



PR Series Positive Rotary Pumps

Models PR, PRE, and PRED



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Thank you for purchasing a Tri-Clover Product!

This manual contains disassembly and assembly instructions, maintenance procedures, troubleshooting, and a complete parts list for all PR Series Pumps designed and manufactured by Tri-Clover, Inc., Kenosha, Wisconsin.

READ THIS MANUAL carefully to learn how to service these pumps. Failure to do so could result in personal injury or equipment damage.

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SAFETY


IMPORTANT SAFETY INFORMATION


Safety is very important!

DO NOT attempt to modify any Tri-Clover product. To do so could create unsafe conditions and void all warranties. **DO NOT place any Tri-Clover product in an application where general product service ratings are exceeded.**

The following DANGER, WARNING, AND CAUTION signs and their meanings are used within these instructions.

	 DANGER
	Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury. The word Danger is used in the most extreme cases.

	 WARNING
	Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. May also be used to alert against an unsafe operating or maintenance practice.


	 CAUTION
	Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

INTRODUCTION

GENERAL INFORMATION

GENERAL

This manual contains installation, operation, cleaning, and repair instructions, with parts list, for PR, PRE, PRED pumps manufactured by Tri-Clover, Inc. of Kenosha, Wisconsin. It also provides a troubleshooting chart to aid in determining pump malfunctions.

	<p style="text-align: center;">⚠ WARNING</p> <p>Before servicing pump, disconnect electrical power source.</p>
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DESCRIPTION

The PR, PRE and PRED Series pump units are generally mounted on base plates which accommodate the pump units and the drive motors.

The pump units are comprised of two sections, the pump frame section and the fluid head section.

The drive shaft and pump shaft with their respective o-rings, bearings, seal and retaining rings are located in the inner pump frame section.

The timing gears are keyed to the shafts. Axial movement of the gears is kept to a minimum by shaft shoulders and retaining rings.

Lip seals on the shafts and o-ring seals on the frame bores, prevent leakage of timing gear lubricating oil into the pump bearing grease chamber.

Sealing of the fluid head along the shafts is accomplished by rotary seals, consisting of stationary stainless steel seal rings with carbon inserts, stainless steel wear rings which are broached to fit the shaft splines, and o-rings which seal off any pumpage.

An optional cover containing a pressure relief valve provides a positive means of protecting the processing equipment and piping from excessive head pressures.

Rotors are available in two materials - rubber and metal. Rubber and metal rotors are available in double and four lobe design.

The drive motors, used in conjunction with the PR, PRE and PRED Series Pumps are not covered in this manual. Refer to the individual motor or drive manufacturer for service data.

INSTALLATION

UNPACKING AND INSTALLATION

UNPACKING EQUIPMENT

Check the contents and all wrapping when unpacking your equipment. Inspect all parts for damage that may have occurred during shipping.

Note: If the plastic pump port covers have been broken or disturbed in shipment, dismantle fluid head to make sure it is free of all foreign materials before placing pump in service.

INITIAL LUBRICATION

The pump unit is lubricated at the factory prior to shipping and will require no additional lubrication until after the pump is put into service. When you receive the pump:

1. Remove the shipping plug from the top position in the gear cover and install the vented plug shipped with the pump.
2. Check the oil level in the gear case. Oil should be even with the plug opening marked with the "oil level" decal. If oil is required, refer to the *Maintenance and Repair* section on page 12 of this manual for details.

LOCATION

The pump unit should be located as near as possible to the liquid source and in a position where the suction piping can be short and direct with a minimum number of elbows and fittings. It should also be readily accessible for inspection, cleaning and lubrication.

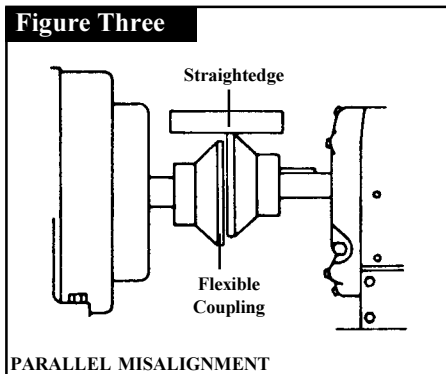
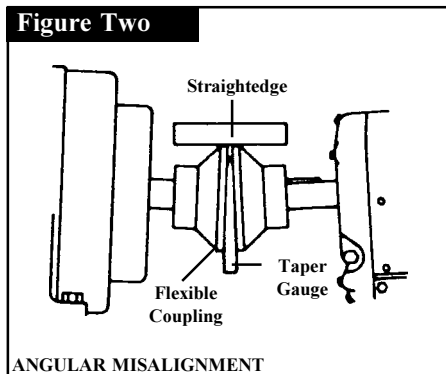
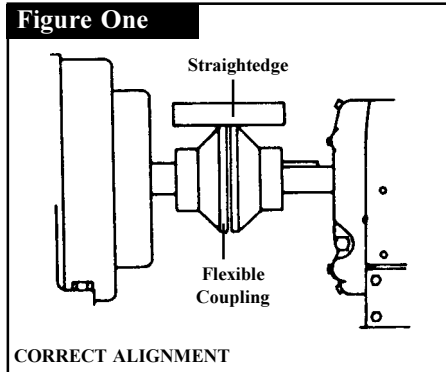
FLEXIBLE COUPLINGS

The purpose of a flexible coupling is to compensate for temperature changes, and allow end movement of the pump and motor shafts without interference with each other while transmitting power from the motor to the pump. A flexible coupling should not be used to compensate for shaft misalignment.

When properly aligned, the flexible coupling should appear as shown in the adjoining drawing. See Figure 1.

The faces of the coupling halves should be far enough apart so that they do not touch each other when the motor shaft is moved toward the pump.

The tools required for checking flexible coupling alignment are a straightedge and taper gauge or set of feeler gauges. See Figures 2 and 3.



INSTALLATION

FLEXIBLE COUPLING ALIGNMENT

There are two types of misalignment encountered with flexible couplings, angular misalignment and parallel misalignment. To check for angular misalignment, insert a taper gauge or feeler gauge at four places located 90° apart around the coupling as shown. Coupling halves will be aligned when the measurements are the same at all check points.

To check parallel misalignment, place a straightedge across the coupling half rims at the top, bottom and both sides, making sure that the straightedge is parallel to the motor and pump shafts. The coupling will be properly aligned when the straightedge rests evenly on the coupling rims at all check points.

Correct alignment is obtained by use of shims under the motor mounting feet. Remember that adjustments made in one direction may affect alignment in another direction. Therefore, several checks of both angular and parallel alignment should be made.

