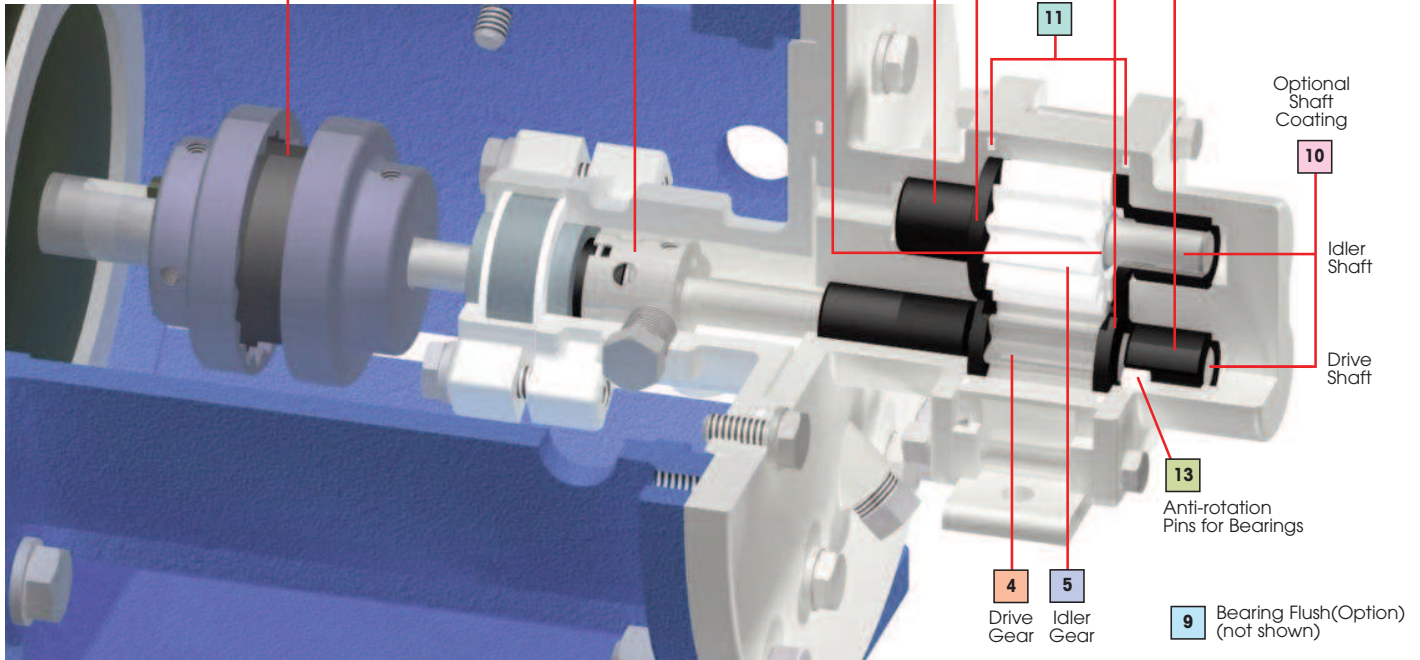


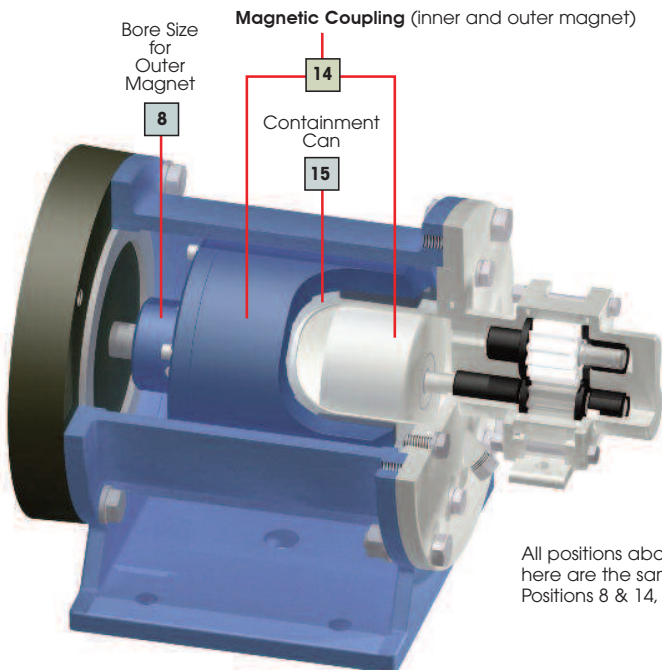
Sealed Pump

1 2 3 Size/Model, Housings & Port Type

Coupling Method
For Close-coupled Pumps; this position indicates the motor frame size used with the pump.
(for Long-coupled pumps, simply select Code '9')



Mag-Drive Pump



All positions above (in Sealed Pump drawing) not shown here are the same for the Mag-drive version except for Positions 8 & 14, which denote type of pump.

