherwise, serious personal injury or death could result.**

### PUMP DISASSEMBLY



Use caution when handling the idler (02A) and the rotor shaft assembly (03A). These parts have sharp edges which will grow sharper with use.

In the instructions which follow the **FRONT** is the head coverplate end of the pump and the **REAR** is the drive (or backhead) end of the pump.

#### NOTE

*It is strongly recommended that gaskets and O-rings be replaced whenever the pump is reassembled.*

#### Pressure Relief Valve (10)

If the pump is equipped with a pressure relief valve (10A), it can be mounted on either the head assembly (01A) or the housing assembly (04). Some models are equipped with one of each. Take note as to the direction in which the relief valve is mounted. To remove either style, remove the cap-screws (B) securing the relief valve to the pump. The O-rings (10C) may remain in the head (01A) or in the housing (04A). Remove and discard the O-rings. For relief valve maintenance, see **RELIEF VALVE DISASSEMBLY** followed by **RELIEF VALVE DISASSEMBLY** at the end of this section.

## Rotor Adjusting Sleeve (07)

If your pump is equipped with a backhead adaptor for direct coupling to an electric motor, See **Section H, BACKHEAD ADAPTOR APPENDIX**, and separate the pump from the motor and backhead adaptor before proceeding with pump disassembly.

Before attempting to remove the bearing locknut (03C), loosen the socket head setscrews (GA) securing the rotor adjusting sleeve (07) and turn the rotor adjusting sleeve clockwise (as viewed from the drive end) until the rotor binds against the head. This will prevent the rotor from turning as the locknut is unscrewed.

Straighten the tab on the bearing lockwasher (03B) and use a hammer and drift pin to loosen the bearing locknut until it can be unscrewed from the shaft. Remove the bearing lockwasher.

Unscrew the rotor adjusting sleeve kit from the backhead.

### NOTE

Part or all of the seal assembly (5) will be removed with the rotor adjusting sleeve. Check the **Parts List** furnished with your pump to identify the seal, refer to **Seal Appendix, Section F** for removal of the seal and related components, then proceed as follows with rotor adjusting sleeve disassembly.



When removing or installing the bearing (07AC), never hit or press against the inner race. Press **only** against the outer race.

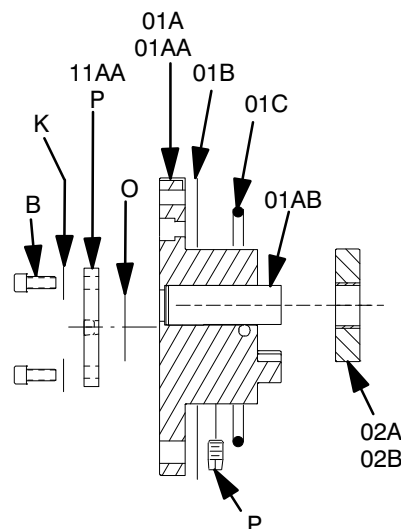
Secure the rotor adjusting sleeve (07AA) in a vice with the drive side down. Position a suitably sized screwdriver horizontally through the slots in the bearing retaining nut and use the screwdriver to unscrew the bearing retaining nut from the rotor adjusting sleeve. The bearing (07AC) is a light press fit into the rotor adjusting sleeve and can usually be removed with thumb pressure only. If the bearing does not come out easily, use a suitable sized sleeve and a mallet to lightly tap the bearing from the bore.

Refer to **Cleaning and Inspection** in this section before reassembling the rotor adjusting sleeve.

## Coverplate Kit (11)

(Figures E-1 and E-2)

The coverplate kit may be mounted on either the head assembly or the housing assembly. Removal is the same for either.



**Figure E-2. Head Coverplate Kit, Head Kit And Idler Disassembly**

Remove the hardware (B and K) securing the coverplate (11AA) to the head (01AA) or housing (04A). The O-rings (10C) may remain in the head or housing. Remove and discard the O-rings.

### Head/Idler Kit

(Figure E-2 and E-1)

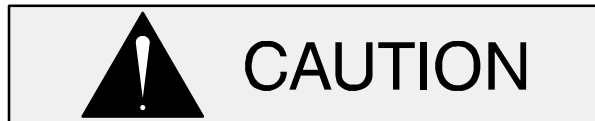
Remove the hardware (B) securing the optional head jacket (01G, **Section H, HEAD JACKET APPENDIX**) and/or head (01A) to the housing (04A). Separate the head jacket from the head assembly. Remove and discard the O-rings (O).



Use caution to prevent the idler assembly from dropping off the idler pin; the idler may be damaged if it falls on a hard surface.

Pull the head assembly (01A) from the housing assembly (04A, Figure E-1). Take care not to let the

idler assembly (02) slide off the idler pin (01AB). Remove and discard the gasket (01B) and O-ring (01C).



Use caution when handling the idler (02A) and the rotor shaft assembly (03A). These parts have sharp edges which will grow sharper with use.

#### NOTE

*The idler bushing (02B) may be damaged during removal. Do not remove the idler bushing unless replacement is required.*

Remove the assembled idler (02) from the head assembly. Inspect the idler bushing (02B) for excessive wear or scoring. If replacement is required, use an arbor (or hydraulic) press to remove the idler bushing (02B) from the idler (02A).

To remove the idler pin (01AB), lay the head assembly (01A) on an arbor (or hydraulic) press with the idler pin (01AB) facing down and remove the idler pin (01AB) from the head (01AA).

#### Seal Removal (05)

The seal assembly (05) is available in a variety of configurations. Check the **Parts List** furnished with your pump to identify the seal, then refer to **Seal Appendix, Section F**, for removal of the seal and related components.

#### Rotor/Shaft Removal (03)

With the seal removed, simply slide the rotor/shaft assembly (03A) out of the housing (04A). Due to close machine tolerances and assembly practices, the rotor/shaft is available only as an assembly. Therefore further disassembly is not required.