SEAL FLUSHING - PRED PUMPS

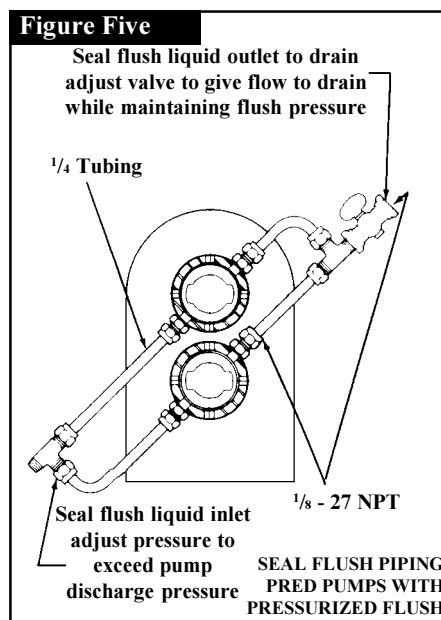
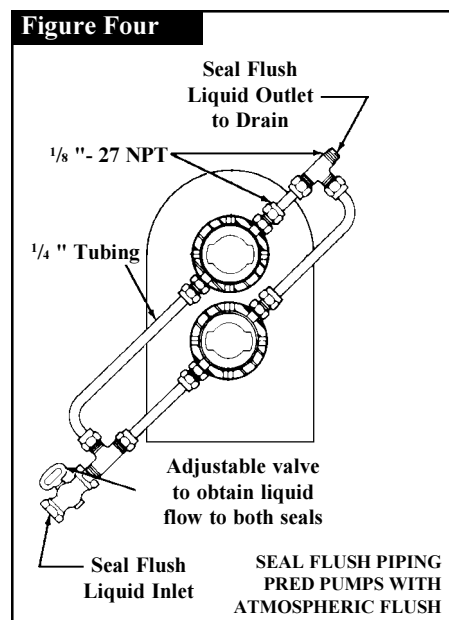
All PRED Series Pumps have double-static o-ring product seals which must have flush liquid applied to them.

Install seal flush as shown below. Use pressurized flush with products that tend to build up between seal faces; latex, PVA, etc. Pressure in seal chamber should exceed pump discharge pressure by at least 10 PSI.

Note: Your Positive Rotary Pump is designed for either clockwise or counterclockwise rotation. It should be noted that product flow will be in the same direction as the drive shaft rotation.

Connect the flexible coupling, start the pump and operate it until temperatures are stabilized. The unit should then be shut down and the alignment immediately rechecked.

Note: If corrections in alignment are necessary at this time, be sure to check in all directions after making adjustments.



Recommended Seal Flush Flow Rate is approximately 3 gallons per hour. For elevated temperature applications, flow rate must be sufficient to maintain seal temperature of 175°F or less.

INSTALLATION

PIPING HINTS

GENERAL

This section provides some do's and don'ts of piping which will aid in obtaining the maximum efficiency and service from your pump.

- Piping should be independently supported at both the suction inlet and discharge outlet.
- Care should be taken that piping is properly aligned and does not put any strain on the pump casing.
- The piping should have as few bends as possible.

SUCTION PIPING

- The suction piping should be short and follow a direct route with a minimum number of elbows and fittings.
- Elbows should not be used at the suction inlet as friction would be greatly increased, resulting in head loss.
- Excessive friction losses in the suction line could result in pump cavitation, causing poor performance, noise, vibration, damage to equipment, and possible damage to product.
- Whenever practical, the diameter of the piping at the suction inlet should be increased in size.
- An eccentric tapered reducer should be used in lieu of a straight concentric tapered reducer to prevent air pockets from forming and impairing pump efficiency. In turn, the eccentric reducer may be placed at the inlet of the pump and should be positioned so the straight side is up.
- Although positive displacement pumps are self-priming under moderate suction lift conditions, a flooded suction is always preferable.

DISCHARGE PIPING

- The discharge piping should be short and direct with a minimum number of elbows and fittings. It is advisable to increase the pipe diameter at the discharge outlet to minimize head loss.

PRESSURE RELIEF COVER ADJUSTMENT

Tri-Clover's relief cover is designed for added protection of the pump and other processing equipment. The product flow will stop or is reduced when the head pressure on the discharge side of the pump exceeds the pressure rating controlling the piston in the relief cover.

The relief cover is designed for use with either manual or pneumatic controls.

To adjust, install a line pressure gauge in the discharge line of the pump as close as possible to the discharge port. Determine a maximum line pressure rating that is higher than the operating pressure and adjust as follows:

INSTALLATION

Manual:

1. Loosen jam nut (09B-6).
2. Turn the adjusting screw (09-5A) (clockwise to increase pressure - counterclockwise to decrease pressure) until the reading on the pump discharge line pressure gauge is the same as the predetermined maximum line rating - then retighten jam nut (09B-6).

Pneumatic:*

When back pressure is regulated by pneumatic control, the spring inside the relief cover must be removed prior to the operation. To remove spring it is necessary to remove relief cover parts in the following sequence:

1. Jam nut (09B-6).
2. Clamp (13MON-X-S).
3. Cap nut (09B-3A).
4. Retaining ring (09B-13).

* For PR300 replace cap nut (09B-3A), adjusting screw (09B-13) and jam nut (09B-6) with R3-1-09D-3 cap.

Reassemble relief cover omitting retaining ring (09B-13) and spring (09B-4) and follow instructions below for pneumatic operation:

1. Loosen jam nut (09B-6).
2. Turn the adjusting screw (09B-5A) counterclockwise until o-ring (09B-14) is slightly compressed, then retighten jam nut (09B-6).
3. Adjust pressure control valve at the source of supply (air or CO₂) until the reading of the discharge line pressure gauge is the same as the predetermined maximum line pressure rating.

MAINTENANCE

CLEANING



WARNING

Before servicing the pump, disconnect the electrical power source, carefully relieve all pressure, and drain all fluids from the pump and connected piping.

DISASSEMBLY OF PUMP FLUID HEAD

It is necessary to disassemble parts of your pump for cleaning and sanitizing. Disassemble as described below after disconnecting the suction and discharge piping. If so equipped, also disconnect the relief cover air line.

Note: For added protection when disassembling pump fluid head, place all parts on rubber mat or wooden platform. Extreme care must be exercised during assembly and disassembly of the fluid head - especially in handling of the rotary seal parts and rotors.

1. Remove casing nuts and slide the casing cover off the casing studs. Carefully remove the o-ring from the inside of the cover.
2. Remove the rotors from the drive and pump shafts.
3. Slide the casing off the studs.
4. Carefully remove the casing o-rings from the rear of the casing.
5. Slide the seal rings off the shaft.
6. Remove the wear rings. If necessary use Puller No. R80-200. Do not pry wear rings off with a screwdriver or similar tool as the flanges may be damaged. Carefully remove shaft o-rings. On PRED models, with double seal assemblies, remove rear seal rings and o-rings.

Seals: Inspect the carbon face of the seal ring and the wear ring seal surface for nicks, scratches or excessive wear. Inspect all o-rings for cuts, abrasions or wear. Replace any damaged or worn parts.

Rotors: Inspect rubber rotor for cuts, cracks or other damage to the rubber composition. Inspect metal rotor carbons for cracks or wear and replace if damaged. Check fit of metal or rubber rotors on shafts and replace if excessively loose.

