

Peerless Pump Company

Service Instructions Vertical Can Pumps

Pump No. _____

Invoice No. _____

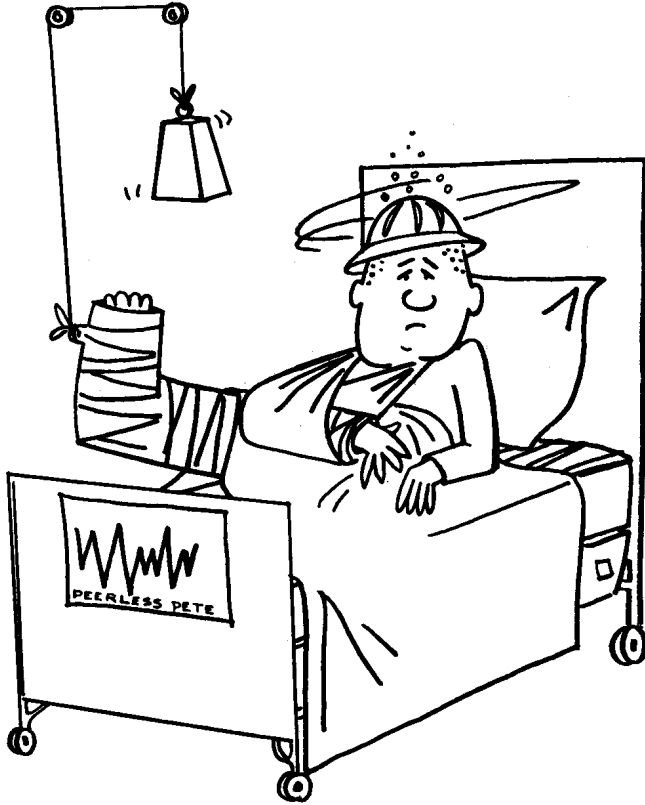
P.O. No. _____

Item No. _____



Bulletin B-2633122

IMPORTANT SAFETY PRECAUTIONS



"Pump parts...may easily cause personal injury if dropped or carelessly handled."

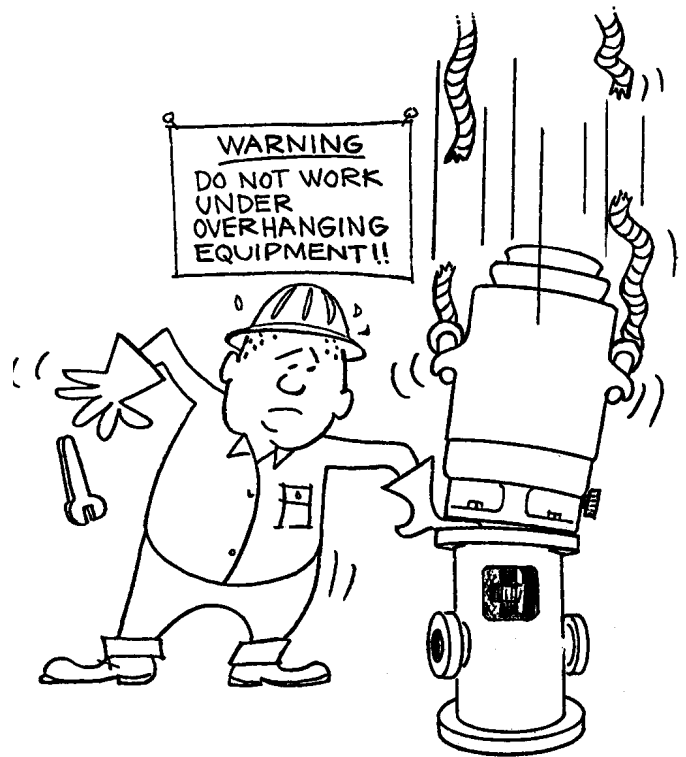
Before opening the conduit box of an electric motor, be certain that the current to the motor is shut off. An electrical shock from contact with live motor leads can be fatal.

The driver cover must be in place when the pump is in operation. Rotating parts below this cover could cause grave personal injury if exposed.

Petroleum-base cleaning solvents are flammable. Smoking by personnel in the vicinity of these solvents is extremely hazardous and must not be permitted.

Pump parts, and the tools and rigging equipment used in installing pumps, are heavy and may easily cause personal injury if dropped or carelessly handled. The normal precautions and safety rules associated with the erection of heavy machinery, in regard to manual lifting, use of power equipment, and handling of tools, must be observed in the installation of this pump.

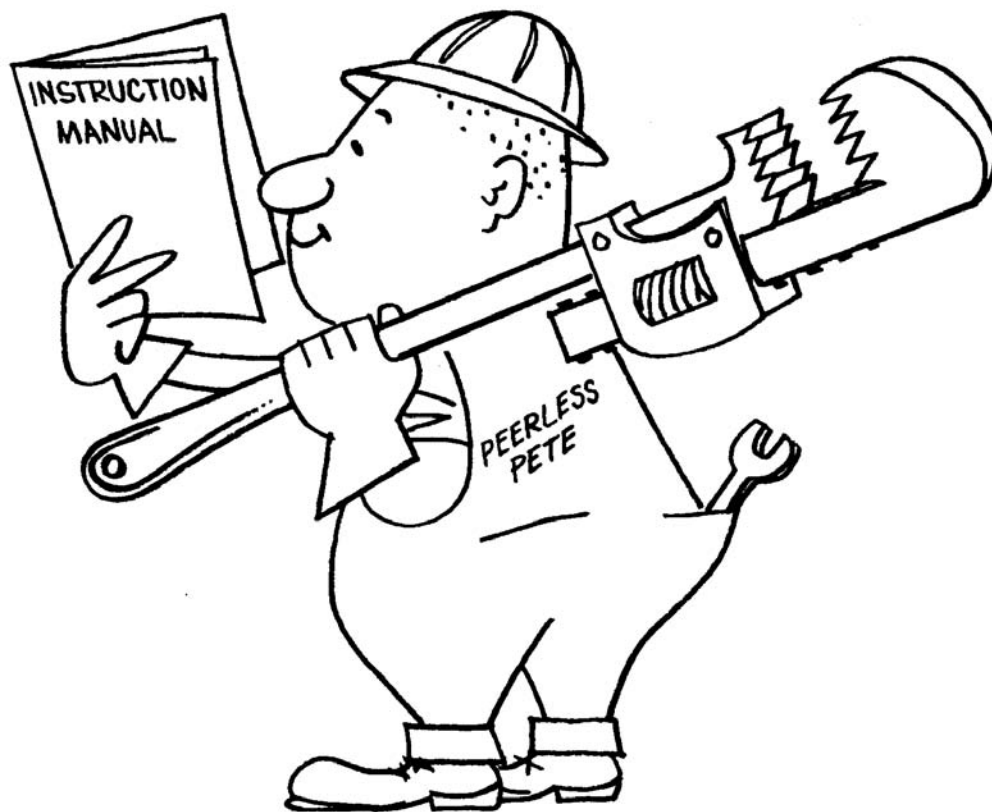
Do not work under a heavy suspended object unless there is a positive support under it to stop its fall in event of sling of hoist failure. Disregard of this warning could result in grave personal injury or death.



"Disregard of this warning may result in grave personal injury."

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"Refer to the manual step by step . . . "

SECTION I

INTRODUCTION

This manual gives detailed instructions for installing, adjusting, operating, servicing, disassembling, and repairing Peerless Hydro-Line (vertical can-type) pumps.

Hydro-Line pumps are produced in several standard models and many variations. It would be impractical to give complete information for every possible variation; therefore, the instructions given here cover only the more common configurations given here cover only the more common configurations of each model. These are illustrated in Fig. 1-1 through 1-4. For other variations it will be

necessary to interpret the instructions to suit the requirements of the pump being installed.

Proper installation and maintenance of this pump will contribute to maximum efficiency and long, trouble-free life. Before starting the installation, review the entire procedure given in the manual, omitting those portions which do not apply to the particular pump to be installed. Refer to the manual step by step as the work progresses. Retain the manual step by step as the work progresses. Retain the manual for future use in servicing the pump.

WARNING

THE PUMPS DESCRIBED BY THIS MANUAL MUST NOT BE INSTALLED IN ANY MANNER EXCEPT AS SPECIFIED HEREIN, AND MUST NOT BE OPERATED AT SPEEDS, PRESSURES, CAPACITIES, OR TEMPERATURES OTHER THAN THOSE SPECIFIED FOR THE ORDER. A TABLE OF TEMPERATURE LIMITATIONS FOR VARIOUS BEARING MATERIALS IS REPRODUCED BELOW.

THESE PUMPS MUST NOT BE USED TO PUMP ANY FLUID OTHER THAN THOSE SPECIFIED FOR THE ORDER.

VIOLATION OF THIS WARNING MAY RESULT IN SERIOUS PROPERTY DAMAGE OR GRAVE PERSONAL INJURY.

BEARING TEMPERATURE LIMITATIONS AND RECOMMENDATIONS

| Material | Temp. Range dF | Specific Gravity Minimum | Remarks |
|---|-------------------|-----------------------------|---|
| Neoprene | 32 to 115 | 1.0 | Good for abrasive service. Do not use where H ₂ S is present. |
| Bronze SAE 660 (In Bronze or class 30 cast iron housing) | -60 to 170 | 0.5 | General purpose bearing successfully applied on non-Abrasive fresh or salt water and hydro-carbons. |
| Carbon | -300 to 450* | 0.3 | Good for extreme temperatures and non-abrasive fluids. Also excellent where fluid has poor lubricating qualities. |
| Teflon | 0 to 170** | 0.3 | Non-abrasive fluids. Not to be used on pump more than 2900 rpm. |
| Cast Iron: with ground and Electro-filmed I.D. (In class 30 cast iron housing). | 32 to 180 | 0.8 | Factory may substitute bronze at its option where Fluids are hydro-carbons. |

* Refer to factory for Hydro-Line operating temperatures below -20 and above 300d.

** Use for temperature specified on order only.

SECTION I

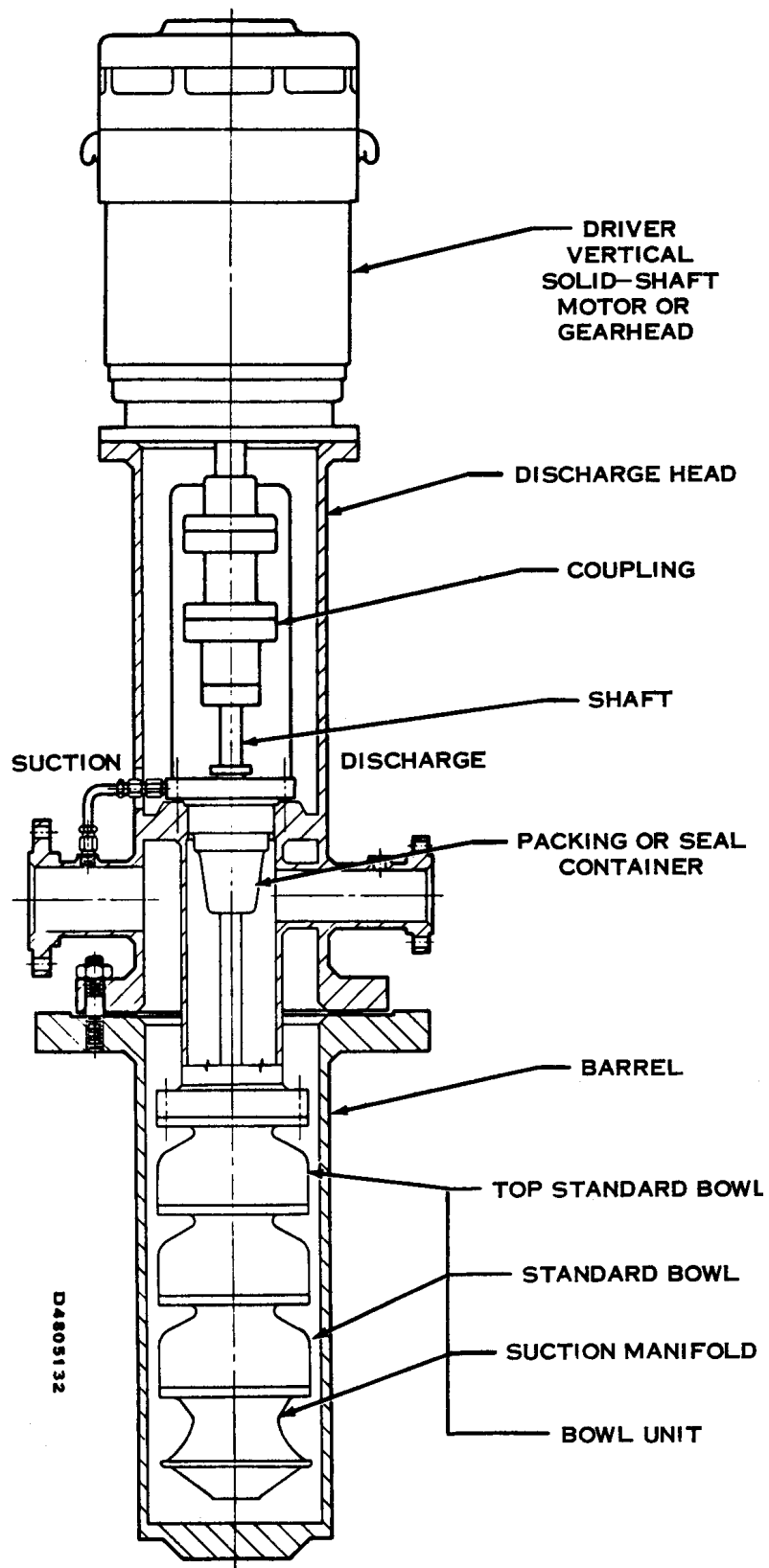


Fig. 1-1 Typical Hydro-line Pumps

Mechanical seal and spacer-type coupling shown. Pumps equipped with packing use a coupling with no spacer.

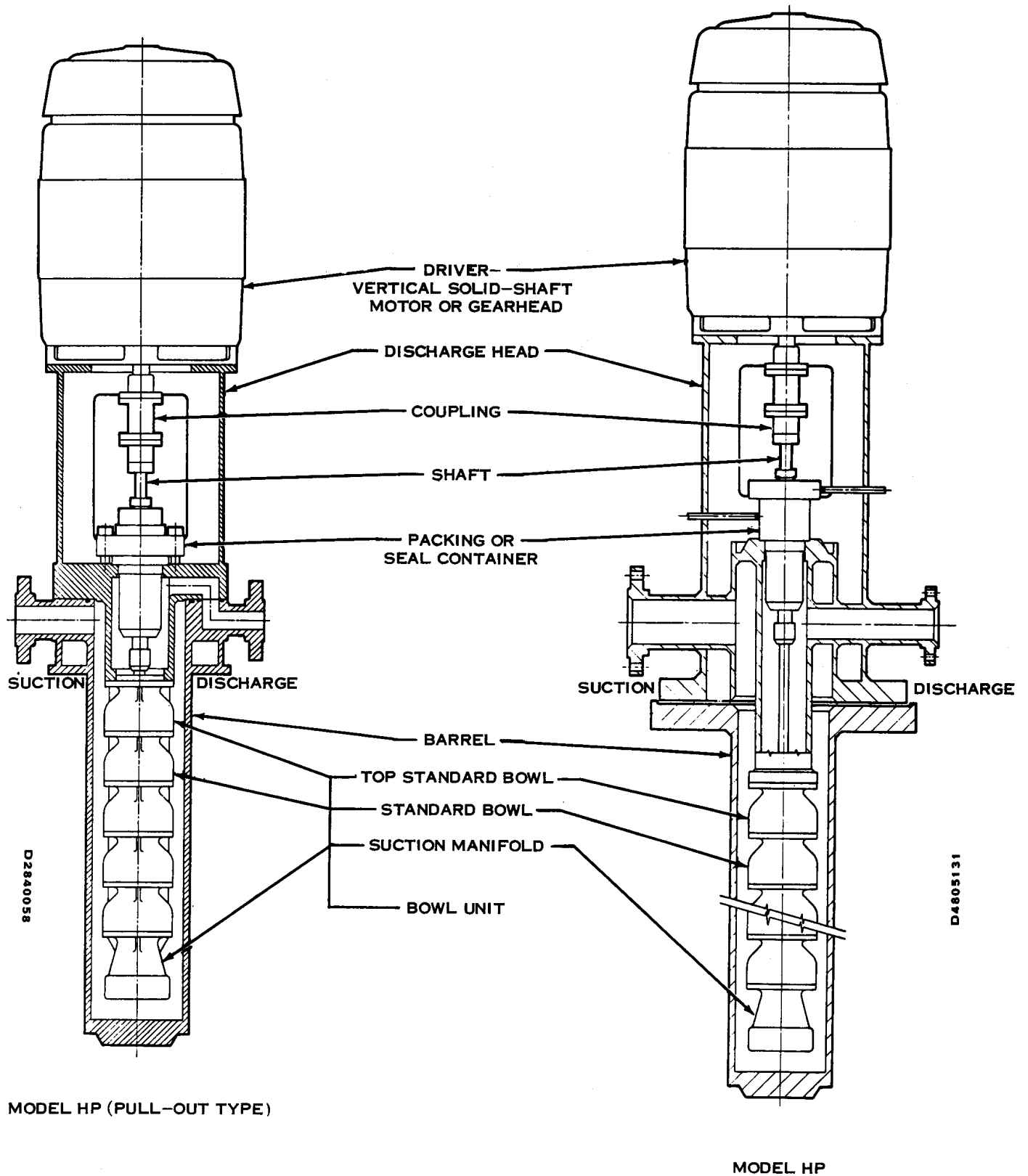


Fig. 1-2 Typical Hydro-Line Pumps

Mechanical seal and spacer-type coupling shown. Pumps equipped with packing use a coupling with no spacer.

