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INSTALLATION, OPERATION, AND MAINTENANCE MANUAL

WITH PARTS LIST

GORMAN-RUPP PUMPS

PA SERIES PUMP

MODEL

PA4E71C—3TNV88—SE

THE GORMAN-RUPP COMPANY • MANSFIELD, OHIO

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

www.grpumps.com.

Register your new
Gorman-Rupp pump online at
www.grpumps.com

Valid serial number and e-mail address required.

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

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 pump. **Read this manual** carefully to learn how to safely install and operate your pump. Failure to do so could result in personal injury or damage to the pump. This Installation, Operation, and Maintenance manual is designed to help you achieve the best performance and longest life from your Gorman-Rupp pump.

This pump is a PA Series, priming-assisted centrifugal model. The unit is designed for handling dirty water containing specified entrained solids and slurries. The basic material of construction is gray iron, with stainless steel shaft and G-R hard iron impeller and wearing parts.

Because pump installations are seldom identical, this manual cannot possibly provide detailed instructions and precautions for every aspect of each specific application. Therefore, it is the responsibility of the owner/installer of the pump to ensure that applications not addressed in this manual are performed **only** after establishing that neither operator safety nor pump integrity are compromised by the installation. Pumps and related equipment **must** be installed and operated according to all national, local and industry standards.

If there are any questions regarding the pump which are not covered in this manual or in other literature accompanying the 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

For information or technical assistance on the engine, contact the engine manufacturer's local dealer or representative.

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:

DANGER!

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

WARNING!

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

CAUTION

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

NOTE

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

SAFETY - SECTION A

This information applies to Prime Aire® Series pumps. Refer to the manual accompanying the engine before attempting to begin operation.

Because pump installations are seldom identical, this manual cannot possibly provide detailed instructions and precautions for each specific application. Therefore, it is the owner/installer's responsibility to ensure that applications not addressed in this manual are performed only after establishing that neither operator safety nor pump integrity are compromised by the installation.

WARNING!

Before attempting to open or service the pump:

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

WARNING!

This pump is equipped with an automatic starting system, and is subject to automatic restart. Keep hands and clothing away from the unit to prevent injury during automatic operation. Disconnect the positive battery cable before performing any maintenance. Failure to do so may result in serious personal injury.

WARNING!

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

WARNING!

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

WARNING!

Use lifting and moving equipment in good repair and with adequate capacity to prevent injuries to personnel or damage to equipment. Attach lifting equipment to the lifting device fitted to the pump. If chains or cable are wrapped around the pump to lift it, make certain that they are positioned so as not to damage the pump, and so that the load will be balanced. 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.

WARNING!

After the pump has been installed, 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. 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. Momentary closure of a discharge valve is acceptable only when required for startup or shutdown procedures.

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

This pump may be used to handle materials which could cause illness through direct exposure or emitted fumes. Wear adequate protective clothing when working on the pump or piping.

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

Make sure the pump is level. Lower jack stands and chock the wheels, if so equipped. Use caution when positioning the skid-mounted unit to prevent damage to the fuel tank.

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

Fuel used by internal combustion engines presents an extreme explosion and fire hazard. Make certain that all fuel lines are securely connected and free of leaks. Never refuel a hot or running engine. Avoid overfilling the fuel tank. Always use the correct type of fuel.

Never tamper with the governor to gain more power. The governor establishes safe operating limits that should not be exceeded. The maximum continuous operating speed for this pump is 2200 RPM.

INSTALLATION – SECTION B

Review all SAFETY information in Section A.

Since pump installations are seldom identical, this section offers only general recommendations and practices required to inspect, position, and arrange the pump and piping.

Most of the information pertains to a standard **static lift** application where the pump is positioned above the free level of liquid to be pumped.

If installed in a **flooded suction application** where the liquid is supplied to the pump under pressure, some of the information such as mounting, line configuration, and priming must be tailored to the specific application. Since the pressure supplied to the pump is critical to performance and safety, **be sure** to limit the incoming pressure to 50% of the maximum permissible operating pressure as shown on the pump performance curve.

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

Pump Dimensions

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

OUTLINE DRAWING

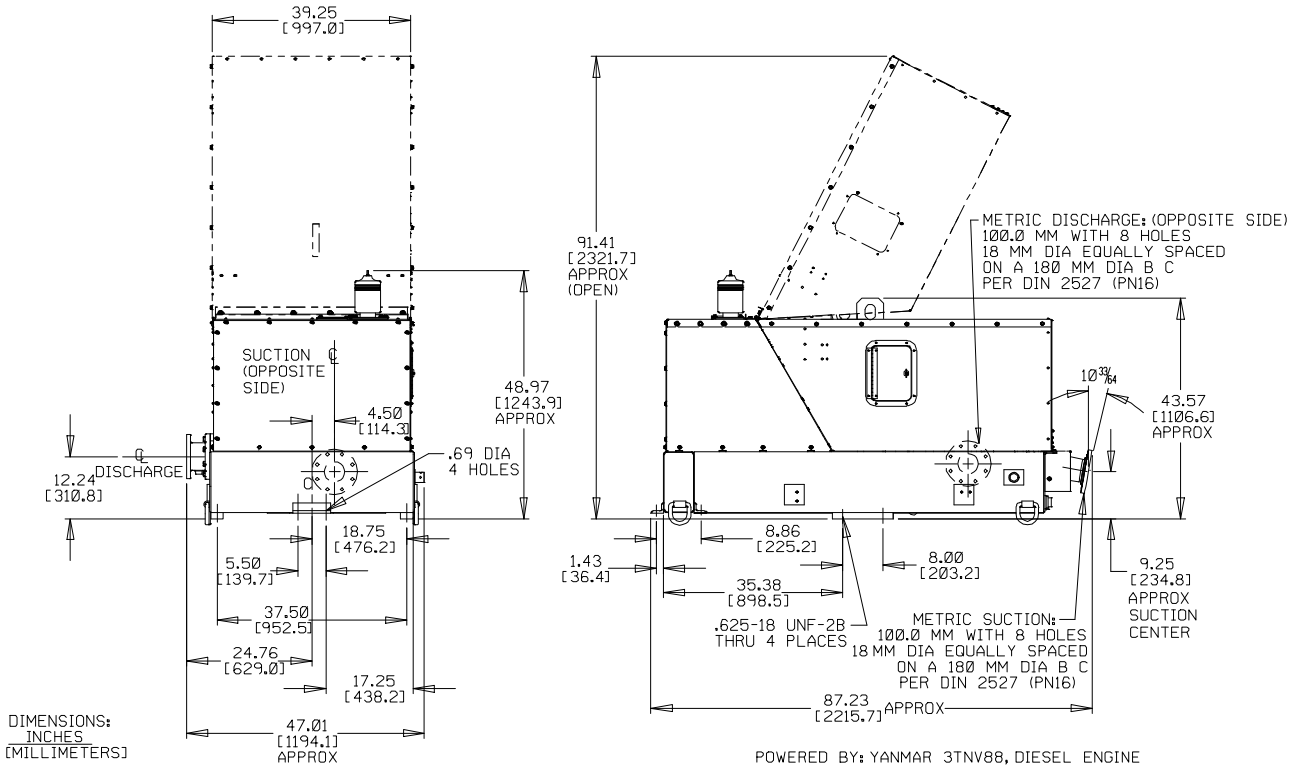


Figure 1. Pump Model PA4E71C–3TNV88–SE

PREINSTALLATION INSPECTION

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

a. Inspect the pump for cracks, dents, damaged threads, and other obvious damage.

b. Check for and tighten loose attaching hardware. Since gaskets tend to shrink after drying, check for loose hardware at mating surfaces.

c. Carefully read all tags, decals, and markings on the pump assembly, and perform all duties indicated. Note that the pump shaft rotates in the required direction.

CAUTION

Only operate this pump in the direction indicated by the arrow on the pump body and on the accompanying decal. Otherwise, the impeller could become loosened from the shaft and seriously damage the pump.

d. Check levels and lubricate as necessary. Refer to **LUBRICATION** in the **Maintenance and Repair Manual** and perform duties as instructed.

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

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

POSITIONING PUMP

WARNING!

Use lifting and moving equipment in good repair and with adequate capacity to prevent injuries to personnel or damage to equipment. Attach lifting equipment to the lifting device fitted to the pump. If chains or cable are wrapped around the pump to lift it, make certain that they are positioned so as not to damage the pump, and so that the load will be balanced. 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

Pump unit weights will vary depending on the mounting and drive provided. Check the shipping tag on the unit packaging for the actual weight, and use lifting equipment with appropriate capacity. Drain the pump and remove all customer-installed equipment such as suction and discharge hoses or piping before attempting to lift existing, installed units.

CAUTION

The pump assembly can be seriously damaged if the chains or cables 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 and eliminate vibration.

For engine driven units, the pump **must** be positioned as level as possible to ensure sufficient lubrication and fuel supply to the engine.

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

WARNING!

If the pump has been mounted on a movable base, do not attempt to operate the pump unless the unit is level. Be sure the leveling stands are positioned on a solid surface, and the wheels are chocked.

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 maybe used for suction and discharge lines; however, the materials must be compatible with the liquid being pumped. If hose is used in suction lines, it must be the rigid-wall, reinforced type to prevent collapse under suction. Using piping couplings in suction lines is not recommended.

Line Configuration

Keep suction and discharge lines as straight as possible to minimize friction losses. Make minimum use of elbows and fittings, which substantially increase friction loss. If elbows are necessary, use the long-radius type to minimize friction loss.

Connections to Pump

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

Lines near the pump must be independently supported to avoid strain on the pump which could cause excessive vibration, decreased bearing life, and increased shaft and seal wear. If hose-type lines are used, they should have adequate support to secure them when filled with liquid and under pressure.

Gauges

The pump is drilled and tapped for installing discharge pressure and vacuum suction gauges. It is recommended that gauges be installed to monitor pump performance. Seal the gauge threads with pipe dope to ensure an airtight seal. Follow the sealant manufacturer's recommendations when selecting and applying the pipe dope. The pipe dope should be compatible with the liquid being pumped.

SUCTION LINES

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

Be certain to use the strainer furnished with the pump; any spherical solids which pass through the strainer will also pass through the pump itself.

If a strainer not furnished with the pump 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 3 inch (76,2 mm) diameter spherical solids.

Sealing

Since even a slight leak will affect priming, head, and capacity, especially when operating with a high suction lift, all connections in the suction line should be sealed with pipe dope to ensure an airtight seal. Follow the sealant manufacturer's recommendations when selecting and applying the pipe dope. The pipe dope should be compatible with the liquid being pumped.

Suction Lines In Sumps

If a single suction line is installed in a sump, it should be positioned away from the wall of the

sump at a distance equal to 1 1/2 times the diameter of the suction line.

If there is a liquid flow from an open pipe into the sump, the flow should be kept away from the suction inlet because the inflow will carry air down into the sump, and air entering the suction line will reduce pump efficiency.

If it is necessary to position inflow close to the suction inlet, install a baffle between the inflow and the suction inlet at a distance 1-1/2 times the diameter of the suction pipe. The baffle will allow entrained air to escape from the liquid before it is drawn into the suction inlet.

If two suction lines are installed in a single sump, the flow paths may interact, reducing the efficiency of one or both pumps. To avoid this, position the suction inlets so that they are separated by a distance equal to at least 3 times the diameter of the suction pipe.

Suction Line Positioning

The depth of submergence of the suction line is critical to **efficient** pump operation. Figure 2 shows recommended minimum submergence vs. velocity.

Although not recommended, the vacuum assisted priming feature allows the pump to be operated temporarily in a “slurping” application with varying water levels.

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).

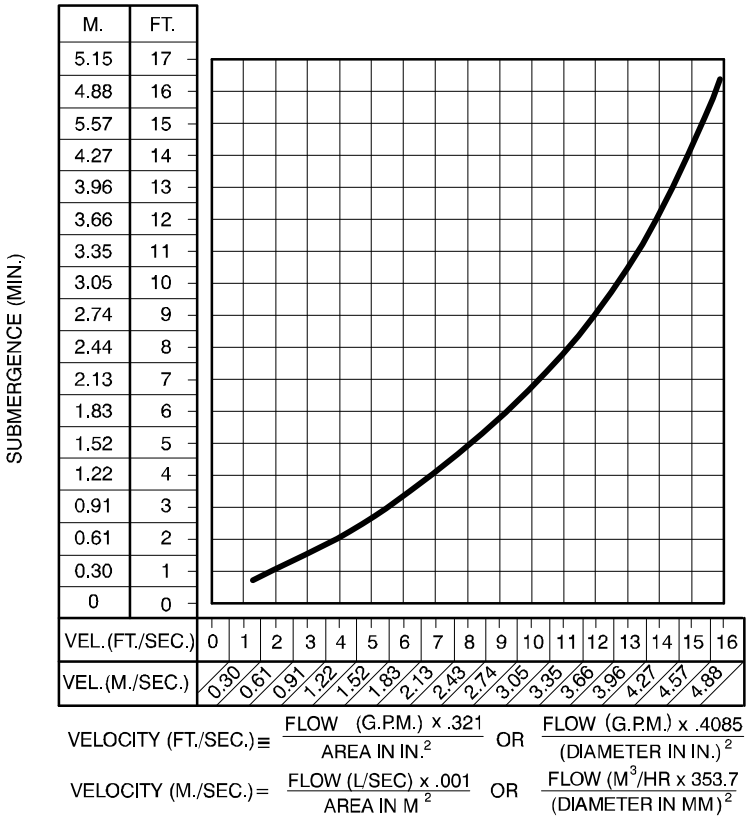


Figure 2. Recommended Minimum Suction Line Submergence vs. Velocity

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

This pump is designed with a check valve in the discharge line.

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 be installed in the discharge line to protect the pump from excessive shock pressure and reverse rotation when it is stopped.

CAUTION

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

ALIGNMENT

The alignment of the pump, air compressor and engine is critical for trouble-free mechanical operation. See Section E, **Securing Bearing Housing And Drive Assembly To Engine** in **MAINTENANCE AND REPAIR**, for details.

AUTO-START

The standard pump is equipped with an auto-start control system which allows the pump to start and stop as the liquid level in the wet well or sump rises and falls.

Refer to the information which follows for installation details for the liquid level sensing system provided with your pump.

Float Switch Installation

The Float Switch autostart system employs either a single or double float switch, where a bulb raises or lowers (floats) with the liquid level, thus activating an enclosed miniature switch. The floats are equipped with a socket type connector that plugs into a matching receptacle on the auto-start control box.

Standard floats are equipped with 50 feet (15,2 m) of cable.

When installing the floats, note the following:

a. **Be sure** to provide sufficient room in the wet well or sump so that floats do not get obstructed or drawn into the suction line. If a flexible suction hose is used, it may be extended to lay along the bottom of the wet well or sump and the float can be attached to the hose above the point where it bends along the bottom. Direct the suction line toward the flow, and the float(s) away from the flow. If a standpipe is available, attach the float switch cable to the standpipe in the sump at the approximate desired liquid level.

b. In a single float system, the cable can be tethered to the suction line or standpipe approximately 6 inches (152 mm) above the float. This setting allows approximately 9 inches (229 mm) of liquid rise between pump start/stop. The start/stop interval may be increased by extending the float end of the cable. The liquid level in the sump will increase approximately 8 inches (203 mm) between start/stop intervals for every 6 inches (152 mm) of cable increase.

c. If a double float switch system is used, position the “Start” float at the desired high water level in the sump, and the “Stop” float at the desired low water level in the pump.

d. Refer to Figure 3 for additional float switch data.