MAINTENANCE

REASSEMBLY OF FLUID HEAD

Note: Sequence of disassembly and assembly is the same for models PR, PRE and PRED except where noted.

To reassemble the fluid head:

1. Lubricate shaft o-rings with silicone grease (Tri-Clover L1011B) and insert o-rings into grooves on shafts.
2. On PRED models, insert rear seal o-rings into alignment locating ring.
3. Slide rear seal rings into place in alignment locating ring.
4. For all models slide wear rings into place onto the shafts.
5. Slide seal rings into place. **DO NOT LUBRICATE SEAL FACES EXCEPT WITH CLEAR WATER. USE OF SANITARY LUBRICANTS MAY DAMAGE CARBON. TANGS ON THE SEAL RINGS MUST BE ALIGNED WITH SLOTS IN CASING. SEAL AND PUMP CASING CAN BECOME PERMANENTLY DAMAGED IF TANGS ARE NOT PROPERLY ALIGNED.**
6. Insert casing o-rings into place on back of casing.
7. Slide casing securely into place.
8. Slide rotors in place over splined shafts.
9. Insert cover o-ring.
10. Place front cover in position on studs.
11. Replace and tighten the casing nuts.
12. Reconnect the suction and discharge piping.

MAINTENANCE

MAINTENANCE AND REPAIR

Maintenance of the PR, PRE and PRED pumps includes frequent lubrication of the shaft bearings, checking the oil level in the timing gear compartment, changing of oil at regular intervals, and inspection of pump components.

LUBRICATION OF OUTBOARD AND INBOARD BALL BEARINGS

The bearings should be greased after every 100 operating hours, using a high quality grease such as Mobile Temp #1. Old grease in the grease chamber should be periodically removed by removing the cleanout hole cover and scraping out excess grease. Mixing of different brands of grease should be avoided, to prevent possible chemical reactions between the brands, which could damage the bearings. Greases containing vegetable or animal bases should not be used because they can develop harmful acids. Also avoid using greases containing graphite, rosin, talc and other impurities.

Note: Be sure the lubrication fittings are wiped clean before greasing, to prevent dirt from being forced into the bearings during greasing.

If your pump has been operated under extremely dusty or wet conditions for several months, or has been idle for a long period of time, the bearings should be cleaned thoroughly with white gasoline or kerosene and new grease applied. Refer to the applicable paragraph for disassembly, cleaning and inspection procedures.

LUBRICATION OF TIMING GEARS

The timing gears are lubricated with SAE 20 oil. At regular intervals check the oil level by removing the oil level plug. Oil should be even with the bottom of the plug opening.

Every 200 operating hours, remove drain plug and drain the timing gear chamber. Add new oil until proper level is reached.

DISASSEMBLY

It is recommended that periodic inspection of all parts be made to prevent malfunction caused by worn or broken parts. To accomplish this inspection, it is necessary to completely disassemble the pump. Sequence of disassembly is the same for models PR, PRE and PRED.

Disassembly of the Casing and Rotor

1. Disconnect the suction and discharge piping. Also disconnect the water line to the shaft seal flush assembly, if pump is so equipped.
2. Remove the four bolts securing the pump to the base plate.

Note: If the pump is removed from the base plate, be sure that any shims used to level the pump are fastened together by some suitable means, tagged and reinstalled at their original location at time of reassembly.

Disconnect the flexible coupling half from the pump shaft.

3. Remove the coupling key from the shaft. Remove casing nuts and slide casing cover from studs. Carefully remove casing cover o-ring.
4. Disassemble the relief cover, if used, by removing the jam nut, clamp, cap nut and gasket. Remove the retaining ring and slide the adjusting screw spring and thrust washer from the piston. Carefully remove the o-ring from the adjusting screw.

MAINTENANCE

5. Remove the piston from the relief cover and carefully remove the o-rings and PTFE sleeves from the piston.
6. Slide off the drive shaft and pump shaft rotors.
7. Remove the casing and carefully remove the casing o-rings.
8. Slide the seal rings of the shafts and carefully remove wear rings. If necessary use Puller No. R80-200. Do not pry off with a screwdriver or similar tool which may bend flange area of wear ring.

Note: Do not use a screwdriver or a pointed tool to remove seals and o-rings. The seals and o-rings are precision parts and are easily damaged.

9. Remove the shaft o-ring by placing the thumb of one hand and forefinger across the diameter of the o-ring and pressing it with a circular motion so that the o-ring projects from the groove. With the forefinger of the other hand work the o-ring from the shaft groove.
10. Remove the vented plug and the oil level plug. Drain the oil from the timing gear case by removing the drain plug. Remove the gear cover cap screws and the gear cover.
11. Carefully remove the gear cover gasket.
12. Press out the gear cover seal if replacement is necessary.
13. Remove the timing gear retaining ring (Part No. 98) from each shaft. On models PR300, PRE300 and PRED300, bend back the tab on lockwasher (Part No. 69), and remove locknut (Part No. 22) and lockwasher.
14. Use suitable pullers and remove the timing gears.
15. Remove the woodruff keys from shafts.
16. Remove the outboard bearing cover retaining rings.
17. Press each shaft and bearing assembly through the housing from the rotor end. If a press is not available, a soft hammer or a block of wood can be used to drive the shaft from the housing.
18. Remove the outboard bearing cover and o-ring. Push out the bearing cover seal if replacement is required.
19. If it is necessary to remove the alignment locating rings, use a long punch to tap them from the inside of the frame. Note the original positions of these rings. The grooves in the rings must be carefully aligned with grease fittings at reassembly. Press the seal from the alignment locating ring if replacement is necessary.

No further disassembly is recommended unless inspection shows that replacement of bearings or shafts is required. If bearings are to be replaced, remove the bearing retaining ring. Using a bearing puller or an arbor press, remove the damaged bearing from the shaft.

MAINTENANCE

ROTOR INSTALLATION

Your Tri-Clover pump will operate only if the rotors are correctly installed. Therefore carefully follow the installation procedure listed below.

TWO LOBE ROTORS

1. Install 2D rotor onto top shaft.

Note: It doesn't matter whether top shaft is pump shaft or drive shaft.

2. After installing 2D rotor, rotate shaft if necessary to obtain spline relationship as shown in Figure 6.
3. Install 2P rotor on lower shaft. 2P rotor must be installed as shown in Figure 6. Rotors must form a "T" shape when properly installed with the tip of one rotor opposite the concave hub areas of the mating rotor.

Note: Pump cannot be operated unless the above procedure is followed. If rotors are not installed as shown, the pump will jam when started resulting in damage to the rotor or shaft.