#### Foot Bracket Kit (08)

Remove the hardware (B and D) securing the foot bracket (08A) to the head (01AA) and the backhead (06AA).

#### Backhead Kit Removal (06)

(Figures E-1 and E-3)

Remove the screws (B) securing the backhead assembly (06A) to the housing assembly (04), and separate the assemblies. Remove and discard the gasket (06B) or O-ring (06G).

#### NOTE

*The shaft bushing (06AE) may be damaged during removal. Do not remove the throttle bushing unless replacement is required. Due to tight tolerances, the throttle bushing sleeve (06AD) must be removed from the backhead in order to replace the shaft bushing.*

Use an arbor (or hydraulic) press and a suitably sized dowel to press the throttle bushing sleeve from the backhead.

Use an arbor (or hydraulic) press and a suitably sized dowel to press the shaft bushing out of the throttle bushing sleeve.

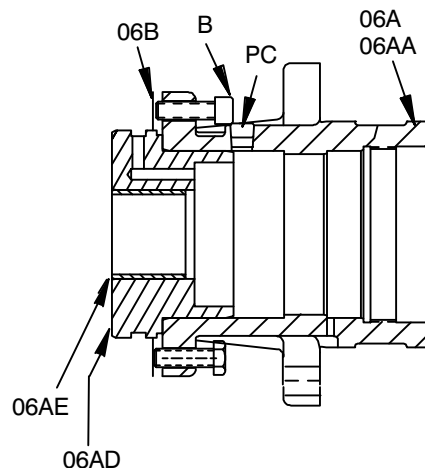


Figure E-3. Backhead

#### Housing Assembly (04)

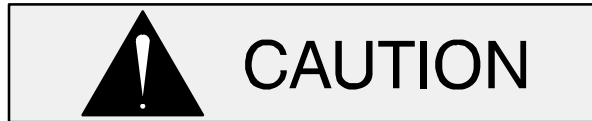
#### NOTE

*Seal cavity pressure relief is accomplished using socket head pipe plugs (P) in the back side of the housing. Removal of the plugs is not required unless the direction of pump rotation is to be changed.*

If pump rotation is to be changed, remove the socket head pipe plugs (P) from the housing. The hole adjacent to the discharge port will have a

small pipe plug under the larger, outer pipe plug. This plug must be removed to change rotation.

## PUMP REASSEMBLY



Use caution when handling the idler (02A) and the rotor shaft assembly (03A). These parts have sharp edges which will grow sharper with use.

### Cleaning and Inspection



**Most cleaning solvents are toxic and flammable. Use them only in a well ventilated area free from flame, sparks, and excessive heat. Read and follow all precautions printed on solvent containers.**

Clean and inspect the pump parts (except the bearing and seal assembly) with a cloth soaked in fresh cleaning solvent. Inspect all parts for excessive wear or for any nicks or burrs. Remove nicks or burrs using emery cloth or a fine file. Replace any parts that are badly worn or damaged.

Clean the bearing in **fresh** cleaning solvent and coat with light oil.

Rotate the bearing by hand to check for roughness or binding. If rotation is rough or there is any side-to-side movement between the inner and outer races, replace the bearing.



The bearing is permanently sealed and requires no additional lubrication except a coating of light oil on external surfaces to ease reassembly. External surfaces must be kept free of all dirt and foreign material.

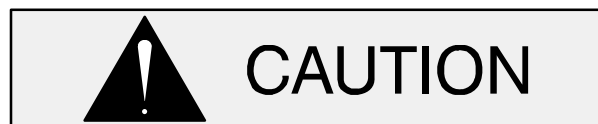
Failure to do so could damage the bearing or its mating surfaces.

The bearing tolerance provides a light press fit into the rotor adjusting sleeve (07AA). Replace the rotor adjusting sleeve if the proper fit is not achieved.

Clean and inspect the seal assembly as indicated in the appropriate section of the **Seal Appendix, Section F**.

### Bushing Preparation

When replacing bushings, lightly oil the O.D. of the replacement bushing before installation.



**Be very careful** when installing graphite bushings. Graphite is extremely brittle and will crack if improperly installed. Use a press to install the bushing with one continuous motion until the bushing is fully seated. Stopping in mid-stroke will cause the bushing to crack. After installation, check the bushing for cracks.

### NOTE

*When installing **high temperature graphite bushings**, heat the part that receives the bushing to 500°F and place the bushing in a freezer for at least one hour. This will allow easier installation with less chance of breakage.*

### Housing Assembly (04)

Inspect and clean the housing (04A) with a cloth soaked in fresh cleaning solvent. Replace it if badly worn or damaged.



**Most cleaning solvents are toxic and flammable. Use them only in a well ventilated area free from flame, sparks, and excessive heat. Read and follow all precautions printed on solvent containers.**



If the socket head pipe plugs (P) in the back side of the housing were removed in order to change the direction of pump rotation, the smaller diameter plug **must** be installed in the hole adjacent to the discharge port of the housing. Otherwise, over-pressurization of the seal cavity could result in premature seal failure.

If the socket head pipe plugs (P) in the back side of the housing were removed, install the smaller diameter plug in the hole adjacent to the discharge port, and install one of the larger diameter pipe plugs over the smaller one. Install the second large pipe plug in the other hole in the back of the housing adjacent to the suction port.