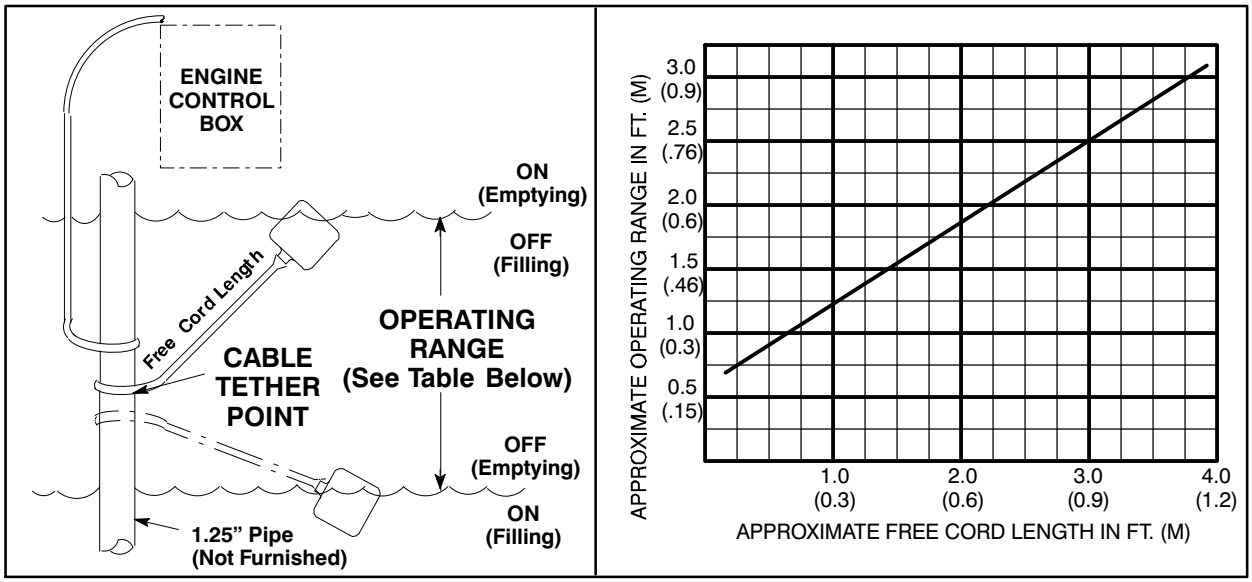


Figure 3. Float Switch Data

OPERATION — SECTION C

Review all SAFETY information in Section A.

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

DANGER!

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

OPERATION

WARNING!

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

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the performance curve in Section E on page E—1.

PRIMING

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

The pump will begin to prime upon startup. The air in the suction line will be discharged from the eductor discharge line. Complete priming is indicated by a positive discharge pressure reading.

If full priming is not achieved, the discharge check valve may be malfunctioning. If this occurs, shut down the pump and consult **Maintenance and Repair,** Section E for further details.

STARTING

Check the fuel level and oil levels in the engine, air compressor, pump bearings and seal housing.

Make sure the pump is level. Lower the jack stands and chock the wheels, if so equipped.

CAUTION

Make sure the pump is level. Lower jack stands and chock the wheels, if so equipped. Use caution when positioning the skid-mounted unit to prevent damage to the fuel tank.

WARNING!

This pump is equipped with automatic liquid level controls, and is subject to automatic restart. Keep hands and clothing away from the unit to prevent injury during automatic operation. Disconnect the positive battery cable before performing any maintenance. Failure to do so may result in serious personal injury.

Consult the engine operations manual before attempting to start the unit.

Manual Starting

On initial start-up, set the engine speed at in the half-throttle position. Turn the keyswitch to 'MANU-

AL'. After the engine starts and the unit is fully primed, adjust the engine RPM until the desired flow rate is achieved.

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the curve on Page E-1.

Automatic Starting

With the float system installed, follow the procedures outlined for manual starting and throttle adjustment. Switch the keyswitch to 'OFF' until the water level rises above the on point for the float system, then turn the keyswitch to the 'AUTO' setting. The unit will run until the float signals the control that the water in the wet well is at the float off point, at which time the unit will shut down automatically. When the float signals the control that the water in the wet well is at the float on point, the unit will restart automatically, repeating the cycle.

Priming

The pump will begin to prime upon startup. The air in the suction line will be discharged from the eductor discharge line. Complete priming is indicated by a positive discharge pressure reading.

If full priming is not achieved, the discharge check valve may be malfunctioning. If this occurs, shut down the pump and consult the separate **Maintenance and Repair** manual for further details.

ROUTINE OPERATION

DANGER!

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

Adjust the engine speed to achieve the desired output. Do not exceed the factory set engine speed and system operating pressure. Do not operate below the recommended operating speed (if applicable).

WARNING!

Never tamper with the governor to gain more power. The governor establishes safe operating limits that should not be exceeded. Refer to the Performance Curve in the separate Parts List Manual for the maximum continuous operating speed for this pump.

OPERATION IN EXTREME HEAT

The safety shutdown system will automatically stop the unit if engine operating temperature exceeds design limits. If engine over-temperature shutdown occurs, allow the unit to cool before restarting.

If engine overheating continues, check the engine lubricant level and viscosity. Consult the engine operation manual for the recommended lubricant for operation in extreme heat.

If the unit is being operated in the **automatic** mode, adjust the float(s) to allow shorter run and longer cooling periods, if possible.

WARNING!

This pump is equipped with automatic liquid level controls, and is subject to automatic restart. Keep hands and clothing away from the unit to prevent injury during automatic operation. Disconnect the battery before performing any maintenance. Failure to do so may result in serious personal injury.

OPERATIONAL CHECKS

Leakage

Once the pump is fully primed, 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.

Pump Vacuum Check

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.

Liquid Temperature And Overheating

The **maximum** liquid temperature for this pump is 160° F (71°C). Do not apply it at a higher operating temperature.

Overheating can occur if operated with the valves in the suction or discharge lines closed. Operating against closed valves could bring the liquid to a boil, build pressure, and cause the pump to rupture or explode. If overheating occurs, stop the pump immediately and allow it to completely cool before servicing it. **Approach any over-heated pump cautiously**.

WARNING!

Allow an over-heated pump to completely cool before servicing. Do not remove plates, covers, gauges, or fittings from an overheated pump. Liquid within the pump can reach boiling temperatures, and vapor pressure within the pump can cause parts being disengaged to be ejected with great force. After the pump cools, drain the liquid from the pump by removing the casing drain plug. Use caution when removing the plug to prevent injury to personnel from hot liquid.

Strainer Check

Check the strainer regularly, and clean it as necessary. The strainer should also be checked if pump flow rate begins to drop. Monitor and record the vacuum suction gauge 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.

STOPPING

Manual 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.

Reduce the throttle speed slowly and allow the engine to idle briefly before stopping.

In the manual mode, reduce the throttle speed slowly, and allow the engine to idle briefly before switching the HAND-OFF-AUTO switch to ‘OFF’.

CAUTION

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.

Automatic Stopping

In the automatic mode, the pump will stop when the liquid in the wet well or sump lowers and activates the “Off” float switch(s). The pump will restart

automatically when the liquid rises and activates the “On” float switch(s).

Safety Shutdown System

The unit is equipped with a safety system to automatically shut down the engine under certain conditions. The engine will automatically shut down:

1. If the engine exceeds its safe operating temperature.
2. If the engine oil pressure drops below design limits.
3. If the engine fails to start within a pre-set period of time.
4. If the engine speed exceeds the safe operating range.
5. If the engine fan belt breaks.

Lights on the control panel will indicate which of the safety features has caused the engine to shut down.

Should any of the safety features cause the engine to shut down, **the cause must be determined and corrected** before putting the unit back into service. The engine **will not restart** until the key switch has been returned to the ‘OFF’ position for at least 10 seconds.

All safety shutdown features are pre-set at the factory for optimum performance and safety; **do not** attempt to adjust these settings.

WARNING!

Never disconnect any of the safety shutdown features; this will void the warranty and could result in serious damage to the unit and/or injury to personnel. Safety shutdown features are pre-set at the factory; do not attempt to adjust any of the settings. Determine the cause of shutdown before putting the unit back into service. Consult the factory for additional information.

PERIODIC CHECKS

Seal Cavity And Bearing Lubrication

Both the seal and bearing cavities were fully lubricated at the factory. Check the lubrication levels before startup, and regularly thereafter as indicated in Section E, **Maintenance and Repair**. When lubrication is required, use **only** SAE No. 30 non-detergent oil.

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 temperatures is a warning that the bearings are at the point of failing to operate properly. Make certain that the bearing lubricant is of the proper viscosity and at the correct level (see **LUBRICATION** in Section E, **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.

Air Compressor

The air compressor was lubricated for test at the factory. However, **always** check the lubrication level before startup.

Consult the manual accompanying the air compressor and perform all duties and checks as indicated.

Additional Checks

See Page D—4 and perform all recommended preventive maintenance checks applicable to your particular unit.

Consult the manual accompanying the engine and perform any and all routine checks recommended by the engine manufacturer.

COLD WEATHER PRESERVATION

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

TROUBLESHOOTING — SECTION D

Review all SAFETY information in Section A.

WARNING!

Before attempting to open or service the pump:

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

WARNING!

This pump is equipped with an automatic starting system, and is subject to automatic restart. Keep hands and clothing away from the unit to prevent injury during automatic operation. Disconnect the positive battery cable before performing any maintenance. Failure to do so may result in serious personal injury.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	Discharge check valve contaminated, damaged, or unable to seat.	Clean or replace check valve.
	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	Leaking or worn seal or pump gasket.	Check pump vacuum. Replace leaking or worn seal or gasket.
	Suction lift or discharge head too high.	Check piping installation and install bypass line if needed. See **INSTALLATION**.
	Air compressor damaged or belts broken.	Check and repair/replace.
	Strainer clogged.	Check strainer and clean if necessary.
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	Eductor clogged.	Check and clean eductor.
	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	Leaking or worn seal or pump gasket.	Check pump vacuum. Replace leaking or worn seal or gasket.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE (cont.)	Strainer clogged.	Check strainer and clean if necessary.
	Discharge check valve clogged.	Check and clean check valve.
	Suction intake not submerged at proper level or sump too small.	Check installation and correct submergence as needed.
	Impeller or other wearing parts worn or damaged.	Replace worn or damaged parts. Check that impeller is properly centered and rotates freely.
	Impeller clogged.	Free impeller of debris.
	Discharge head too high.	Install bypass line.
	Suction lift too high.	Measure lift w/vacuum gauge. Reduce lift and/or friction losses in suction line.
	Pump speed too slow.	Check engine output; consult engine operation manual.
	Belt or flexible coupling broken.	Check and replace as necessary.
PUMP REQUIRES TOO MUCH POWER	Pump speed too high.	Check engine output.
	Extreme ambient temperature.	Reduce pump output.
	Discharge head too low.	Adjust discharge valve.
	Fuel filter clogged.	Check & replace often in extreme operating conditions.
	Liquid solution too thick.	Dilute if possible.
	Fuel contaminated.	Check and replace as required.
	Pump or jack shaft bearing(s) frozen.	Disassemble, check and replace bearing(s) as required..
PUMP CLOGS FREQUENTLY	Discharge flow too slow.	Open discharge valve fully to increase flow rate, and run engine at maximum governed speed.
	Suction check valve or foot valve clogged or binding.	Clean valve.
	Liquid solution too thick.	Dilute if possible.
EXCESSIVE NOISE	Cavitation in pump.	Reduce suction lift and/or friction losses in suction line. Record vacuum and pressure gauge readings and consult local representative or factory.
	Pumping entrained air.	Locate and eliminate source of air bubble.
	Pump or drive not securely mounted.	Secure mounting hardware.
	Impeller clogged or damaged.	Clean out debris; replace damaged parts.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
BEARINGS RUN TOO HOT	Bearing temperature is high, but within limits.	Check bearing temperature regularly to monitor any increase.
	Low or incorrect lubricant.	Check for proper type and level of lubricant.
	Suction and discharge lines not properly supported.	Check piping installation for proper support.
	Drive misaligned.	Align drive properly.
	Excessive tension on drive belt.	Check belt tension. Adjust as required.

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 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. Changes in suction and discharge gauge readings (if so equipped) between regularly scheduled inspections can indicate problems that can be corrected before system damage or catastrophic failure occurs. The appearance of wearing parts should also be documented at each inspection for comparison as well. Also, if records indicate that a certain part (such as the seal) fails at approximately the same duty cycle, the part can be checked and replaced before failure occurs, reducing unscheduled down time.

For new applications, a first inspection of wearing parts at 250 hours will give insight into the wear rate for your particular application. Subsequent inspections should be performed at the intervals shown on the chart below. Critical applications should be inspected more frequently.

Preventive Maintenance Schedule

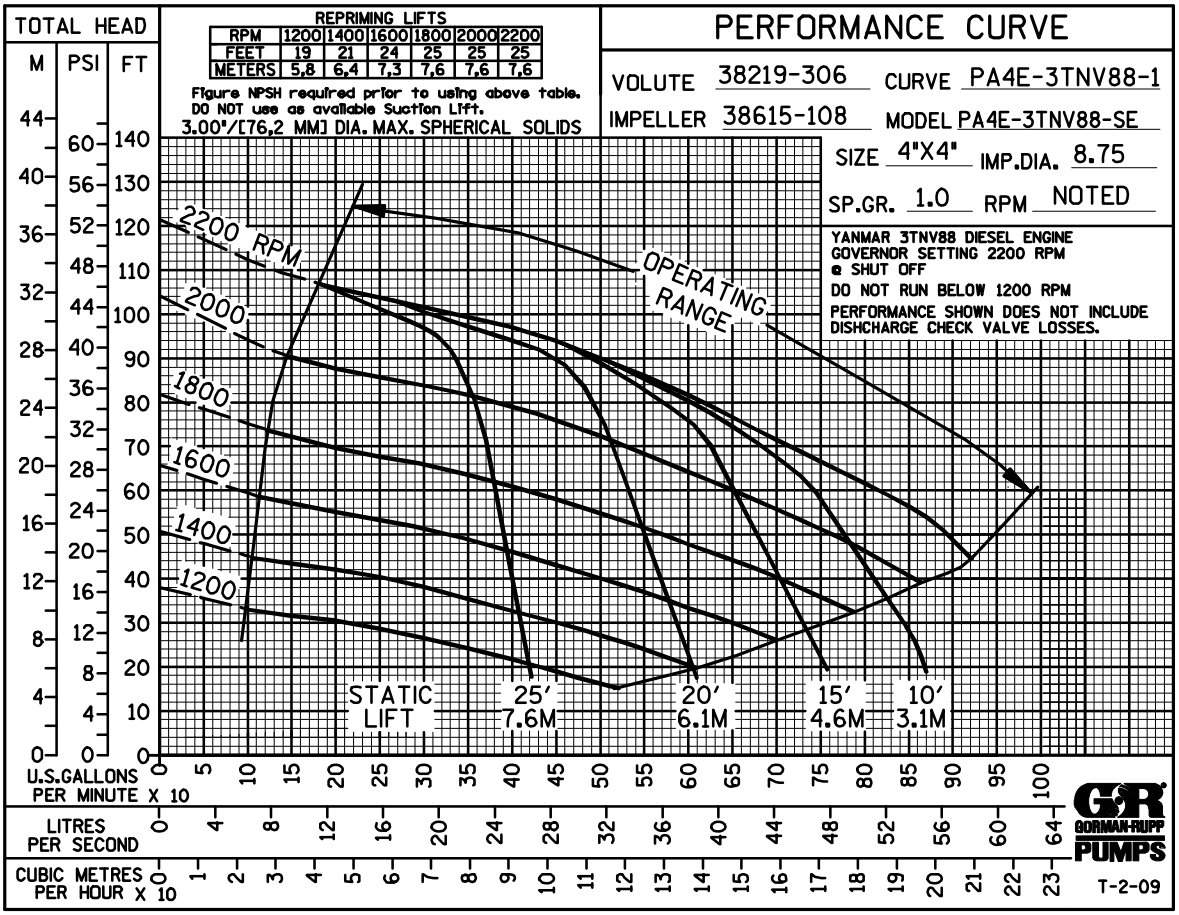
Item	Service Interval*				
	Daily	Weekly	Monthly	Semi-Annually	Annually
General Condition (Temperature, Unusual Noises or Vibrations, Cracks, Leaks, Loose Hardware, Etc.)	I				
Pump Performance (Gauges, Speed, Flow)	I				
Bearing Lubrication		I			R
Seal Lubrication (And Packing Adjustment, If So Equipped)		I			R
V-Belts (If So Equipped)			I		
Air Release Valve Plunger Rod (If So Equipped)			I	C	
Front Impeller Clearance (Wear Plate)				I	
Rear Impeller Clearance (Seal Plate)				I	
Check Valve					I
Pressure Relief Valve (If So Equipped)					C
Pump and Driver Alignment					I
Shaft Deflection					I
Bearings					I
Bearing Housing					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.

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 PA4E71C–3TNV88–SE**

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

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

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the curve.