SINGLE LOBE ROTORS

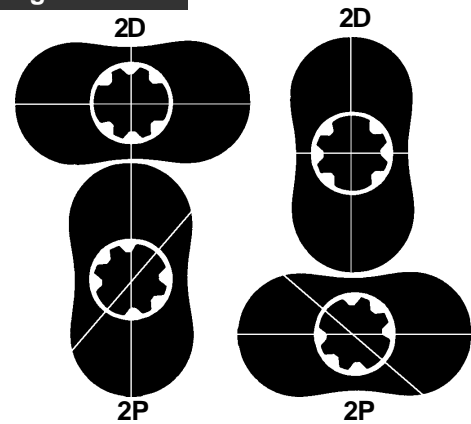
1. Install 1D rotor onto top shaft.

Note: It doesn't matter whether top shaft is pump shaft or drive shaft.

2. After installing 1D rotor, rotate shaft if necessary to obtain spline relationship as shown in Figure 7.
3. Install 1P rotor on lower shaft. 1P rotor must be installed as shown in Figure 7. Large lobe of one rotor must be next to small diameter or hub of mating rotor.

Note: Pump cannot be operated unless the above procedure is followed. If rotors are not installed as shown, the pump will jam when started resulting in damage to the rotor or shaft.

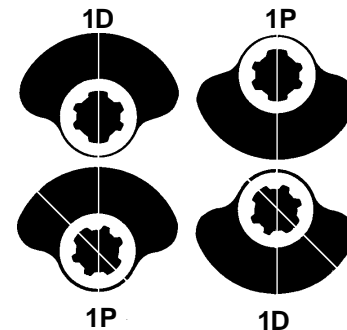
Figure Six



Part 2D - Center line of wide spline teeth is on center line of rotor lobes.

Part 2P - Center line of wide spline teeth is at a 45° angle with center line of rotor lobes.

Figure Six



Part 1D - Center line of wide spline teeth is on center line of rotor lobes.

Part 1P - Center line of wide spline teeth is at a 45° angle with center line of rotor lobes.

MAINTENANCE

CLEANING AND INSPECTION

1. Remove cleanout hole cover, and remove any accumulation of grease from inside of the grease chamber.
2. Inspect the pump frame, gear cover and casing for cracks or other damage that could impair function of the pump.
3. Clean the outside of the frame, shaft, timing gears and bearing covers with a clean rag soaked in white gasoline or kerosene, and flush all surfaces.
4. Flush the inside of the pump frame with white gasoline or kerosene to remove any harmful material. Dry with compressed air or allow solvent to evaporate.

Note: Clean rotor end of the shaft thoroughly after reassembly to remove any solvent that could contaminate the process fluid.

5. Inspect the shafts carefully for nicks or scratches. Remove small nicks or scratches with a fine file or emery cloth.
6. Examine the bearing covers and rotors for cracks or other signs of excessive wear.
7. Examine the key slots in shafts and gears and woodruff keys for signs of wear. Keys must fit tightly in key slots.

SEAL INSPECTION - SEAL RING

1. Inspect the carbon face of the seal ring and seal ring chamber for nicks and scratches on the sealing surfaces.
2. Carefully inspect the wear ring for excessive wear.
3. Examine the bearing cover seal, alignment ring seals, and the gear cover seal for cracks, nicks and excessive wear.
4. Inspect all o-rings for cuts, abrasions or other wear that can cause leakage.
5. Carefully examine the gear cover gasket and cleanout cover gasket for nicks, cuts, scratches or excessive wear.

Parts showing excessive wear should be replaced.

REASSEMBLY

If it is necessary to replace the bearing cover seals or alignment ring seals, the new seal must be installed with the spring loaded seal lip facing away from the bearings. The spring loaded seal lip on the gear cover seal must face the gears.

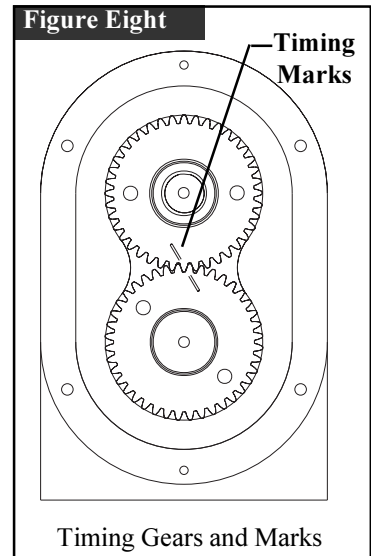
If it is necessary to replace the bearings:

1. Press the bearings onto the shaft and install the bearing retainer ring (Part No. 102).
2. Install the inboard shaft retainer ring (Part No. 177) in the pump frame.
3. Place the outboard bearing cover seal, outboard bearing cover and outboard bearing cover o-ring on the shaft.
4. Stand the pump on the eight studs and start the shaft through the pump frame.
5. Press the shaft until the bearings are firmly seated*. Install the outboard bearing cover retainer rings (Part No. 177). Align slots with grease fittings. Lubricate the bearings.

* These bearings are an easy fit, and will not require much force.

MAINTENANCE

6. Install the woodruff keys in the shaft key slots and press the timing gears onto the shafts.
7. Carefully align the timing marks on the gears as shown in Figure Eight.
8. Install the timing gear retaining rings (Part No. 98).
9. On Model PR300, PRE300 and PRED300 pumps, assemble lockwasher (Part No. 69) and locknut (Part No. 22) on the shafts.
10. Tighten locknut firmly and lock in place by bending a tab into a slot on the locknut.



11. Insert seal in gear cover, carefully fit the cover gasket to the cover and secure the gear cover to the pump frame with the cap screws.
12. Install the drain plug, fill the oil reservoir to the proper oil level and install the vent plug and the oil level plug.
13. Assemble the cleanout cover to the pump frame.
14. Install the alignment locating rings. Be sure to align the slots in these rings with the grease fittings.
15. Install the shaft o-rings and the wear rings.
16. Slide the seal rings onto the shafts and carefully align the tangs of the seal rings with the slots in the casing.
17. Assemble the casing o-rings and casing and slide into place.

Note: The seal rings and pump casing can become permanently damaged if tangs are not properly aligned. Do not lubricate seal faces. Carbon will be damaged if lubricated.

18. Install the rotors and place casing cover o-ring in casing cover groove. Secure the cover to the casing with the casing nuts.
19. Assemble relief cover in the reverse order of disassembly.
20. Rotate the drive shaft. If the pump rotates smoothly and is not leaking oil, mount it on the base, and connect the flexible coupling to the pump shaft.
21. Align the coupling according to instructions given under the *Installation* section of this manual.

IMPORTANT: Be sure the bearings have been lubricated and gear oil added before placing the pump back in service.

22. Connect the suction and discharge piping, and the water line to the seal flush assembly.
23. Reset pressure relief valve as described in relief cover adjustment.

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

Tri-Clover pumps are relatively maintenance free with the exception of sanitizing and lubrication. Like any piece of machinery, however, occasional problems can arise. The troubleshooting chart provides a means of determining and correcting most of your pump problems. The motor manufacturer should be contacted for specific repair instructions on the motor.