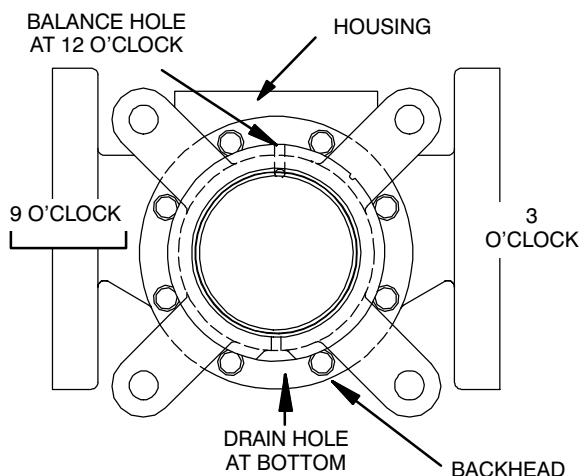
### Backhead Kit (06)

(Figures E-1 and E-4)

Use an arbor (or hydraulic) press and a suitably sized sleeve to press the throttle bushing (06AE) into the throttle bushing sleeve (06AD) until it is flush with the face of the sleeve.

Position the backhead (06AA) on the bed of an arbor (or hydraulic) press with the rotor end facing up. Use an arbor (or hydraulic) press and a suitably sized dowel to install the assembled throttle bushing sleeve and throttle bushing in the backhead until fully seated.

Install a new gasket (06B) over the throttle bushing sleeve (06AD).



**Figure E-4. Housing/Backhead Alignment**

Position the balance hole as shown in Figure E-5, and secure the backhead assembly (06) to the housing (04) with the capscrews (B).

Secure the foot bracket (08A) to the backhead assembly (06) with the previously removed hardware (B and D).

### Rotor/Shaft Assembly (03)

Inspect the rotor/shaft assembly (03A) for excessive wear, scoring or scratches along the shaft sealing surface. If replacement is required, the shaft and rotor must be replaced as an assembly. Small scratches can be dressed with a fine file or emery cloth. Replace the rotor/shaft assembly or any other parts if wear or damage is extensive.

Slide the rotor/shaft assembly into the housing and backhead. **Use caution** not to scratch or chip the I.D. of the bushing (04B).

### Seal Installation (05)

The seal assembly (05) is available in a variety of configurations. Check the **Parts List** furnished with your pump to identify the seal, then refer to **Seal Appendix, Section F**, for installation of the seal and related components.

### Head/Idler Kit

(Figures E-1 and E-2)

If the idler pin (01AB) was removed, heat the head (01AA) in an oven to 500°F (260°C) to ease installation of the pin. Carefully install the pin in the head



with the chamfer side toward the head and the milled flat side facing the crescent. (If the pin is stepped, position it with the large chamfered end toward the head.) Make sure the pin bottoms out in the head.

### NOTE

*When properly installed, the pin will be positioned 0.010 inch below the surface of the crescent.*

If removed, install the pipe plug (P) in the hole in the suction side of the head (01AA).

Lightly oil the I.D. of the idler (02A), and use an arbor (or hydraulic) press to install the idler bushing (02B) in the idler. The bushing should be centered at both ends of the idler.

Place the head (01A) on a flat surface. Lightly oil the idler bushing (02B) and pin (01AB); install the idler assembly (02) on the pin. Spin the idler to make certain that it moves freely on the pin.

Install the O-ring (01C) and head gasket (01B) over the head. Carefully position the head and idler against the housing and engage the idler and rotor/shaft assembly (03A). Turn the rotor/shaft until the idler and rotor teeth engage. **Do not force.**

Slide the head into the housing assembly. Rotate the head assembly (01A) until the groove in the head matches the groove in the housing. Secure the head to the housing with the capscrews (B).

### Coverplate Kit (10)

(Figures E-1 and E-2)

The coverplate kit may be mounted on either the head assembly or the housing assembly. Installation is the same for either.

Lightly lubricate the O-rings (10C) with oil and install them in the housing (04A) or head (01AA). Secure the coverplate (14AA) with the hardware (B). Be sure that the warning plate (14AC) is attached to the coverplate (14AA).

### Foot Bracket Kit (08)

Secure the foot bracket (08A) to the head (01A) and backhead assembly (06A) with the hardware (B and D).

### Rotor Adjusting Sleeve (07)

Clean the rotor adjusting sleeve and all component parts as described in **Cleaning and Inspection**. Inspect the parts for wear or damage and replace as necessary.

Use an arbor (or hydraulic) press and install the bearing in the rotor adjusting sleeve (07A) until it bottoms out on the shoulder of the rotor adjusting sleeve.

Apply 1 to 2 drops of “Loctite Thread Locker No. 272” or equivalent compound to the threads of the bearing retaining nut (07AD) and screw the nut into the rotor adjusting sleeve (07AA) until fully seated against the bearing.

### NOTE

*Part or all of the seal assembly (05) must be installed with the rotor adjusting sleeve. Check the **Parts List** furnished with your pump to identify the seal, refer to **Seal Appendix, Section F** for installation of the seal and related components, then proceed as follows with rotor adjusting sleeve installation. **Use caution** not to damage seal parts when installing the rotor adjusting sleeve.*

Loosen the socket head setscrews (GA). Slide the rotor adjusting sleeve kit over the shaft. Use caution not to damage installed seal components on the shaft. Screw the rotor adjusting sleeve into the backhead until the rotor bottoms against the head.



It is recommended that a new bearing lock washer (03B) be installed any time the rotor adjusting sleeve is disassembled. Re-use of an old lockwasher may create a preload condition on the bearing, resulting in premature bearing failure.

Install a **new** bearing lockwasher (03B) and screw the bearing locknut (03C) onto the shaft until tight. Align one of the slots in the locknut with one of the tabs on the lockwasher, and use a hammer and punch to bend the tab on the lockwasher over into the slot on the locknut.