PUMP MODEL CODING

3-Series Gear Pumps

Example:

35FS6PEEU00009, designates a Model 35F Pump with Single Mechanical Seal.

35 F S 6 P E E U 0 0 0 0 9
1&2 3 4 5 6 7 8 9 10 11 12 13 14 15

Pos.	Description	Selection
1 & 2	Pump Model	35F 35F Pump
3	Housing Mat'l	S 316 SS NPT
4	Drive Gear Mat'l	6 316 SS
5	Idler Gear Mat'l	P PEEK
6	Wear Plate Mat'l	E Carbon 60
7	Bearing Mat'l	E Carbon 60
8	Seal Type	U Single-Int, Carbon-SiC
9	Bearing Flush	0 None
10	Shaft Coating	0 None
11	O-Rings	0 Teflon
12	Retaining Ring	0 316 SS
13	Bearing Pins	0 Teflon
14	Coupling Method	9 Long-Coupled
15	N/A	

Liquiflo's Model Code describes both the pump's size and materials selected. This model code is required for the future identification of your pump when reordering either a pump or replacement parts. Model code is permanently stamped into pump housing.

- Available
- ⊗ Not Available
- CF Contact Factory

Flanges available:
ANSI, DIN.

CONNECTION SIZES

	31/33	35	37	39R	39F	312	314
NPT/BSPT	1/4	1/2	3/4	1	1 1/4	1 1/4	-
ANSI 150# RF	1/2	1/2	3/4	1	1 1/4	1 1/2	2 1/2
DIN PN16	10	15	20	25	32	40	65

† Position 3:

Other Flanged styles available:
Contact Factory.

- E = 316 SS Flanged DIN PN16
- F = Alloy-C Flanged DIN PN16
- K = 316 SS Flanged ANSI 300#
- M = Alloy-C Flanged ANSI 300#
- N = 316 SS Flanged Sanitary