SECTION DRAWING

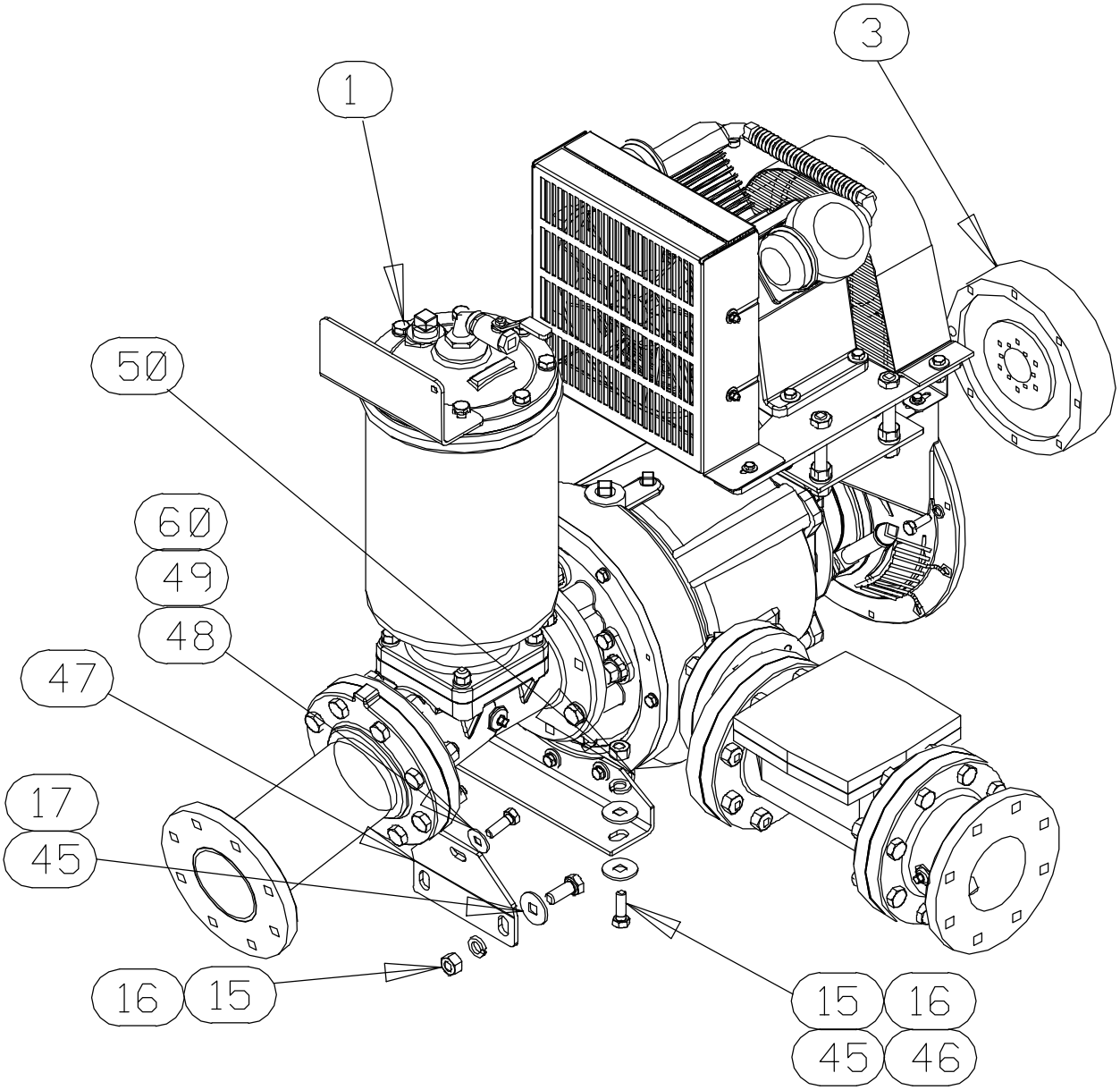


Figure 1. Pump Model PA4E71C—3TNV88—SE

Pump Model PA4E71C–3TNV88–SE

PARTS LIST

(From S/N 1416614 Up)

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	PUMP SUBASSY	46133–755	–––	1
3	DRIVE ASSY	44162–181	–––	1
15	HEX NUT	D10	15991	13
16	LOCK WASHER	J10	15991	21
17	HEX HD CAPSCREW	B1006–1/2	15991	6
45	FLAT WASHER	K10	15991	15
46	HEX HD CAPSCREW	B1007	15991	2
47	SUCT SPOOL BRKT	34165–008	15080	1
48	FLAT WASHER	K08	15991	8
49	HEX HD CAPSCREW	B0806	15991	1
50	STREET ELBOW	RS12	11999	1
60	LOCK WASHER	J08	15991	1

SECTION DRAWING

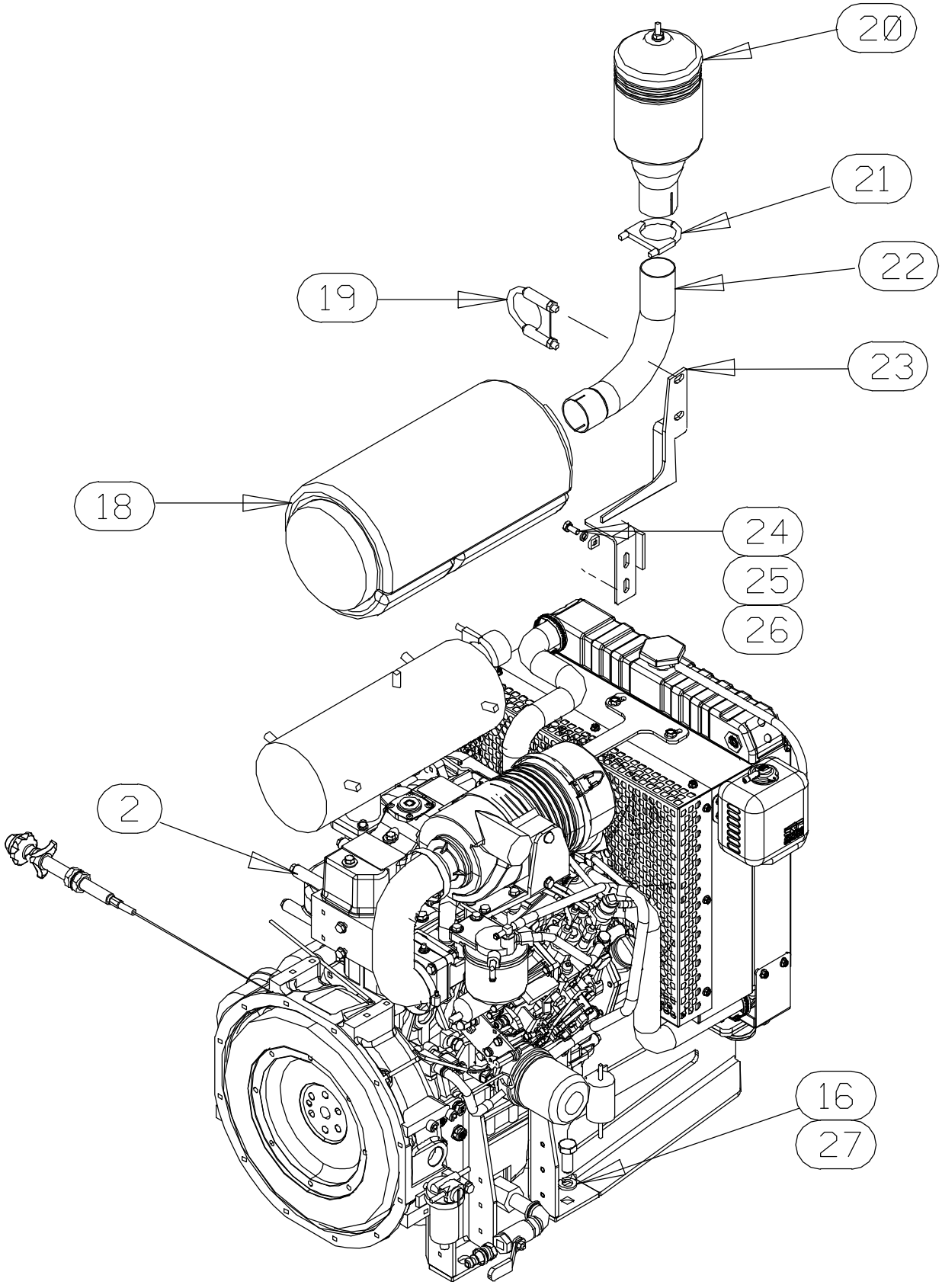


Figure 2. Pump Model PA4E71C—3TNV88—SE

Pump Model PA4E71C–3TNV88–SE

PARTS LIST

(From S/N 1416614 Up)

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
2	YANMAR 3TNV88 ENGINE	29239–062	–––	1
16	LOCK WASHER	J10	15991	21
18	MUFFLER BLANKET KIT	29334–299	–––	1
19	MUFFLER CLAMP	29334–257	–––	1
20	MUFFLER	29334–195	–––	1
21	MUFFLER CLAMP	29334–257	–––	1
22	EXHAUST PIPE	31911–005	15000	1
23	MUFFLER SUPPORT ASSY	41881–998	24150	1
24	HEX HD CAPSCREW	22645–131	–––	2
25	LOCK WASHER	J05	15991	27
26	FLAT WASHER	K05	15991	25
27	HEX HD CAPSCREW	B1006S	15991	4

SECTION DRAWING

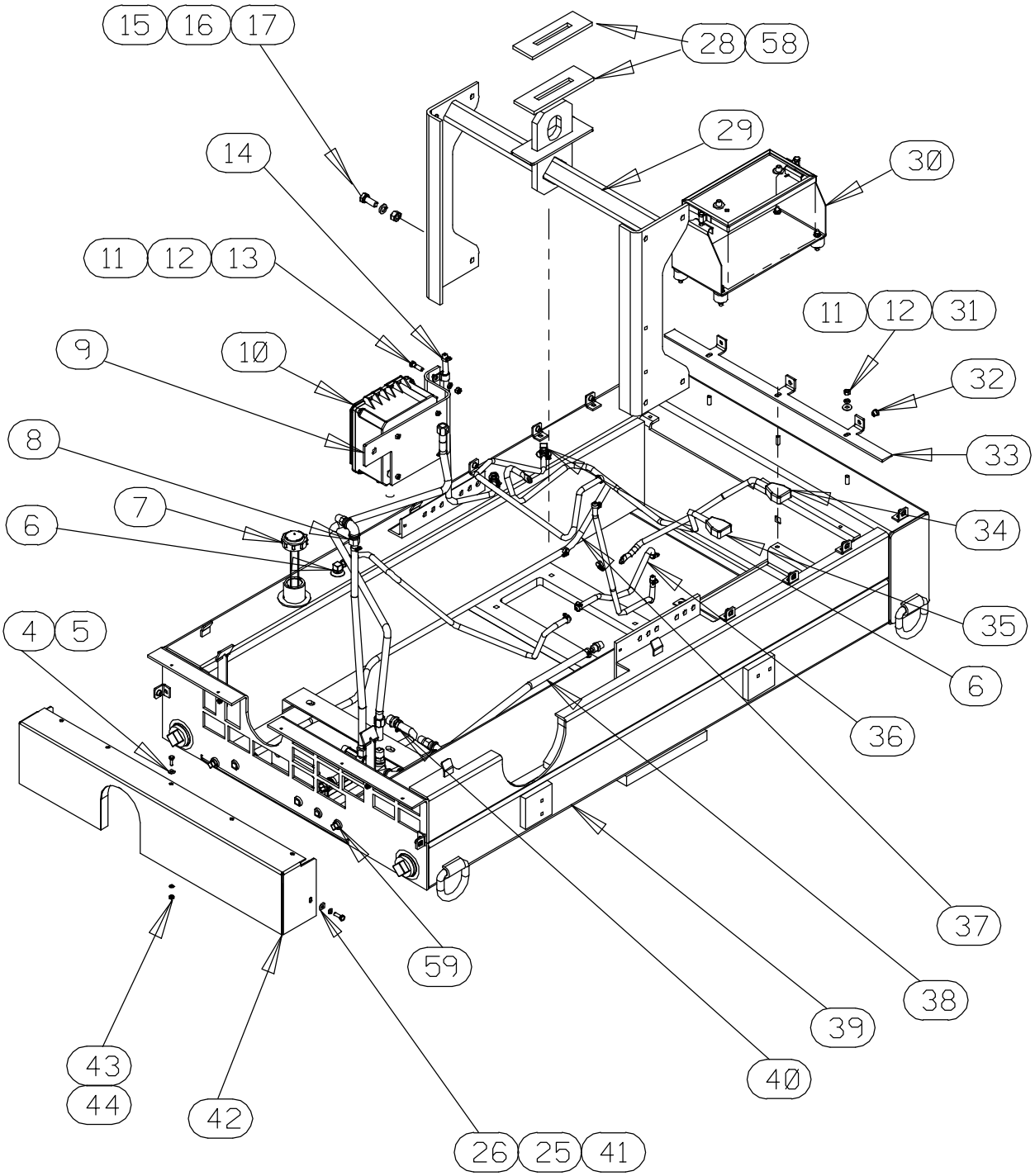


Figure 3. Pump Model PA4E71C—3TNV88—SE

Pump Model PA4E71C–3TNV88–SE

PARTS LIST

(From S/N 1416614 Up)

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
4	HEX HD CAPSCREW	B0403–1/2	15991	12
5	FLAT WASHER	K04	15991	12
6	FUEL PICKUP	29332–145	–––	REF
7	UNVENTED FUEL GAUGE	29332–136	–––	1
8	EDUCTOR HOSE ASSY	46341–030	–––	1
9	CONT PANEL BRKT	34518–025	15080	1
10	CONTROL PANEL	29284–012	–––	1
11	HEX NUT	D06	15991	17
12	LOCK WASHER	J06	15991	17
13	HEX HD CAPSCREW	B0605–1/2	15991	2
14	FUEL TANK VENT ASSY	46341–819	–––	1
15	HEX NUT	D10	15991	13
16	LOCK WASHER	J10	15991	21
17	HEX HD CAPSCREW	B1006–1/2	15991	6
25	LOCK WASHER	J05	15991	27
26	FLAT WASHER	K05	15991	25
28	LIFTING BAIL TOP SEAL	33311–054	19460	1
29	LIFTING BAIL ASSY	44713–040	24150	1
30	BATTERY BOX ASSY	42432–005	–––	1
31	FLAT WASHER	K06	15991	19
32	THREADED INSERT	21769–159	–––	3
33	FRNT PANEL MNT BRKT	34268–021	15120	1
34	NEG BATT CABLE ASSY	47311–159	–––	1
35	POS BATT CABLE ASSY	47311–111	–––	1
36	FUEL LINE ASSY	46341–818	–––	1
37	REDIATOR DRAIN ASSY	46342–044	–––	1
38	OIL DRAIN	46342–051	–––	1
39	BASE FUEL TANK ASSY	41553–018	24150	1
40	PUMP DRAIN ASSY	46346–322	–––	1
41	HEX HD CAPSCREW	B0504	15991	13
42	AIR INTAKE COVER ASSY	46823–029	–––	1
43	HEX NUT	D04	15991	12
44	LOCK WASHER	J04	15991	12
58	4" DOUBLE SIDED TAPE	18666–205	–––	1
59	PIPE PLUG	P08	15079	5