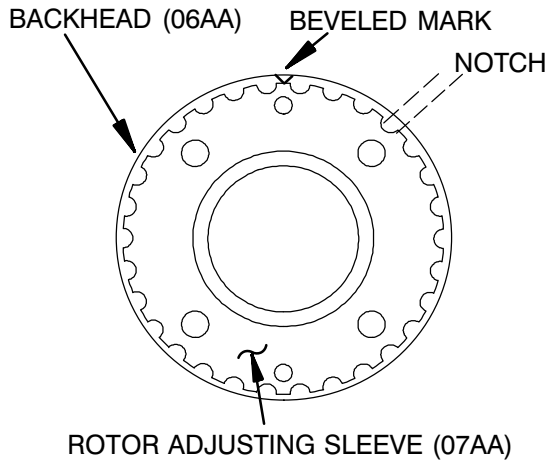
Proceed with **Setting End Clearance**.

## SETTING END CLEARANCE

(Figures E-1 and E-5)

The end clearance between the head (01AA) and the face of the rotor (03A) should be checked and adjusted as required as part of a regular preventive maintenance schedule, when performance drops or the pump is disassembled. If disassembled, reassemble the rotor adjusting sleeve kit as previously indicated, then proceed as follows for adjustment.

Tighten the rotor adjusting sleeve assembly (07A) in the backhead assembly (06A) until the rotor bottoms against the head, and install the bearing lockwasher (03B) and locknut (03C) as previously described. See Figure E-5 and mark the rotor adjusting sleeve (07AA) at the beveled mark on the backhead (06AA).



**Figure E-5. End Clearance Adjustment**

The end clearance between the head (01) and rotor shaft (03A) should be set to the dimensions shown in Table E-1. Each of the notches on the rotor adjusting sleeve (07AA) represents approximately 0.002 inch of end clearance. Back off the rotor adjusting sleeve assembly (07A) approximately 1/2 turn, then turn the sleeve back in until the mark is the appropriate number of notches counter-

clockwise of the beveled mark on the backhead to obtain the recommended end clearance.

Tighten the setscrews (GA) until they bottom against the backhead (06AA). Rotate the pump shaft to ensure free rotation. If the rotor binds or scrapes against the head, back off the rotor adjusting sleeve until rotation is free.

HYD. SIZE	Max. Visc. (SSU)							
	750	2500	25,000	250,000	750	2500	25,000	250,000
	Max. Temp. (°F)							
	225	225	225	225	400	400	400	400
DC, DE	.004			.008	.004			.010
GC,GF,GH,GJ	.004	.006	.008	.006		.008	.010	
JG,JJ,JL,JP	.004	.006	.008	.010	.006	.008	.010	.012

Notes:  
 Dimensions are shown in inches.  
 For Hydraulic Sizes Not Listed, Viscosities Above 250,000, or for Special Applications, Consult Your Local Gorman-Rupp Distributor or the Factory.

**Table E-1. End Clearance**

## RELIEF VALVE DISASSEMBLY

(Figure E-6)

### NOTE

*If the relief valve is low pressure, it will have one internal spring (10AE). If the relief valve is high pressure, it will have two internal springs (10AE and 10AF).*

Unscrew the cap (10AN) from the bonnet (10AK) and remove the gasket (10AP). Back off the adjustment capscrew (10AM) to relieve pressure on the spring(s) (10AE and/or 10AF).

Unscrew the bonnet from the valve body (10AA). Remove the valve (10AD) and spring(s) (10AE and/or 10AF). The spring guide (10AH) is an O-ring fit in the bonnet. Remove and discard the O-rings.

If the warning plate (10AB) must be replaced, remove the drive screws (BM), and remove the plate.

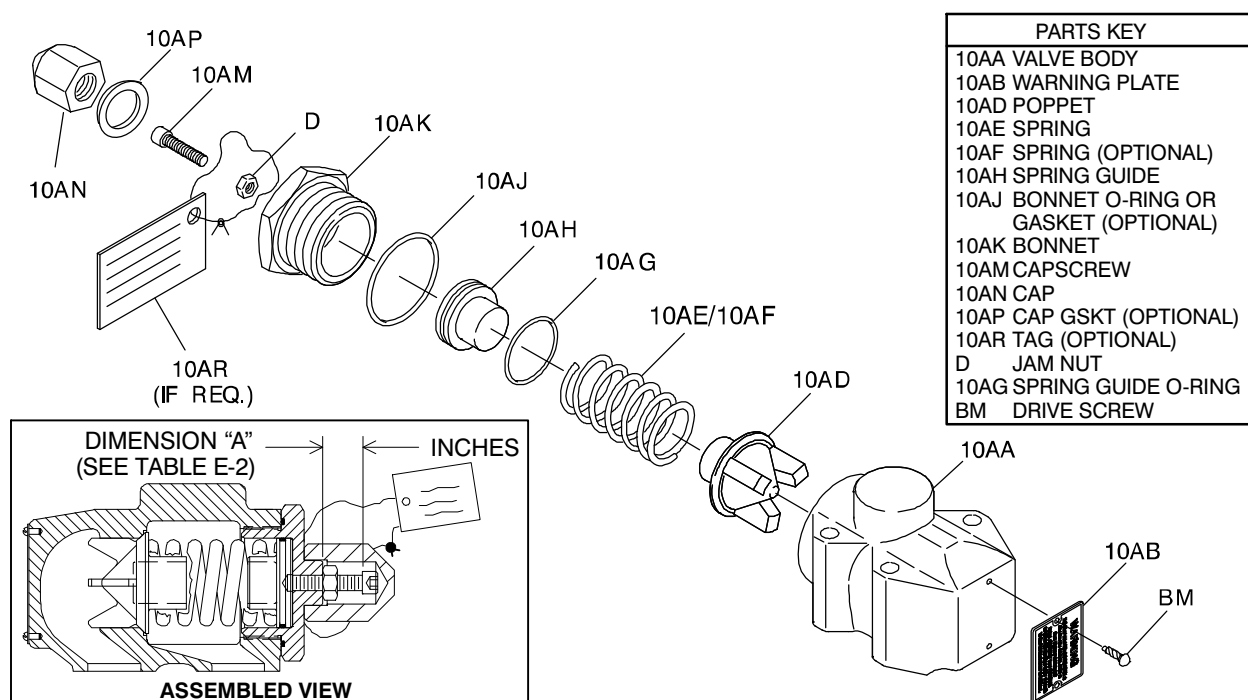


Figure E-6. Pressure Relief Valve Assembly

**RELIEF VALVE REASSEMBLY**

(Figure E-6)



**Do not return the pump to service without the warning plate (10AB) installed. Failure to observe the warning on the plate could result in destruction of the pump, and injury or death to personnel.**

Inspect the components for wear, grooves, or other damage that might cause leakage. If any components are worn, replace the defective parts.