SECTION 1

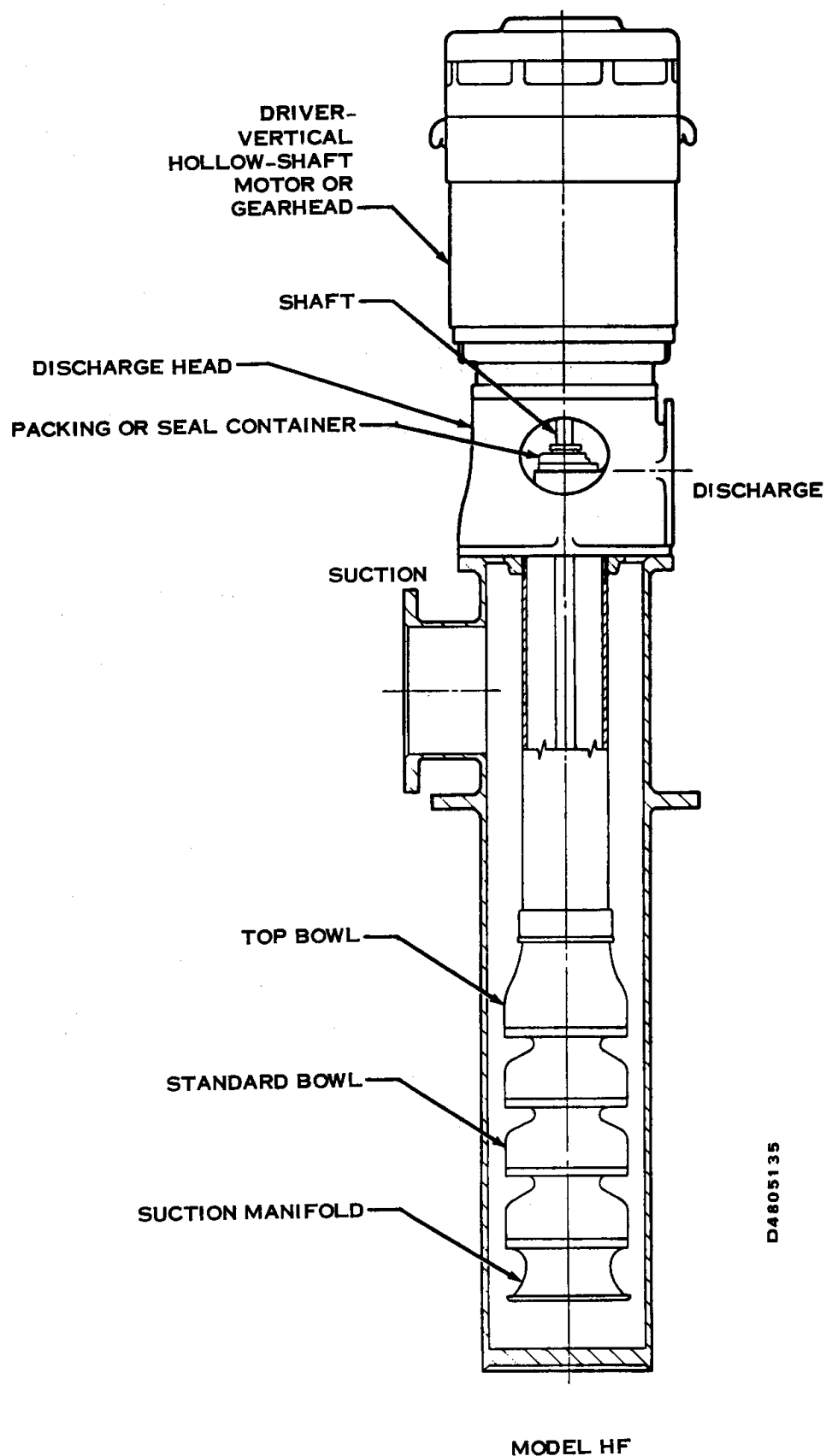
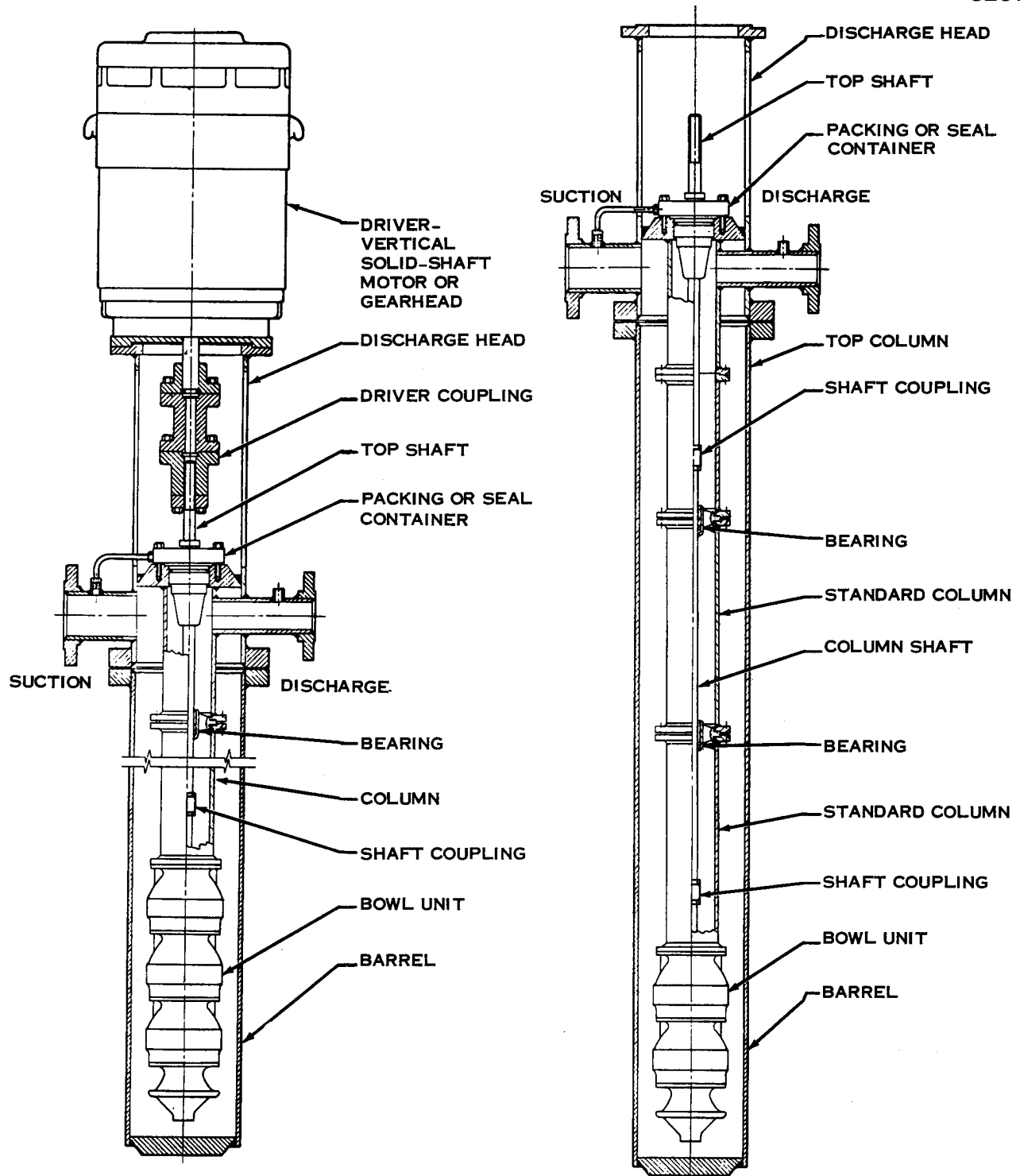


Fig. 1-3 Typical Hydro-Line Pumps



ONE COLUMN. TOP SHAFT COUPLED TO IMPELLER SHAFT. ONE BEARING RETAINER

MORE THAN ONE COLUMN. COLUMN SHAFT AND TOP SHAFT COUPLED TO IMPELLER SHAFT. TWO BEARING RETAINERS. DRIVER NOT SHOWN.

Fig. 1-4. typical Hydro-Line Pumps with column between discharge head and bowl unit. Mechanical seal and spacer-type coupling shown. Pumps equipped with packing use a coupling with no spacer.

SECTION 2

MATERIALS AND EQUIPMENT REQUIRED

The materials and equipment necessary for installation will vary with the size of the pump and the type of installation. The following list is offered only as a guide.

A. Bulk Material

Lubricating oil (such as automotive engine oil)
Grease (See Table 10-1).
Solvent, petroleum-base (such as kerosene, or mineral spirits)
Grouting material, non-shrinking

B. Rigging Equipment

Mobile power hoist or a traveling crane
Elevator clamp (2) – for threaded-type bowl unit
Box Clamp (2) – for flange-type bowl unit
Sling

Eyebolts

Clevises – for use with eyebolts

Pry bars (2)

Timbers – size, length and quantity as required to support long pump parts on the floor

Tail rope – size and length as required (for pumps having a column section)

Spirit level

C. Hand Tools

Pipe wrench (2)

Clean tongs (2)

Clean rags

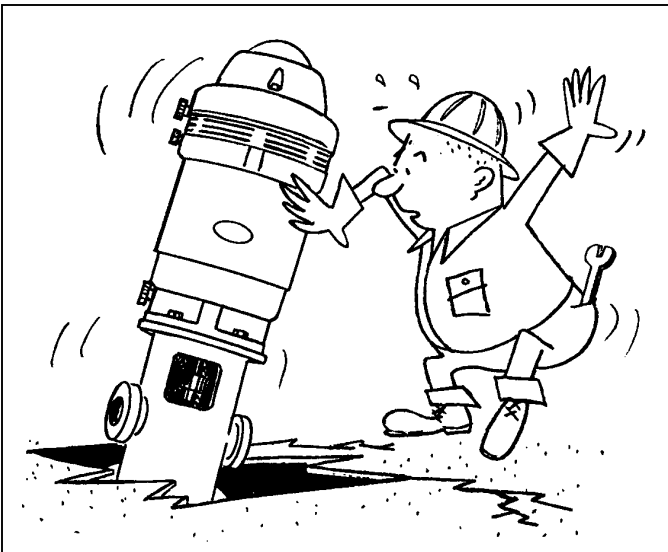
Feeler gages

Torque wrench

Set of mechanic's hand tools, including: files, brush, pliers, wire cutters, pocket knife, wrenches.

SECTION 3

PREPARING THE SITE AND THE PUMP PARTS



“... on a foundation rigid enough to support the entire weight. ...”

A. The pump must be installed on a foundation rigid enough to support the entire weight of the pump plus the weight of the fluid contained in it. If the pump has a below-base suction inlet, a suitable opening must be provided in the foundation to accommodate it. Foundation bolts must be provided to firmly anchor the pump to its foundation. Be sure that the foundation bolts are properly oriented with respect to the suction and discharge piping. Sleeve-type foundation bolts are recommended because they allow some flexibility in the final positioning of the discharge head. (See Fig. 3-1). If the foundation is concrete, grout will be forced between the pump barrel flange and the foundation after the pump is installed and properly leveled. Instructions for doing this are given in Section 4.

B. Clear an area adjacent to the pump site as a working space for laying out the pump parts to prepare them for installation. Arrange parallel timbers on the floor in the cleared area to support the bowl unit and column (if applicable) horizontally. Parts which are shipped crate should be unloaded from the transporting vehicle in the crate and not be uncrated until ready for installation.

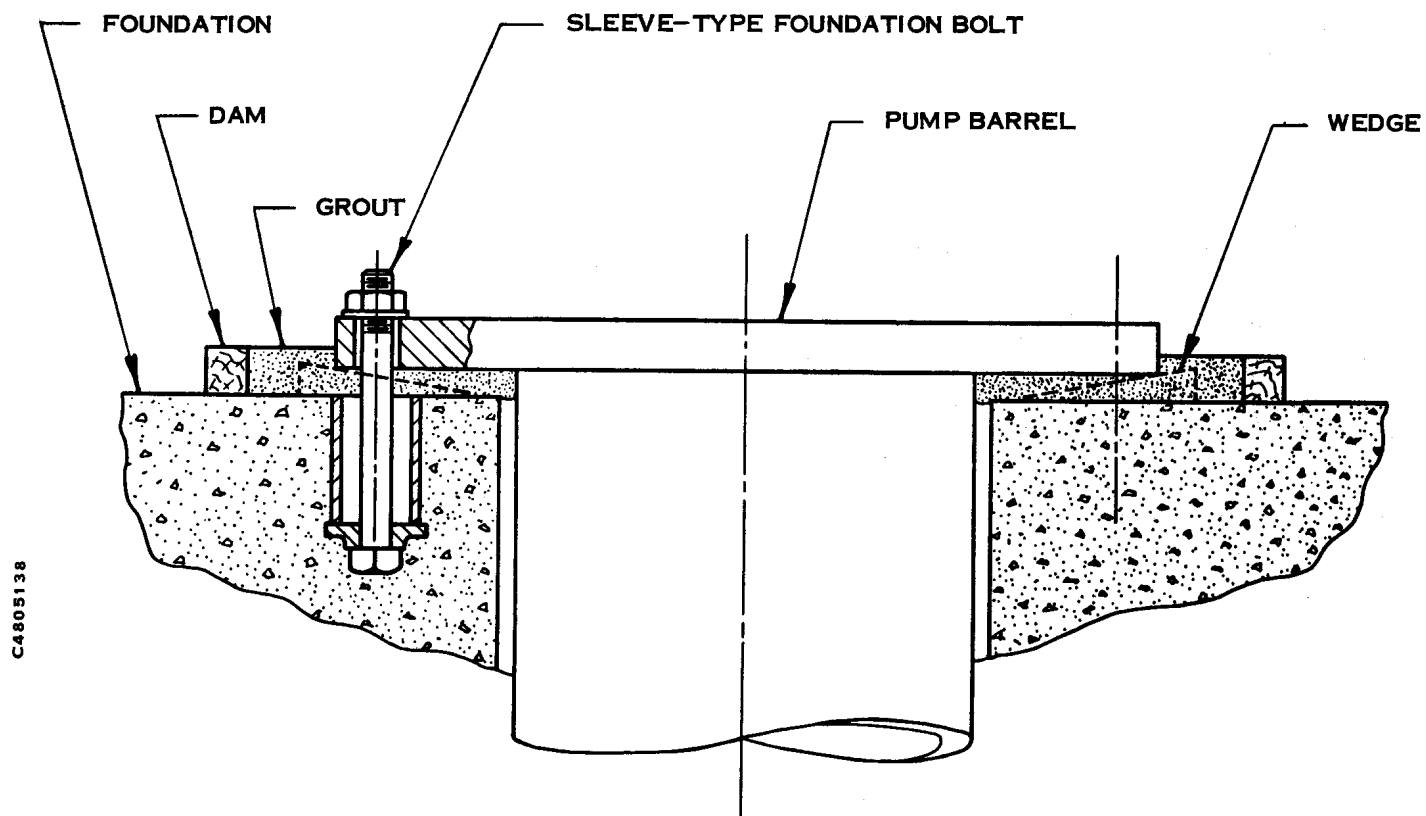


Fig. 3-1. Foundation bolt and grouting details

CAUTION

THE COLUMN AND SHAFTING USED IN EXTRA-LONG PUMPS MUST BE HANDLED WITH EXTREME CARE. THESE PARTS ARE MACHINED TO ACHIEVE PRECISION ALIGNMENT. IF DROPPED OR OTHERWISE MIS-TREATED, MISALIGNMENT, POOR PERFORMANCE AND ULTIMATE FAILURE WILL RESULT. A BENT OR DAMAGED COLUMN OR SHAFT MUST NOT BE USED.

C. All of the pump parts were carefully inspected before leaving the factory but may have become damaged in shipping and handling. Therefore, all parts must be inspected by the installer to ascertain that they are clean and undamaged before installing.

D. The shaft used inside the column of extra-long pumps must be inspected for straightness before installing. This may be done by slowly rotating the shaft on precision rollers or vee-blocks and checking for run-out with a dial indicator. The maximum permissible run-out is .001 inch (full indicator reading) per foot of length. Do not use a shaft which exceeds this error limit. A rejected shaft may be straightened and re-tested.

E. Move a mobile power hoist or a traveling crane to the pump site.

SECTION 4

INSTALLING THE BARREL

A. Place four blocks of wood on the foundation, arranged around the opening as a temporary support for the flange of the barrel. Install eyebolts in two diametrically opposite holes in the barrel flange. Attach a sling to the eyebolts, using suitable hooks or clevises, and pass the looped end of the sling over the hoist hook. (See Fig. 4-1.)

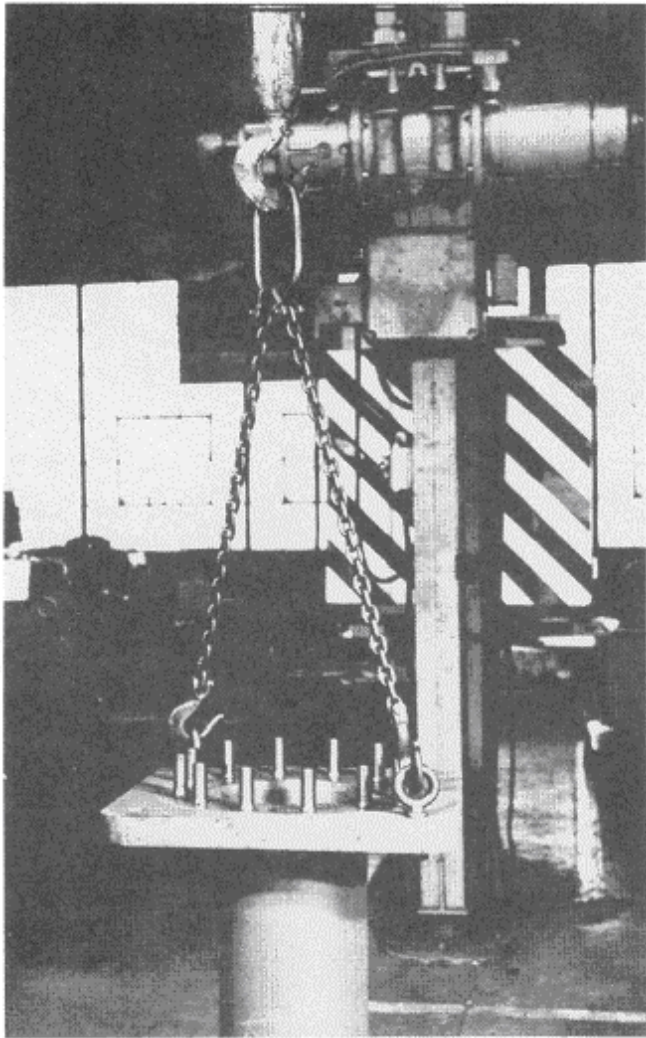


Fig. 4-1. Pump barrel being lifted, using eyebolts and sling.

While a workman guides the lower end to prevent bumping or dragging, hoist the barrel into position over the foundation. Lower the barrel into the opening, and rotate it as necessary to orient the mounting holes in the flange with the foundation bolts. Continue to lower the barrel until the flange rests on the wooden blocks. Remove the eyebolts and sling. Place the wedges under the flange, one adjacent to each of the four foundation bolts. Raise the barrel slightly by means of pry bars applied under the flange, and remove the wooden blocks, allowing the flange to drop slowly in place over the foundation bolts. Adjust the wedges so that the weight is distributed evenly.

B. Place a spirit level on the machined mounted surface for the discharge head, orienting it parallel with one of the edges. Adjust the wedges under the barrel flange to obtain a level indication with the machined mounting surface at the correct height for later attachment of the suction and discharge pipes. Reposition the level on the same surface, oriented 90° from the first position. Again adjust the wedges to obtain a level indication, taking care not to upset the levelness in the original direction. After each adjustment, check for levelness in both directions. Drive in any loose wedges to distribute the weight evenly. The barrel flange must be made perfectly level with all four wedges bearing tightly against the lower edge.

C.

NOTE

IT IS RECOMMENDED THAT ONLY NON-SHRINKING GROUTING MATERIAL BE USED FOR GROUTING THE BARREL FLANGE TO THE FOUNDATION.

Build a frame or dam on the foundation, enclosing an area which includes all of the leveling wedges. The top of the dam should be approximately 1/2 inch above the bottom of the discharge head base. (See Fig. 3-1.) Pour the grouting material into the dammed-in area and force it between the discharge head and the foundation all around. Level off the grout flush with the top of the dam. Allow the grout to cure at least 48 hours before installing the pump.

SECTION 5

INSTALLING THE PUMP

The procedure for installing the pump in the barrel varies, depending upon the configuration of the pump and its size. If the pump being installed is exceptionally long, it will have a cylindrical column between the bowl unit and the discharge head. (See Fig. 1-4.) The column may be in one section or more. The impeller shaft may extend through the column and discharge head to the driver, or there may be another shaft, called the top shaft, coupled to the impeller shaft. In some cases a third shaft (the column shaft) is coupled between the impeller shaft and top shaft. Install this type of pump per the instructions of Part A, below. If the pump does not have a column, but the bowl unit and discharge head are separate, see Part B. Pumps in which the bowl unit and discharge head are pre-assembled at the factory will be installed per Part C. A few smaller sizes are shipped complete with driver. Instructions for installing these are also included in Part C.

