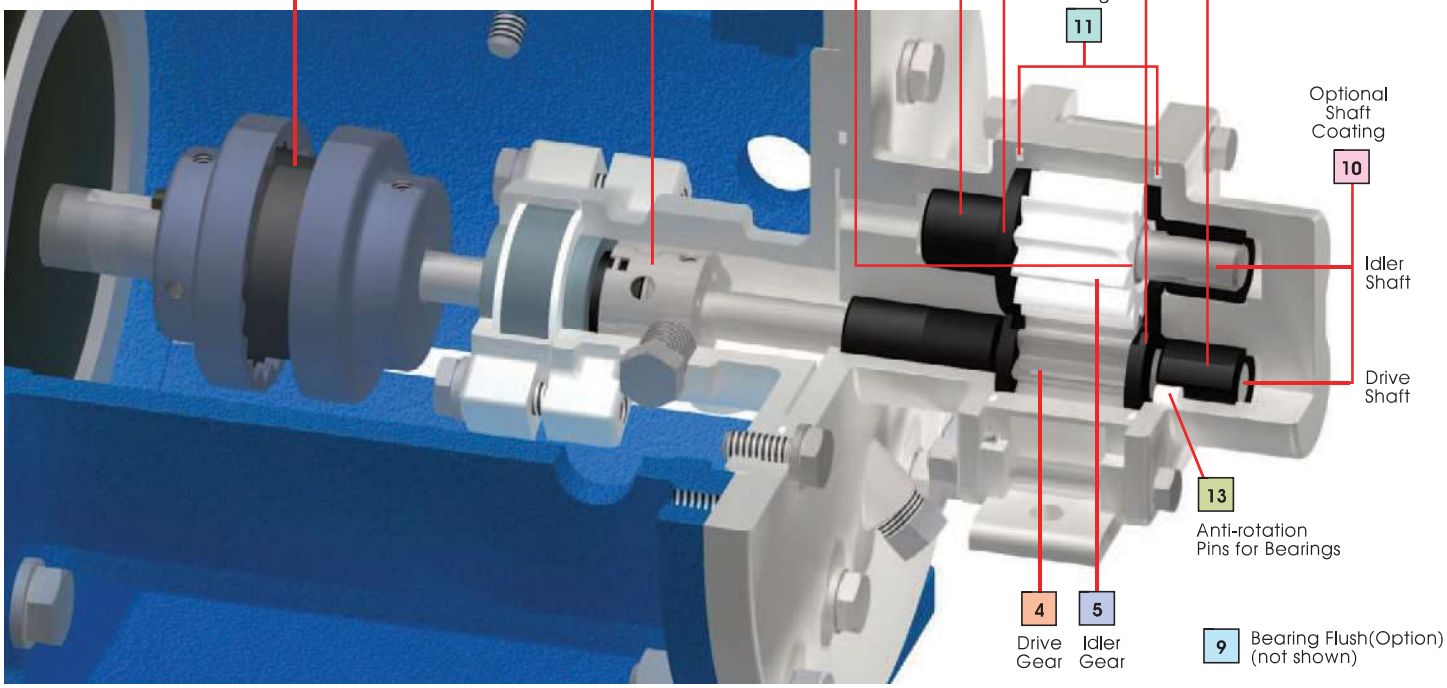
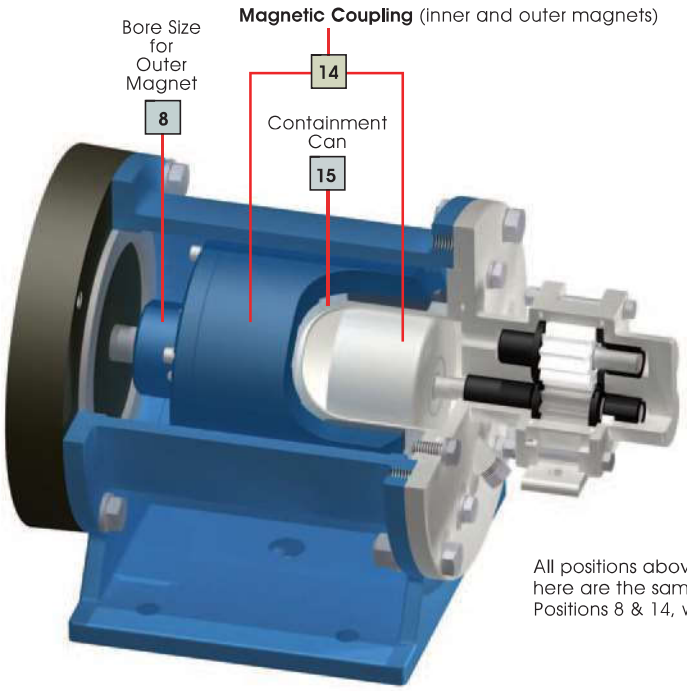
Sealed Pump

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:

35FS6PEEU000009, designates a Model 35F Pump with Single Mechanical Seal.