Note: The troubleshooting chart has been prepared on the basis that the pump as installed has been properly suited to its application. Should problems arise where the remedies listed in the troubleshooting chart do not cure the situation, pump cavitation may be the problem. Symptoms of pump cavitation, such as noisy operation, insufficient discharge and vibration, can result when a pump is not properly applied. If these conditions are present, check the system and reevaluate the application. If assistance is required, contact Tri-Clover.

PROBLEM	PROBABLE CAUSE	REMEDY
1. No discharge	<ul style="list-style-type: none"> a. Pump speed too slow. b. Wrong direction or rotation. c. Closed valve. d. Obstruction in discharge piping. 	<ul style="list-style-type: none"> a. Correct wrong or poor electrical connections. b. Reverse a three-phase motor by switching any two of three power leads at the motor or controller. Reverse a single phase motor according to motor nameplate instructions. c. Open valve. d. Clear obstruction.
2. Insufficient discharge	<ul style="list-style-type: none"> a. Pump speed too slow. b. Valve partially closed. c. Obstruction in discharge piping. d. Rotor damaged. e. Air leak in suction line. f. Cavitation 	<ul style="list-style-type: none"> a. See 1.a. above. b. See 1.c. above. c. See 1.d. above. d. Replace rotors. e. Check suction line joints. f. See note at beginning of <i>Troubleshooting</i> section.
3. Excessive power consumption	<ul style="list-style-type: none"> a. Motor speed too high. b. Rotors are binding. c. Motor shaft is bent or worn. d. Power frame shaft is bent or worn. e. Power frame bearings are worn. f. Excessive misalignment between pump and driver. 	<ul style="list-style-type: none"> a. Internal motor wiring is incorrect replace motor; check line voltage. b. Relieve strain on casing; replace defective rotors. c. Replace shaft. d. Replace shaft. e. Replace bearings. f. Align pump and driver.

TROUBLESHOOTING

PROBLEM	PROBABLE CAUSE	REMEDY
4. Pump is noisy	<ul style="list-style-type: none"> a. Magnetic hum. b. Motor bearings are worn. c. Foreign matter is rotating with impeller. d. Rotors are binding. e. Motor shaft is bent or worn. f. Power frame shaft is bent or worn. g. Power frame bearings are worn. h. Excessive misalignment between pump and driver. i. Cavitation. 	<ul style="list-style-type: none"> a. Consult motor manufacturer. b. Replace bearings. c. Remove casing and remove foreign matter. d. See 3.b. on the previous page. e. See 3.c. on the previous page. f. See 3.d. on the previous page. g. See 3.e. on the previous page. h. See 3.f. on the previous page. i. See note at beginning of <i>Troubleshooting</i> section.
5. Excessive vibration	<ul style="list-style-type: none"> a. Pump is not leveled properly. b. Excessive misalignment between pump and driver. c. Rotors are damaged. d. Piping is not supported. e. Power frame shaft is bent or worn. f. Cavitation. 	<ul style="list-style-type: none"> a. Level pump. b. See 3.f. on the previous page. c. Replace rotors. d. Support discharge and suction piping. e. See 3.d. on the previous page. f. See note at beginning of <i>Troubleshooting</i> section.
6. Pump leaks	<ul style="list-style-type: none"> a. Casing cover loose. b. Damaged inlet or outlet fittings. c. Casing cover o-ring defective. d. Casing o-rings defective. e. Mechanical seal worn or defective. 	<ul style="list-style-type: none"> a. Tighten casing nuts. b. Replace casing. c. Replace o-ring. d. Replace o-rings. e. Replace seal.

PARTS LIST

ORDERING INFORMATION

ORDERING REPAIR PARTS

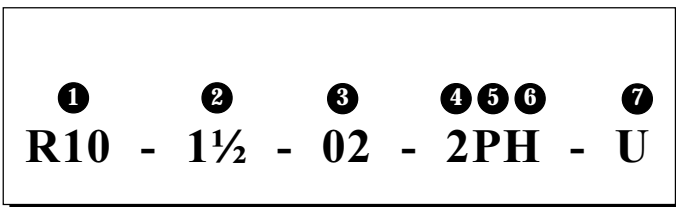
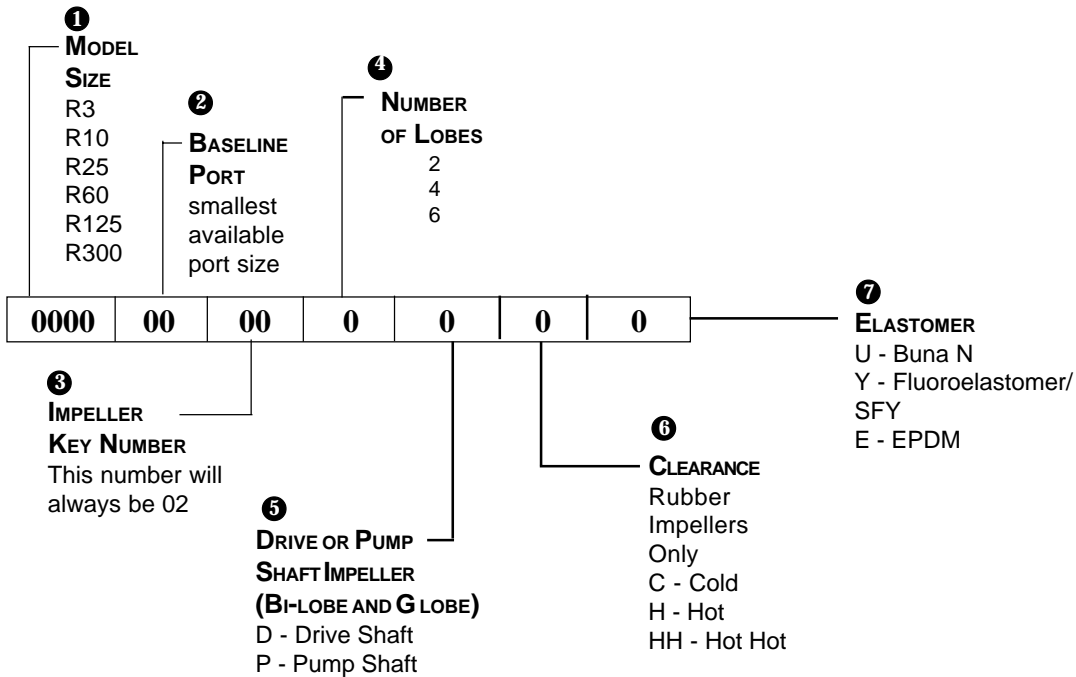
All orders for repair parts must contain the following data.

1. Complete model number (located on nameplate).
2. Pump serial number (located on nameplate).
3. Description and part number from parts list.

The exploded views and accompanying parts lists in this section facilitate ordering repair parts from the factory. All parts of the pumps are exploded and keyed to the parts list.