A. Bowl Unit, Column, and Discharge Head Separate.

1. If the bowl unit is of the flanged type, place two eyebolts diametrically opposite in the uppermost flange. For a threaded bowl unit, securely fasten an elevator clamp just below the uppermost threaded coupling. Attach a sling to the eyebolts or elevator clamp and pass the looped end of the sling over the hoist hook. (See Fig. 5-1.) While a workman guides the lower end to prevent bumping or dragging, hoist the bowl unit into position over the barrel.

On flange-type bowl units, fasten an elevator clamp or box-type clamp to the bowl unit, below the flange or one of the upper bowls. Small diameter units require an elevator clamp; a box-type clamp is preferred for large units. Lower the bowl unit into the barrel until the elevator clamp or box clamp rests on the barrel flange. When installing a very large unit, a suitable box clamp will be too heavy to lift manually. In this case the box clamp can be positioned on the barrel flange by the hoist before lifting the bowl unit and the bowl unit can be lowered through the box clamp and into the barrel until the upper flange rests on the clamp. The clamp can then be tightened around the bowl unit. Remove the eyebolts and sling.

Place over the top of the bowl unit a specially made wood or metal apron which covers the opening and fits closely around the shaft hub. Wrap a clean rag tightly around the impeller shaft, over the apron. (See Fig. 5-2.) This will prevent entry of foreign matter into the bowl unit.

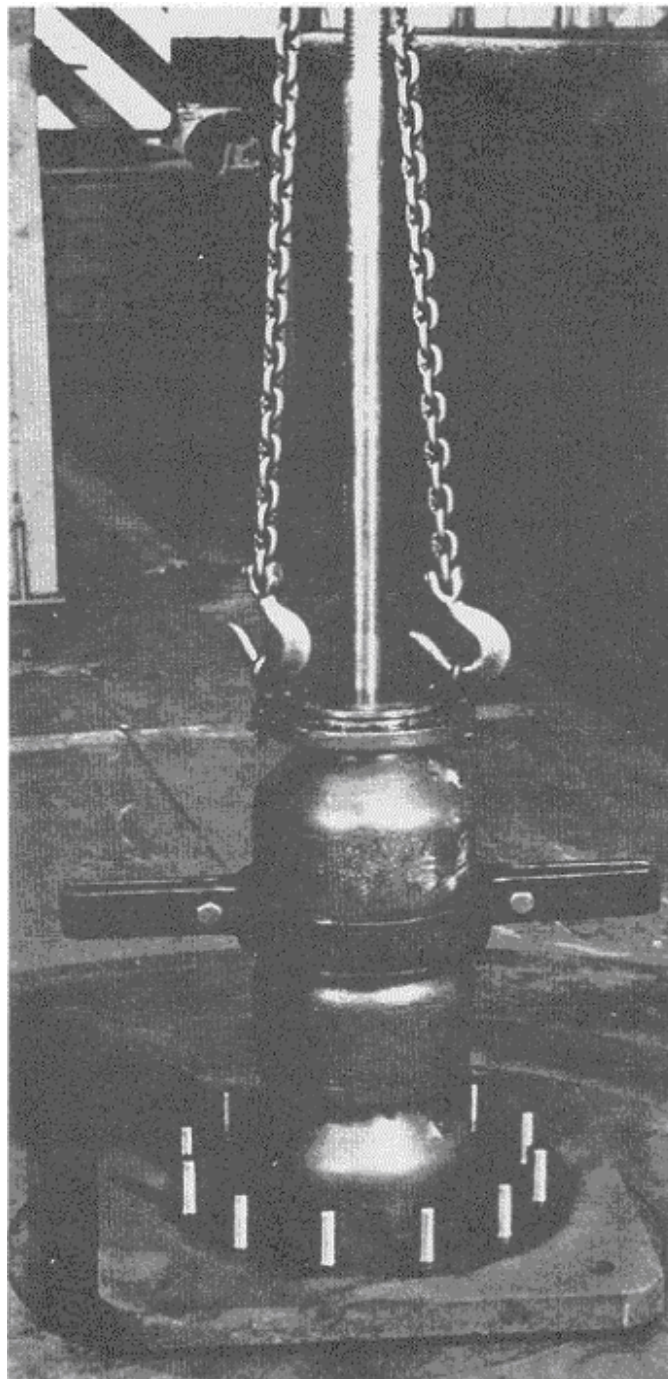


Fig. 5-1. Bowl unit with eyebolts, sling, and elevator clamp attached.

SECTION 5, PART A

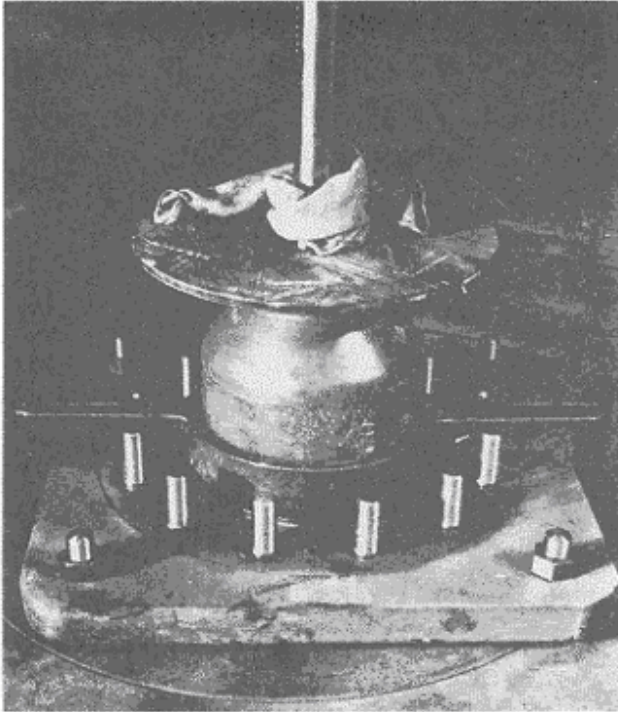


Fig. 5-2. Special apron and clean rag covering the opening of the bowl unit.

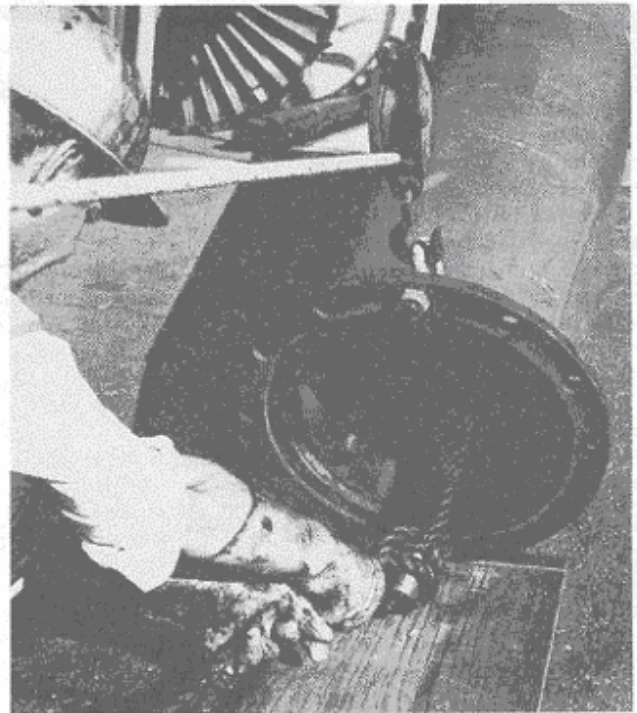


Fig. 5-3. Shaft tied inside column for hoisting. Other end

Of tail rope is tied to hoist hook.

2. Place two eyebolts diametrically opposite in the flange at the upper end of the bottom column section. If there is to be a bearing at the upper end of this section, the two ends will be identical (both flanges female). If there is no provision for a bearing, the upper end will have a male flange. Attach the sling to the eyebolts and to the hoist hook as was done previously with the bowl unit.

If a top shaft or column shaft is to be coupled to the impeller shaft, insert the shaft into the column section. The top shaft must be installed with the keyed end upward. The ends of the column shaft are identical; either end may be upward. Tie one end of a suitable tail rope to the hoist hook, using a clove or timber hitch. Pass the remainder of the rope through the inside of the column and take a double half-hitch at the lower end of the shaft, in the threaded area. Allow enough slack between the hoist hook and the shaft so that when hoisted, the shaft will extend about one foot below the column section. (See Fig. 5-3). There should be enough excess rope below the shaft to enable a workman to maintain a grip on the rope while the column is being hoisted.

3. While guiding the lower end to prevent bumping and dragging, hoist the column section and shaft over the pump.

CAUTION

TENSION MUST BE MAINTAINED ON THE TAIL ROPE WHILE HOISTING, TO PREVENT THE SHAFT FROM SLIPPING OUT.



"Tension must be maintained on the tail rope while hoisting . . ."

4. The next step is to couple the top shaft or column shaft to the impeller shaft. The procedure varies depending upon the type of coupling used. Instructions for plain couplings are given in paragraph a, below. For locked-type coupling, see Paragraph b.

NOTE

THE SHAFT THREADS ARE LEFT HAND.

CAUTION

WHEN MAKING UP THREADED JOINTS, START THE JOINT BY HAND TO VERIFY THAT THE THREADS ARE PROPERLY ENGAGED BEFORE APPLYING A WRENCH. IF CROSS-THREADING IS SUSPECTED, BREAK THE JOINT IMMEDIATELY AND REPAIR THE DAMAGED EXTERNAL THREADS WITH A FILE. CLEAN THE THREADS THOROUGHLY BEFORE RE-MAKING THE JOINT. IF THE THREADS ARE TOO DEFORMED TO REPAIR WITH A FILE. REPLACE THE DAMAGED PART. WHEN COUPLING THREADS ARE DAMAGED, REPLACE THE COUPLING.

CAUTION

DO NOT STRIKE THE COUPLING WITH A HAMMER TO ASSIST IN MAKING THE JOINT TIGHT. THIS CREATES LOCAL STRESSES WHICH MAY CAUSE CRACKING OF THE COUPLING WHEN TORQUE IS APPLIED DURING PUMP OPERATION.

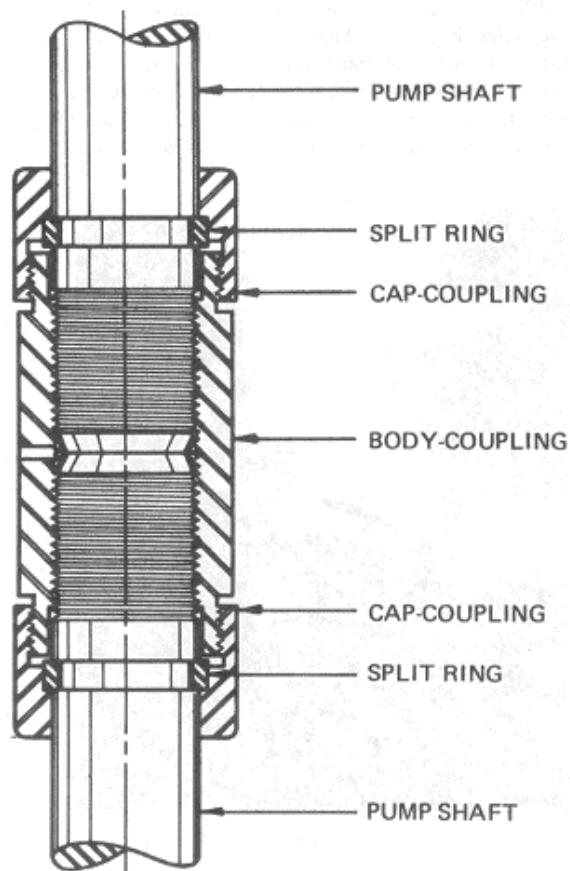
a. For plain coupling:

Carefully lower the column until the lower end of the shaft rests squarely on the impeller shaft coupling. Untie the tail rope from the lower end of the shaft. Clean the shaft threads and lubricate them with engine oil. Start the shaft into the coupling thread by hand then use a pair of pipe wrenches to screw the joint tight, butting the bottom of the shaft firmly against the end of the impeller shaft. File smoothly any burrs which may

have been raised on the shaft, and wipe off all metal chips with a clean rag. Remove the apron and rag which were protecting the top of the bowl unit.

b. For locked-type couplings: (See Fig. 5-4.)

Carefully lower the column until the shaft rests in the impeller shaft coupling body. Untie the tail rope from the lower end of the shaft. Clean the shaft threads and lubricate them with engine oil. lift the shaft and slide the upper coupling cap on to it, then lower the shaft to again rest it in the coupling body.



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Fig. 5-4. Sectional view of a locked type shaft coupling.

SECTION 5, PART A

Slide the cap about a foot up the shaft and hold it in this position with tape or rope. Start the shaft into the coupling body thread by hand, then use a pair of pipe wrenches to screw the joint tight, butting the bottom of the column shaft tightly against the impeller shaft. Install the split ring in the groove at the lower end of the shaft. Lower the coupling cap over the split ring and screw it on the upper external thread of the coupling body. Tighten the joint with a pair of pipe wrenches. File smoothly any burrs which may have been raised on the shaft, and wipe off all metal chips with a clean rag. Remove the apron and rag which were protecting the top of the bowl unit.

5. Wipe the bowl unit upper flange and the column lower flange with a clean rag. Place a gasket or O-ring (when furnished) on top of the bowl unit flange. Carefully lower the column to engage the two flanges, and install bolts in all the holes not obstructed by the box clamp. (See Fig. 5-5.) Tighten the bolts gradually in diametrically opposite pairs until all are uniformly snug. Raise the entire unit a few inches and remove the box clamp. Install the remaining bolts in the mated flanges, tightening radially and uniformly as before.

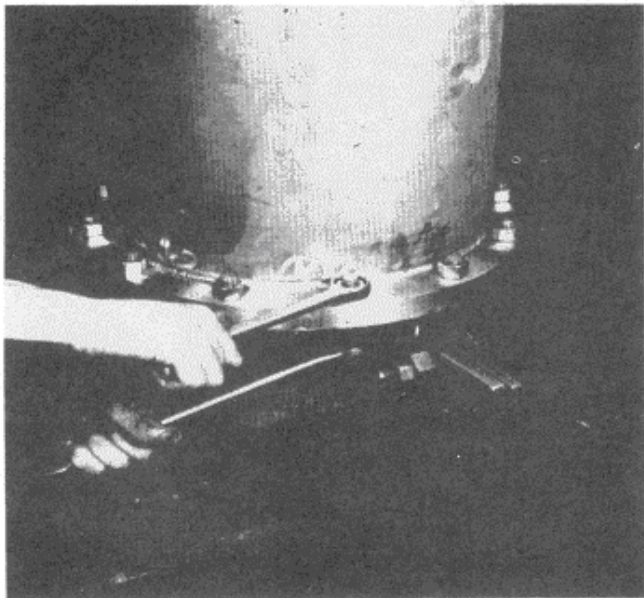


Fig. 5-5. Bolting the column to the bowl unit.

6. Lower the unit to bring the upper flange of the column close to the barrel flange, and fasten the box clamp just below the column flange. With the unit resting on the box clamp, remove the tail rope, sling and eyebolts.

CAUTION

TAKE CARE NOT TO DROP TOOLS, SCREWS, NUTS OR ANY OTHER FOREIGN OBJECT INTO THE PUMP COLUMN OR BAR-REL. SUCH AN OBJECT COULD IMPAIR PUMP PERFORMANCE OR RUIN THE IMPELLERS. IF PASSED BY THE PUMP INTO THE DISCHARGE PIPING, A SOLID OBJECT COULD CAUSE SERIOUS DAMAGE TO DOWN-STREAM COMPONENTS. ANY FOREIGN OBJECT DROPPED INTO THE PUMP COLUMN OR BARREL MUST BE RETRIEVED BEFORE PROCEEDING WITH THE PUMP INSTALLATION.

7. Clean the protruding upper end of the shaft. Place a gasket in the recess in the column section flange. Slide a bearing retainer over the shaft, as shown in Fig. 5-6, resting the rim of the retainer on the gasket. Place another gasket on top of the rim.

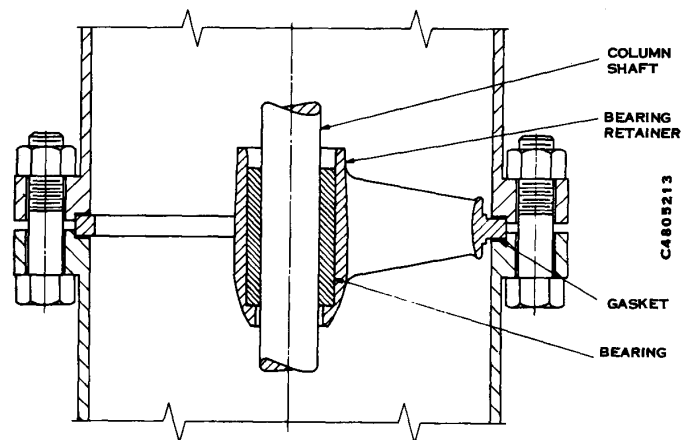


Fig. 5-6 Bearing retainer installed between column sections.

8. If there are two or more column sections, install them in the same manner as for the bottom section, except that the top column section may not have a bearing retainer. When installing bolts in column flanges containing a bearing retainer, the bolts must be tightened gradually to obtain a uniform gap between the flanges. The gap must not vary by more than .002 inch all around. (See Fig 5-6). Check this with a feeler gage as the bolts are tightened.