SECTION DRAWING

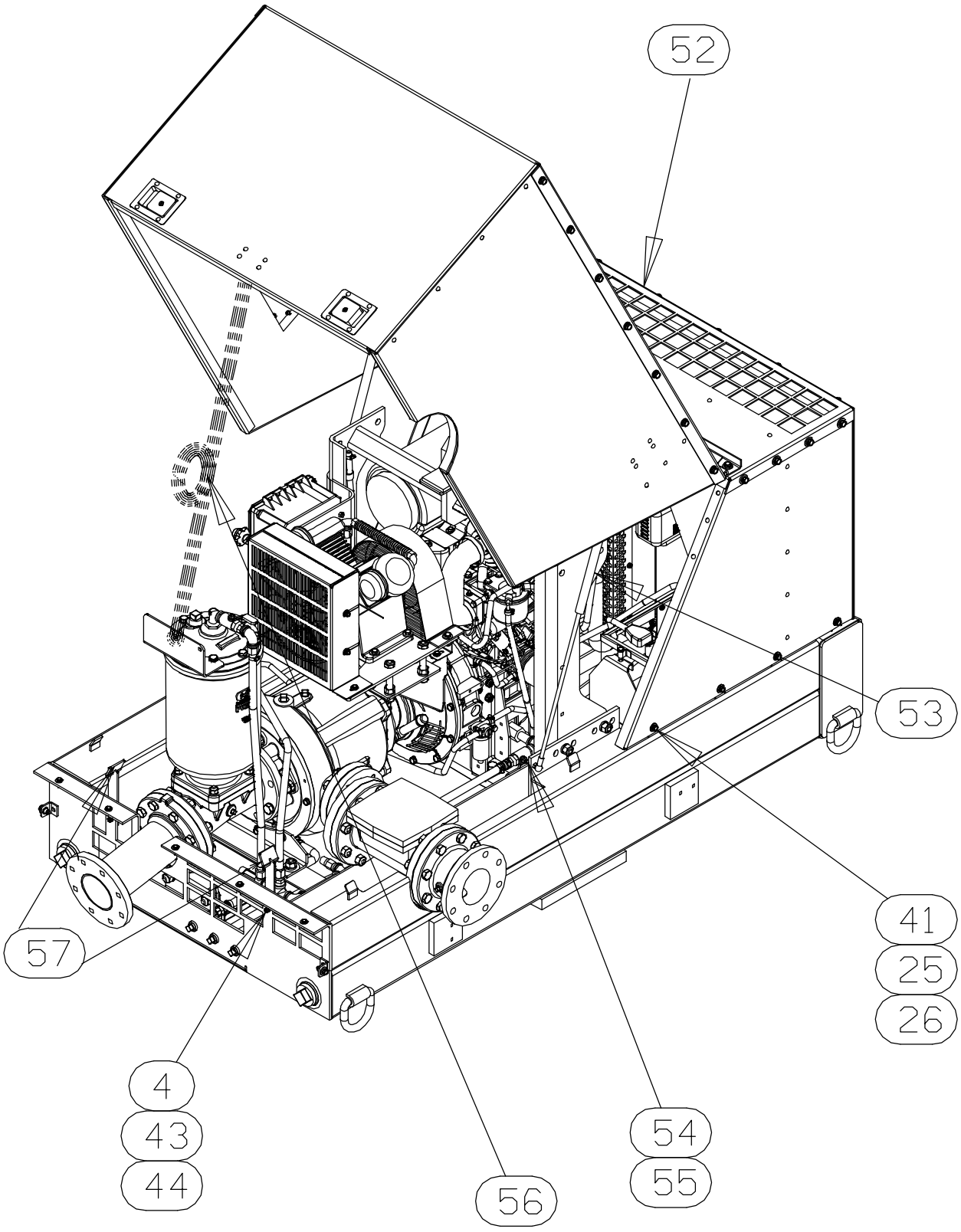


Figure 4. Pump Model PA4E71C−3TNV88−SE

Pump Model PA4E71C–3TNV88–SE

PARTS LIST

(From S/N 1416614 Up)

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
4	HEX HD CAPSCREW	B0403–1/2	15991	12
25	LOCK WASHER	J05	15991	27
26	FLAT WASHER	K05	15991	25
41	HEX HD CAPSCREW	B0504	15991	13
43	HEX NUT	D04	15991	12
44	LOCK WASHER	J04	15991	12
52	ENCLOSURE ASSY	42164–021	–––	1
53	STRUT	29337–524	–––	2
54	HEX NUT	D05	15991	8
55	LOCK WASHER	J05	15991	8
56	SAFETY CABLE	41158–846	–––	1
57	STRIKER PLATE ASSY	41145–014	24150	2
NOT SHOWN:				
	394" LG RUB SEAL	18668–008	–––	2
	SUCTION STICKER	6588AG	–––	2
	DISCHARGE STICKER	6588BJ	–––	2
	WARNING DECAL	38816–345	–––	2
	OIL DRAIN LABEL	38816–323	–––	2
	RADIATOR DRAIN LABEL	38816–322	–––	2
	WARNING LABEL	38816–203	–––	2
	PUMP DRAIN LABEL	38816–320	–––	2
	CAUTION DECAL	38816–140	–––	1
	FUEL TANK DRAIN LABEL	38816–321	–––	1
	BRG/SEAL DRAIN LABEL	38816–346	–––	1
	WARNING DECAL	2613FE	–––	2
	INSTRUCTION DECAL	38818–144	–––	1
	ENG OPERATING DECAL	38816–347	–––	1
	GUARD WRNING STKR	38816–063	–––	1
	INSTRUCTION TAG	38817–085	–––	1
	NAME PLATE	38818–127	13000	1
	DRIVE SCREW	BM#04–03	17000	4
	G-R DECAL	GR06	–––	2
	DRAIN VLV POS DECAL	38817–090	–––	1
	LUBE DECAL	11421A	–––	1
	ENGINE STARTUP TAG	38816–269	–––	1
	PRIME AIRE DECAL	38812–078	–––	2
	BATTERY MAINT KIT	48313–802	–––	1
	LOW SULFER FUEL DECAL	38816–196	–––	1
OPTIONAL:				
	BATTERY	29331–527	–––	1

SECTION DRAWING

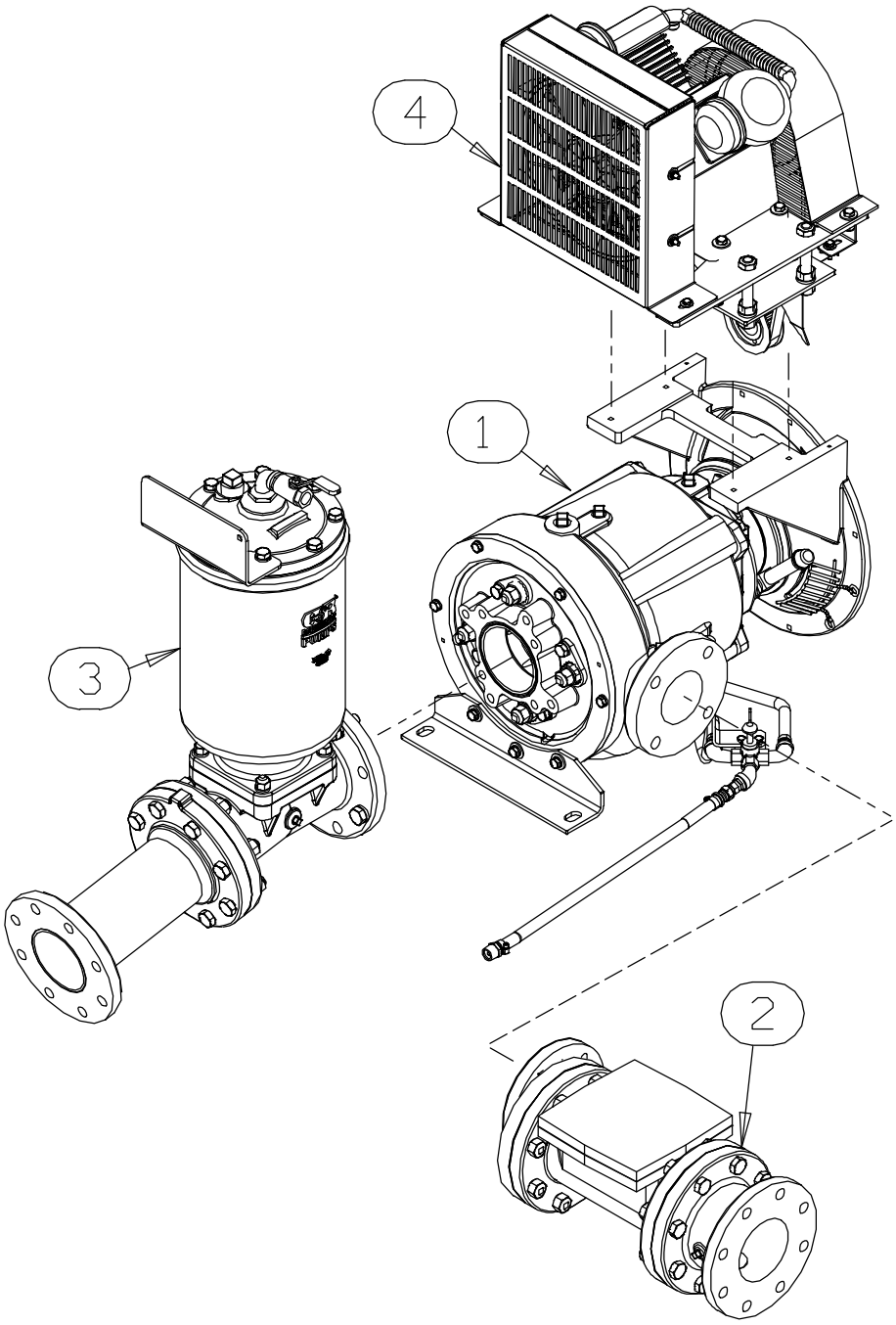


Figure 5. Pump Subassembly

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	PUMP END PARTS	SEE FIGURE 6	–––	1
2	CHECK VALVE PARTS	SEE FIGURE 7	–––	1
3	PRIMING CHAMBER PARTS	SEE FIGURE 8	–––	1
4	AIR COMPRESSOR PARTS	SEE FIGURE 9	–––	1

SECTION DRAWING

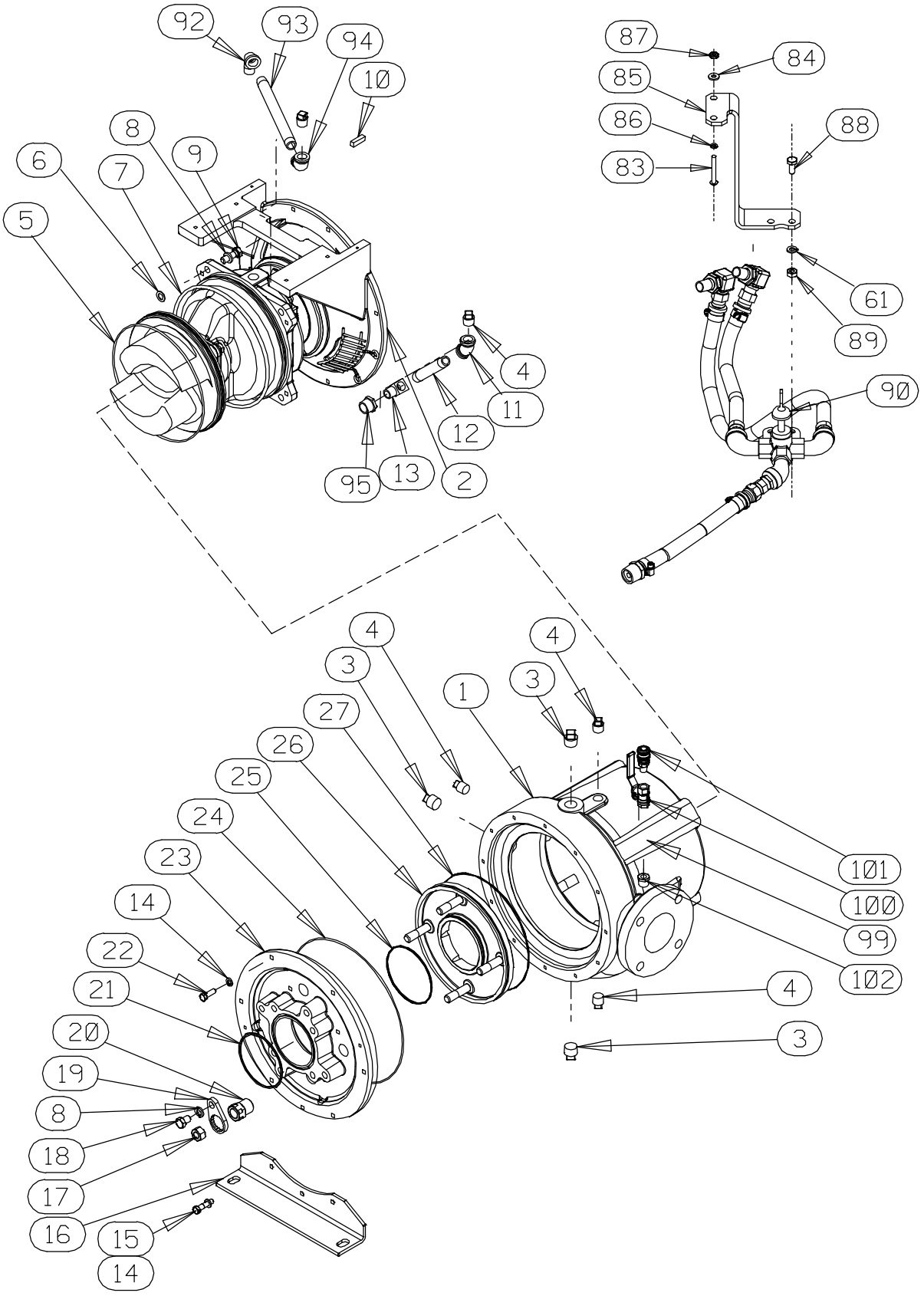


Figure 6. Pump End Parts

Pump End Parts
PARTS LIST

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
1		PUMP CASING	38219−306	10000	1
2		REPAIR ROTATING ASSY (SEE FIG. 10)	44163−475	−−−	1
3		PIPE PLUG	P12	15079	3
4		PIPE PLUG	P08	15079	4
5	✳	O-RING	25152−273	−−−	1
6		ROT ASSY ADJ SHIM SET	13130	17040	4
7	✳	O-RING	S1674	−−−	1
8		LOCK WASHER	J08	15991	8
9		HEX HD CAPSCREW	B0806	15991	4
11		ELBOW	AG08	11999	1
12		PIPE NIPPLE	T0818	15079	1
13		STREET ELBOW	26381−448	−−−	1
14		LOCK WASHER	J06	15991	13
15		HEX HD CAPSCREW	B0605−1/2	15991	6
16		SUCTION SUPPORT	34266−052	15080	1
17		HEX NUT	D10	15991	4
18		HEX HD CAPSCREW	B0803	15991	4
19		LOCK COLLAR	38115−551	15001	4
20		ADJUSTING SCREW	31871−070	1500G	4
21	✳	O-RING	25152−246	−−−	1
22		HEX HD CAPSCREW	B0604−1/2	15991	4
23		SUCTION ADAPTOR	38641−736	10000	1
24	✳	O-RING	25152−277	−−−	1
25	✳	O-RING	25152−158	−−−	1
26	✳	WEAR PLATE ASSY	46451−762	−−−	1
27	✳	O-RING	25152−178	−−−	1
61		LOCK WASHER	J04	15991	19
83		RD HD MACH SCREW	X#10−06	15991	2
84		FLAT WASHER	K#10	15991	2
85		VALVE BRACKET	34518−028	13000	1
86		LOCK WASHER	J#10	15991	2
87		HEX NUT	D#10	15991	2
88		HEX HD CAPSCREW	B0402−1/2	15991	2
89		HEX NUT	D04	15991	4
90		SEAL/BRG CVTY DRAIN (SEE FIG. 14)	46342−045	−−−	1
92		STREET ELBOW	RS08	11999	1
93		PIPE NIPPLE	T0836	15079	1
94		PIPE ELBOW	R08	11999	1
95		REDUCING PIPE BUSHING	AP1208	15079	1
99		NIPPLE	T0414	15079	2
100		BALL VALVE	26631−022	−−−	2
101		MALE COUPLER	26534−044	−−−	1
102		REDUCING PIPE BUSHING	AP0804	14990	1
NOT SHOWN:					
		4" LONG DOUBLE-SIDED TAPE	18666−205	−−−	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

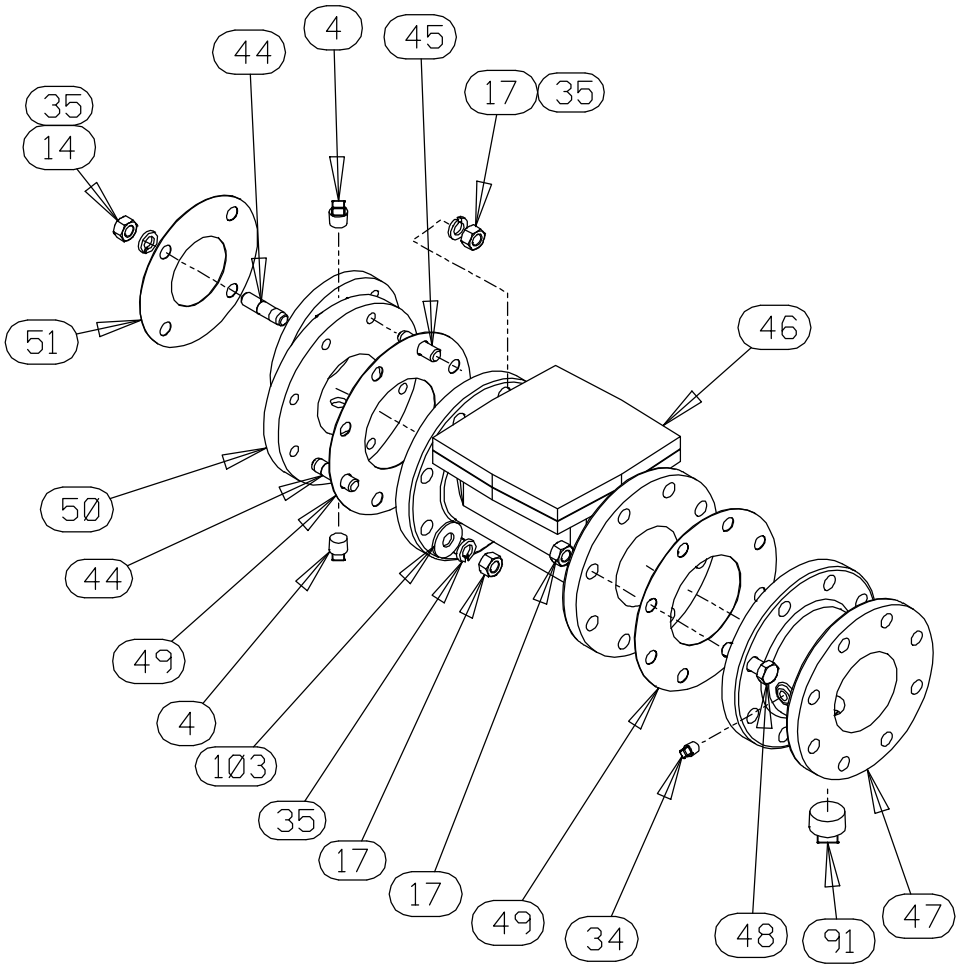


Figure 7. Check Valve and Related Parts

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
4		PIPE PLUG	P08	15079	2
14		LOCK WASHER	J06	15991	25
17		HEX NUT	D10	15991	20
34		PIPE PLUG	P04	15079	1
35		LOCK WASHER	J10	15991	20
44		STUD	C1010	15991	4
45		STUD	C1009	15991	8
46		4" CHECK VALVE	26642–124	–––	1
	✳	–FLAPPER	26688–005	–––	1
	✳	–COVER PLATE O-RING	25152–366	–––	1
47		4" METRIC SPOOL FLG	38642–211	10000	1
48		HEX HD CAPSCREW	B1010	15991	8
49	✳	GASKET	25113–034	–––	2
50		ECC REDUCER SPOOL	38642–408	–––	1
51	✳	GASKET	25113–033	–––	1
91		PIPE PLUG	P20	15079	1
103		FLAT WASHER	K10	15991	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