35F	S	6	P	E	E	U	0	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	Basic Mat'l/Ports	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	Shafts	0	**316 SS, uncoated**
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
NPT/BSPT	1/4	1/2	3/4	1	1 1/4
ANSI 150# RF	1/2	1/2	3/4	1	1 1/4
DIN PN16	10	15	20	25	32

† **Position 3:**
Other Flanged styles available:
Contact Factory.

H = Alloy-C NPT
Y = Alloy-C BSPT
C = Alloy-C Flanged ANSI 150#
F = Alloy-C Flanged ANSI 300#
M = Alloy-C Flanged DIN PN16

Liquiflo 3-Series Gear Pumps
Selection & Availability

Liquiflo

Sample Model No.	35	F	S	6	P	E	E	U	0	0	0	0	0	9	
Position No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Position			31	33	35	37	39
Position 1 Model	1	**Pump Model**					
Position 2 Model	2	F = Full Capacity	■	■	■	■	■
		R = Reduced Capacity	⊗	⊗	■	■	■
Position 3 Basic Material & Port Type	3	S = 316 SS NPT	■	■	■	■	■
		X = 316 SS BSPT	■	■	■	■	■
		L = 316 SS Flanged ANSI 150#	■	■	■	■	■
		K = 316 SS Flanged ANSI 300#	■	■	■	■	■
		E = 316 SS Flanged DIN PN16	■	■	■	■	■
		N = 316 SS Flanged Sanitary	■	■	■	■	■
Position 4 Drive Gear	4	1 = Alloy-C	■	■	■	■	■
		3 = Teflon	CF	■	■	■	■
		6 = 316 SS	■	■	■	■	■
		P = PEEK	■	■	■	■	■
Position 5 Idler Gear	5	1 = Alloy-C	■	■	■	■	■
		2 = Carbon	⊗	■	■	■	■
		3 = Teflon	CF	■	■	■	■
		6 = 316 SS	■	■	■	■	■
		8 = Ryton	■	■	■	■	■
		P = PEEK	■	■	■	■	■
Position 6 Wear Plates	6	3 = Teflon	■	■	■	■	■
		4 = Ceramic (SiC)	■	■	■	■	■
		E = Carbon 60	■	■	■	■	■
		P = PEEK	■	■	■	■	■
Position 7 Bearings	7	3 = Teflon	■	■	■	■	■
		B = Silicon Carbide	■	■	■	■	■
		E = Carbon 60	■	■	■	■	■
		P = PEEK	■	■	■	■	■
Position 8 Outer Magnet Bore (Mag-Drive)	8	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)	8	U = Single-Int Carbon - SiC	■	■	■	■	■
		S = Single-Int Teflon - SiC	■	■	■	■	■
		J = U-Cup Viton	■	■	■	■	⊗
		L = Packing Teflon	■	■	■	■	■
		R = Packing Graphoil	■	■	■	■	■
Position 9 Bearing Flush	9	0 = Standard Housings	■	■	■	■	■
		1 = External Bearing Flush	■	■	■	■	■
		2 = Internal Bearing Flush	■	■	■	■	■
Position 10 Shafts	10	0 = Material same as housing (uncoated)	■	■	■	■	■
		1 = Chrome Oxide Coated	■	■	■	■	■
		2 = Tungsten Carbide Coated	■	■	■	■	■
Position 11 O-Rings	11	0 = Teflon	CF	■	■	■	■
		6 = Silicone / FEP encapsulated	■	■	■	■	■
		B = Buna-N	■	■	■	■	■
		E = EPDM	■	■	■	■	■
		V = Viton	■	■	■	■	■
		K = Kalrez	■	■	■	■	■
Position	12	0 = Material same as housing	■	■	■	■	■
Position 13 Bearing Pins	13	0 = Teflon	■	■	■	■	■
		6 = 316 SS	■	■	■	■	■
Position 14 Coupling Method (Sealed)	14	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)	14	U = 75 in-lbs	■	■	■	■	■
		B = 120 in-lbs	■	■	■	■	■
		V = 200 in-lbs	⊗	⊗	■	■	■
		K = 400 in-lbs	⊗	⊗	⊗	⊗	⊗
		J = 800 in-lbs	⊗	⊗	⊗	⊗	⊗
Position Containment Can	15	S = Single Wall Can	■	■	■	■	■
		D = Dual Kan	■	■	■	■	■
Suffix Trim Options		- 8 = Temperature Trim	■	■	■	■	■
		- 9D = Viscosity Trim (double clearance)	■	■	■	■	■
		- 9T = Viscosity Trim (triple clearance)	■	■	■	■	■