9. High pressure pumps such as Model HP require a special shaft sleeve assembly in the packing or seal area. The lower portion of this assembly must be installed on the shaft before the discharge head is in place. The correct position is found by making measurements as shown in Fig. 5-7. A detailed view of the shaft sleeve

assembly is given in Fig. 6-3. Before installing the sleeve, place the protective apron over the bowl unit and around the shaft. Wrap a clean rag tightly around the shaft, above the apron. (See Fig. 5-2.) This will prevent entry of foreign matter into the bowl unit. Slide the collar (107.358), the taper-lock bushing

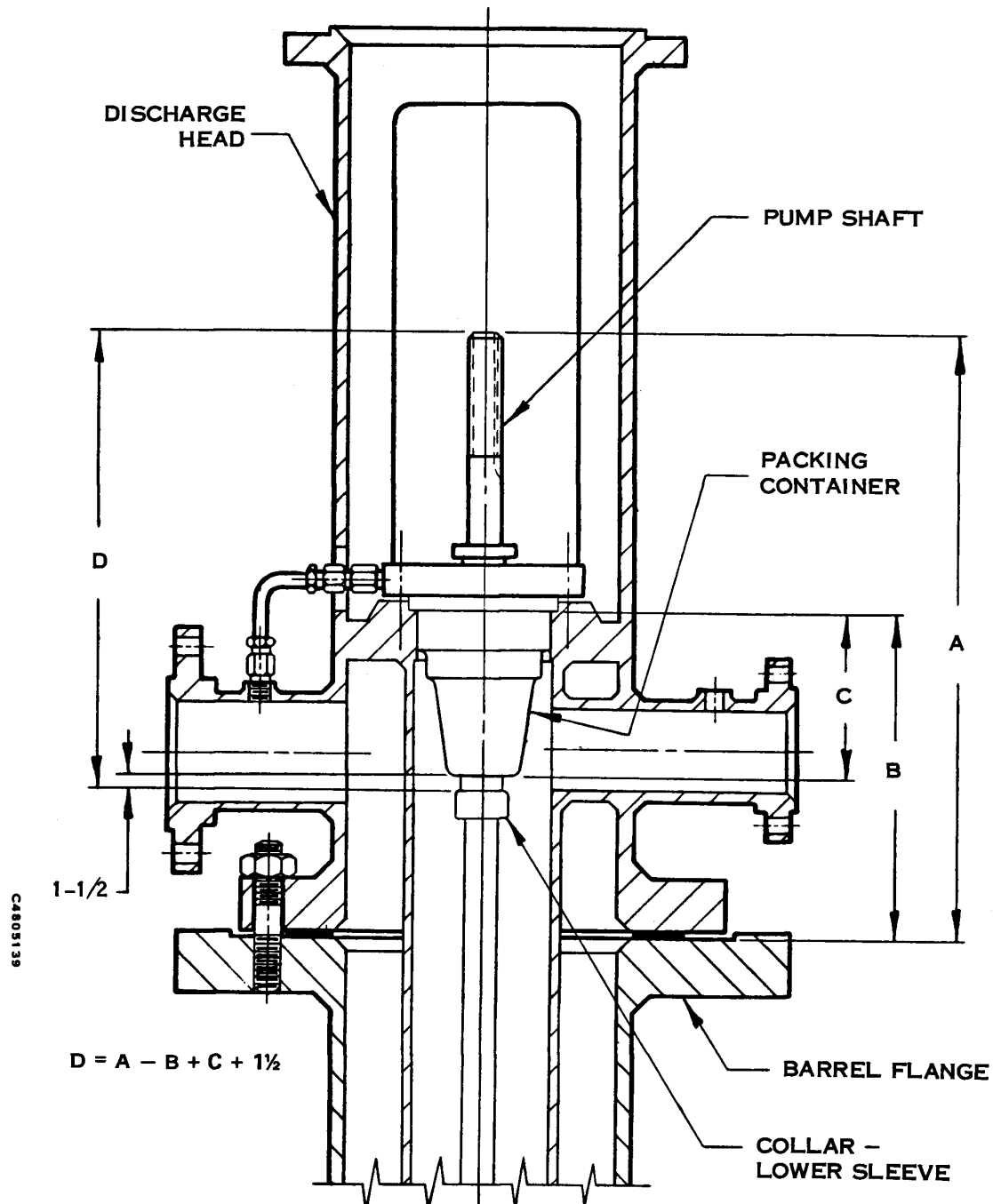


Fig. 5-7 Measurements necessary for positioning lower sleeve on shaft.

SECTION 5, PART A

(092.358) and the washer (423.000) over the shaft as shown in Fig. 6-3. The bushing may be spread for easy installation by inserting a screwdriver into the split.

Apply a compatible lubricant to the O-ring (336.358), and slide it on the shaft a short distance from the top, followed by the back-up ring (436.000). Next, install the lower sleeve (358.000) on the shaft. Insert the backup ring and O-ring into the groove at the lower end of the lower sleeve. Lift the collar up to the sleeve, moving the taper-lock bushing and washer with it, and manually screw the collar onto the sleeve. Position the collar and sleeve to the "D" dimension in Fig. 5-7. Tighten the collar on the sleeve, using pipe wrenches. This will lock the sleeve firmly in place on the shaft. File smoothly any burrs which may have been raised on the collar or sleeve, and wipe off all metal chips with a clean rag. Remove the apron and rag which were protecting the top of the bowl unit.

10. If the discharge head has become soiled in shipping and handling, clean it thoroughly, inside and outside. Place two eyebolts diametrically opposite in the upper flange of the discharge head, and attach the sling as before. Hoist the discharge head over the pump. Place a gasket or O-ring on the flange of the column.

11.

CAUTION

WHEN LOWERING THE DISCHARGE HEAD TO THE PUMP COLUMN, TAKE CARE NOT TO BUMP OR SCRAPE THE SHAFT PROTRUDING ABOVE THE COLUMN.

Lower the discharge head slowly, aligning the vertical hole in the center with the shaft protruding above the column so that there will be no bumping or scraping as the shaft enters and passes through the hole. Continue to lower the discharge head until the recess in the lower flange nests over the rim of the bearing retainer or over the register of the top column flange. Install bolts in all the holes not obstructed by the box clamp but do not fully tighten them at this time.

Raise the entire unit a few inches, and remove the box clamp. Install the remaining bolts in the flanges. Tighten all of the bolts gradually to obtain a uniform gap between the flanges. The gap must not vary by more than .002 inch all around. (See Fig. 5-6). Check this with a feeler gage as the bolts are tightened.

12. Before attaching the discharge head to the barrel, carefully clean the discharge head mounting surface of the barrel flange. If there are any burrs on this surface, remove them with a smooth mill file. Wipe off all chips with a clean rag. Place two blocks between the discharge head and the barrel flange to protect the hands in event of hoist or sling failure. Clean the surface thoroughly and install the gasket or O-ring. Rotate the discharge head as necessary to align the suction flange and discharge flange with the external piping; then lower the discharge head slowly until it rests on the barrel flange. Lubricate the studs with engine oil. Install the nuts and tighten them gradually and uniformly to the torque values specified in Table 5-1.

WARNING

FAILURE TO TIGHTEN THIS JOINT PROPERLY WILL CAUSE LEAKAGE IN PUMPS HANDLING HAZARDOUS FLUIDS THIS COULD RESULT IN SERIOUS PROPERTY DAMAGE AND GRAVE PERSONAL INJURY OR DEATH.

TABLE 5-1. Minimum Tightening Torque for Nuts Attaching Discharge Head to Barrel.

The studs and the surface contacting the nuts must be well lubricated.

| STUD SIZE | TORQUE (FT - LB) |
|---------------|---------------------|
| 3/4 - 10 UNC | 27 |
| 7/8 - 9 UNC | 45 |
| 1 - 8 UNC | 65 |
| 1-1/8 - 7 UNC | 105 |
| 1-1/4 - 7 UNC | 145 |

B. Bowl Unit and Discharge Head Separate (no Column)

1. Place two eyebolts diametrically opposite in the upper flange of the bowl unit. Attach a sling to the eyebolts, using a suitable hooks or clevises, and pass the looped end of the sling over the hoist hook. (See Fig. 5-1.) While a workman guides the lower end to prevent bumping or dragging, hoist the bowl unit into position

over the barrel. Fasten an elevator clamp or a box-type clamp to the bowl unit, under the flange of one of the upper bowls. Small-diameter units and all threaded units require an elevator clamp. A box-type clamp may be used for large-diameter bowls. Lower the bowl unit into the barrel until the elevator clamp or box clamp rests on the barrel flange. When installing a very large unit, a suitable box clamp will be too heavy to lift manually. In this case the box clamp can be positioned on the barrel flange by the hoist before lifting the bowl unit, and the bowl unit can be lowered through the box clamp and into the barrel until the upper flange rests on the clamp. The clamp can then be tightened around the bowl unit. Remove the eyebolts and sling.

2. High pressure pumps such as Model HP require a special shaft sleeve assembly in the packing or seal area. The lower portion of this assembly must be installed on the shaft before the discharge head is in place. The correct position is found by making measurements as shown in Fig. 5-7. A detailed view of the shaft sleeve assembly is given in Fig. 6-3.

Before installing the sleeve, place over the top of the bowl unit a specially made wood or metal apron which covers the opening and fits closely around the shaft. Wrap a clean rag tightly around the shaft, above the apron. (See Fig. 5-2). This will prevent entry of foreign matter into the bowl unit.

Slide the collar (107.358), the taper-lock bushing (092.358), and the washer (423.000) over the shaft as shown in Fig. 6-3. The bushing may be spread for easy installation by inserting a screwdriver into the split. Apply a compatible lubricant to the O-ring (336.358) and slide it on the shaft a short distance from the top, followed by the back-up ring (436.000). Next, install the lower sleeve (358.000) on the shaft. Insert the back-up ring and O-ring into the groove at the lower end of the lower sleeve, lift the collar up to the sleeve, moving the taper-lock bushing and washer with it, and manually screw the collar onto the sleeve. Position the collar and sleeve to the "D" dimension in Fig. 5-7. Tighten the collar on the sleeve, using pipe wrenches. This will lock the sleeve firmly in place on the shaft. File smooth any burrs which may have been raised on the collar or sleeve, and wipe off all metal chips with clean rag. Remove the apron and rag which were protecting the top of the bowl unit.

3. If the discharge head has become soiled in shipping and handling, clean it thoroughly, inside and outside. Place two eyebolts diametrically opposite in the upper flange of the discharge head, and attach the sling as before. Hoist the discharge head over the pump. Place a gasket or O-ring on the upper flange of the bowl.

4.

CAUTION

WHEN LOWERING THE DISCHARGE HEAD TO THE BOWL UNIT, TAKE CARE NOT TO BUMP OR SCRAPE THE SHAFT PROTRUDING ABOVE THE BOWL UNIT.

Lower the discharge head slowly, aligning the vertical hole in the center with the shaft protruding above the bowl unit so that there will be no bumping or scraping as the shaft enters and passes through the hole. Continue to lower the discharge head until it rests firmly on the flange of the bowl unit with the registers engaged. Install bolts in all the holes not obstructed by the box clamp. Tighten the bolts gradually in diametrically opposite pairs until all are uniformly snug. Raise the entire unit a few inches and remove the box clamp. Install the remaining bolts in the flanges, tightening them gradually and uniformly as before.

5. Before attaching the discharge head to the barrel, carefully clean the discharge head mounting surface of the barrel flange. If there are any burrs on this surface, remove them with a smooth mill file. Wipe off all chips with a clean rag. Place two blocks between the discharge head and the barrel flange to protect the hands in event of hoist or sling failure. Clean the surface thoroughly and install the gasket or O-ring. Rotate the discharge head as necessary to align the suction flange and discharge flange with the external piping; then lower the discharge head slowly until it rests on the barrel flange. Lubricate the studs with engine oil. Install the nuts and tighten them gradually and uniformly to the torque values specified in Table 5-1.

C. Bowl Unit and Discharge Head Assembled

1. Carefully clean the top of the barrel flange, using a clean rag and a petroleum-base solvent. With a smooth mill file, remove any burrs which might have been incurred during shipping and handling. Reclean to remove all metal chips.

2. If the driver motor was installed on the discharge head at the factory, hoist the pump by looping slings through the hand holes in the discharge head. Take care that the slings do not interfere with the shaft. If the driver is not installed on the discharge head, hoist the pump by means of eyebolts placed in diametrically opposite holes in the upper flange of the discharge head. When hoisting the pump, guide the lower-end of the bowl unit manually to prevent bumping or dragging. Position the pump directly over the barrel and start to lower it in. Rotate the pump as necessary to orient the discharge outlet in the desired direction and to align the mounting holes. Lower the pump slowly until it

SECTION 5, PART C

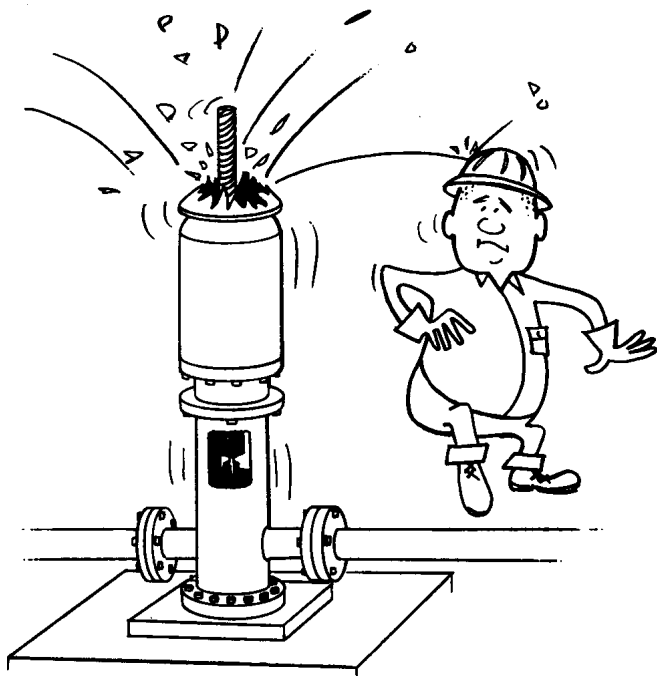
rests on the barrel flange. Install the cap screws and tighten them gradually and uniformly.

3. The following instructions and precautions apply at this time only to pumps equipped with a factory-installed motor.

- a. The motor must be tested for direction of rotation before starting the pump for the first time.

CAUTION

THE MOTOR MUST BE UNCOUPLED FROM THE PUMP SHAFT BEFORE TESTING FOR DIRECTION OF ROTATION. IF THE PUMP SHOULD BE ROTATED IN THE WRONG DIRECTION, SERIOUS DAMAGE TO THE PUMP AND GRAVE INJURY TO NEARBY PERSONNEL COULD RESULT.



"Motors . . . must be disconnected from the pump shaft before testing for direction of rotation."

The method of disconnecting the motor depends upon whether it is a solid-shaft type or hollow-shaft. For a solid-shaft motor, see Fig. 7-2. Remove cap screws (326.137) and (326.253), then rotate the adjusting nut (253.000) downward until the pump half-coupling (140.000) is well clear of the motor half-coupling (137.000) or the spacer (363.000, if applicable). For a hollow-shaft motor, refer to Fig. 7-3. Remove the motor cover. Remove the locking screws, and unscrew the top shaft nut. Remove the gib key and the top drive coupling.

- b. To test for direction of motor rotation, see Section 7, Part A, Par. 6, for solid-shaft motors, or Section 7, Part B, Par. 5 for hollow-shaft motors.

C. CAUTION

BEFORE STARTING THE PUMP FOR THE FIRST TIME, THE IMPELLERS MUST BE ADJUSTED TO THEIR PROPER POSITION. THIS WILL PREVENT UNDUE WEAR OR POSSIBLE DAMAGE TO THE PUMP.

For the method of adjusting the impellers, see Section 7, Part A, Par. 10 (pumps with solid-shaft motors) or Section 7, Part B, Par. 10 (pumps with hollow-shaft motors). After the impeller adjustment is made, continue the installation procedure with Section 8. Sections 6 and 7 do not apply to pumps equipped with a factory-installed driver motor.

SECTION 6

INSTALLING THE SHAFT PACKING OR SEAL

All pumps are equipped with packing or a mechanical seal to limit or prevent leakage around the line shaft. Separate instructions are given below for pumps with packing (Part A) and for pumps using mechanical seals (Part B). Part C gives instructions for installing pressure by-pass piping.

A. Installing the Packing Assembly

Packing configurations vary with the model of the pump and the pressure characteristics. Fig. 6-1, 6-2, and 6-3 show the principal varieties. Before installing an O-ring in its groove, coat the O-ring with a film of liquid soap or rubber lubricant.

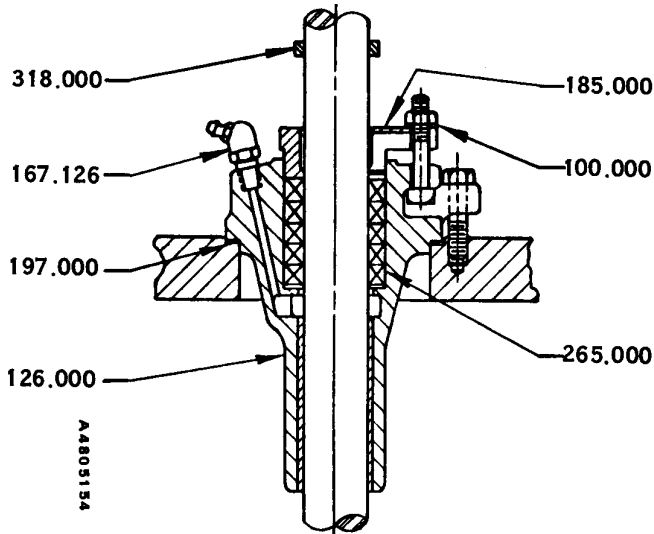
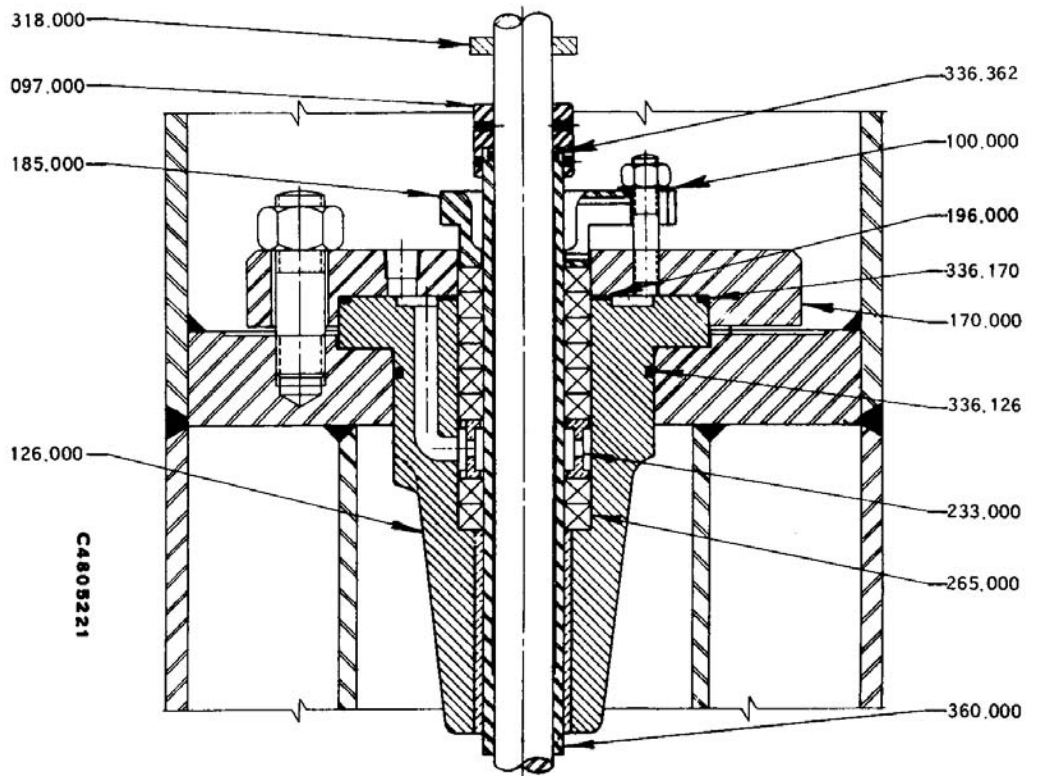