If removed, attach the warning plate (10AB) to the valve body (10AA) using the drive screws (BM).

If used, lightly oil the O-ring (10AJ) and install it in the groove on the bonnet (10AK).

Lightly oil the O-ring (10AG) and install it in the groove on the spring guide (10AH). Start the large end of the spring guide into the bonnet (10AK), and push the guide in until it bottoms out.

Insert the valve (10AD), finned end first, into the valve body (10AA). Install the spring(s) (10AE and/or 10AF). Make certain that the spring (10AE) fits **over** the spring guide (10AH), and the optional spring (10AF) fits **into** the guide, and thread the bonnet into the valve body.

Install the jam nut (D) on the adjustment capscrew (10AM), and thread the capscrew into the bonnet until the desired height ("A", Figure E-6) is reached. Refer to the separate Parts List accompanying your pump, and determine the specific hydraulic size (D, G, J, etc.). See Table E-2 and adjust the capscrew (10AM) to the proper "A" dimension for desired cracking pressure.



**Never operate the pump without the adjusting screw jam nut in place. Otherwise, the relief valve spring(s) can be compressed too far for the valve to open. If the valve does not open, excessive pressure can develop, causing damage to the pump and possible injury to personnel.**

PUMP HYDRAULIC SIZE**	SINGLE SPRING OPTION CODE	CRACKING PRESSURE (PSI)	DIMENSION "A" (INCHES) Fig. E-7)	DOUBLE SPRING OPTION CODE	CRACKING PRESSURE (PSI)	DIMENSION "A" (INCHES) Fig. E-7)
DC DE GC GF GH GJ	STD	45 MIN.	.60 FULLY OUT	25A	60 MIN.	.60 FULLY OUT
		* 50	.57		88	.51
	25D	75	.40	25E	* 113	.42
		100	.22		125	.34
	25G	130 MAX.	.16 FULLY IN	25V	150	.26
					170 MAX.	.16 FULLY IN
JG JJ JL JP	STD	30 MIN.	1.17 FULLY OUT	25A	35 MIN.	1.17 FULLY OUT
		50	.74		75	.87
	25D	* 70 MAX.	.31 FULLY IN	25E	100	.68
					125	.51
	25G			25H	* 150 MAX.	.31 FULLY IN
25U			25V			

**Table E-2 . Cracking (Valve Opening) Settings (\* Denotes Factory Setting)**

**\*\* See PUMP MODEL DESIGNATION in INSTALLATION, Section B to Identify Hydraulic Size**

**NOTE**

*Instructions for in-line adjustment of the relief valve settings are given in **OPERATION - Section C.***

After adjustment, tighten the jam nut (D) flush against the bonnet.

Place the optional warning tag (10AR) between the bonnet and the cap (10AN). Install the cap, and tighten until fully seated against the bonnet.

**Relief Valve (10) Installation**

Lubricate and install the O-ring(s) (10C) on the housing assembly (04A) or the head assembly

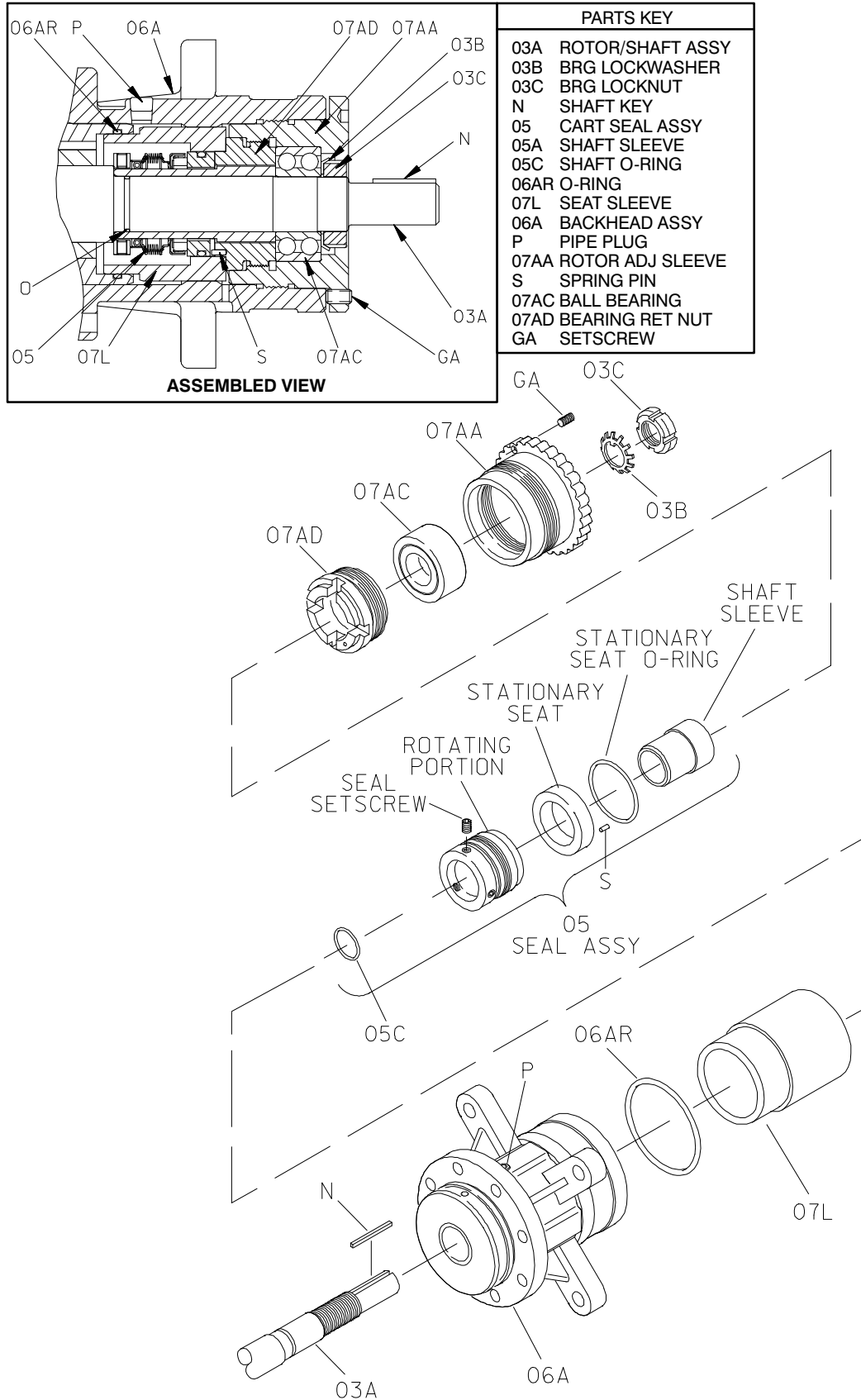
(01A). Secure the relief valve (10A) with the capscrews (B).