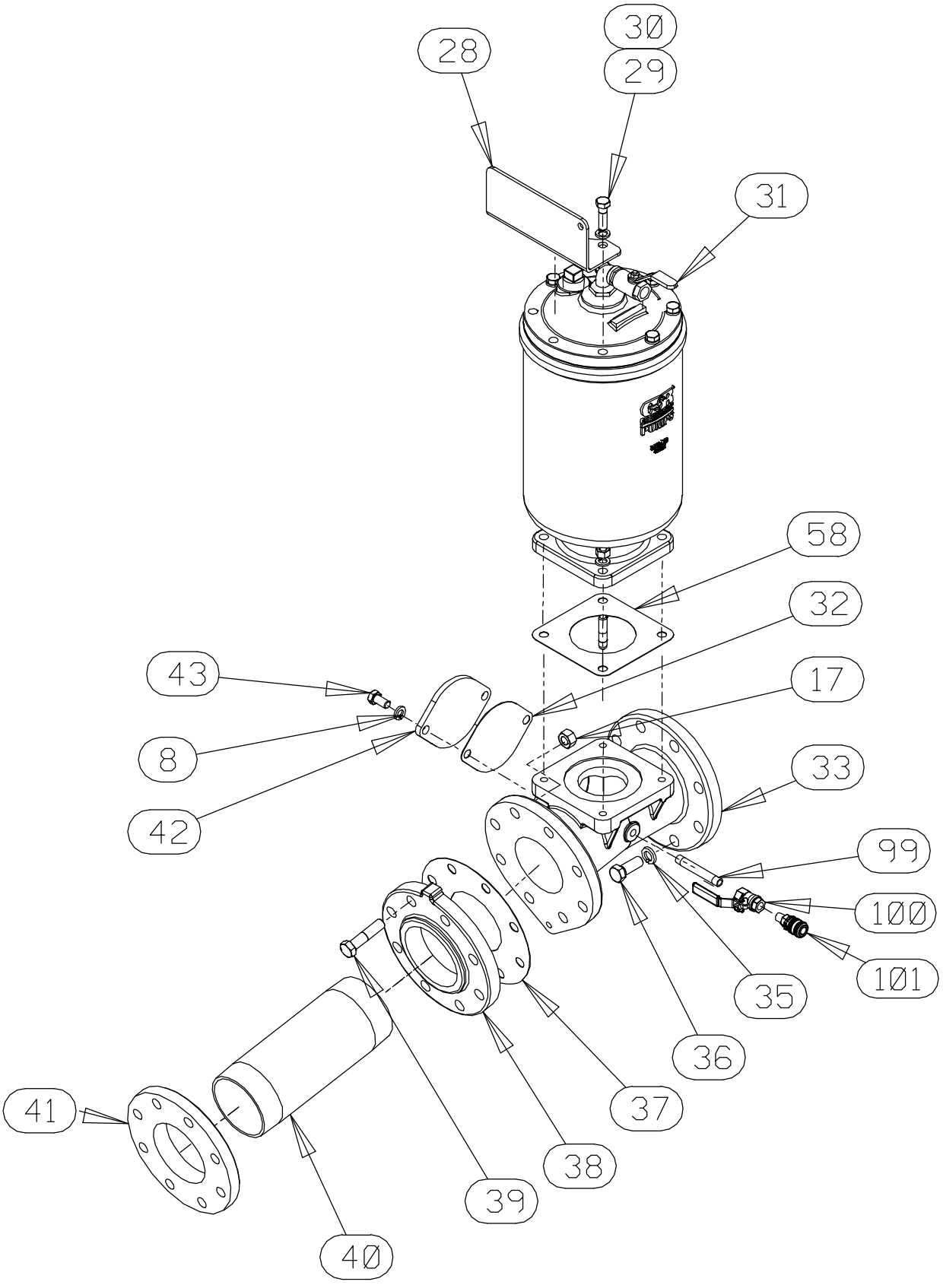


Figure 8. Priming Chamber and Related Parts

Priming Chamber and Related Parts

PARTS LIST

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
8		LOCK WASHER	J08	15991	2
17		HEX NUT	D10	15991	8
28		SAFETY CABLE BRACKET	34268–020	13000	1
29		HEX HD CAPSCREW	B0807	15991	3
30		LOCK WASHER	J08	15991	3
31		PRIMING CHAMBER KIT (SEE FIG. 11)	48275–005	–––	1
32	✳	GASKET	38689–037	18000	1
33		4" HOPPER SPOOL	38644–802	10000	1
35		LOCK WASHER	J10	15991	4
36		HEX HD CAPSCREW	B1007	15991	4
37	✳	GASKET	1676GB	20000	1
38		4" NPT FLANGE	1756	10010	1
39		HEX HD CAPSCREW	B1011	15991	8
40		PIPE NIPPLE	T6444	15079	1
41		4" METRIC FLANGE	38641–315	10010	1
42		COVER PLATE	38244–021	15080	1
43		HEX HD CAPSCREW	B0804	15991	2
58	✳	GASKET	38687–053	19060	1
99		PIPE NIPPLE	T0414	15079	2
100		BALL VALVE	26631–022	–––	2
101		MALE COUPLER	26534–044	–––	2

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

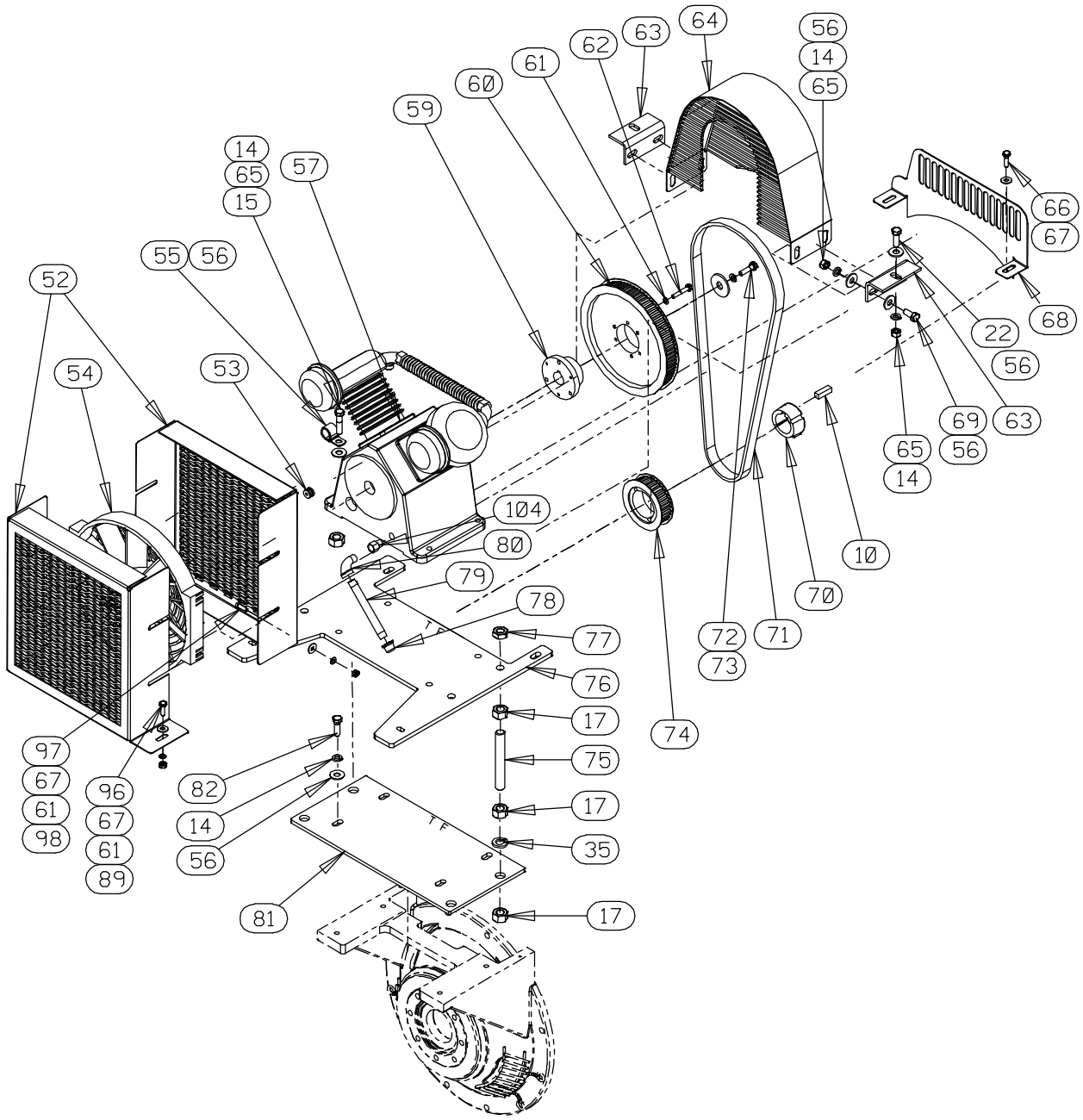


Figure 9. Air Compressor and Related Parts

Air Compressor and RelatedParts

PARTS LIST

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
10	✳	SHAFT KEY	N0604	15990	1
14		LOCK WASHER	J06	15991	8
15		HEX HD CAPSCREW	B0605–1/2	15991	1
17		HEX NUT	D10	15991	12
22		HEX HD CAPSCREW	B0604–1/2	15991	2
35		LOCK WASHER	J10	15991	4
52		FAN GUARD ASSY	41888–076	24150	2
53		GROMMET	27135–101	–––	1
54		FAN	26761–013	–––	1
55		CLAMP W/CUSHION	27111–347	–––	1
56		FLAT WASHER	K06	15991	7
57		AIR COMPRESSOR	26813–113	–––	1
59		COMPRESSOR BUSHING	31531–022	–––	1
60		AIR COMPRESSOR SPROCKET	24271–005	–––	1
61		LOCK WASHER	J04	15991	3
62		HEX HD CAPSCREW	B0406	15991	3
63		GUARD BRACKET	34127–110	15120	2
64		FAN GUARD	42381–510	2415X	1
65		HEX NUT	D06	15991	6
66		HEX HD CAPSCREW	B0404	15991	2
67		FLAT WASHER	K04	15991	2
68		FRONT BELT GUARD	34718–015	15120	1
69		HEX HD CAPSCREW	B0603–1/2	15991	4
70		COMP DRIVE BUSHING	24131–317	–––	1
71	✳	COG BELT	24186–010	–––	1
72		HEX HD CAPSCREW	22645–135	–––	1
73		LOCK WASHER	J05	15991	1
74		PUMP SPROCKET	24271–115	–––	1
75		THREADED ROD	31345–092	1500G	4
76		COMPRESSOR BASE	33659–064	15080	1
77		HEX JAM NUT	AT10	15991	4
78		PIPE CAP	V04	15079	1
79		PIPE NIPPLE	T0418	15079	1
80		STREET ELBOW	RS04	11999	1
81		MOUNTING PLATE	33541–078	15080	1
82		HEX HD CAPSCREW	B0605	15991	4
89		HEX NUT	D04	15991	6
96		HEX HD CAPSCREW	B0403–1/2	15991	2
97		HEX HD CAPSCREW	22645–036	–––	4
98		HEX NUT	22647–006	–––	4
104		ADAPTOR FITTING	26813–952	–––	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