Fig. 6-1 Packing arrangement. Model HE and HF

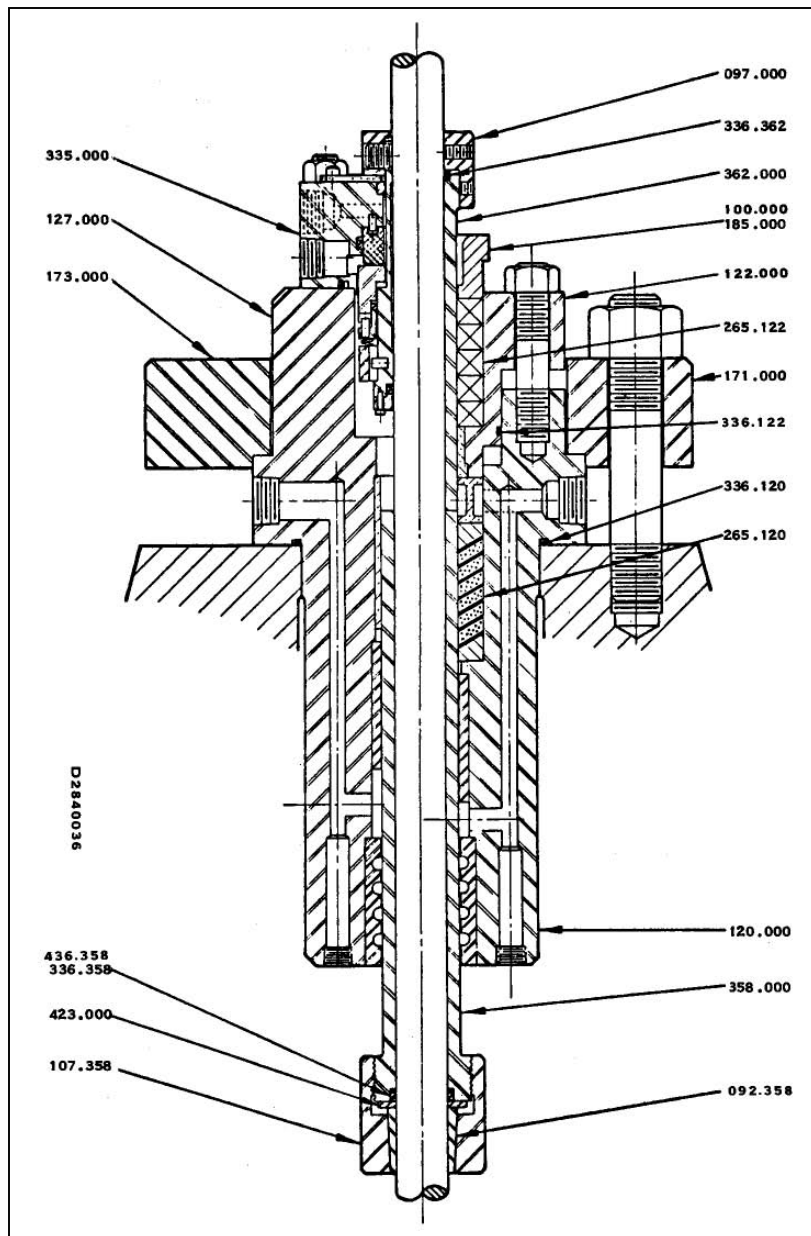
| ITEM NO. | DESCRIPTION |
|----------|---------------------------|
| 100.000 | CLAMP, GLAND |
| 126.000 | CONTAINER, PACKING |
| 167.126 | FITTING, GREASE |
| 185.000 | GLAND, SPLIT-TYPE PACKING |
| 197.000 | GASKET, PACKING CONTAINER |
| 265.000 | PACKING |
| 318.000 | RING, TOP SHAFT SEAL |

| ITEM NO. | DESCRIPTION |
|----------|-------------------------------|
| 097.000 | Cap, Shaft Sleeve |
| 100.000 | Clamp, Packing Gland |
| 126.000 | Container, Packing |
| 170.000 | Flange, Packing Container |
| 185.000 | Gland, Split-type Packing |
| 196.000 | Gasket, Pkg. Container Flange |
| 233.000 | Ring, Lantern |
| 265.000 | Packing |
| 318.000 | Ring, Top Shaft Seal |
| 336.126 | O-ring, Packing Container |
| 336.170 | O-ring, Packing Flange |
| 336.362 | O-ring, Packing Sleeve |
| 360.000 | Sleeve, Removable Packing |

Fig. 6-2 Packing arrangement, Models HL, HM and HH.



SECTION 6, PART A



MECHANICAL SEAL AND RELATED PARTS

| ITEM NO. | DESCRIPTION |
|----------|-------------------------|
| 092.358 | Bushing, Taper Lock |
| 107.358 | Collar, Sleeve |
| 127.000 | Container, Seal |
| 173.000 | Flange, Seal Type |
| 335.000 | Seal, Mechanical |
| 336.358 | O-ring |
| 358.000 | Sleeve, Lower Removable |
| 423.000 | Washer, Lower Sleeve |
| 436.358 | Ring, Back-up |

COMPRESSION PACKING PARTS

| ITEM NO. | DESCRIPTION |
|----------|---------------------------|
| 092.358 | Bushing, Taper-lock |
| 097.000 | Cap, Shaft Sleeve |
| 100.000 | Clamp, Packing Gland |
| 107.358 | Collar, Sleeve |
| 120.000 | Container, High-pressure |
| 122.000 | Container, Low-pressure |
| 171.000 | Flange, Packing Container |
| 185.000 | Gland, Split-type Packing |
| 265.120 | Packing, High-pressure |
| 265.122 | Packing, Low-pressure |
| 336.120 | O-ring |
| 336.122 | O-ring |
| 336.358 | O-ring |
| 358.000 | Sleeve, Lower Removable |
| 362.000 | Sleeve, Upper Removable |
| 423.000 | Washer, Lower Sleeve |
| 436.358 | Ring, Back-up |

Fig. 6-3. Seal arrangement and packing arrangement, Model HP

1. Install the packing container per a, b, c, below, as applicable.

a. For Model HE and HF Pumps.

(See Fig. 6-1). Place the gasket (197.000) in position on the discharge head. Slide the packing container (126.000) down the shaft, seat it on the gasket, and fasten it to the discharge head with cap screws.

b. For Model HL, HM, and HH Pumps:

(See Fig. 6-2). Install an O-ring (336.126) in the groove in the cylindrical portion of the packing container (126.000). Slide the packing container over the shaft and into the discharge head, taking care not to pinch the O-ring against the edge of the hole. Place an O-ring (336.170) in the groove at the top of the packing container and a gasket (196.000) on the upper surface. Install the packing container flange (170.000), again being careful not to pinch the O-ring. Fasten the flange to the discharge head with nuts on the studs.

c. For model HP Pumps:

(See Fig. 6-3). Install an O-ring (326.120) in the groove at the top of the cylindrical portion of the high-pressure packing container (120.000). Slide the high-pressure packing container down the shaft and over the lower wear sleeve (358.000) which was previously installed on the shaft. Seat the container on the discharge head, taking care not to pinch the O-ring against the edge of the hole. Install the packing container flange (171.000) as shown, and fasten it to the discharge head with nuts on the studs.

2. On pumps equipped with a shaft wear sleeve, install the sleeve at this time. High-pressure pumps require a two-part sleeve, as shown in Fig. 6-3. The lower part has already been installed (Section 5, Par. A. 9 or Par. B 2). Slide the sleeve (360.000, Fig. 6-2) or upper sleeve (362.000, Fig. 6-3) over the shaft. The upper sleeve is butted against the top of the lower sleeve. In installations which have a one-piece sleeve, position it approximately as shown in Fig. 6-2. Slide an O-ring (336.362) down the shaft and into the groove at the top of the sleeve. Install the sleeve cap (097.000, Fig. 6-2 or 6-3) and tighten the lower row of set-screws, fastening the cap to the sleeve. The upper setscrews, which fasten the cap to the shaft, must be left loose at this time.

NOTE

SINCE THE IMPELLER ADJUSTMENT AFFECTS THE POSITION OF THE SHAFT SLEEVE RELATIVE TO THE PACKING, A FINAL ADJUSTMENT OF THE SLEEVE ON THE SHAFT WILL BE MADE AFTER THE IMPELLER ADJUSTMENT. INSTRUCTIONS FOR ADJUSTING THE IMPELLERS ARE GIVEN IN SECTION 7.

3. To install a packing ring in the container, grease the ring on all sides and wrap it around the shaft, just above the container. A list of recommended greases, by brand name and manufacturer is given in Table 10-1.

CAUTION

DO NOT USE A GREASE WHICH COULD CONTAMINATE THE FLUID TO BE PUMPED OR WHICH IS SOLUBLE IN THE FLUID.

Using the fingers, start the ring into the container. Be sure that the ends of the ring do not butt together or overlap. When the entire ring is worked in flush with the top of the container, tamp it down into place using a hardwood stick and a hammer. The packing gland may be used as a tamper for the top-most ring.

NOTE

INSTALL ADJACENT PACKING RINGS WITH THE GAPS 180° APART. (ON OPPOSITE SIDES OF THE SHAFT.)

4. Be sure to install a lantern ring in the models for which one is shown in the appropriate figure.

5. In Model HP pumps, there are two sets of packing rings in series. (See Fig. 6-3.) When the high-pressure packing rings and the lantern ring are in place, the low-pressure packing container (122.000) will be installed in the top of the high-pressure container. Install an O-ring (336.122) in the groove in the cylindrical portion of the low-pressure container. Insert the low-pressure container into the high-pressure container (120.000), taking care not to pinch the O-ring on the edge of the hole. Install the nuts on the studs finger-tight only. They will be tightened when the final packing adjustment is made, after the pump has been started. Install the low-pressure packing rings (265.120) per Par. 2, above.

SECTION 6, PART A

6. When the required number of packing rings is installed, install the split packing gland (185.000) in the packing container. Place the gland clamps (100.000) over the ends of the split gland to hold the two halves together. Install nuts on the gland studs, and turn them finger-tight only. Final adjustment of the packing gland is done after the pump is started. This procedure is explained in Section 9.

7. Slide the top shaft seal ring (318.000) over the shaft, and position it a short distance above the packing gland. (See Fig. 6-2.)

8. On pumps furnished with a grease fitting for lubrication of the packing, fill the packing container with grease.

B. Installing the Mechanical Seal Assembly (See Fig. 6-3 or 6-4):

| ITEM NO. | DESCRIPTION |
|----------|-------------------------------|
| 127.000 | CONTAINER, SEAL |
| 173.000 | FLANGE, SEAL CONTAINER |
| 335.000 | SEAL, MECHANICAL |
| 336.173 | O-RING, SEAL CONTAINER |
| 336.127 | O-RING, SEAL CONTAINER FLANGE |

WARNING

IN PUMPS WHICH WILL HANDLE FLAMMABLE, POISONOUS, OR CORROSIVE FLUIDS, AN ILL-FITTING AND IMPROPERLY ADJUSTED SEAL IS A SERIOUS SAFETY HAZARD. THE SEAL MANUFACTURER'S INSTRUCTIONS AND THE INSTRUCTIONS GIVEN HERE MUST BE VERY CAREFULLY FOLLOWED TO PREVENT LEAKAGE, WHICH MAY RESULT IN PROPERTY DAMAGE AND PERSONAL INJURY.

Before installing an O-ring in its groove, coat the O-ring with a film of liquid soap or rubber lubricant.

1. Place an O-ring in the groove in the cylindrical portion of the seal container (127.000). Install the seal container in the discharge head, taking care not to pinch the O-ring on the edge of the hole. If the seal container has an O-ring groove in its top surface (Fig. 6-4), install an O-ring in this groove. If a seal container flange

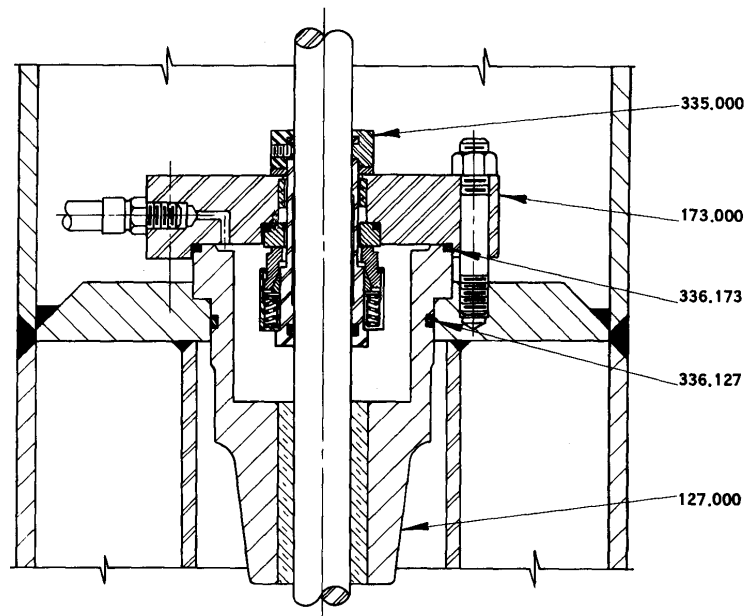


Fig. 6-4 Seal Arrangement.

Model HL, HM, HH, and HE.

| ITEM NO. | DESCRIPTION |
|----------|----------------------|
| 247.016 | NIPPLE |
| 249.016 | PIPE |
| 289.209 | PLUG |
| 412.016 | VALVE |
| 179.016 | PRESSURE GAGE |
| 409.016 | UNION |
| 390.016 | TEE |
| 432.016 | ELBOW, 90d, THREADED |

NOTE

WHEN GEAR DRIVE
WITH OIL-COOLING
SYSTEM IS USED. SEE
FIGURE. 6-7

2840697-A

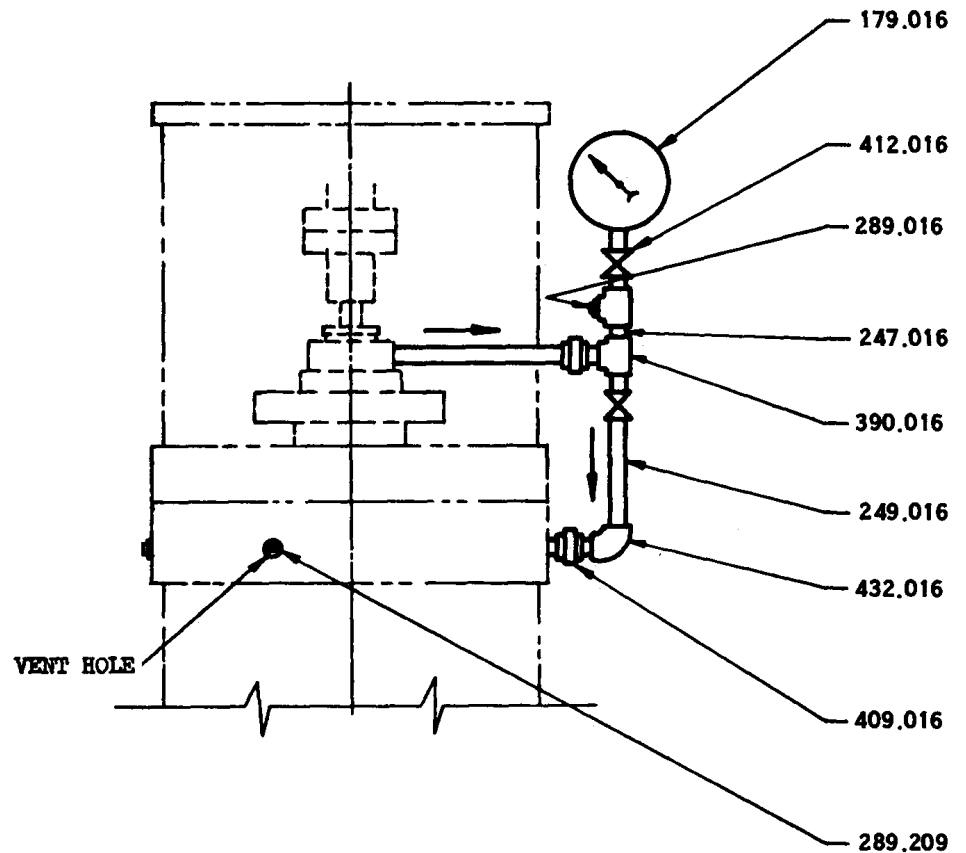


Fig. 6-5. By-pass piping for seal or packing; single by-pass shown.

| ITEM NO. | DESCRIPTION |
|----------|----------------------|
| 247.016 | NIPPLE |
| 249.016 | PIPE |
| 289.016 | PLUG |
| 437.016 | ORIFICE |
| 412.016 | VALVE |
| 163.016 | ELBOW: STREET |
| 179.016 | PRESSURE GAGE |
| 409.016 | UNION |
| 390.016 | TEE |
| 438.016 | ELBOW: 90d, THREADED |

NOTE

WHEN GEAR DRIVE
WITH OIL-COOLING
SYSTEM IS USED. SEE
FIGURE. 6-8

2840696-A

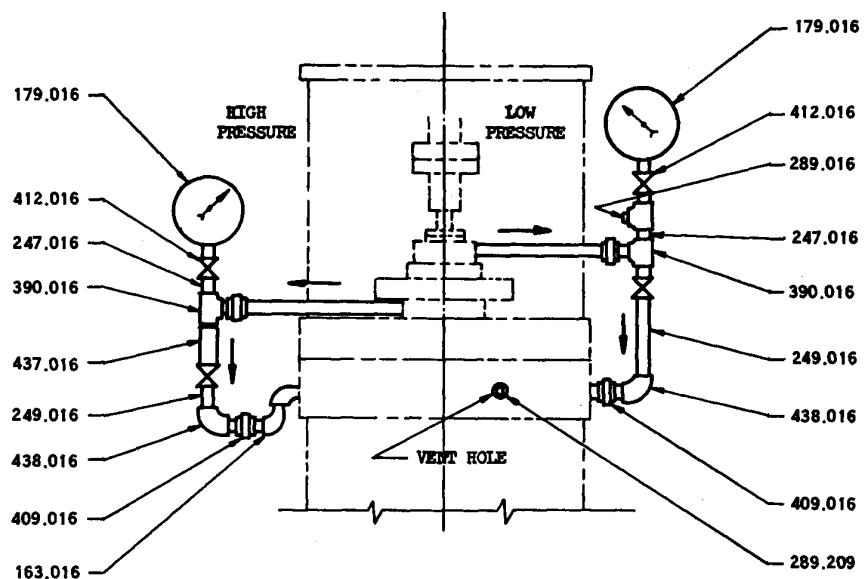


Fig. 6-6. By pass piping for seal or packing; double by-pass shown.

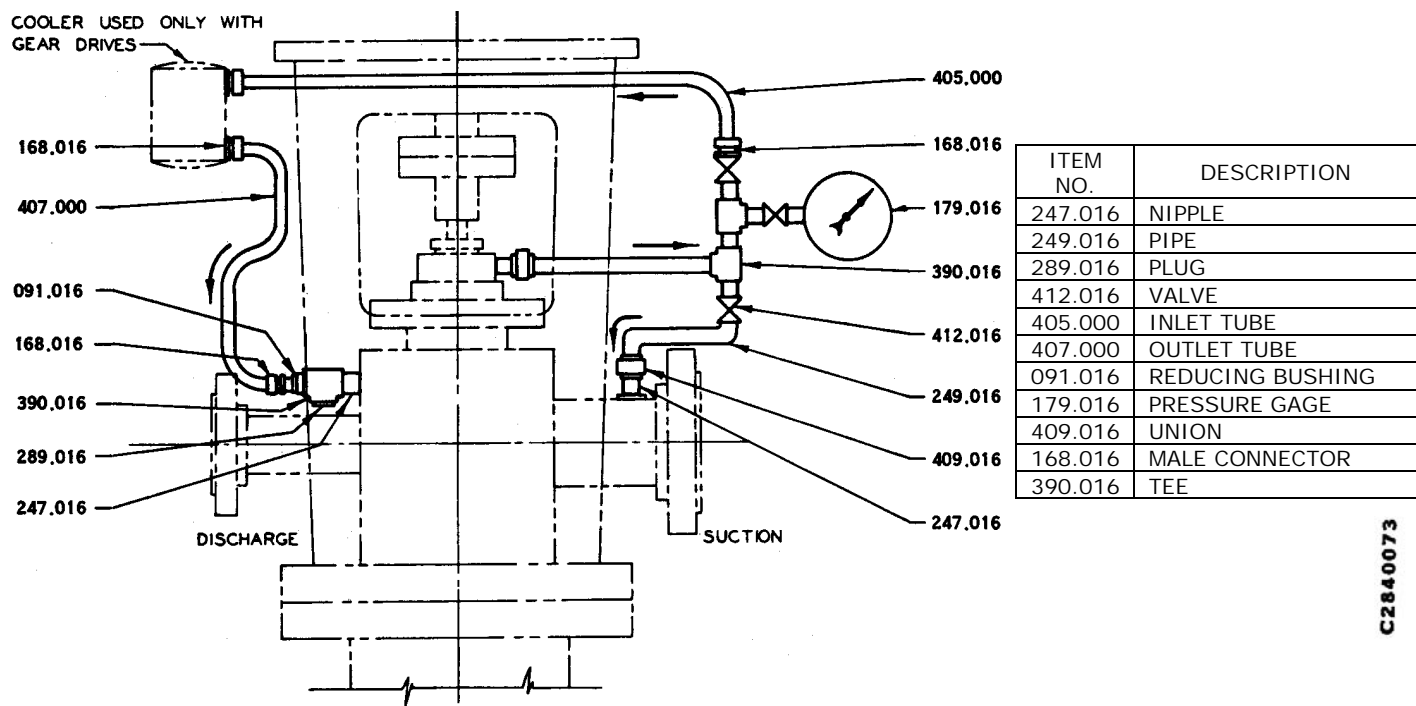


Fig. 6-7. By-pass piping for seal or packing; single by-pass with oil-cooler shown.