**Do not return the pump to service without the warning plate (10AB) installed. Failure to observe the warning on the plate could result in destruction of the pump, and injury or death to personnel.**

If the warning plate (10AB) has been removed, secure it with the drive screws (BM).

SEAL APPENDIX – SECTION F



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Figure F-1. Standard Cartridge And Optional 60M, 60P, 61J And 61L Cartridge Seal

## Seal Removal

(Figures E-1 and F-1)

See **PUMP DISASSEMBLY** and disassemble the pump up to and including the **Rotor Adjusting Sleeve (07)**. As the rotor adjusting sleeve (07AA) is unscrewed from the backhead (06AA), the complete seal assembly (09) will be pulled out with it.

Position the rotor adjusting sleeve assembly on a flat surface with the seal facing up. Pry the assembled seat sleeve, seal and shaft sleeve from the rotor adjusting sleeve assembly.

Remove the shaft O-ring (05C)

### NOTE

*Due to the complexity of design of the cartridge seal assemblies, seal disassembly for the purpose of re-use is not recommended. Replacement seals include the shaft sleeve and all O-rings. Replace the complete cartridge seal when leakage occurs.*

Continue as required with **PUMP DISASSEMBLY**.

## Seal Installation

(Figures E-1 and F-1)

See **Pump Reassembly, Section E**, and assemble the housing assembly (04), backhead kit (06) and rotor/shaft assembly (03).

Clean the seal cavity 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 flame, sparks, and excessive heat. Read and follow all precautions printed on solvent containers.**

### NOTE

*Due to the complexity of design of the cartridge seal assemblies, seal disassembly for the purpose of re-use is not recommended. Replace the complete cartridge seal when leakage occurs.*

Unwrap the cartridge seal and check that all components are preassembled, clean, undamaged and free of any foreign matter.

Position the pump on a flat surface with the drive end facing up. Lubricate the shaft O-ring (05C) and install it in the groove in the shaft.

Assemble the rotor adjusting sleeve (07) as described in **Pump Reassembly, Section E** and position it on a flat surface with the drive end down.

Position the cartridge seal assembly in the rotor adjusting sleeve assembly so **the stationary element pins align with the holes in the bearing retaining nut (07AD)**. Use a suitably sized sleeve and an arbor (or hydraulic) press to press the seat sleeve over the end of the bearing retaining nut (07AD) **until bottomed**.

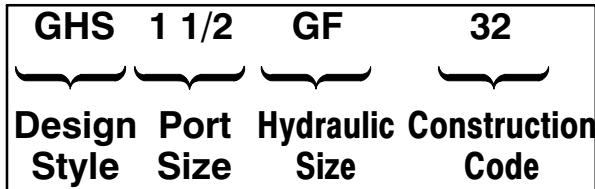
Position the seat sleeve over the shoulder on the bearing retaining nut (07AD) and press it on until fully seated.

Proceed to install the rotor adjusting sleeve assembly and seal unit as described in **Pump Reassembly, Section E**.

## O-RING APPENDIX – SECTION G

O-ring Part Numbers are based on the hydraulic size of the pump, which is included in the pump model number. In the following example, the first letter in the hydraulic size is the rotor diameter code. The second letter indicates tooth length. **O-ring part numbers are keyed to the first letter in the hydraulic field.**

(every pump does not necessarily use each O-ring identified). O-ring part numbers begin with a 5-digit family number which identifies the O-ring material. To identify the appropriate 5-digit family number, refer to the Parts List accompanying the pump. The last 3 digits completing the part number are based on the hydraulic size of the pump.



Example: Model GHS1 1/2GF32. If the Parts List accompanying the pump indicates that it is equipped with Viton® O-rings (family group 25154), then the Coverplate/Relief Valve O-ring (Item 10C) would be Part Number 25154-029. Correspondingly, if the O-rings were Neoprene®, Item 10C Part Number would be 25151-029.