Liquiflo 3-Series Gear Pumps Selection & Availability



Sample Model No. **35 F S 6 P E E U 0 0 0 0 9**

Position No. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Position Model	31	33	35	37	39	312	314
Position 1 Pump Model	31	33	35	37	39	312	314
Position 2 F = Full Capacity R = Reduced Capacity	■	■	■	■	■	■	■
Position 3 Basic Material & Port Type	■	■	■	■	■	■	⊗
S = 316 SS NPT	■	■	■	■	■	■	⊗
L = 316 SS Flanged 150#	■	■	■	■	■	■	⊗
X = 316 SS BSPT	■	■	■	■	■	■	⊗
H = Alloy-C NPT	■	■	■	■	■	■	⊗
C = Alloy-C Flanged 150#	■	■	■	■	■	■	⊗
Y = Alloy-C BSPT	■	■	■	■	■	■	⊗
D = Alloy-20 NPT	CF	CF	CF	CF	CF	CF	CF
W = Alloy-20 BSPT	CF	CF	CF	CF	CF	CF	CF
Position 4 Drive Gear	■	■	■	■	■	■	■
1 = Alloy-C	■	■	■	■	■	■	■
3 = Teflon	CF	■	■	■	■	■	■
6 = 316 SS	■	■	■	■	■	■	■
P = PEEK	■	■	■	■	■	■	■
Position 5 Idler Gear	■	■	■	■	■	■	■
1 = Alloy-C	■	■	■	■	■	■	■
2 = Carbon	⊗	■	■	■	■	⊗	⊗
3 = Teflon	CF	■	■	■	■	■	■
6 = 316 SS	■	■	■	■	■	■	■
8 = Ryton	■	■	■	■	■	■	■
P = PEEK	■	■	■	■	■	■	■
Position 6 Wear Plates	■	■	■	■	■	■	■
3 = Teflon	■	■	■	■	■	■	■
4 = Silicon Carbide	■	■	■	■	■	■	■
E = Carbon 60	■	■	■	■	■	■	■
P = PEEK	■	■	■	■	■	■	■
Position 7 Bearings	■	■	■	■	■	■	■
3 = Teflon	■	■	■	■	■	■	■
B = Silicon Carbide	■	■	■	■	■	■	■
E = Carbon 60	■	■	■	■	■	■	■
P = PEEK	■	■	■	■	■	■	■
Position 8 Outer Magnet Bore (Mag-Drive)	■	■	■	■	■	⊗	⊗
0 = 0.625" (NEMA 56C)	■	■	■	■	■	⊗	⊗
1 = 0.875" (NEMA 143/145TC)	■	■	■	■	■	■	■
2 = 14 mm (IEC 71 - B5)	■	■	■	■	■	⊗	⊗
3 = 19 mm (IEC 80 - B5)	■	■	■	■	■	⊗	⊗
4 = 24 mm (IEC 90 - B5)	■	■	■	■	■	⊗	⊗
5 = 1.125" (NEMA 182/184TC)	■	■	■	■	■	⊗	⊗
Position 8 Seal Type (Sealed)	■	■	■	■	■	■	■
U = Single-Int Carbon - SiC	■	■	■	■	■	■	■
S = Single-Int Teflon - SiC	■	■	■	■	■	■	■
W = Single-Ext Carbon - SiC	■	■	■	■	⊗	⊗	⊗
X = Single-Ext Teflon - SiC	■	■	■	■	⊗	⊗	⊗
F = Double Carbon - SiC	■	■	■	■	■	■	■
H = Double Teflon - SiC	■	■	■	■	■	■	■
J = U-Cup Viton	■	■	■	■	⊗	⊗	⊗
L = Packing Teflon	■	■	■	■	■	■	■
R = Packing Graphoil	■	■	■	■	■	■	■
Position 9 Bearing Flush Option	■	■	■	■	■	⊗	⊗
0 = Standard Housings	■	■	■	■	■	⊗	⊗
1 = External Bearing Flush	■	■	■	■	■	■	■
2 = Internal Bearing Flush	■	■	■	■	■	■	■
Position 10 Shaft Coating	■	■	■	■	■	■	■
0 = Material same as housing (uncoated)	■	■	■	■	■	■	■
1 = Chrome Oxide	■	■	■	■	■	■	■
2 = Tungsten Carbide	■	■	■	■	■	■	■
Position 11 O-Rings	⊗	■	■	■	■	■	■
0 = Teflon	⊗	■	■	■	■	■	■
6 = 316 SS / PTFE encapsulated	■	■	■	■	■	■	■
B = Buna-N	■	■	■	■	■	■	■
E = EPDM	■	■	■	■	■	■	■
V = Viton	■	■	■	■	■	■	■
K = Kalrez	■	■	■	■	■	■	■
Position 12 Retaining Rings	■	■	■	■	■	■	■
0 = Material same as housing	■	■	■	■	■	■	■
Position 13 Bearing Pins	■	■	■	■	■	⊗	⊗
0 = Teflon	■	■	■	■	■	⊗	⊗
1 = Alloy-C	■	■	■	■	■	■	■
6 = 316 SS	■	■	■	■	■	■	■
Position 14 Coupling Method (Sealed)	■	■	■	■	■	⊗	⊗
0 = Close-Coupled (NEMA 56C)	■	■	■	■	■	⊗	⊗
1 = Close-Coupled (NEMA 143/145TC)	■	■	■	■	■	■	■
2 = Close-Coupled (IEC 71 - B5)	■	■	■	■	■	⊗	⊗
3 = Close-Coupled (IEC 80 - B5)	■	■	■	■	■	⊗	⊗
4 = Close-Coupled (IEC 90 - B5)	■	■	■	■	■	⊗	⊗
5 = Close-Coupled (NEMA 182/184TC)	■	■	■	■	■	⊗	⊗
9 = Long-Coupled	■	■	■	■	■	⊗	⊗
Position 14 Magnetic Coupling (Mag Drive)	■	■	■	■	■	⊗	⊗
U = 75 in-lbs	■	■	■	■	■	⊗	⊗
B = 120 in-lbs	■	■	■	■	■	⊗	⊗
V = 200 in-lbs	⊗	⊗	■	■	■	⊗	⊗
K = 325 in-lbs	⊗	⊗	⊗	⊗	⊗	⊗	⊗
J = 650 in-lbs	⊗	⊗	⊗	⊗	⊗	⊗	⊗
Position 15 Containment Can	■	■	■	■	■	■	■
S = Single Wall Can	■	■	■	■	■	■	■
D = Dual Kan	■	■	■	■	■	■	■
Suffix Trim Options	■	■	■	■	■	■	■
- 8 = Temperature Trim	■	■	■	■	■	■	■
- 9D = Viscosity Trim (double clearance)	■	■	■	■	■	■	■
- 9T = Viscosity Trim (triple clearance)	■	■	■	■	■	■	■

■ Long-coupled pumps (Mag-drive: 0.875" dia. shaft; Sealed: 1.000" dia. shaft)