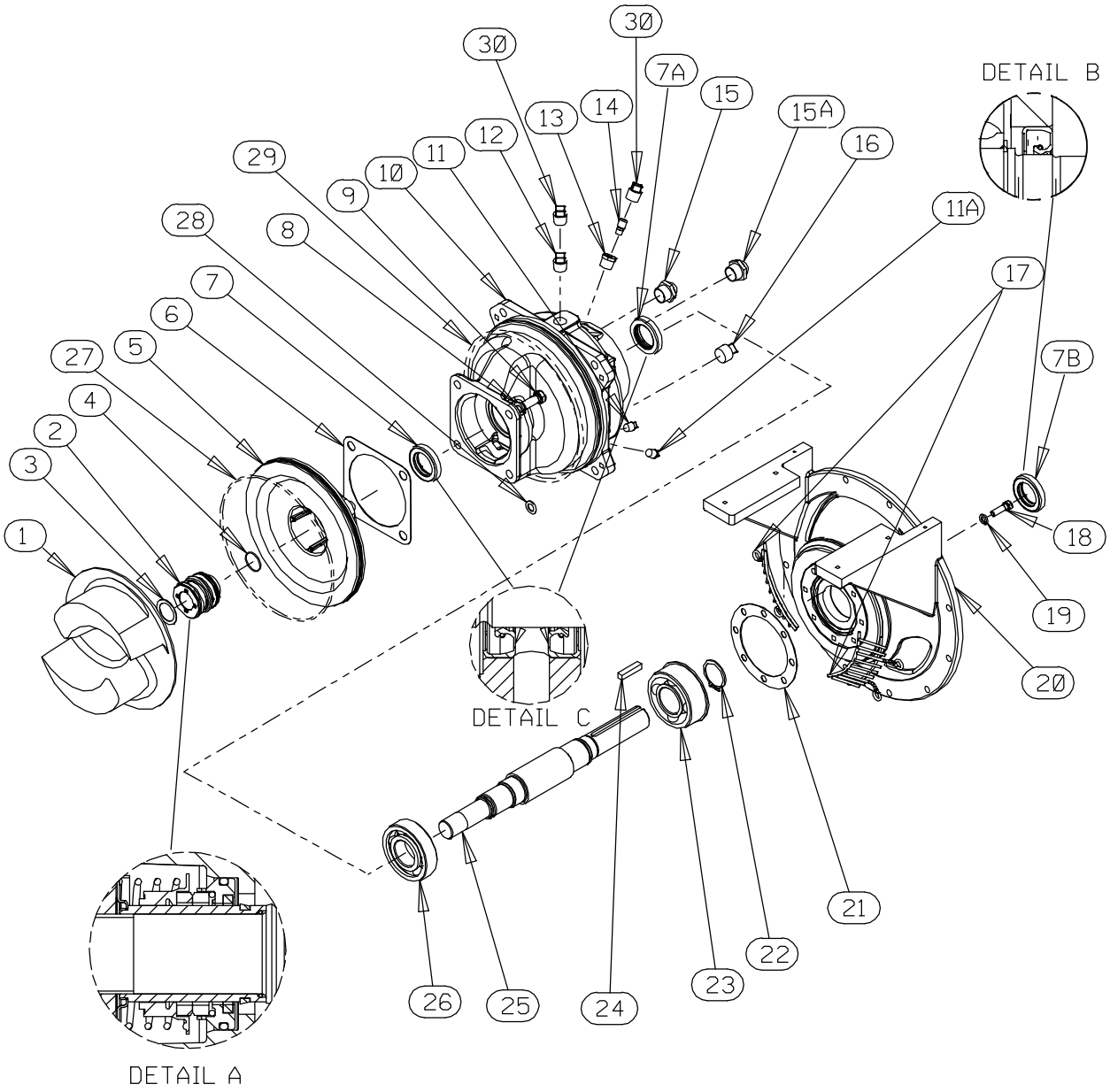


Figure 10. 44163—475 Repair Rotating Assembly

PARTS LIST
44163–475 Repair Rotating Assembly

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
1		IMPELLER	38615–108	1102H	1
2	✳	CARTRIDGE SEAL ASSEMBLY	46513–151	–––	1
3	✳	IMPELLER ADJ SHIM SET	37J	17090	REF
4	✳	SHAFT SLEEVE O-RING	25154–022	–––	REF
5		SEAL PLATE	38272–234	1102H	1
6	✳	SEAL PLATE GASKET	10959G	20000	1
7	✳	OIL SEAL	S1352	–––	1
7A	✳	OIL SEAL	S1352	–––	1
7B	✳	OIL SEAL	S1352	–––	1
8		LOCK WASHER	J08	15991	4
9		HEX HD CAPSCREW	B0805–1/2	15991	4
10		BEARING HOUSING	38251–415	10000	1
11		BEARING CAVITY DRAIN PLUG	P04	15079	1
11A		SEAL CAVITY DRAIN PLUG	P04	15079	1
12		VENTED PLUG	4823A	15079	1
13		RED PIPE BUSHING	AP0802	15079	1
14		AIR VENT	S1530	–––	1
15		SEAL CAVITY SIGHT GAUGE	S1471	–––	1
15A		BEARING CAVITY SIGHT GAUGE	S1471	–––	1
16		PIPE PLUG	P12	15079	1
17		INTERMEDIATE GUARD	42381–509	24152	2
18		HEX HD CAPSCREW	21632–934	–––	8
19		LOCK WASHER	J06	15991	8
20		MOUNTING FLANGE	38545–013	11010	1
21	✳	MOUNTING FLANGE GASKET	38683–275	18000	1
22		SNAP RING	S442	–––	1
23	✳	BALL BEARING	S375	–––	1
24	✳	SHAFT KEY	N0604	15990	1
25		IMPELLER SHAFT	38514–829	1706H	1
26	✳	BALL BEARING	S1088	–––	1
27	✳	SEAL PLATE O-RING	25152–273	–––	1
28	✳	ROTATING ASSEMBLY ADJ SHIM SET	13130	17040	4
29	✳	BEARING HOUSING O-RING	S1674	–––	1
30		SHIPPING PLUG	11495B	15079	2
NOT SHOWN:					
		INSTRUCTION TAG	6588U	–––	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

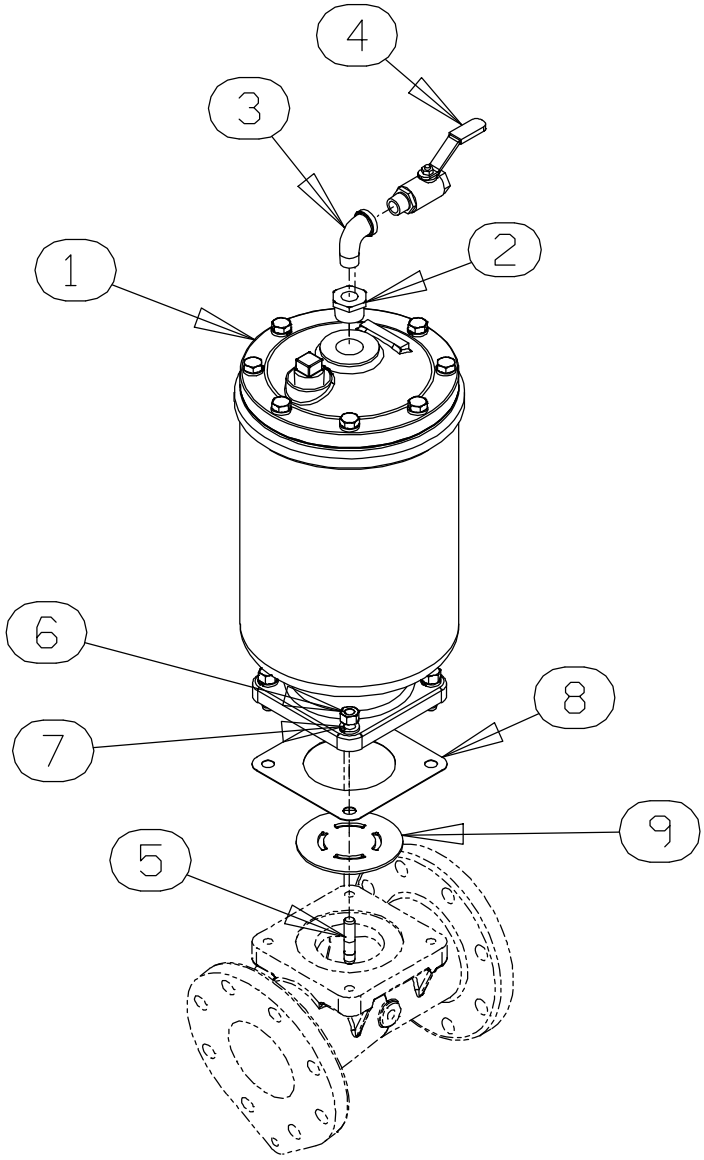


Figure 11. 48275−005 Priming Chamber Kit

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
1		PRIMING CHAMBER ASSY	46112−709	−−−	1
2		PIPE BUSHING	AP1608	11999	1
3		STREET ELBOW	RS08	11999	1
4		BALL VALVE	26631−052	−−−	1
5		STUD	C0809	15991	4
6		HEX NUT	D08	15991	4
7		LOCK WASHER	J08	15991	4
8	✳	GASKET	38687−053	19060	1
9		BAFFLE	31113−011	17000	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

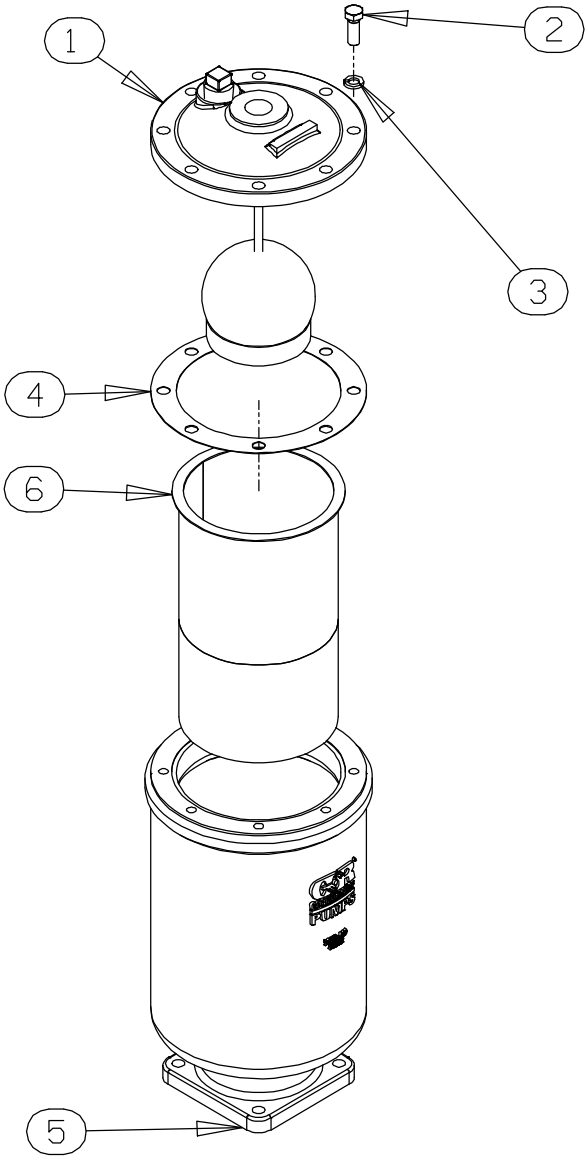


Figure 12. 46112–709 Priming Chamber Assembly

ITEM NO.		PART NAME	PART NUMBER	MAT'L CODE	QTY
1		PRIMING VALVE	26664–007	–––	1
		–ORIFICE BUTTON	26688–021	–––	1
2		HEX HD CAPSCREW	B0806	15991	8
3		LOCKWASHER	J08	15991	8
4	✳	PRIMING VALVE GASKET	38683–657	19060	1
5		PRIMING CHAMBER	38343–020	10000	1
6		STRAINER ASSY	46641–222	17000	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

SECTION DRAWING

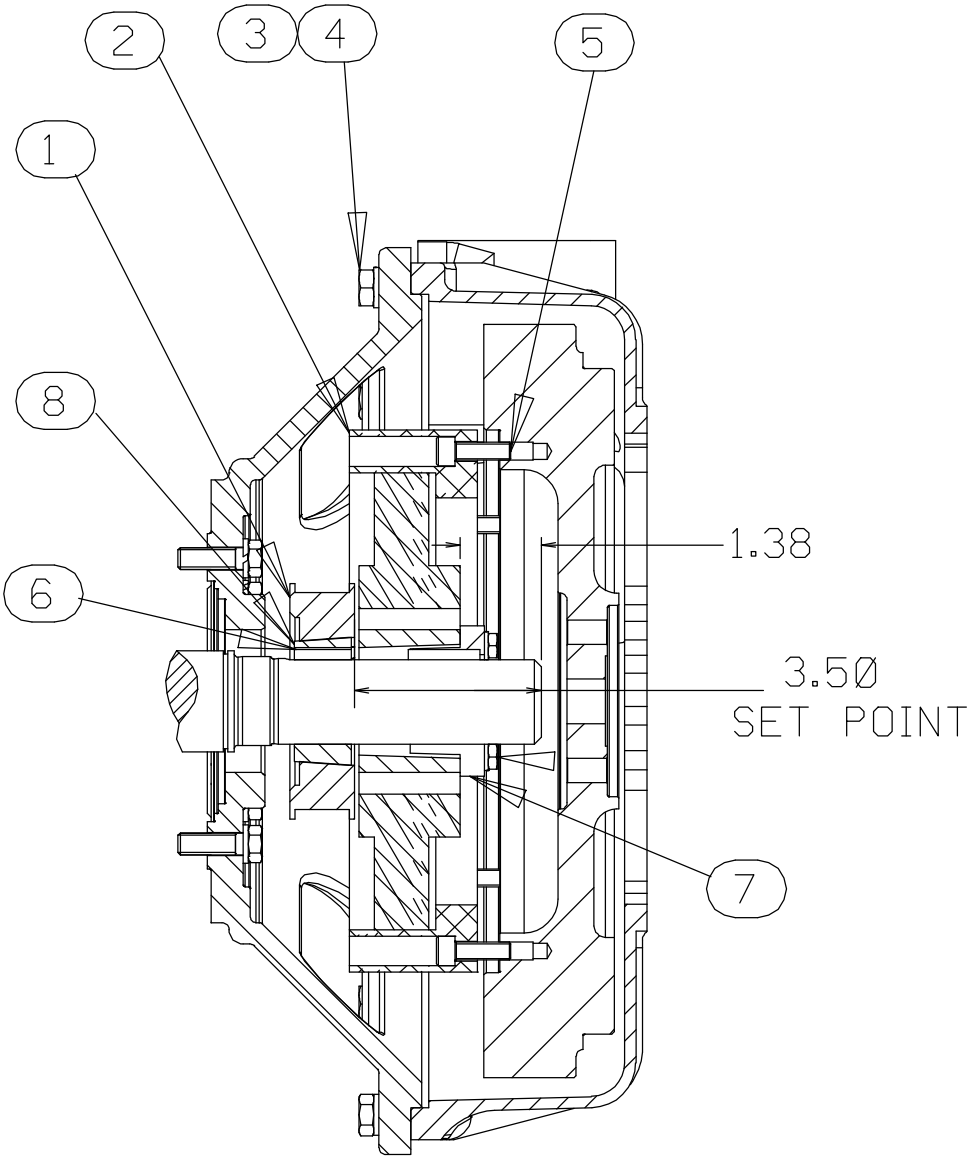


Figure 13. 44162–181 Drive Assembly

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	DRIVE SPROCKET	24271–110	–––	REF
2	COUPLING ASSEMBLY	24391–114	–––	1
3	LOCK WASHER	21171–511	–––	10
4	CAPSCREW	22645–164	–––	10
5	SOCKET HEAD CAPSCREW	22644–211	–––	8
6	SHAFT KEY	N0604	15990	REF
7	BUSHING	24131–595	–––	1
8	DRIVE SPROCKET BUSHING	24131–317	–––	REF

SECTION DRAWING

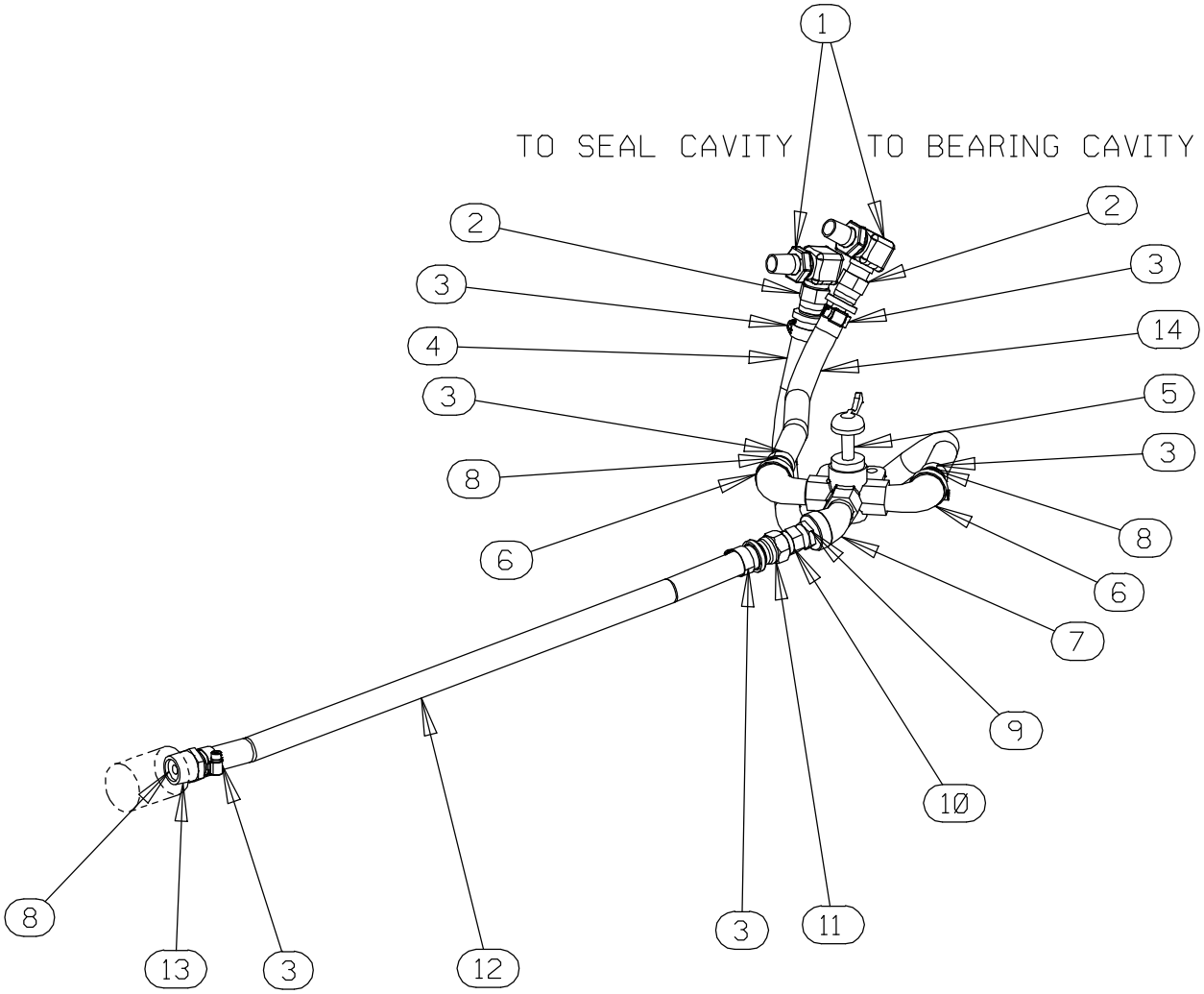


Figure 14. Seal and Bearing Cavity Drains

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	90° SWIVEL ELBOW	26571–041	–––	2
2	SWIVEL	26523–042	–––	2
3	HOSE CLAMP	26518–642	–––	6
4	3/8" ID x 10–1/2" LG. HOSE	18513–054	–––	1
5	SHUTOFF VALVE	26661–407	–––	1
6	STREET ELBOW	RS06	11999	2
7	STREET ELBOW	AGS06	11999	1
8	HOSE BARB FITTING	26523–389	–––	3
9	REDDUCER PIPE BUSHING	AP0604	14100	1
10	CONNECTOR	S1447	–––	1
11	HOSE BARB FITTING	26523–015	–––	1
12	3/8" ID x 17–1/2" LG. HOSE	18513–054	–––	1
13	REDUCER PIPE BUSHING	AP0806	14990	1
14	3/8" ID x 8" LG. HOSE	18513–054	–––	1

PUMP AND SEAL DISASSEMBLY AND REASSEMBLY

Review all SAFETY information in Section A.