In the chart below, the **Item Number** refers to O-rings identified in the Parts Keys in Sections E and F

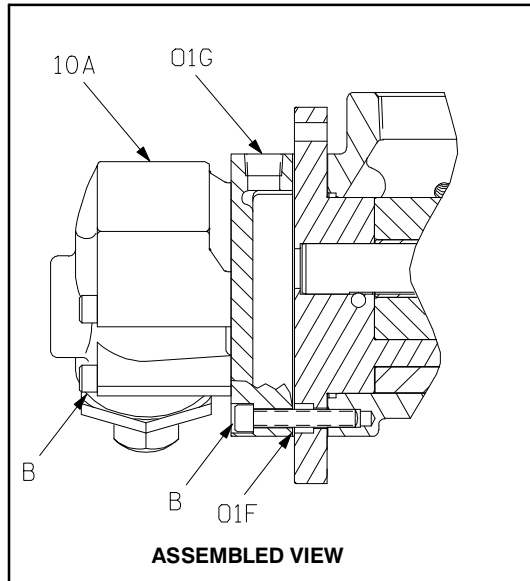
<b>O-RING FAMILY NUMBERS</b>			
5-DIGIT FAMILY	O-RING MATERIAL	5-DIGIT FAMILY	O-RING MATERIAL
25151-	NEOPRENE®	25156-	KALREZ®
25152-	BUNA-N	25157-	TEFLON® ENCAPSULATED
25154-	VITON®	25158-	CHEMRAZ®

<b>O-RING SUFFIX (DASH) NUMBERS</b>								
ITEM NO.	HYD. GROUP SIZE	DASH NUMBER	ITEM NO.	DASH NUMBER	ITEM NO.	HYD. GROUP SIZE	DASH NUMBER	
01C	D	-144	06AR	D	-136	05C	D	-015
	G	-152		G	-143		G	-020
	J	-159		J	-152		J	-123
01E	D	-021	07B	D	-133	10AG	D	-028
	G	-029		G	-145		G	-028
	J	-135		J	-152		J	-034
06G	D	-144			10AJ	D	-033	
	G	-152				G	-033	
	J	-159				J	-040	
					10C	D	-021	
						G	-029	
						J	-135	

NOTE: Neoprene, Kalrez, Teflon and Viton are Registered Trademarks of the DuPont Corp. Chemraz is a Registered Trademark of Green, Tweed and Co.

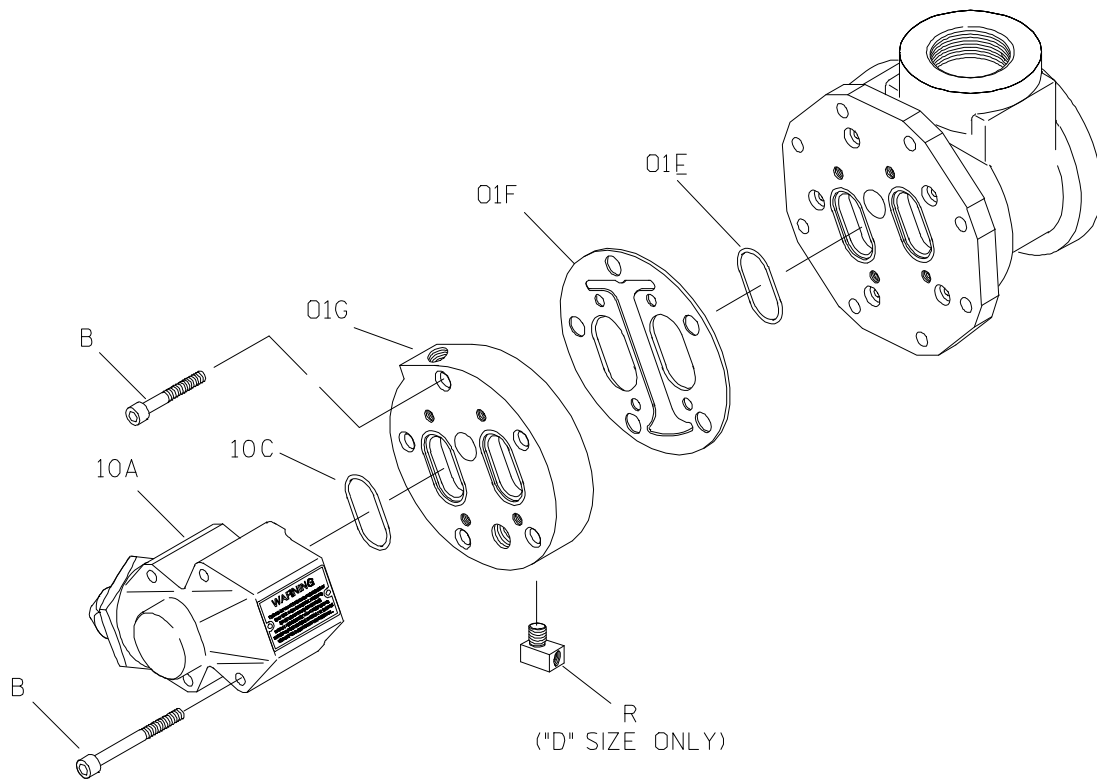
**Table G-1. O-Ring Information**

## HEAD JACKET APPENDIX – SECTION H



PARTS KEY	
01F	HEAD JACKET GASKET
01G	HEAD JACKET
01E	O-RING
10A	PRESSURE RELIEF VALVE
10C	O-RING
B	SOC HD CAPSCREW
R	FITTING

**NOTE:** Refer to **O-Ring Appendix, Section H** for O-ring identification.



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**Figure G-1. Head Jacket**



## Head Jacket Removal

### (Figure G-1)

Before attempting to service the pump, disconnect the power source to ensure that it will remain inoperative. Remove the hardware securing the pump to the power source, and separate the power source and pump assembly. Retain all connection parts such as shaft keys, etc.

Close all valves in the suction and discharge lines. Disconnect the suction and discharge hose/piping.

To remove the head jacket (01G), first remove the socket head capscrews (B) securing the pressure relief valve (10A) to the head jacket. Remove the pressure relief valve and O-rings (10C).