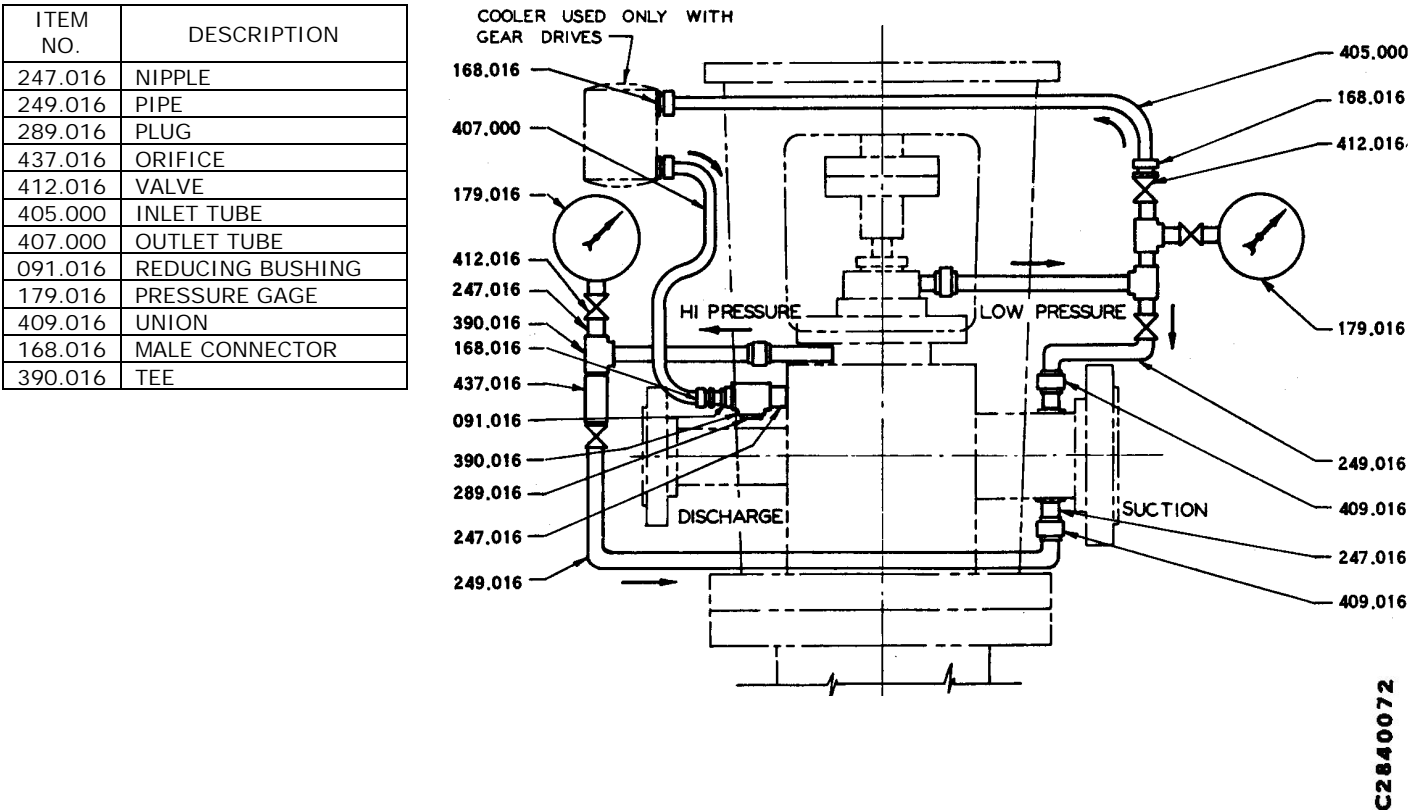


Fig. 6-8. By-pass piping for seal or packing; double by-pass with oil-cooler shown.

(173.000, Fig. 6-3) is provided, install this flange over the seal container and retain it with nuts on the studs protruding through the flange.

2. Install the mechanical seal (335.000) on the pump shaft per the manufacturer's instructions, which are furnished with the seal. To prevent damaging parts containing non-metallic seals when installing them on the shaft, cover the shaft threads with shim stock or tape.

NOTE

SINCE THE IMPELLER ADJUSTMENT AFFECTS THE POSITION OF THE SEAL, THE SEAL ADJUSTMENT (EXPLAINED IN THE SEAL MANUFACTURER'S INSTRUCTIONS) MUST BE MADE AFTER THE IMPELLER ADJUSTMENT. INSTRUCTIONS FOR ADJUSTING THE IMPELLERS ARE GIVEN IN SECTION 7.

C. Installing the By-Pass Piping

Pumps operating at very high pressures are equipped with by-pass piping at the packing or mechanical seal. Typical arrangements are shown in Fig. 6-5 through 6-8. Install pipe or tubing, fittings, and the gage per the appropriate figure. Note that in some cases the same tubing is used as part of an oil-cooling system for a gear head-type driver.

CAUTION

DO NOT ATTACH RIGID PIPE TO A GEARHEAD. RIGID PIPE IS SUSCEPTIBLE TO LEAKING CAUTION, DUE TO VIBRATION.

SECTION 7

INSTALLING THE DRIVER AND ADJUSTING THE IMPELLERS

The driver may be an electric motor or it may be a right angle gear head coupled to an internal combustion engine or steam turbine. Electric motors used for driving vertical pumps are of two types: vertical solid-shaft motors and vertical hollow-shaft motors. Instructions for installing solid-shaft motors are given in Part A, below. Instructions for hollow-shaft motors are given in Part B. Part C gives instructions for installing gear heads. Procedures for adjusting impellers are given with the driver installation instructions.

| ITEM NO. | DESCRIPTION |
|----------|-------------------------|
| 137.000 | MOTOR-HALF-COUPLING |
| 140.000 | PUMP HALF-COUPLING |
| 230.137 | KEY |
| 230.140 | KEY |
| 253.000 | NUT, COUPLING ADJUSTING |
| 317.137 | SPLIT RING |
| 326.137 | CAP SCREW |
| 326.253 | CAP SCREW |

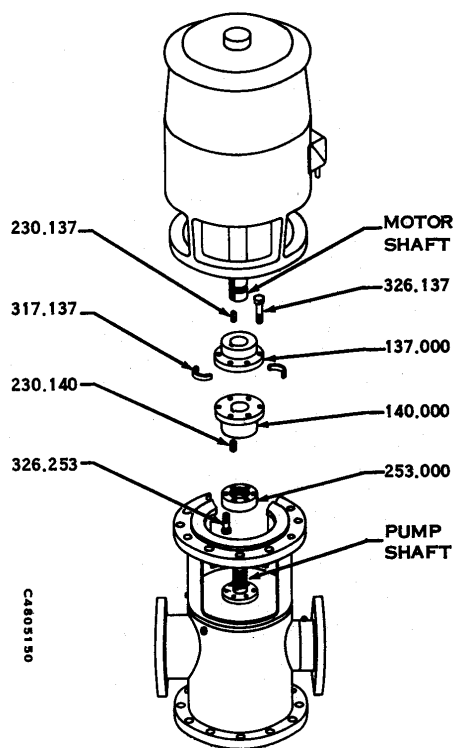


Fig. 7-1. A typical solid-state motor installation – exploded view. Plain flange coupling shown.

SECTION 7, PART A

WARNING

AFTER THE MOTOR IS INSTALLED, DO NOT ATTEMPT TO LIFT THE ENTIRE PUMP BY THE LIFTING LUGS OF THE DRIVER. THESE LUGS AND THE BOLTS ATTACHING THE DRIVER TO THE PUMP CANNOT SUPPORT THE WEIGHT OF THE ENTIRE PUMP.

DO NOT ATTEMPT TO LIFT THE ENTIRE PUMP AND DRIVER BY SLINGING TO THE DISCHARGE HEAD. WITH THE DRIVER IN PLACE. THE CENTER-OF-GRAVITY MAY BE HIGHER THAN THE LIFTING POINTS. IN THIS SITUATION THE UNIT MAY TIP AS IT IS LIFTED, WHICH MAY RESULT IN SEVERE DAMAGE TO THE PUMP AND SURROUNDING STRUCTURE AND GRAVE INJURY TO NEARBY PERSONNEL.

Standing to the side of the motor, inspect the mounting surface, the register and the shaft extension. Clean these surfaces thoroughly. If any burrs are found, support the motor on two parallel timbers and remove the burrs with a smooth mill file, cleaning thoroughly afterward.

3. Apply a thin film of oil to the motor shaft key (230.137) and insert it into the key seat. Place the motor half-coupling (137.000) over the motor shaft and key, sliding it up the shaft until the groove near the end of the shaft is exposed. Install the split ring (317.137) in the groove, and slide the motor half-coupling down over the ring to capture it.

4. Orient the motor with the conduit box in the desired direction and the mounting holes aligned. Lower the motor until the registers engage and the motor rests firmly on the discharge head. Install the motor mounting cap screws.

5. Lubricate the motor bearings per the instructions given on the lubrication plate attached to the motor case.

6. Make temporary wiring connections to the motor. The motor voltage rating is given on the nameplate. DO NOT USE ANY OTHER VOLTAGE.

A. SOLID-SHAFT MOTORS

A typical solid-shaft motor installation is shown in Fig. 7-1. The coupling between the motor shaft and the pump shaft may be a plain flange-type or a spacer-type (Fig. 7-2.) The latter is used only on units equipped with a mechanical shaft seal, to permit replacing the seal without lifting the motor. The parts involved in the installation are identified in the figures with item numbers which will be given in parentheses throughout the following paragraphs as they apply.

1. Install the adjusting nut (253.000) on the pump shaft, screwing it down to the bottom of the thread. Apply a thin film of oil to the pump shaft key (230.140) and insert it into the key seat. Place the pump half-coupling (140.000) over the pump shaft and key; then slide it down until it rests on the adjusting nut.

2. Attach a sling to the lifting lugs of the motor, and hoist the motor to a convenient working height.

WARNING

DO NOT WORK UNDER A HEAVY SUSPENDED OBJECT UNLESS THERE IS A POSITIVE SUPPORT UNDER IT TO STOP ITS FALL IN EVENT OF SLING OR HOIST FAILURE. DISREGARD OF THIS WARNING COULD RESULT IN GRAVE PERSONAL INJURY OR DEATH.

CAUTION

MOTORS HAVING SPRING-LOADED SPHERICAL ROLLER BEARINGS MUST NOT BE ALLOWED TO RUN AT NORMAL SPEED WITHOUT A LOAD. WHEN CHECKING DIRECTION OF ROTATION, DO NOT HOLD THE SWITCH CLOSED – JUST “TAP” IT.

Momentarily close the circuit to the motor to check the direction of rotation. A large arrow on a plate affixed to the discharge head indicates the correct direction. For most pumps this is counter-clockwise, when viewed from above. If the rotation is not correct, reverse it by changing the wiring connections to the motor. For a three-phase motor, interchange any two of the three leads. If the motor is single-phase, directions for reversing rotation are given on the nameplate. Mark the leads to indicate the correct connections.

WARNING

THE MOTOR MUST NOT BE TESTED FOR DIRECTION OF ROTATION WHEN COUPLED TO THE PUMP. IF THE PUMP SHOULD ROTATE IN THE WRON DIRECTION, SERIOUS DAMAGE TO THE PUMP AND MOTOR AND GRAVE INJURY TO NEARBY PERSONNEL COULD RESULT.

7. Make the final connections to the motor, using the lead markings previously designated to ensure correct direction of rotation. If there is any doubt, recheck the rotation momentarily (see CAUTION above). All connections must be insulated in accordance with the local electrical code.

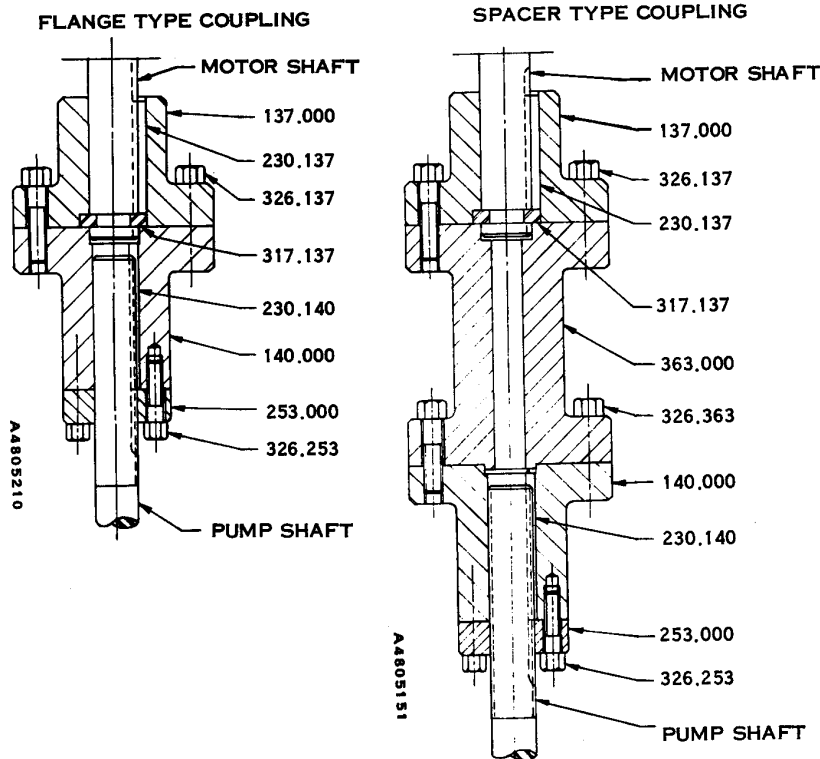
8. When a plain flange-type coupling is used (no spacer) install the cap screws (326.137) attaching the motor half-coupling to the pump half-coupling. The adjustment nut will be seated against the coupling later, when the impeller adjustment is made.

9. When a spacer-type coupling is used, place the spacer (363.000) in the register of the pump half-coupling, and fasten it with cap screws (326.363). Next install the cap screws (326.137) attaching the motor half-coupling to the spacer. The adjusting nut will be seated against the coupling later, when the impeller adjustment is made.

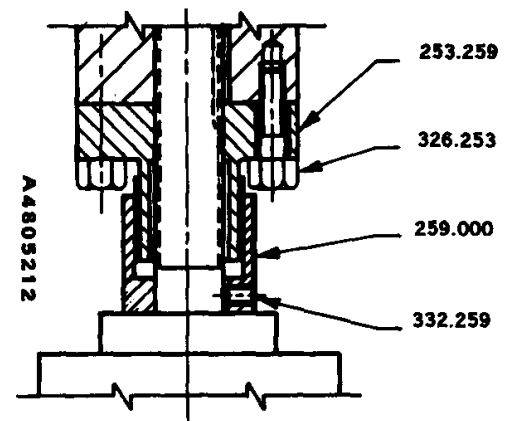
10.

CAUTION

THE IMPELLERS MUST BE ADJUSTED BEFORE CONNECTING THE EXTERNAL PIPING.



| ITEM NO. | DESCRIPTION |
|----------|--------------------------|
| 137.000 | Half-coupling, Motor |
| 140.000 | Half-coupling, Pump |
| 230.137 | Key, Motor Half-coupling |
| 230.140 | Key, Pump Half-coupling |
| 253.000 | Nut, Adjusting |
| 253.259 | Nut, Adjusting |
| 259.000 | Nut, Seal Collar Lock |
| 317.137 | Ring, Split |
| 326.137 | Cap Screw |
| 326.253 | Cap Screw |
| 326.363 | Cap Screw |
| 332.259 | Screw, Set |
| 363.000 | Spacer |



Special Installation
for Model HP only.

Fig. 7-2 Sectional views of couplings used with solid-shaft motors.

SECTION 7, PART A

10. Before any adjustment is made, the impellers will be resting at their lowest position. The impellers will be moved upward to their most efficient position, which for most pumps requires a movement of 1/16 inch. When a pump requires an impeller clearance other than 1/16 inch, the correct dimension will be given in a sheet included with these instructions.

Rotate the adjusting nut (253.000) upward while holding the pump shaft until the gap between the upper face of the nut and the pump half-coupling (140.000) is equal to the impeller clearance dimension (1/16 inch unless otherwise specified). Rotate the nut an additional few degrees, if necessary, to align the clearance holes in the nut with the tapped holes in the pump half-coupling. Install the cap screws (326.253), tightening them gradually and uniformly. This will draw up the pump shaft the required amount to give the impellers the correct clearance.

11. On pumps which are equipped with a shaft packing, tighten the upper row of setscrews in the wear sleeve cap (097.000, Fig. 6-2 and 6-3). This retains the wear sleeve on the pump shaft.

CAUTION

FAILURE TO TIGHTEN THESE SETSCREWS WILL RESULT IN FAILURE OF THE O-RING AT THE TOP OF THE WEAR SLEEVE AND PREMATURE WEAR OF THE PUMP SHAFT.

12. On pumps which are equipped with a mechanical shaft seal, adjust the seal per the seal manufacturer's instructions. Be sure the setscrews in the top collar of the seal assembly are tightened. (See Fig. 6-3 and 6-4).

13. Model HP pumps equipped with mechanical seals have a special lock nut (259.000) to prevent upward movement of the seal collar. (See Fig. 7-2). When the impeller adjustment and mechanical seal adjustment have been completed, turn the seal collar lock nut downward until it is solidly against the top of the seal collar. Tighten the setscrews in the lock nut securely against the shaft.

CAUTION

FAILURE TO TIGHTEN THESE SETSCREWS WILL RESULT IN FAILURE OF THE SEAL AND PREMATURE WEAR OF THE PUMP SHAFT.

B. HOLLOW-SHAFT MOTORS

A typical hollow-shaft motor installation is shown in Fig. 7-3. Some pumps have a separate "top shaft" which extends through the motor and couples to the pump shaft a short distance above the shaft packing or seal.

1. Remove the motor cover, the gib key, and the top drive coupling. Attach a sling to the lifting lugs on the motor, and hoist the motor to a convenient working height.