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

This pump requires little service due to its rugged, minimum-maintenance design. However, if it becomes necessary to inspect or replace the wearing parts, follow these instructions which are keyed to the Sectional Views (see Figures 1 through 9) and the corresponding Parts Lists. Maintenance and repair instructions for the engine and air compressor are covered separately in the specific literature supplied by the manufacturers.

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 anticipate and provide detailed precautions for every situation that might occur during maintenance of the unit. Therefore, it is the responsibility of the owner/maintenance personnel to ensure that **only** safe, established maintenance procedures are used, and that any procedures not addressed in this manual are performed **only** after establishing that neither personal safety nor pump integrity are compromised by such practices.

Some pump service functions may be performed without separating the pump end assembly from the engine. However, the priming chamber (2, Figure 3) and discharge check valve assembly (1, Figure 3) must be removed to service most pump components. The following instructions assume complete disassembly of the pump is required.

Before attempting to service the pump, shut down the engine and take precautions to ensure that it will remain inoperative. Close all valves in the suction and discharge lines and drain the pump casing by removing the casing drain plug (20, Figure 5). Clean and reinstall the drain plug.

WARNING!

Before attempting to open or service the pump:

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

WARNING!

This pump is designed to handle material which could cause illness through direct exposure or emitted fumes. Wear adequate protective clothing when working on the pump or piping.

WARNING!

This pump is equipped with an automatic starting system, and is subject to automatic restart. Keep hands and clothing away from the unit to prevent injury during automatic operation. Disconnect the positive battery cable before performing any maintenance. Failure to do so may result in serious personal injury.

CAUTION

Use **only** replacement parts provided or approved by Gorman-Rupp. Use of non-

authorized parts may result in damage to the equipment and/or injury to personnel and **will** invalidate the warranty.

Priming Chamber Removal And Disassembly

(Figure 11)

Disconnect the air discharge tubing from the priming chamber assembly (1). Support the priming chamber assembly using a sling and a suitable lifting device. Remove the hardware (6 and 7) and separate the priming chamber assembly, gasket (8) and baffle (9) from the spool (33, Figure 8).

(Figure 12)

Remove the hardware (2 and 3) securing the priming valve (1) to the priming chamber (5). Carefully lift the valve components from the priming chamber. Remove the gasket (4) and clean the mating surfaces.

If the priming valve float is stuck or the strainer (6) is clogged, it can usually be cleaned without further disassembly.

The only serviceable part of the priming valve is the orifice button (not shown). If liquid continues to bypass through the priming chamber after adjusting the orifice button (see **Priming Chamber Reassembly and Installation** for adjustment), the button may require replacement. To replace the orifice button, remove one of the “e-clips” from the pivot pin closest to the orifice button and remove the pivot pin. This will allow the linkage to be raised high enough to access the orifice button.

Remove the hex nut and lockwasher securing the orifice button to the linkage bar and unscrew the orifice button from the linkage bar.

Discharge Check Valve Removal and Disassembly

(Figure 7)

Support the discharge check valve assembly (46) using a sling and a suitable lifting device. Remove the nuts (17) and separate the discharge check valve assembly and gasket (49) from the eccentric spool (50).

The flapper and cover O-ring are the only serviceable parts of the check valve. If the flapper requires replacement, remove the hardware securing the cover. Separate the cover and O-ring and remove the flapper.

Suction Adaptor and Wear Plate Removal

(Figure 6)

The wear plate (26) is easily accessible and may be serviced by removing the suction adaptor (23). Before attempting to service the pump, see Figure 14 and open the shutoff valve (5) to drain the pump casing. When the casing is fully drained, close the shutoff valve.

It is not necessary to remove the hopper spool (33, Figure 8) or suction extension to remove the suction adaptor. Remove the hardware (14 and 15) securing the suction adaptor to the suction support bracket (16).

Install two 3/8—16 UNC 2B capscrews (not supplied) in the jacking holes in the suction adaptor, and use the screws to “jack” the suction adaptor and assembled wear plate from the pump casing (1). Remove the jacking screws from the suction adaptor.

Inspect the wear plate and replace it if badly scored or worn. To remove the wear plate, remove the nuts (17) and adjusting screws (20) and separate the wear plate from the suction adaptor.

Inspect the O-rings (24, 25 and 27) and replace them if damaged or worn.

Separating Pump and Drive Assembly From Engine

The pump and drive assembly must be separated from the engine before further disassembly.

WARNING!

Use lifting and moving equipment in good repair and with adequate capacity to prevent injuries to personnel or damage to equipment. If slings or chains are used to move the pump or components, make sure that the load is balanced;

otherwise serious personal injury or death could result. Suction and discharge hoses and piping must be removed from the pump before lifting.

(Figure 9)

Removing the pump and drive assembly first requires separating the air compressor (57) from the pump assembly.

Disengage the hardware (14, 22, 56 and 65) and remove the guard (64). Loosen the uppermost nuts (17) on the threaded rods (75) enough to be able to remove the cog belt (71) from the sprocket (60).

Remove the hardware (14, 56 and 82) securing the mounting plate (81) to the rotating assembly mounting flange (20, Figure 10).

It is not necessary to remove the piping from the air compressor to separate it from the pump. The hoses are long enough to permit repositioning the compressor to provide room for pump end removal. Use a sling and suitable lifting device to reposition the compressor to allow room for pump end removal and secure it to prevent movement.

See Figure 3 and remove the air intake cover assembly (42) from the base (39). Support the pump end using a hoist and sling, and remove the hardware securing the suction support bracket (16, Figure 6) to the base.

See Figure 6 and place a **clean** drip pan under the outlet for the drain assembly (90). Open the drain assembly valve and drain the oil from the seal and bearing cavities. Inspect the seal oil for water, dirt or a cloudy condition which could indicate seal failure.

After draining the bearing and seal cavities, disconnect the lines for the drain assembly from the bearing housing (10, Figure 10).

See Figure 13 and remove the hardware (3 and 4) securing the intermediate to the engine bellhousing. Remove the intermediate guards (17, Figure 10) and separate the assemblies by pulling the pump assembly straight away from the engine.

(Figure 13)

As the assemblies separate, the flexible portion of the coupling assembly (2) will remain on the shaft. To remove the coupling from the shaft, unscrew the capscrews from the bushing (7). Screw one of the capscrews into the puller hole in the circumference of the bushing. As the coupling and bushing separate, remove the bushing and slide the coupling off the shaft. Remove the bushing key.

It is not necessary to remove the outer ring of the coupling from the engine flywheel unless the coupling must be replaced. To remove the ring, disengage the hardware (5) securing it to the flywheel.

Remove any leveling shims used under the casing mounting feet. Tie and tag the shims for ease of reassembly.

Move the pump end to a clean, well-equipped shop area for further disassembly.

(Figure 9)

Remove the cog belt (71). Remove the setscrews from the center of the bushing (70). Reinstall the one of the setscrews in the tapped hole in the bushing and tighten it to “jack” the bushing out of the drive sprocket (74). Slide the bushing and drive sprocket off the shaft. Remove the key (10).

Loosening Impeller

(Figure 6)

With the pump end separated from the engine, wedge a block of wood between the vanes of the impeller (1, Figure 10) and the pump casing (1) to prevent rotation.

Install the shaft key (24, Figure 10) in the shaft keyway. Install a lathe dog on the drive end of the shaft (25, Figure 10) with the “V” notch positioned over the shaft key.

With the impeller rotation still blocked, see Figure 14 and use a long piece of heavy bar stock to pry against the arm of the lathe dog in a counterclockwise direction (when facing the drive end of the shaft). **Use caution** not to damage the shaft or keyway. When the impeller breaks loose, remove the lathe dog, key and wood block.

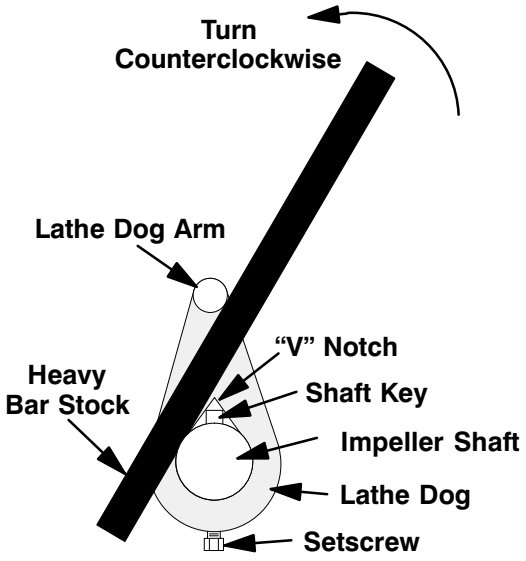


Figure 14. Loosening Impeller

Pump Casing Removal

(Figure 6)

Support the pump casing using a suitable hoist and sling.

Remove the hardware (8 and 9) securing the pump casing (1) to the rotating assembly (2). Pull the pump casing straight away from the rotating assembly to prevent binding on the impeller. Remove the shims (6) and clean the contacting surfaces.

Impeller Removal

(Figure 10)

With the rotating assembly removed from the pump casing, unscrew the impeller (1) from the shaft (25). Use caution when unscrewing the impeller; tension on the shaft seal spring will be released as the impeller is removed. Inspect the impeller and replace if cracked or badly worn.

Remove the impeller adjusting shims (3); tie and tag the shims, or measure and record their thickness for ease of reassembly.

Seal Removal

(Figures 10 and 15)

Slide the integral shaft sleeve and rotating portion of the seal off the shaft as a unit.

Use a pair of stiff wires with hooked ends to remove the stationary element and seat.

An alternate method of removing the stationary seal components is to remove the hardware (8 and 9) and separate the seal plate (5) and gasket (6) from the bearing housing (10). Position the seal plate on a flat surface with the impeller side down. Use a wooden dowel or other suitable tool to press on the back side of the stationary seat until the seat, O-rings, and stationary element can be removed.

Remove the shaft sleeve O-ring (4) and seal plate O-ring (27).

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

Shaft and Bearing Removal and Disassembly

(Figure 10)

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

CAUTION

Shaft and bearing disassembly in the field is not recommended. These operations should be performed only in a properly equipped shop by qualified personnel.

Disengage the hardware (18 and 19) and remove the mounting flange (20), gasket (21) and oil seal (7B). Press the oil seal from the mounting flange.

Place a block of wood against the impeller end of the shaft (25) and tap the shaft and assembled bearings (23 and 26) from the bearing housing. Press the oil seals (7 and 7A) from the bearing housing.

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

CAUTION

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.

Clean the bearing housing, shaft and all component parts (except the bearings) with a soft cloth soaked in cleaning solvent. Inspect the parts for wear or damage and replace as necessary.

WARNING!

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

Clean the bearings thoroughly in **fresh** cleaning solvent. Dry the bearings with filtered compressed air and coat with light oil.

CAUTION

Bearings must be kept free of all dirt and foreign material. Failure to do so will greatly shorten bearing life. **Do not** spin dry bearings. This may scratch the balls or races and cause premature bearing failure.

Rotate the bearings by hand to check for roughness or binding and inspect the bearing balls. If rotation is rough or the bearing balls are discolored, replace the bearings.

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

If bearing replacement is required, remove the snap ring (22) and use a bearing puller to remove the inboard and outboard bearings from the shaft.

Shaft and Bearing Reassembly and Installation

(Figure 10)

Inspect the shaft (25) for distortion, nicks or scratches, or for thread damage on the impeller end. Dress small nicks and burrs with a fine file or emery cloth. Replace the shaft if defective.

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

CAUTION

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.

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.*

NOTE

Position the inboard bearing (26) on the shaft with the shield facing ***toward the impeller end of the shaft****. Position the outboard bearing (23) on the shaft with the retaining ring on the bearing O.D.* ***toward the drive end of the shaft****.*

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.

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 suitably sized

sleeve and a press to reposition the bearings against the shaft shoulders.

If heating the bearings is not practical, use a suitably sized sleeve and an arbor (or hydraulic) press to install the bearings on the shaft.

CAUTION

When installing the bearings onto the shaft, **never** press or hit against the outer race, balls, or ball cage. Press **only** on the inner race.

Secure the outboard bearing (23) to the shaft with the snap ring (22)

Apply a light coating of oil to the lip of the inboard oil seal (7A) and press it into the bearing housing bore with the lip positioned as shown in Figure 10, Detail C. Press the oil seal into the housing until the face is **just flush** with the machined surface on the housing.

It is recommended that a sleeve be positioned against the inboard oil seal to prevent the lip of the oil seal from rolling as the shaft and bearings are installed in the bearing housing. The O.D. of the sleeve should be just smaller than the bearing housing bore, while the I.D. of the sleeve should be just larger than the O.D. of the lip seal area of the shaft.

With the lip seal sleeve in place, lubricate the lip seal area of the shaft, and slide the shaft and assembled bearings into the bearing housing until the retaining ring on the outboard bearing seats against the bearing housing. Remove the lip seal sleeve.

CAUTION

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

Apply a light coating of oil to the lip of the outboard oil seal (7) and press it into the bearing housing with the lip positioned as shown in Figure 10, Detail C. The face of the oil seal should be **just flush** with the machined face of the bearing housing.

Apply a light coating of oil to the lip of the oil seal (7B) and press it into the mounting flange (20) with the lip positioned as shown in Figure 10, Detail B. The face of the oil seal should be flush with the chamfer on the mounting flange bore.

Install the drive flange gasket (21) and secure the drive flange to the bearing housing with the hardware (18 and 19). **Be careful** not to damage the lip of the oil seal on the shaft keyway.

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

Securing Bearing Housing and Drive Assembly To Engine

(Figure 13)

Install the key (6) in the shaft keyway, making sure to leave room in the keyway for the coupling key. Install the drive sprocket (1) and bushing (8) on the shaft to the dimension shown in Figure 13.

CAUTION

Make certain that the drive sprocket is mounted as shown in Figure 13. **This dimension is critical.** If the drive sprocket is not properly positioned on the shaft, it will not align properly with the driven sprocket on the air compressor, which can cause premature cog belt failure.

Secure the bushing and sprocket to the shaft by torqueing the bushing setscrews to 14.6 ft. lbs. (175 in. lbs. or 2 m. kg.). Install the cog belt (71, Figure 9) over the sprocket and up through the slot in the mounting flange (20, Figure 10).

Install the key for the bushing (7) in the shaft keyway. Position the flexible portion of the coupling assembly (2) on the shaft as shown in Figure 13.

NOTE

The flexible portion of the coupling must be properly positioned on the shaft. The heads of the capscrews in the center of the coupling ***must be positioned away from the pump****.*

Align the keyway in the bushing (7) with the bushing key, and slide it onto the shaft to the dimension shown in Figure 13. Rotate the flexible portion of the coupling until the tapped holes for the two setscrews align with those in the bushing, and install the capscrews.

CAUTION

Make certain that the flexible portion of the coupling is mounted as shown in Figure 13. **This dimension is critical.** If the coupling is not properly positioned on the shaft, the coupling parts may not fully engage, or a pre-load condition can cause premature bearing failure.

The end of the shaft must extend **1.38 inches (35 mm)** from the face of the coupling. This will allow the two portions of the coupling to fully engage when the intermediate is secured to the engine bellhousing, without pre-loading the bearings.

With the flexible portion of the coupling and the bushing properly positioned on the shaft, tighten the capscrews in an alternating sequence until the bushing and coupling are fully secured. Torque the capscrews to 9 ft. lbs. (108 in. lbs. or 1,2 m. kg.).

If the complete coupling assembly is being replaced, apply 'Loctite Retaining Compound No. 242' or equivalent to the threads of the hardware (5), and secure the outer ring of the coupling to the engine flywheel by torquing the hardware to 16 ft. lbs. (192 in. lbs. or 2,2 m. kg.).

Using a suitable lifting device, position the assembled drive and rotating assembly so the flexible portion of the coupling seats inside the outer ring attached to the engine flywheel.