Remove the inner socket head capscrews (B) securing the head jacket (01G) to the head. Separate the jacket, gasket (01F) and O-rings (01E) from the head.

Continue as required with **PUMP DISASSEMBLY**.

## Head Jacket Installation

### (Figure G-1)

See **PUMP REASSEMBLY** and reassemble the pump.

Install the inboard O-rings (01E) in the head.

### NOTE

*The inboard O-rings (01E) are Teflon® coated for heat and chemical resistance.*

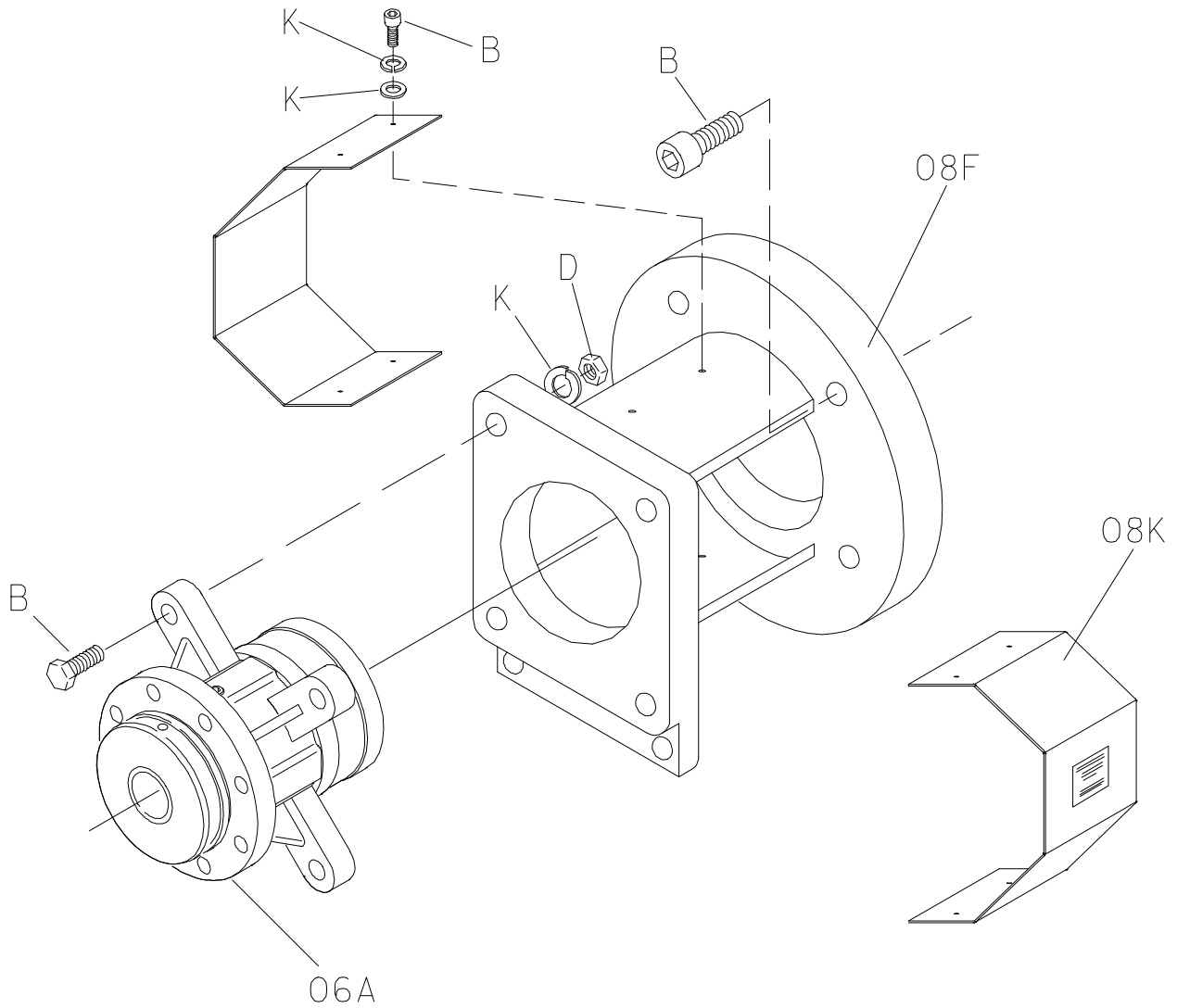
Position the gasket (01F) against the head. Secure the head jacket (01G) to the pump with the inboard socket head capscrews (B).

Install the outboard O-rings (10C) in the head jacket. Position the pressure relief valve (10A) on the head jacket with the cap toward the suction port of the pump and secure it with the outboard socket head capscrews (B).

**BACKHEAD ADAPTOR APPENDIX – SECTION J**

PARTS KEY	
06A	BACKHEAD
08F	BACKHEAD ADAPTOR
08K	GUARD
B	CAPSCREW
D	HEX NUT
K	WASHER

**NOTE:** Refer to **O-Ring Appendix, Section J** for O-ring identification.



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**Figure H-1. Backhead Adaptor**

## Backhead Adaptor Removal

### (Figure H-1)

Before attempting to service the pump, shut down the motor and take precautions to ensure that it will remain inoperative.

Close all valves in the suction and discharge lines. Disconnect the suction and discharge hose/piping.

Remove the guards (08K) and loosen the coupling halves from the motor and pump shafts.

Remove the capscrews (B) securing the backhead (06A) to the backhead adaptor (08A) and separate the pump from the adaptor.

Continue as required with **PUMP DISASSEMBLY**.

## Backhead Adaptor Installation

### (Figure H-1)

See **PUMP REASSEMBLY** and reassemble the pump up to and including setting the end clearance.

Secure the backhead (06A) to the backhead adaptor (08A) with the previously removed capscrews (B).

Align and tighten the coupling halves on the pump and motor shafts. Reinstall the guards (08K).



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

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