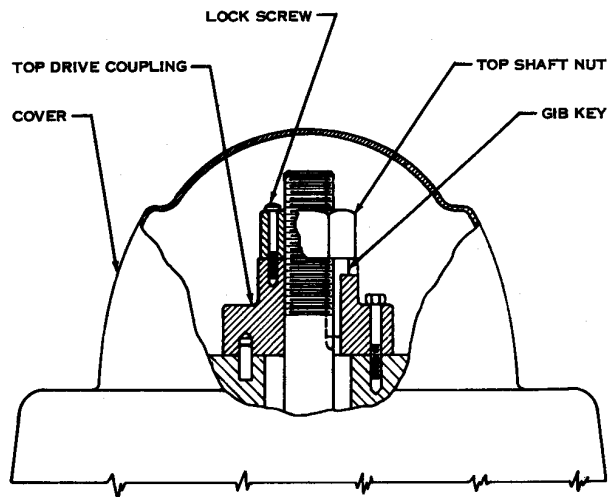


Fig. 7-3. Typical hollow-shaft motor or gear head coupled to pump top shaft

WARNING

DO NOT WORK UNDER A HEAVY SUSPENDED OBJECT UNLESS THERE IS A POSITIVE SUPPORT UNDER IT TO STOP ITS FALL IN EVENT OF SLING OR HOIST FAILURE, DISREGARD OF THIS WARNING COULD RESULT IN GRAVE PERSONAL INJURY OR DEATH.

Standing to the side of the motor, inspect the mounting surface and register, and clean these surfaces thoroughly. If any burrs are found, support the motor on two parallel supports and remove the burrs with a smooth mill file, cleaning thoroughly afterward. If the motor is equipped with a steady bearing at the lower end of the hollow shaft, apply a film of turbine oil to the bearing surface.

2. Hoist the motor over the discharge head.

CAUTION

WHEN LOWERING THE MOTOR TO THE PUMP, TAKE CARE NOT TO BUMP OR SCRAPE AGAINST THE SHAFT PROTRUDING ABOVE THE DISCHARGE HEAD. THIS COULD RESULT IN BENDING OF THE SHAFT.

Lower the motor slowly, aligning the axial hole with the pump shaft so that there will be no bumping or scraping as the shaft enters and passes through the hole. If the pump is the type with a separate top shaft, this shaft will be inserted through the motor later, after the motor has been tested for direction of rotation. Orient the motor with the conduit box in the desired position and the mounting holes aligned with the mating tapped holes in the discharge head. Lower the motor until the resisters engage and the motor rests firmly on the discharge head. Install the motor-mounting cap screws and tighten them gradually and uniformly.

3. On pumps in which the pump shaft extends through the motor, check to see that the shaft is concentric with the hollow shaft of the motor, and that the motor rotor rotates freely when turned by hand. Eccentricity may be due to a bent shaft or, in the case of a pump with a column section, due to foreign particles between butting ends of shaft sections. The cause must be found and corrected before proceeding.

4. Lubricate the motor bearings per the instructions given on the lubrication plate attached to the motor case.

5. Make temporary wiring connections to the motor. The motor voltage rating is given on the nameplate. DO NOT USE ANY OTHER VOLTAGE.

CAUTION

MOTORS HAVING SPRING-LOADED SPHERICAL ROLLER BEARINGS MUST NOT BE ALLOWED TO RUN AT NORMAL SPEED WITHOUT A LOAD. WHEN CHECKING DIRECTION OF ROTATION, DO NOT HOLD THE SWITCH CLOSED – JUST “TAP” SWITCH CLOSED – JUST “TAP” IT.

MOMENTARILY close the circuit to the motor to check the direction of rotation. A large arrow on a plate affixed to the discharge head indicates the correct direction. For most pumps this is counter-clockwise, when viewed from above. If the rotation is not correct, reverse it by changing the wiring connections to the motor. For a three-phase

motor, interchange any two of the three leads. If the motor is single-phase, directions for reversing rotation are given on the nameplate. Mark the leads to indicate the correct connections.

WARNING

THE MOTOR MUST NOT BE TESTED FOR DIRECTION OF ROTATION WHEN COUPLED TO THE PUMP. IF THE PUMP SHOULD ROTATE IN THE WRONG DIRECTION SERIOUS DAMAGE TO THE PUMP AND MOTOR AND GRAVE INJURY TO NEARBY PERSONNEL COULD RESULT.

6. In the case of a pump having a separate top shaft, the top shaft will be installed at this time. The procedure depends upon the type of coupling used.

- a. For a plain coupling:

Wrap a clean rag tightly around the pump shaft, covering the packing gland or seal assembly. Clean the pump shaft thread and lubricate it with engine oil. Install a coupling on the shaft (L.H. thread) screwing it down for one-half its length. A fine wire inserted in the drilled hole at the center of the coupling can be used as a gage to determine when the coupling is correctly positioned. Be sure to remove the wire after installing the coupling. Slide the top shaft downward through the hollow shaft of the motor, and start it into the coupling (L.H. thread) by hand, then use a pair of pipe wrenches to screw the joint tight, butting the top shaft firmly against the pump shaft.

CAUTION

DO NOT STRIKE THE COUPLING WITH A HAMMER TO ASSIST IN MAKING THE JOINT. THIS CREATES LOCAL STRESSES WHICH MAY CAUSE CRACKING OF THE COUPLING WHEN TORQUE IS APPLIED DURING PUMP OPERATION.

File smooth any burrs which may have been raised on the shaft, and wipe off metal chips with a clean rag. Remove the rag which was wrapped around the pump shaft.

- b. For a locked-type coupling:

SECTION 7, PART B

Wrap a clean rag tightly around the pump shaft, covering the packing gland or seal assembly. Clean the pump shaft thread and lubricate it with engine oil. Slip a coupling cap over the pump shaft, threaded end upward, allowing it to rest on the protective rag. (See Fig. 5-4). Install a coupling body on the shaft (L.H. thread), screwing it down for one-half its length. A fine wire inserted in the drilled hole at the center of the coupling can be used as a gage to determine when the coupling is correctly positioned. Be sure to remove the wire after installing the coupling.

Install a split ring in the groove in the pump shaft. Slide the coupling cap up the shaft, over the split ring, and screw it tightly onto the coupling body (R.H. thread). Slide the top shaft downward through the hollow shaft motor. Slip a coupling cap over the lower end of the top shaft, threaded end downward, and temporarily tie it or tape it to the shaft, above the retaining ring groove. Screw the top shaft into the coupling body, butting the end of the top shaft firmly against the end of the pump shaft (L.H. thread).

CAUTION

DO NOT STRIKE THE COUPLING WITH A HAMMER TO ASSIST IN MAKING THE JOINT. THIS CREATES LOCAL STRESSES WHICH MAY CAUSE CRACKING OF THE COUPLING WHEN TORQUE IS APPLIED DURING PUMP OPERATION.

Install a split ring in the groove in the top shaft. Lower the coupling cap over the split ring and screw it tightly onto the coupling body (R.H. thread). File smooth any burrs which may have been raised on the shafts and wipe off all metal chips with a clean rag. Remove the rag which was wrapped around the pump shaft.

7. Make the final electrical connections to the motor, using the lead markings previously designated to ensure correct direction of rotation. If there is any doubt, re-check the rotation **MOMENTARILY**. All connections must be insulated in accordance with the local electrical code.

8. Install the top drive coupling over the pump shaft or top shaft, the holes in the bottom of the coupling engaging the pins protruding from the rotor hub or ratchet coupling. Align the keyways in the coupling and in the shaft, and insert the gib key. The key must fit snugly against the sides of the keyways but must have a slight clearance with the bottom of each keyway. File the key, if necessary, with a smooth mill file to obtain the proper fit. Apply a thin film of grease to the sides of the key before installing. Install the cap screws holding the coupling to the rotor hub or ratchet coupling.

9. Place the top shaft nut on the shaft and screw it down manually until it contacts the top drive coupling. Do not tighten the nut at this time. Do not install the lock screws at this time. This will be done later, after the adjustment of the impellers.

10.

CAUTION

THE IMPELLERS MUST BE ADJUSTED BEFORE CONNECTING THE EXTERNAL PIPING.

Before any adjustment is made, the impellers will be resting at the lowest position. The impellers will be moved upward to their most efficient position, which for most pumps will require a movement of 1/16 inch. When a pump requires an impeller clearance other than 1/16 inch, the correct dimension will be given in a sheet included with these instructions.

Note the form and direction of the thread at the top of the shaft. If it is a square thread it is right-hand; if it is a vee thread it is left-hand.

Rotate the top shaft nut downward, while holding the pump shaft or top shaft, until the impellers just begin to clear and the shaft can be turned freely by hand. Scribe a line on the thread of the pump shaft or top shaft, flush with the top of the nut. Continue to turn the nut downward until the scribe line on the shaft has risen a distance equal to the impellers clearance dimension (1/16 inch unless otherwise specified). Rotate the nut an additional few degrees, if necessary, to align two of the clearance holes in the nut with tapped holes in the top drive coupling. Install the lock screws in the aligned holes. Replace the motor cover and fasten it with the nuts or cap screws which were earlier removed.

11. On pumps which are equipped with a shaft packing, tighten the upper row of setscrews in the wear sleeve cap (097.000, Fig. 6-2 and 6-3). This retains the wear sleeve on the pump shaft.

CAUTION

FAILURE TO TIGHTEN THESE SETSCREWS WILL RESULT IN FAILURE OF THE O-RING AT THE TOP OF THE WEAR SLEEVE AND PREMATURE WEAR OF THE PUMP SHAFT.

12. On pumps which are equipped with a mechanical shaft seal, adjust the seal per the seal manufacturer's instructions. Be sure the setscrews in the top collar of the seal assembly are tightened.

CAUTION

FILURE TO TIGHTEN THESE SETSCREWS WILL RESULT IN FAILURE OF THE SEAL AND PREMATURE WEAR OF THE PUMP SHAFT.

C. GEARHEADS

A typical hollow-shaft gearhead is shown in Fig. 7-3 coupled to the pump.

1. Remove the gearhead cover and the top drive coupling. Attach a sling to the lifting lugs on the gearhead and pass the looped end of the sling over the hoist hook. Hoist the gearhead to a convenient working height.

CAUTION

DO NOT WORK UNDER A HEAVY SUSPENDED OBJECT UNLESS THERE IS A POSITIVE SUPPORT UNDER IT TO STOP ITS FALL IN EVENT OF SLING OR HOIST FAILURE. DISREGARD OF THIS WARNING COULD RESULT IN GRAVE PERSONAL INJURY OR DEATH.

Standing to the side of the gearhead, inspect the mounting surface and register, and clean these surfaces thoroughly. If any burrs are found, support the gearhead on two parallel supports, and remove the burrs with a smooth mill file, cleaning thoroughly afterward.

2. Hoist the gearhead over the discharge head.

CAUTION

WHEN LOWERING THE GEAR HEAD TO THE PUMP TAKE CARE NOT TO BUMP OR SCRAPE THE SHAFT PROTRUDING ABOVE THE DISCHARGE HEAD. THIS COULD RESULT IN BENDING OF THE SHAFT.

Lower the gearhead slowly, aligning the axial hole with the pump shaft so that there will be no bumping or scraping as the shaft enters and passes through the hole. If the pump is the type with a separate top shaft, this shaft will be inserted through the gearhead later. Orient the gearhead with the input shaft in the required direction and mounting holes aligned with the mating tapped holes in the discharge head. Continue to lower the gearhead until the registers engage and the gearhead rests firmly on the discharge head. Install the cap screws in the mounting holes and tighten them gradually and uniformly.

3. On pumps in which the pump shaft extends upward through the gearhead, check to see that the shaft is concentric with the hollow shaft of the gearhead. Slide the top drive coupling over the top shaft. If the coupling freely engages the drive pins at the top of the gearhead, the top shaft is properly concentric. Eccentricity at this point may be due to a bent shaft, or, in the case of a pump with a column section, due to foreign particles between butting ends of shaft sections. The cause must be found and corrected before proceeding.

4. Some gearheads are equipped with an oil-cooling system which is supplied with cooling fluid from the pump or from an external source. Make cooling connections with tubing or rubber hose.

CAUTION

DO NOT USE RIGID PIPE FOR THIS PURPOSE. RIGID PIPE IS SUSCEPTIBLE TO LEAKING AT THE JOINTS IN THIS APPLICATION DUE TO VIBRATION.

If pump fluid is to be used as the coolant, connect a length of tubing and a flow-regulating valve between the inlet on the gearhead and the pipe tap at the top of the discharge outlet. Attach another tube from the cooling outlet on the gearhead to the pipe tap at the top of the suction inlet of the pump. In high-pressure pumps which are equipped with a bypass system for the shaft packing or seal, the gearhead cooling system can be combined with the bypass as shown in Fig. 6-7 and 6-8.

5. Fill the gearhead oil reservoir with a high grade of turbine oil. If oil is not furnished with the gearhead, consult the gearhead manufacturer's instruction manual for a suitable brand. Fill to the "full" mark on the sight gauge, if the gearhead is so equipped, or to a level just below the filler hole. Consult the manufacturer's instructions for frequency of oil change and other data on maintenance.

6. If the gearhead is driven by an alternating current electric motor, the motor must be tested for direction of rotation before proceeding with the installation. Follow the procedure of Part A, Par. 6, of this section.

7. In the case of a pump having a separate top shaft, the top shaft will be installed at this time. The procedure depends upon the type of coupling used.

- a. For a plain coupling:

Wrap a clean rag tightly around the pump shaft, covering the packing gland or seal assembly. Clean the pump shaft thread and lubricate it with engine oil. Install a

SECTION 7, PART C

Coupling on the shaft (L.H. thread) screwing it down for one-half its length. A fine wire inserted in the drilled hole at the center of the coupling can be used as a gage to determine when the coupling is correctly positioned. Be sure to remove the wire after installing the coupling. Slide the top shaft downward through the hollow shaft of the motor, and start it into the coupling (L.H. thread) by hand, then use a pair of pipe wrenches to screw the joint tight, butting the top shaft firmly against the pump shaft.

CAUTION

DO NOT STRIKE THE COUPLING WITH A HAMMER TO ASSIST IN MAKING THE JOINT. THIS CREATES LOCAL STRESSES WHICH MAY CAUSE CRACKING OF THE COUPLING WHEN TORQUE IS APPLIED DURING PUMP OPERATION.

File smooth any burrs which may have been raised on the shaft, and wipe off metal chips with a clean rag. Remove the rag which was wrapped around the pump shaft.

b. For locked-type couplings:

Wrap a clean rag tightly around the pump shaft, covering the packing gland or seal assembly. Clean the pump shaft thread and lubricate it with engine oil. Slip a coupling cap over the pump shaft, threaded end upward, allowing it to rest on the protective rag. (See Fig. 5-4). Install a coupling body on the shaft (L.H. thread), screwing it down for one-half its length. A fine wire inserted in the drilled hole at the center of the coupling can be used as a gage to determine when the coupling is correctly positioned. Be sure to remove the wire after installing the coupling.

Install a split ring in the groove in the pump shaft. Slide the coupling cap up the shaft, over the split ring, and screw it tightly onto the coupling body (R.H. thread). Slide the top shaft downward through the hollow-shaft motor. Slip a coupling cap over the lower end of the top shaft, threaded end downward, and temporarily tie it or tape it to the shaft, above the retaining ring groove. Screw the top shaft into the coupling body, butting the end of the top shaft firmly against the end of the pump shaft (L.H. thread).

CAUTION

DO NOT STRIKE THE COUPLING WITH A HAMMER TO ASSIST IN MAKING THE JOINT. THIS CREATES LOCAL STRESSES WHICH MAY CAUSE CRACKING OF THE COUPLING WHEN TORQUE IS APPLIED DURING PUMP OPERATION.

Install a split ring in the groove in the top shaft. Lower the coupling cap over the split ring and screw it tightly onto the coupling body; (R.H. thread). File smooth any burrs which may have been raised on the shafts and wipe off all metal chips with a clean rag. Remove the rag which was wrapped around the pump shaft.

8. Install the top drive coupling over the pump shaft or top shaft, the holes in the bottom of the coupling engaging the pins protruding from the gearhead hub or ratchet coupling. Align the keyways in the shaft and in the coupling, and insert the gib key. The key must fit snugly against the sides of the keyways but must have a slight clearance with the bottom of each keyway. File the key, if necessary with a smooth mill file to obtain the proper fit. Apply a thin film of grease to the sides of the key before installing. Install the cap screws holding the coupling to the gearhead hub or ratchet coupling.

9. Place the top shaft nut on the shaft and screw it down manually until it contacts the top drive coupling. Do not install the lock screws at this time. This will be done later, after the adjustment of the impellers.

10.

CAUTION

THE IMPELLERS MUST BE ADJUSTED BEFORE CONNECTING THE EXTERNAL PIPING.

Before any adjustment is made, the impellers will be resting at the lowest position. The impellers will be moved upward to their most efficient position, which for most pumps requires a movement of 1/16 inch. When a pump requires an impeller clearance other than 1/16 inch, the correct dimension will be given in a sheet included with these instructions.

Note the form and direction of the thread at the top of the shaft. If it is a square thread it is right-hand; if it is a vee thread it is left-hand. Rotate the top shaft nut downward, while holding the top drive coupling, until the impellers just begin to clear and the shaft can be turned freely by hand. Scribe a line on the thread of the pump shaft or top shaft, flush with the top of the nut. Continue to turn the nut downward until the scribe

line on the shaft has risen a distance equal to the impeller clearance dimension (1/16 inch unless otherwise specified). Rotate the nut an additional few degrees, if necessary to align two of the clearance holes in the nut with tapped holes in the top drive coupling. Install the lock screws in the aligned holes. Replace the motor cover and fasten it with the nuts or cap screws which were earlier removed.

11. On pumps which are equipped with a shaft packing, tighten the upper set of setscrews in the wear sleeve cap (097.000, Fig. 6-2 and 6-3). This retains the wear sleeve on the pump shaft.

CAUTION

FAILURE TO TIGHTEN THESE SETSCREWS WILL RESULT IN FAILURE OF THE O-RING AT THE TOP OF THE WEAR SLEEVE AND PREMATURE WEAR OF THE PUMP SHAFT.

12. On pumps which are equipped with a mechanical shaft seal, adjust the seal per the seal manufacturer's instructions. Be sure the setscrews in the top collar of the seal assembly are tightened.

CAUTION

FAILURE TO TIGHTEN THESE SETSCREWS WILL RESULT IN FAILURE OF THE SEAL AND PREMATURE WEAR OF THE PUMP SHAFT.

SECTION 8

INSTALLING THE EXTERNAL PIPING

A. Install the suction and discharge piping.

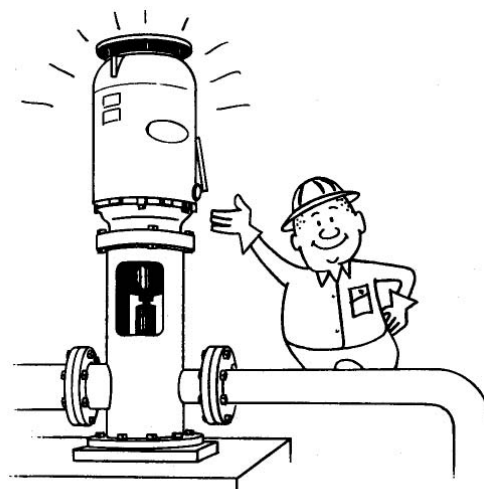
CAUTION

THE SUCTION AND DISCHARGE PIPING MUST BE INDEPENDENTLY SUPPORTED SO THAT THEY DO NOT IMPOSE A LOAD ON THE DISCHARGE HEAD. IF THERE IS A DIFFERENCE IN OPERATING TEMPERATURE BETWEEN THE DISCHARGE PIPING AND THE HEAD, PROVISION MUST BE MADE IN THE INSTALLATION FOR DIFFERENTIAL EXPANSION. ANY STRESS TRANSMITTED TO THE DISCHARGE HEAD MAY CAUSE MISALIGNMENT AND SUBSEQUENT DAMAGE TO THE PUMP.