NOTE

*To ease installation, **lightly** lubricate the rubber portion of the coupling with a **non-petroleum based lubricant** such as vegetable oil or glycerin, or a silicon-based lubricant such as "WD40" or equivalent. **Do not** use petroleum-based lubricants, or any other substance which may soften or otherwise damage the rubber.*

Install the intermediate guards (17, Figure 10), and secure the mounting flange to the engine bellhousing with the previously removed hardware (3 and 4).

(Figure 9)

Use a suitable hoist and sling to position the air compressor (57) on the mounting flange (20, Figure 10) and secure it to the mounting flange with the previously removed hardware (14, 56 and 82).

Slide the cog belt (71) over the air compressor driven sprocket (60). Turn the uppermost nuts (17) on the threaded rods (75) evenly in a cross pattern to tighten the cog belt on the sprockets. Do not overtighten the cog belt.

NOTE

Tension on the cog belt should be enough so the belt feels snug or taut. Avoid over-tensioning the belt. To check belt tension, finish reassembling the pump, then start the unit. A belt that is too loose will "jump teeth" under load. If this occurs, gradually increase the belt tension until satisfactory operation is achieved.

Reinstall the guard (64) and secure it with the hardware (14, 22, 56 and 65).

(Figure 6)

Re-connect the lines for the drain assembly (90) to the drain ports in the bearing housing (29, Figure 10). **Be sure** to connect the correct drain line to the corresponding drain port (seal or bearing cavity).

Seal Reassembly and Installation

(Figures 10, 15, 16 and 17)

WARNING!

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

Clean the seal cavity and shaft with a cloth soaked in fresh cleaning solvent. Inspect the stationary seat bore in the seal plate for dirt, nicks and burrs,

and remove any that exist. The stationary seat bore **must** be completely clean before installing the seal.

CAUTION

A new seal assembly should be installed **any time** the old seal is removed from the pump. Wear patterns on the finished faces cannot be realigned during reassembly. Reusing an old seal could result in premature failure.

To ease installation of the seal, lubricate the shaft sleeve O-ring and the external stationary seat O-ring with a very **small** amount of light lubricating oil. See Figure 15 for seal part identification.

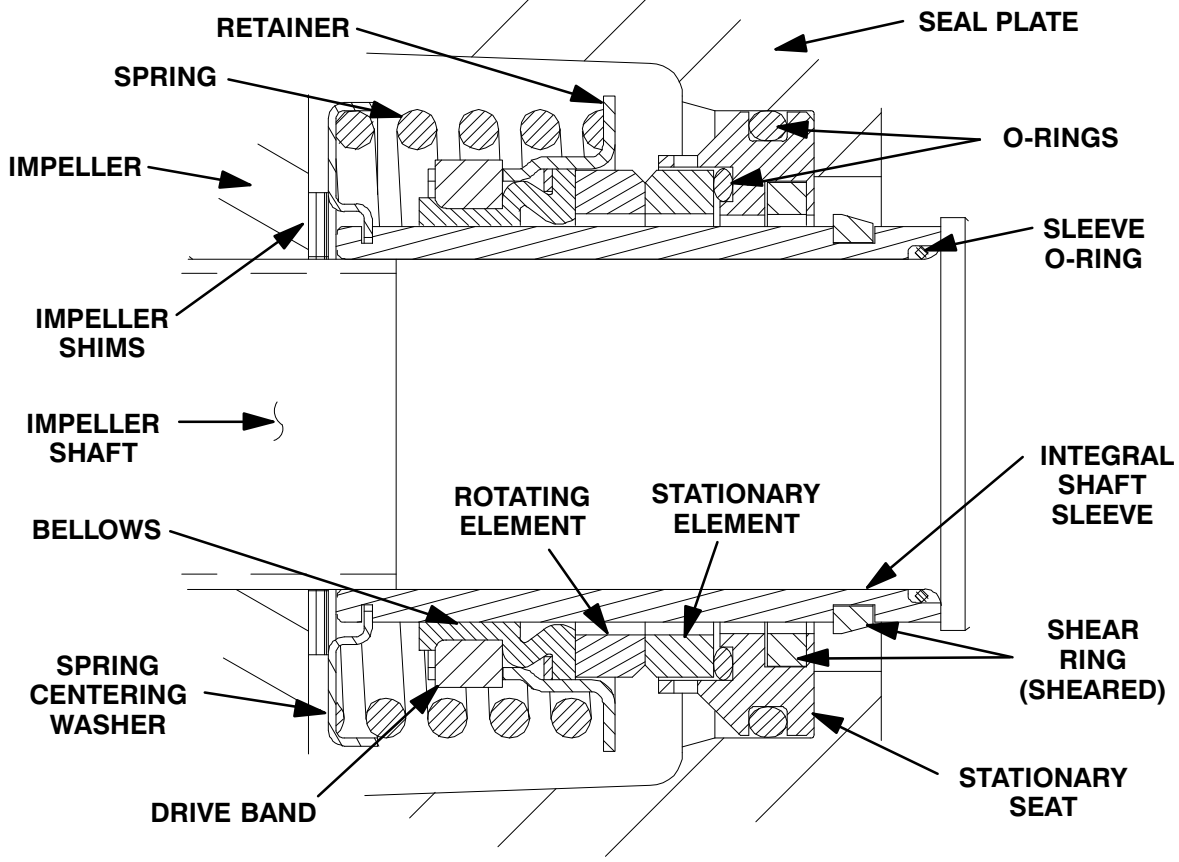


Figure 15. 46513—151 Cartridge Seal Assembly

CAUTION

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

If the seal plate (5) was removed, install the seal plate gasket (6). Position the seal plate over the shaft and secure it to the bearing housing with the hardware (8 and 9).

To prevent damaging the shaft sleeve O-ring (4) on the shaft threads, stretch the O-ring over a piece of tubing. The I.D. of the tubing must be slightly larger than the O.D. of the shaft. To ease installation, the tubing wall should be as thin as possible. The length should be long enough to cover the threads on the end of the shaft. Slide the tube over the shaft threads, then slide the O-ring off the tube and onto the shaft. Remove the tube, and continue to slide the O-ring down the shaft until it seats against the shaft shoulder.

When installing a new cartridge seal assembly, remove the seal from the container, and remove the mylar storage tabs (if so equipped) from between the seal faces.

CAUTION

New cartridge seal assemblies may be equipped with mylar storage tabs between the seal faces. These storage tabs **must** be removed before installing the seal.

Lubricate the external stationary seat O-ring with light oil. Slide the seal assembly onto the shaft until the external stationary seat O-ring engages the bore in the seal plate.

Clean and inspect the impeller as described in **Impeller Installation and Adjustment**. Install half of the set of impeller shims (3) provided with the seal, and screw the impeller onto the shaft until it is seated against the seal (see Figure 16).

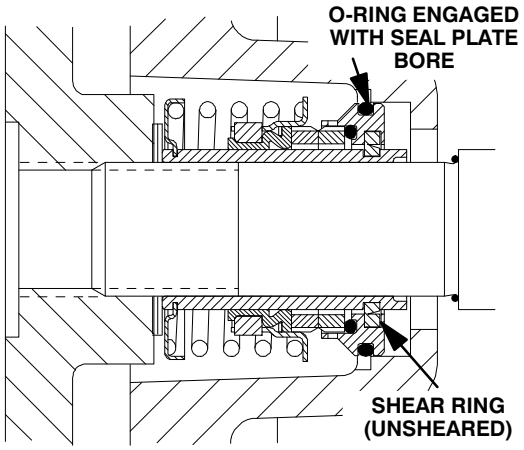


Figure 16. Seal Partially Installed

Continue to screw the impeller onto the shaft. This will press the stationary seat into the seal plate bore.

NOTE

A firm resistance will be felt as the impeller presses the stationary seat into the seal plate bore.

As the stationary seat becomes fully seated, the seal spring compresses, and the shaft sleeve will break the nylon shear ring. This allows the sleeve to slide down the shaft until seated against the shaft shoulder. Continue to screw the impeller onto the shaft until the impeller, shims, and sleeve are fully seated against the shaft shoulder (see Figure 17).

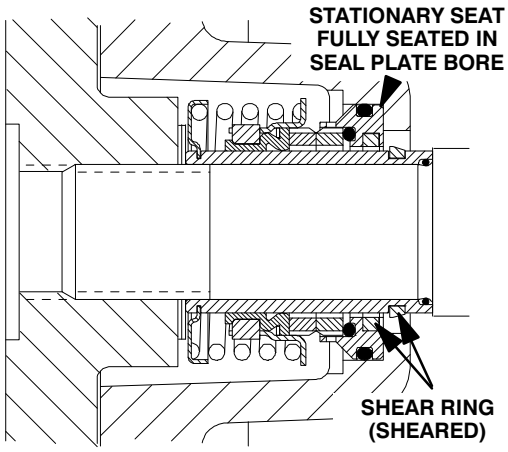


Figure 17. Seal Fully Installed

Measure the impeller-to-seal plate clearance and add or remove impeller adjusting shims to obtain the proper clearance as described in **Impeller Installation and Adjustment**.

If necessary to reuse an old seal in an emergency, carefully separate the rotating and stationary seal faces from the bellows retainer and stationary seat.

CAUTION

A new seal assembly should be installed **any time** the old seal is removed from the pump. Wear patterns on the finished faces cannot be realigned during reassembly. Reusing an old seal could result in premature failure.

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.

Carefully wash all metallic parts in fresh cleaning solvent and allow to dry thoroughly.

CAUTION

Do not attempt to separate the rotating portion of the seal from the shaft sleeve when reusing an old seal. The rubber bellows will adhere to the sleeve during use, and attempting to separate them could damage the bellows.

Inspect the seal components for wear, scoring, grooves, and other damage that might cause leakage. Inspect the integral shaft sleeve for nicks or cuts on either end. If any components are worn, or the sleeve is damaged, replace the complete seal; **never mix old and new seal parts**.

Install the stationary seal element in the stationary seat. Press this stationary subassembly into the seal plate bore until it seats squarely against the bore shoulder. A push tube made from a piece of plastic pipe would aid this installation. The I.D. of the pipe should be slightly larger than the O.D. of the shaft sleeve.

Slide the rotating portion of the seal (consisting of the integral shaft sleeve, spring centering washer, spring, bellows and retainer, and rotating element) onto the shaft until the seal faces contact.

Proceed with **Impeller Installation and Adjustment**.

Impeller Installation And Adjustment

(Figure 10)

Inspect the impeller (1) and replace it if cracked or badly worn.

CAUTION

The shaft and impeller threads **must** be completely clean before reinstalling the impeller. Even the slightest amount of dirt on the threads can cause the impeller to seize to the shaft, making future removal difficult or impossible without damage to the impeller or shaft.

Apply a small amount of 'Never-Seez' or equivalent anti-lock compound on the shaft threads. Screw the impeller onto the shaft until tight.

NOTE

*At the slightest sign of binding, **immediately** back the impeller off, and check the threads for dirt. **Do not** try to force the impeller onto the shaft.*

A clearance of .025 to .040 inch (0,64 to 1,02 mm) between the impeller and the seal plate is necessary for maximum pump efficiency. Measure this clearance and add or remove impeller adjusting shims as required.

Pump Casing Installation

(Figure 10)

Lubricate the O-rings (31 and 32) with light grease, and install them in the grooves in the bearing housing and seal plate. Slide the pump casing over the rotating assembly. **Be careful** not to damage the O-rings.

Install the adjusting shims (22) and secure the pump casing to the rotating assembly with the hardware (29 and 30).

Wear Plate and Suction Adaptor Installation

(Figure 10)

If the wear plate (5) was removed for replacement, install new O-rings (33 and 41) on the wear plate and lubricate them with light grease. Slide the wear plate studs through the holes in the suction adaptor (64). Press the wear plate into the suction adaptor until fully seated.

Install new O-rings (40 and 45) in the grooves in the suction adaptor and lubricate them with light grease. Clean any scale or debris from the contacting surfaces in the pump casing that might interfere or prevent a good seal with the suction adaptor.

Slide the suction adaptor and wear plate into the pump casing. Secure the suction adaptor to the suction support bracket (42) and pump casing with the hardware (10 and 48). Reinstall the remaining suction adaptor hardware (10 and 62). Secure the suction adaptor bracket to the base with the previously removed hardware.

Screw the four adjusting screws (43) into the tapped holes in the suction adaptor until they touch the wear plate. Use the lock collars (44) to turn the adjusting screws in an alternating sequence until the wear plate **just touches** the impeller.

Position the lock collars over the adjusting screws so the holes in the collars for the locking screws (46) align approximately with the corresponding holes in the suction cover. Use the lock collars to index the adjusting screws three detents counterclockwise. Remove the lock collars, index them clockwise until the holes in the collars for the locking screws realign with the corresponding holes in the suction adaptor and reinstall them on the adjusting screws.

Secure the wear plate to the suction adaptor by installing the nuts (34). Secure the locking collars to the back cover plate with the hardware (30 and 46).

Be sure the wear plate does not scrape against the impeller.

Over time it may be necessary to repeat the adjustment process to compensate for normal wear between the impeller and wear plate. When all of the adjustment has been used on the suction side of the pump, an additional 0.125 inch (3,2 mm) of adjustment may be obtained by removing the rotating assembly adjusting shims (75).

Allow an installed pump to completely cool before draining liquid from the pump casing. Disengage the hardware (29 and 30), remove the rotating assembly adjusting shims, then reinstall the hardware securing the rotating assembly to the pump casing. Perform the suction adaptor adjustment procedure described above to obtain the proper face clearance.

Discharge Check Valve Reassembly and Installation

(Figure 7)

If the discharge check valve (46) was disassembled to replace the flapper or cover O-ring, position the flapper in the valve body and check to ensure free movement.

Install the valve cover O-ring and secure the cover to the body with the previously removed hardware.

Apply a small amount of light grease to the discharge flange gasket to hold it in place and position it against the pump casing flange. Support the discharge check valve assembly using a sling and a suitable lifting device. Using the previously removed hardware, secure the discharge check valve assembly and flange gasket (49) to the eccentric reducer spool (50).

Priming Chamber Assembly And Installation

(Figure 12)

Clean and inspect the components of the priming valve (1). Inspect the linkage and ensure the orifice button (not shown) squarely engages the valve seat. Replace the orifice button if required (see **Priming Chamber Removal and Disassembly** for orifice button removal).

If the orifice button was removed, screw the new orifice button into the linkage bar until fully seated. Align the hole in the linkage bar with the holes in the bracket and reinstall the pivot pin. Secure the pivot pin with the previously removed “e-clip”.

Adjust the orifice button seating as necessary by screwing the orifice button into or out of the linkage bar. Proper adjustment is achieved when the orifice button fully seats against the orifice before the linkage bar on the float bottoms against the threads on the orifice button. When adjustment is complete, install and tighten the lock washer and hex nut securing the orifice button.

Install the strainer (6) and priming valve gasket (4).

Lower the float into the priming chamber (5) and secure the priming valve with the previously removed hardware (2 and 3).

(Figure 11)

Install the baffle (9) and gasket (8) and use a sling and suitable lifting device to position the priming chamber assembly on the hopper spool (not shown). Secure the priming chamber assembly with the hardware (6 and 7).

Reconnect the suction piping to the hopper spool and the air discharge tubing to the priming chamber assembly.

Final Pump Assembly

(Figure 3)

Secure the suction spool bracket (16, Figure 6) to the base with the previously removed hardware.

Reinstall the air intake cover assembly (42) and secure it with the previously removed hardware.

LUBRICATION

(Figure 10)

Seal Assembly

Before starting the pump, remove the vented plug (12) and fill the seal cavity with approximately 4 quarts (3,8 liters) of SAE No. 30 non-detergent oil to the center of the sight gauge (15A). Clean and reinstall the vented plug. Maintain the oil level at the middle of the sight gauge.

NOTE

The white reflector in the sight gauge must be positioned horizontally to provide proper drainage.

Bearings

(Figure 12)

The bearing housing was fully lubricated when shipped from the factory. Check the oil level regularly through the sight gauge (15) and maintain it at the midpoint of the gauge. When lubrication is required, remove the air vent and bushing (13 and 14) and add SAE No. 30 non-detergent oil through the opening. When lubricating a dry (overhauled) intermediate, fill the bearing cavity with approximately 10 ounces (0,3 liter) to the midpoint of the sight gauge. Clean and reinstall the air vent. **Do not** over-lubricate. Over-lubrication can cause the bearings to over-heat, resulting in premature bearing failure.

NOTE

The white reflector in the sight gauge must be positioned horizontally to provide proper drainage.

Under normal conditions, drain the bearing housing once each year and refill with 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 engine representative.

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