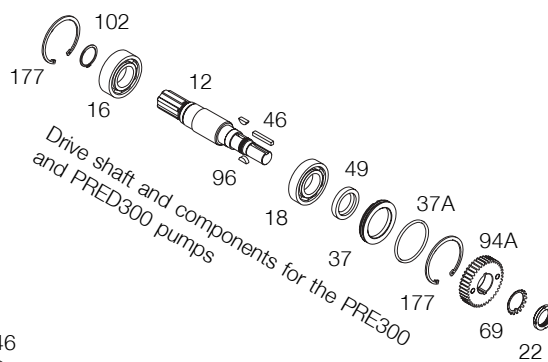
ORDERING IMPELLERS

When ordering impellers, the base number designates the impeller size. To order a pump impeller, specify the following:

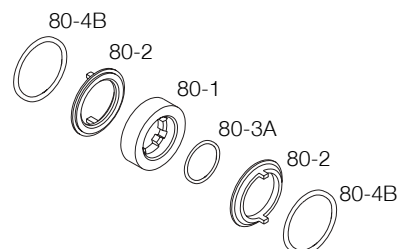
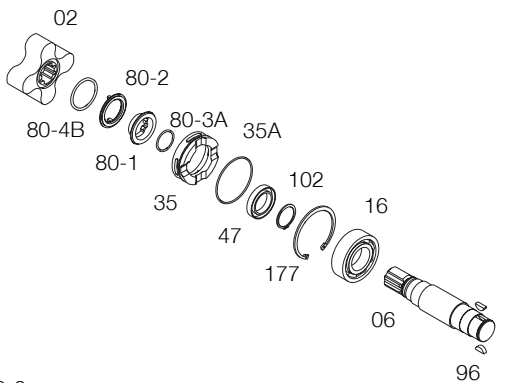
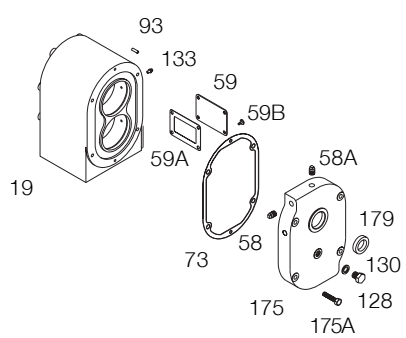
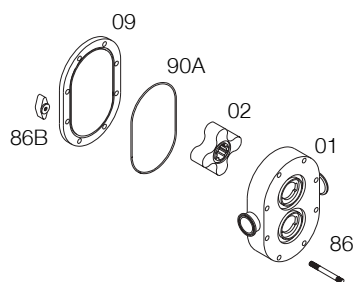
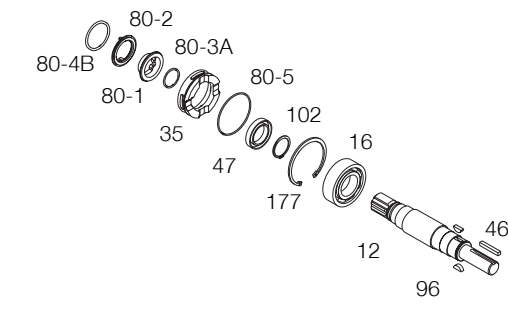


PRE/PRED Series Models 3, 10, 25, 60, 125, 300

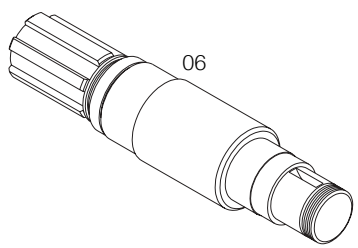
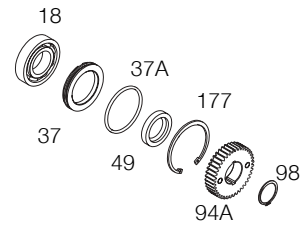
2