WARNING

FAILURE TO TIGHTEN THE SUCTION AND DISCHARGE JOINTS ADEQUATELY WILL CAUSE LEAKAGE. IN PUMPS HANDLING HAZARDOUS FLUIDS THIS COULD RESULT IN SERIOUS PROPERTY DAMAGE AND GRAVE PERSONAL INJURY.

B. A vapor vent is provided in the side of the discharge head at the highest point of the suction chamber. When it is necessary to bleed off vapor from the suction side of the pump, remove the pipe plug which normally seals this vent. IF THE VAPOR IS HAZARDOUS OR IF, FOR ANY OTHER REASON, IT IS UNDESIRABLE TO VENT TO ATMOSPHERE, INSTALL PIPING OR TUBING, WITH A SUITABLE SHUT-OFF VALVE, FROM THE VENT BACK TO THE FLUID SOURCE.



"Proper installation . . . will contribute to maximum efficiency and long trouble-free life."

"Proper installation. . . will contribute to maximum efficiency and long trouble-free life."

SECTION 8, PART C

C. This completes the installation of your Peerless Pump. If the foregoing procedure was carefully followed, the pump should now be ready for its first start ...but first, read

Section 9. It gives important information on what to check before starting and certain adjustments to be made after starting.

SECTION 9

STARTING THE PUMP

A. Before attempting to start the pump, check the readiness of the following items:

- Lubrication of grease fitting at the packing (if applicable)
- Lubrication of the driver
- Wiring of the electric motor (if applicable)
- Installation of a prime mover and coupling device for the gearhead drive (if applicable)
- Impeller adjustment
- Oil-cooling connections for the driver (if applicable)
- Setscrews in the wear sleeve cap of the packing assembly or in the top collar of the mechanical seal assembly. These setscrews must be tightened securely against the shaft.
- Suction and discharge piping connections
- Vapor vent and vapor by-pass piping (if applicable)

B. Start the flow of fluid into the suction side of the barrel before starting the pump. Hydro-Line pumps are lubricated by the pumped fluid, and require no external lubrication supply for the shaft bearings.

C. Start the pump. IF IT DOES NOT DISCHARGE FLUID IMMEDIATELY, SHUT OFF THE PUMP. Determine the cause and correct the problem before restarting. Likewise, if there is excessive vibration or if the driver overheats, stop the pump and correct the problem before restarting.

D. With the pump in operation, there will be some leakage at the top shaft packing. The packing gland must be adjusted to allow a controlled amount of leakage while maintaining the required pump discharge pressure. The correct leakage rate is approximately one drop per second. This amount of fluid passing through the packing will act as a lubricant and will carry off excessive heat of friction.

CAUTION

TOO TIGHT AN ADJUSTMENT OF THE PACKING GLAND CAN WEAR OUT THE PACKING IN ONLY A FEW MINUTES OF OPERATION AND MAY SERIOUSLY DAMAGE THE SHAFT.

E.

WARNING

WHEN MAKING A PACKING ADJUSTMENT, TAKE CARE TO KEEP THE HEAD, HANDS, AND CLOTHING AWAY FROM THE ROTATING SHAFT COUPLING. CONTACT WITH THE COUPLING COULD RESULT IN SERIOUS PERSONAL INJURY.

Adjust the packing gland in small increments. One-sixth to one-quarter turn of the gland nuts for each adjustment is recommended. Before making another adjustment, allow the packing to equalize against the increased pressure and the leakage to gradually decrease to a steady rate. The amount of adjustment required will vary with the fluid pressure at the packing. Never rush the break-in of the packing, even if it requires several days of attention to accomplish.

SECTION 10

MAINTENANCE

A. PERIODIC INSPECTION

Make a systematic inspection of the pump at regular intervals. The frequency required depends upon the operating conditions of the pump and its environment.

B. CLEANLINESS

Keep the driver and discharge head free from dirt, oil, and grease. Electric motors and starters should be kept as dry as possible. If exposed to dusty environments, motor ventilation passages should be cleaned periodically to prevent overheating.

C. LUBRICATION

A list of acceptable lubricants, by brand name and manufacturer, is given in Table 10-1.

CAUTION

DO NOT USE A LUBRICANT WHICH COULD CONTAMINATE THE FLUID TO BE PUMPED OR WHICH IS SOLUBLE IN THE FLUID.

1. Packing

The packing is supplied with grease through a pressure fitting on the side of the packing container. Apply one "shot" of grease with a grease gun after approximately every 100 hours of operation, or once per week to ten days.

2. Driver

Instructions for lubricating the driver are furnished by the driver manufacturer. Adherence to these instructions will benefit the user by long, trouble-free service.

D. PACKING MAINTENANCE

1. Adjustment

WARNING

WHEN MAKING A PACKING ADJUSTMENT, TAKE CARE TO KEEP THE HEAD, HANDS, AND CLOTHING AWAY FROM THE ROTATING SHAFT COUPLING. CONTACT WITH THE COUPLING COULD RESULT IN SERIOUS PERSONAL INJURY.

Adjust the packing gland whenever the leakage rate exceeds two drops per second.

CAUTION

TOO TIGHT AN ADJUSTMENT OF THE PACKING GLAND CAN WEAR OUT THE PACKING PREMATURELY AND SERIOUSLY DAMAGE THE SHAFT.

The packing adjustment is made with the pump running. One-sixth to one-quarter turn of the gland nuts for each adjustment is recommended. Before making another adjustment, allow the packing to equalize against the increased pressure and the leakage to gradually decrease to a steady rate. The recommended leakage rate is approximately one drop per second.

2. Replacement

a. When the packing has been compressed to the point that the gland is about to contact the upper face of the packing container, remove the gland, add one extra packing ring, and re-adjust. If this fails to reduce the leakage to one drop per second, remove all of the packing rings and repack with new rings. (See Section 6.)

b. If the replacement packing is in the form of a continuous coil or rope, it must be cut into rings before installing. This can be done by tightly wrapping one end of the packing material around the top shaft like one coil of a coil spring and marking the coil with a sharp knife. Each ring must have a gap of 1/16 to 1/8 inch, and the ends must be parallel. After cutting on the mark, then length of packing may be used as a template for cutting all the other rings.

c. Install the new packing rings per Section 6. Instructions for adjusting a new packing are given in Section 9, Par. D and E.

E. REPLACEMENT OF MECHANICAL SEAL

These seals are not made by the pump manufacturer. For information on mechanical seals, consult the seal manufacturer's instructions, which are provided with the pump.

F. TROUBLE DIAGNOSIS

Table 10-2 lists a number of possible trouble sources, their causes, and an effective remedy for each.

G. REPAIR OF BOWLS

See Bulletin 2633123

SECTION 10, PART G

TABLE 10-1. Greases for lubrication of lineshaft bearing, suction manifold bearings, and shaft packing.
3600 RPM maximum. -20°F. TO + 120°F.

NOTE: Other products, not listed here but of equal quality, may also be used.

| MANUFACTURER | PRODUCT |
|-------------------------------|--|
| AMERICAN OIL CO. | AMOCO LITHIUM GREASE ALL-WEATHER |
| ATLANTIC RICHFIELD CO. | ARCO MULTIPURPOSE GREASE |
| CATO OIL & GREASE CO. | MYSTIK JT-6 |
| CITIES SERVICE OIL CO. | CITGO H-2 |
| CONTINENTAL OIL CO. | EP CONOLITH NO. 1 (-20° TO + 40° F.) EP CONOLITH NO. 2 (+40°F. TO + 120°F.) |
| GULF OIL CO. | GULF CROWN GREASE NO. 2 OR GULF SUPREME GREASE NO. 2 |
| E.F. HOUGHTON CO. | COSMOLUBE NO. 2 |
| EXXON | LIDOK NO. 2 |
| HYDROTEX | DELUXE NO. M-33 SUPER SHIELD |
| IMPERIAL OIL & GREASE CO. | MOLUB-ALLOY NO. 1 |
| KEYSTONE DIV., PENNWALT CORP. | 80 X LT |
| MOBIL OIL CORP. | MOBILUX EP NO. 2 |
| THE PENNZOIL CO. | PENNZOIL 705 HDW |
| PHILLIPS PETROLEUM CO. | PHILUBE IB & RB |
| SHELL OIL CO. | ALVANIA EP GREASE 2 OR ALVANIA EP GREASE 1 (FOR PROLONGED AMBIENT BELOW 0°F.) |
| SUN OIL CO. | SUNAPLEX NO. 2 EP PRESTIGE 42 |
| TEXACO, INC. | NOVATEX GREASE NO. 2 |
| UNION OIL CO. | UNOBA EP-2 |

TABLE 10-2

TROUBLE CHART

| TRouble SOURCE | PROBABLE CAUSE | REMEDY |
|--------------------------------------|--------------------------------|---|
| CROOKED SHAFT | BENT IN HANDLING | REPLACE SHAFT OR HAVE IT STRAIGHTENED |
| WEAR ON SHAFT AT SEALS | NATURAL WEAR. CORROSIVE ACTION | REPLACE SHAFT |
| UNEVEN WEAR ON BEARINGS | MISALIGNMENT ON SHAFT | REPLACE BEARINGS AND STRAIGHTEN OR REPLACE SHAFT |
| UNIFORM WEAR ON BEARINGS | ABRASIVE ACTION | REPLACE BEARINGS |
| LATERAL SEAL RING WEAR | ABRASIVE ACTION | REPLACE SEAL RINGS |
| WEAR ON SIDE SEAL AND IMPELLER SKIRT | ABRASIVE ACTION | APPLY WEAR RINGS TO IMPELLER SKIRT AND SIDE SEAL IF DAMAGE TO BOWL AND IMPELLER NOT TOO GREAT |
| WEAR ON BOWL VANES AND OUTSIDE WALL | ABRASIVE ACTION | REPLACE BOWLS IF WEAR IS EXCESSIVE |
| WEAR ON IMPELLER VANES AND SHROUD | ABRASIVE ACTION | REPLACE IMPELLERS IF WEAR IS EXCESSIVE |

SECTION II

DISASSEMBLING THE PUMP

WARNING

DO NOT ATTEMPT TO LIFT THE ENTIRE PUMP BY THE LIFTING LUGS OF THE DRIVER. THESE LUGS AND THE BOLTS ATTACHING THE DRIVER TO THE PUMP CANNOT SUPPORT THE WEIGHT OF THE ENTIRE PUMP.

DO NOT ATTEMPT TO LIFT THE ENTIRE PUMP AND DRIVER BY SLINGING TO THE DISCHARGE HEAD. WITH THE DRIVER IN PLACE, THE CENTER OF GRAVITY MAY BE HIGHER THAN THE LIFTING POINTS. IN THIS SITUATION THE UNIT MAY TIP AS IT IS LIFTED, WHICH MAY RESULT IN SEVERE DAMAGE TO THE PUMP AND SURROUNDING STRUCTURE AND GRAVE INJURY TO NEARBY PERSONNEL..

A. Clean an area adjacent to the pump site as a storage space for pump parts as they are disassembled. Arrange

parallel timbers on the floor in the cleared area to support the bowl unit and column (if applicable) horizontally.

B. Disconnect the suction and discharge piping from the pump. Remove the pressure by-pass piping and valves, if applicable, between the packing or seal assembly and the discharge head. Disconnect the vapor by-pass piping, if applicable, from the discharge head. If the driver is equipped with an oil-cooling system, remove the external tubing used for this purpose. On pumps which are driven through a gear head, remove the coupling or drive shaft between the gear head and the prime mover. In the case of an electric motor drive, remove the electrical connection at the conduit box.

WARNING

BEFORE OPENING THE CONDUIT BOX OF AN ELECTRIC MOTOR, BE CERTAIN THAT THE CURRENT TO THE MOTOR IS SHUT OFF. AN ELECTRICAL SHOCK FROM CONTACT WITH LIVE MOTOR LEADS CAN BE FATAL.

C. Uncouple the driver from the pump shaft. The procedure depends upon the type of drier used.

1. For a hollow-shaft motor or gear head:

SECTION 11, PART C

(See Fig. 7-3) Remove the cover. Remove the lock screws from the top shaft nut. Note the form and direction of the thread at the top of the pump shaft. If it is a square thread it is right-hand; if it is a vee thread it is left-hand. Remove the top shaft nut, the gib key, and the top drive coupling.

2. For a solid-shaft motor:

(See Fig. 7-1 & 7-2). Remove the cap screws (326.253) in the adjusting nut (253.000) and the cap screws (326.137) in the motor half-coupling (137.000). Rotate the adjusting nut down to the bottom of the shaft thread. If there is a spacer (326.363) attaching it to the pump half-coupling and pump half-coupling (140.000), remove the cap screws (326.363) attaching it to the pump half-coupling, and remove the spacer. Slide the motor half-coupling upward to remove the split ring (317.137); then slide the motor half-coupling downward to remove it from the shaft. Remove the key (230.137) from the motor shaft. Raise the pump half-coupling from the pump shaft and remove the key (230.140).

D. If the pump has a short "top shaft" which extends through the motor and couples to the pump shaft inside the discharge head, remove this shaft. The procedure varies with the type of coupling.

NOTE

THE COUPLING THREADS ARE LEFT HAND.

CAUTION

DO NOT STRIKE THE COUPLING WITH A HAMMER TO ASSIST IN LOOSENING THE JOINT. THIS CREATES LOCAL STRESSES WHICH MAY CAUSE CRACKING OF THE COUPLING WHEN TORQUE IS APPLIED DURING SUBSEQUENT PUMP OPERATION.

1. For a plain coupling:

Unscrew the top shaft from the coupling. File smooth any burrs which may have been raised on the shaft and wipe off any metal chips with a clean rag.

2. For a locked-type coupling:

(See Fig. 5-4). Unscrew the upper cap from the coupling body. These threads are conventional right-hand threads. Remove the split ring from the end of the top shaft. Unscrew the top shaft from the coupling (L.H. thread). File smooth any burrs which may have been raised on the shaft, and wipe off any metal chips with a clean rag.

E.

WARNING

DO NOT WORK UNDER A HEAVY SUSPENDED OBJECT UNLESS THERE IS A POSITIVE SUPPORT UNDER IT TO STOP ITS FALL IN EVENT OF SLING OR HOIST FAILURE. DISREGARD OF THIS WARNING COULD RESULT IN GRAVE PERSONAL INJURY OR DEATH.

Remove the driver mounting screws. Attach the hoist sling to the lifting lugs of the driver, and lift it off the discharge head. Place the driver on clean wooden blocks in the storage area.

F. If the pump shaft is equipped with a shaft seal ring (Item 318.000, Fig. 6-1 and 6-2) above the packing, remove this ring by sliding it up over the top of the shaft.

G. The next step is to disassemble the shaft packing or mechanical seal. Separate instructions are given below for pumps with packings (Part 1) and for pumps using mechanical seals (Part 2).

1. Disassembling the Packing Assembly.

(See Fig. 6-1, 6-2, or 6-3). Remove the gland-retaining bolts or nuts and the two gland clamps (100.000). Lift off the split gland (185.000). If the pump is equipped with a removable packing sleeve (wear sleeve), remove the cap (097.000). Pull out the packing rings, using a special packing removal tool or a hooked pointed wire. Some high-pressure pumps have two sets of packings. (See Fig. 6-3). When the upper packing rings have been pulled out, remove the low-pressure packing container (122.000) which serves as a gland for the packing below. If the packing assembly includes a lantern ring, a compression spring, a washer, or a bushing, remove these. Be sure to remove any packing rings that may be below the lantern ring. Remove the nuts or cap screws retaining the packing container (126.000) or the high-pressure packing container (120.000); then lift off the packing container flange (170.000 or 171.000), if applicable, and remove the packing container. Remove the packing container gasket (197.000, if applicable). Slide off the removable packing sleeve, if the pump is so equipped.

2. Disassembling the Mechanical Seal.

Disassemble the mechanical seal per the seal manufacturer's instructions, which were furnished with the seal.

H. Remove the cap screws holding the discharge head to the barrel flange. Place two eyebolts diametrically opposite in the upper face of the discharge head; then attach the sling to the eyebolts and to the hoist hook. Lift the pump straight upward until the lower flange of the discharge head is at a comfortable working height above the foundation. Remove only enough bolts from opposite sides of the flange to accommodate a box-type clamp. Place the box clamp on the foundation so that the two parallel members are directly below the areas of the flange where the bolts were removed. Lower the pump, allowing it to rest on the box clamp. Remove the remaining bolts attaching the discharge head and lift it from the pump.

CAUTION

WHEN RAISING THE DISCHARGE HEAD, TAKE CARE NOT TO BUMP OR SCRAPE THE SHAFT EXTENDING THROUGH IT.

Place the discharge head on clean wooden blocks in the storage area.

J. If the pump is extra-long, it will have a cylindrical column between the discharge head and the bowl unit. The column may be in one section or more. (See Fig. 1-4). The impeller shaft may extend through the column to the discharge head, or there may be another shaft, called the top shaft, coupled to the impeller shaft just above the bowl unit. In some cases a third shaft (the column shaft) is coupled between the impeller shaft and the top shaft. Par.K through O give instructions for removing the column.

These instructions assume that a top shaft or column shaft is being removed with the column section. If this does not apply to the pump in question, merely disregard the directions dealing with shaft removal. For pumps which do not have a column, proceed with Par.P for the removal of the bowl unit.

K. If the pump has a bearing retainer nested in the upper flange of the column, remove the bearing retainer by sliding it up over the top of the shaft. (See Fig. 5-6).

L. Place two eyebolts diametrically opposite in the upper flange of the top column section. Attach the sling to the eyebolts and to the hoist hook. Tie the upper end of the protruding pump shaft to the hoist hook with a suitable tail rope. (See Section 5, Par. A.2, and Fig. 5-3). Allow about two feet of slack in the rope. Remove the box clamp and lift the pump straight upward until the lower flange of the top column section is a comfortable working height above the foundation.

M. Remove bolts from opposite sides of the flange, as was done earlier, and place the box clamp on the foundation as before. Lower the pump, allowing it to rest on the box clamp. Remove the remaining bolts. Lift the top column section until most of the slack is out of the tail rope supporting the shaft.

Place over the top of the next lower column section or bowl unit (as applicable) a specially made wood or metal apron which covers the opening and fits closely around the shaft. Wrap a clean rag tightly around the shaft, over the apron. (See Fig. 5-2). This will prevent entry of foreign matter into the bearing and pump. Uncouple the lineshaft per the instructions in Par. D.1 (plain threaded coupling) or Par. D.2 (locked-type coupling).

N. Lift the column and shaft as an assembly and deposit the assembly on the parallel timbers in the storage area.

O. Remove any additional column sections and shafts in the same manner.

P. Place two eyebolts diametrically opposite in the upper flange of the bowl unit, which is resting on the box clamp. Attach the sling to the eyebolts and to the hoist hook. Remove the box clamp and lift the bowl unit straight upward out of the barrel. Place the bowl unit on the parallel timbers in the storage area. As the unit is lowered, the lower end must be guided manually to prevent bumping or dragging.

NOTES

Blank



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