Drive shaft and components for the PRE300 and PRED300 pumps



Mechanical seals for PRED pumps



Pump shaft for PRE300 and PRED pumps

PRE/PRED Series Models 3, 10, 25, 60, 125, 300

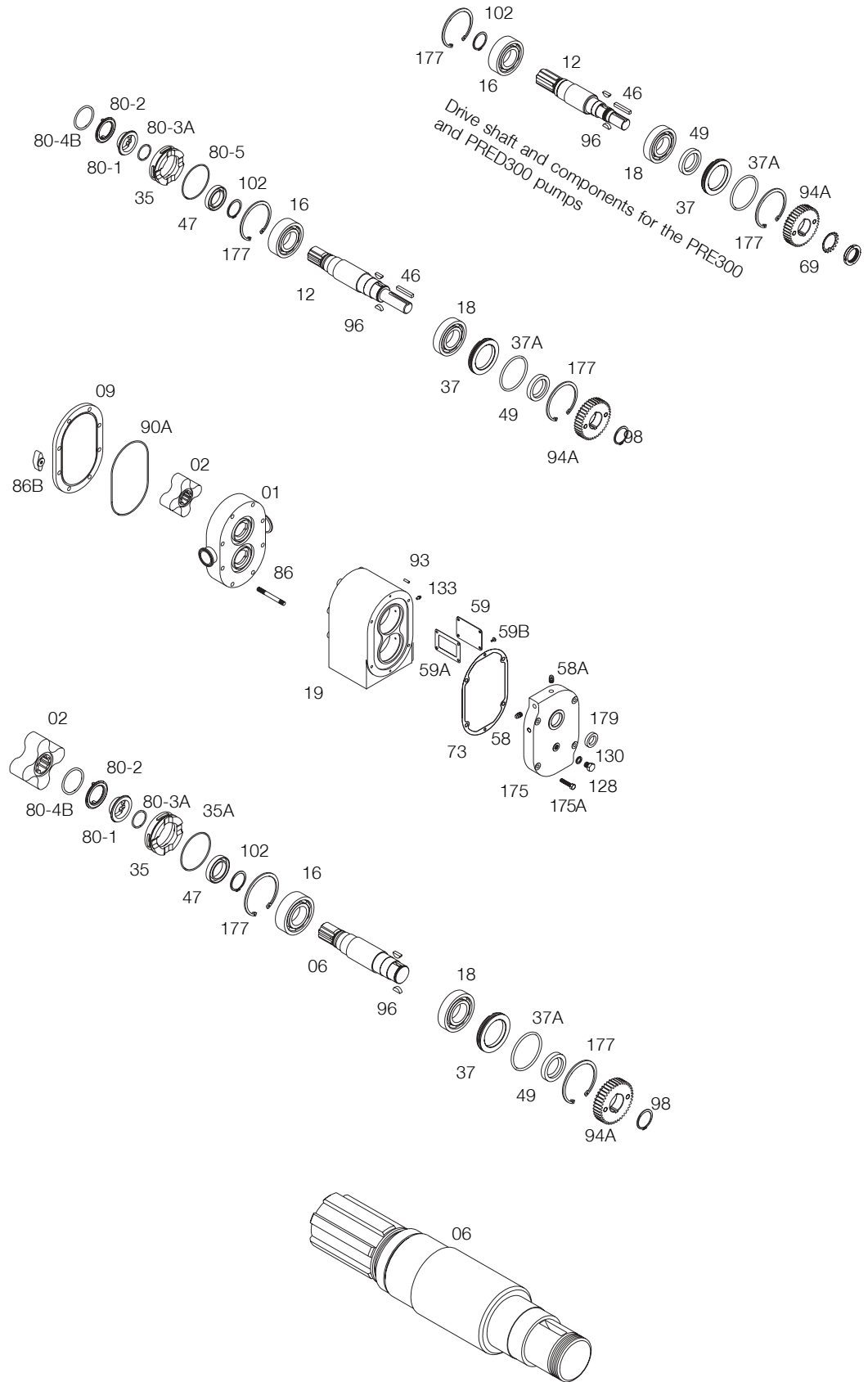
Pos.	Qty.	Denomination	PR3	PR10	PR25	PR60	PR125	PR300
01	1	Casing-bevel ports	401697	401681	401464	402493	402973	401525
01	1	Casing Tri-Clamp ports	401695	401682	401690	402492	403000	401526
01	1	Casing-bevel ports enlarged	N/A	N/A	401692	402716	403357	N/A
01	1	Casing Tri-Clamp enlarged	N/A	N/A	400250	402715	403348	N/A
02	2	See pr rotor sheet						
06	1	Pump shaft	400709	401405	401941	402701	403394	403729
08	○	Impeller carbon (s.s. rotors)	N/A	401224	401628	402484	402484	403581
09	1	Front cover	400506	401269	401568	402568	402568	403572
12	1	Drive shaft	400714	401407	401942	402702	403400	403730
16	2	Bearing-inboard	400576	401277	401576	402576	403080	403580
18	2	Bearing-outboard	400576	401277	401576	402576	402576	403582
19	1	Frame	400580	401280	401580	402580	402580	403584
22	2	Locknut	N/A	N/A	N/A	N/A	N/A	403586
35	2	Alignment locating ring	400726	401410	401944	402700	403409	403732
35A	2	Alignment locating ring O-ring	400587	401233	401587	402587	402587	403591
37	2	Bearing cover outboard	400586	401233	401586	402586	402586	403590
37A	2	Bearing cover O-ring	400587	401233	401587	402587	402587	403591
46	1	Coupling key	400588	401239	401588	402588	402588	403592
47	2	Alignment locating ring seal	400592	401240	401592	402592	403096	403596
49	2	Bearing cover seal	400592	401240	401596	402592	402592	403600
58	6	Plug	181254	185188	185188	185188	185188	185188
59	1	Cleanout hole cover	400600	401600	401600	402600	402600	402600
59A	1	Cleanout hole gasket	400604	401604	401604	402604	402604	402604
59B	4	Cleanout hole screw	189643	189643	189643	189643	189643	189643
69	2	Lockwasher	N/A	N/A	N/A	N/A	N/A	403610
73	1	Gear cover gasket	400608	401248	401608	402608	402608	402608
80-1	●○	Wear ring	400730	401412	401950	402703	402703	403735
80-2	●○	Seal ring	400731	401413	401949	402707	402707	401765
80-3	●○	Shaft O-ring BUNA	400623	401189	401189	402647	402647	403622
80-3	●○	Shaft O-ring EPDM	400625	400125	400125	402628	402628	400180
80-3	●○	Shaft O-ring SFY	401508	400895	400895	400538	400538	401619
80-4	●○	Shaft O-ring BUNA	400615	401245	401842	402472	402472	403631
80-4	●○	Shaft O-ring EPDM	400628	400126	400055	402631	402631	400181
80-4	●○	Shaft O-ring SFY	401509	400896	400554	400543	400543	401620
86	4	Casing stud	400736	401422				
86	8	Casing stud			401955	402705	402705	403739
86B	4	Casing nut	400634	401636				
86B	8	Casing nut			401636	402636	402636	403639
90A	●○	Casing gasket BUNA	400642	401331	401725	402714	402714	403645
90A	●○	Casing gasket EPDM	400639	400127	400056	402642	402642	400182
90A	●○	Casing gasket SFY	401510	400897	400555	400547	400547	401622
93	2	Alignment pin	400644	401644	401644	402644	402644	402644
94A	2	Timing gear	400649	401264	401673	402649	402649	403653
96	4	Timing gear key	400656	401292	401656	402656	402656	403660
98	2	Gear retainer ring	400652	401310	401652	402652	402652	N/A
102	2	Bearing retainer ring	400653	401300	401658	402658	403162	403662
133	4	Grease fitting	401660	401660	401660	401660	401660	401660
175	1	Gear cover	400664	401313	401664	402664	402664	403668
175A	4	Gear cover screw	180314	180025	180009			
175A	6	Gear cover screw				180051	180051	
175A	8	Gear cover screw						180051
177	4	Shaft retainer ring	400668	401315	401668	402668	402668	403672
179	1	Gear cover seal	400672	401317	401672	402672	402672	403676

- included in PRE/PRED-1 Service Kits
- included in PRE/PRED-1A Service Kits

	PRE3	PRE10	PRE25	PRE60	PRE125	PRE300
● Buna	400252	400253	400254	400255	400255	400257
● EPDM	9613990433	9613990434	400306	9613990436	9613990436	9613990437
● SFY	400956	401490	401846	401996	401996	9613990438
○ Buna		400265	400266	400267	400267	400269
○ EPDM		9613990439	9613990440	9613990442	9613990442	9613990444
○ SFY		400640	9613990441	9613990443	9613990443	9613990445
	PRED3	PRED10	PRED25	PRED60	PRED125	PRED300
● Buna	400226	400227	400228	400229	400229	400231
● EPDM	9634600000	9613990446	400421	9613990447	9613990447	9613990448
● SFY	401813	401993	401994	401995	401995	401882
○ Buna		400233	400234	400235	400235	400237
○ EPDM		9613990449	9613990450	9613990451	9613990451	9613990452
○ SFY		402298	401663	400006	400006	9613990453

PR Series
Models 3, 10, 25, 60, 125, 300

4



PR Series

Models 3, 10, 25, 60, 125, 300

Pos.	Qty.	Denomination	PR3	PR10	PR25	PR60	PR125	PR300
01	1	Casing-bevel ports	401697	401681	401464	402493	402973	401525
01	1	Casing Tri-Clamp ports	401695	401682	401690	402492	403000	401526
01	1	Casing-bevel ports enlarged	N/A	N/A	401692	402716	403357	N/A
01	1	Casing Tri-Clamp enlarged	N/A	N/A	400250	402715	403348	N/A
02	2	See pr rotor sheet						
06	1	Pump shaft	400709	401405	401941	402701	403394	403729
08	○	Impeller carbon (s.s. rotors)	N/A	401224	401628	402484	402484	403581
09	1	Front cover	400506	401269	401568	402568	402568	403572
12	1	Drive shaft	400714	401407	401942	402702	403400	403730
16	2	Bearing-inboard	400576	401277	401576	402576	403080	403580
18	2	Bearing-outboard	400576	401277	401576	402576	402576	403582
19	1	Frame	400580	401280	401580	402580	402580	403584
22	2	Locknut	N/A	N/A	N/A	N/A	N/A	403586
35	2	Alignment locating ring	400726	401410	401944	402700	403409	403732
35A	2	Alignment locating ring O-ring	400587	401233	401587	402587	402587	403591
37	2	Bearing cover outboard	400586	401233	401586	402586	402586	403590
37A	2	Bearing cover O-ring	400587	401233	401587	402587	402587	403591
46	1	Coupling key	400588	401239	401588	402588	402588	403592
47	2	Alignment locating ring seal	400592	401240	401592	402592	403096	403596
49	2	Bearing cover seal	400592	401240	401596	402592	402592	403600
58	6	Plug	181254	185188	185188	185188	185188	185188
59	1	Cleanout hole cover	400600	401600	401600	402600	402600	402600
59A	1	Cleanout hole gasket	400604	401604	401604	402604	402604	402604
59B	4	Cleanout hole screw	189643	189643	189643	189643	189643	189643
69	2	Lockwasher	N/A	N/A	N/A	N/A	N/A	403610
73	1	Gear cover gasket	400608	401248	401608	402608	402608	402608
80-1	●○	Wear ring	400730	401412	401950	402703	402703	403735
80-2	●○	Seal ring	400731	401413	401949	402707	402707	401765
80-3	●○	Shaft O-ring BUNA	400623	401189	401189	402647	402647	403622
80-3	●○	Shaft O-ring EPDM	400625	400125	400125	402628	402628	400180
80-3	●○	Shaft O-ring SFY	401508	400895	400895	400538	400538	401619
80-4	●○	Shaft O-ring BUNA	400615	401245	401842	402472	402472	403631
80-4	●○	Shaft O-ring EPDM	400628	400126	400055	402631	402631	400181
80-4	●○	Shaft O-ring SFY	401509	400896	400554	400543	400543	401620
86	4	Casing stud	400736	401422				
86	8	Casing stud			401955	402705	402705	403739
86B	4	Casing nut	400634	401636				
86B	8	Casing nut			401636	402636	402636	403639
90A	●○	Casing gasket BUNA	400642	401331	401725	402714	402714	403645
90A	●○	Casing gasket EPDM	400639	400127	400056	402642	402642	400182
90A	●○	Casing gasket SFY	401510	400897	400555	400547	400547	401622
93	2	Alignment pin	400644	401644	401644	402644	402644	402644
94A	2	Timing gear	400649	401264	401673	402649	402649	403653
96	4	Timing gear key	400656	401292	401656	402656	402656	403660
98	2	Gear retainer ring	400652	401310	401652	402652	402652	N/A
102	2	Bearing retainer ring	400653	401300	401658	402658	403162	403662
133	4	Grease fitting	401660	401660	401660	401660	401660	401660
175	1	Gear cover	400664	401313	401664	402664	402664	403668
175A	4	Gear cover screw	180314	180025	180009			
175A	6	Gear cover screw				180051	180051	
175A	8	Gear cover screw						180051
177	4	Shaft retainer ring	400668	401315	401668	402668	402668	403672
179	1	Gear cover seal	400672	401317	401672	402672	402672	403676

- included in PR-1 Service Kits
- included in PR-1A Service Kits

	PR3	PR10	PR25	PR60	PR125	PR300
● Buna	400199	400200	400201	400202	400202	400204
● EPDM	9634052419	9613990426	400662	402139	402139	9613990429
● SFY	401812	401779	401669	402063	402063	400707
○ Buna		400206	400207	400208	400208	400210
○ EPDM		9613990430	400404	9613990431	9613990431	9613990432
○ SFY		401780	400344	402361	402361	400351

PR Series Pump Rotors for Models 3, 10, 25, 60, 125, 300

Pos.	Qty.	Denomination	PR3	PR10	PR25	PR60	PR125	PR300
02	2	6-lobe cold BUNA drive	400171	*****	*****	*****	*****	*****
02	2	6-lobe cold EPDM drive	402254	*****	*****	*****	*****	*****
02	2	6-lobe cold SFY drive	401860	*****	*****	*****	*****	*****
02	2	6-lobe hot BUNA drive	400123	*****	*****	*****	*****	*****
02	2	6-lobe hot EPDM drive	400282	*****	*****	*****	*****	*****
02	2	6-lobe hot SFY drive.....	401639	*****	*****	*****	*****	*****
02	2	6-lobe cold BUNA pump	400172	*****	*****	*****	*****	*****
02	2	6-lobe cold EPDM pump	402255	*****	*****	*****	*****	*****
02	2	6-lobe cold SFY pump	401862	*****	*****	*****	*****	*****
02	2	6-lobe hot BUNA pump	400124	*****	*****	*****	*****	*****
02	2	6-lobe hot EPDM pump	400284	*****	*****	*****	*****	*****
02	2	6-lobe hot SFY pump	401640	*****	*****	*****	*****	*****
02	2	4-lobe cold BUNA	*****	401212	401557	402557	403065	403545
02	2	4-lobe cold EPDM	*****	400192	400338	400369	400336	*****
02	2	4-lobe cold SFY	*****	401843	401271	401866	401838	401821
02	2	4-lobe cold T Resin	*****	401324	401684	402655	403051	403549
02	2	4-lobe hot BUNA	*****	401216	401555	402558	403066	403546
02	2	4-lobe hot EPDM	*****	400794	400052	400368	400193	402197
02	2	4-lobe hot SFY	*****	400894	400551	401102	401080	401836
02	2	4-lobe hot T Resin.....	*****	401171	401685	402650	400372	403579
02	2	4-lobe hot hot BUNA	*****	402219	401504	401373	400335	402267
02	2	4-lobe hot hot SFY	*****	402078	401611	402287	401717	*****
02	2	4-lobe metal	*****	401196	401624	402671	402998	403476
02	2	2-lobe cold BUNA drive	*****	401190	401614	402525	403219	403537
02	2	2-lobe cold SFY drive	*****	401877	400388	401818	400189	400643
02	2	2-lobe hot BUNA drive	*****	401191	401506	402529	403221	400278
02	2	2-lobe hot SFY drive.....	*****	401988	401815	401990	400722	400503
02	2	2-lobe cold BUNA pump	*****	401194	401615	402526	403186	403538
02	2	2-lobe cold SFY pump	*****	401878	400390	401819	401840	400650
02	2	2-lobe hot BUNA pump	*****	401195	401507	402530	403223	400279
02	2	2-lobe hot SFY pump	*****	401987	401814	401989	400725	400509
02	2	2-lobe metal drive	*****	401228	401461	402485	403034	403511
02	2	2-lobe metal pump	*****	401237	401474	402486	403035	403515

