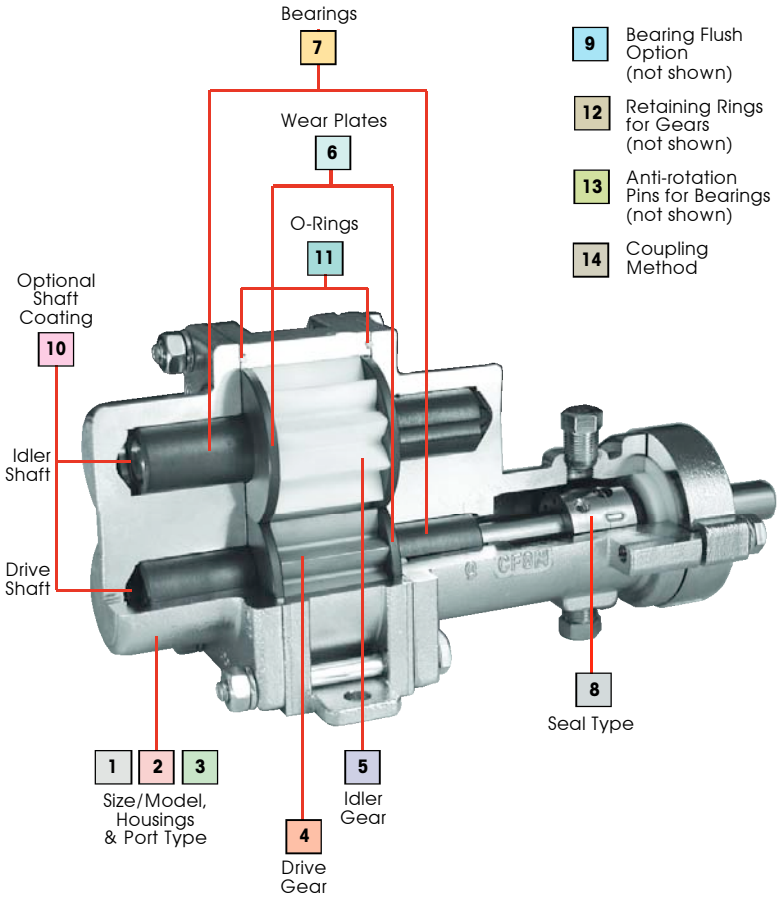
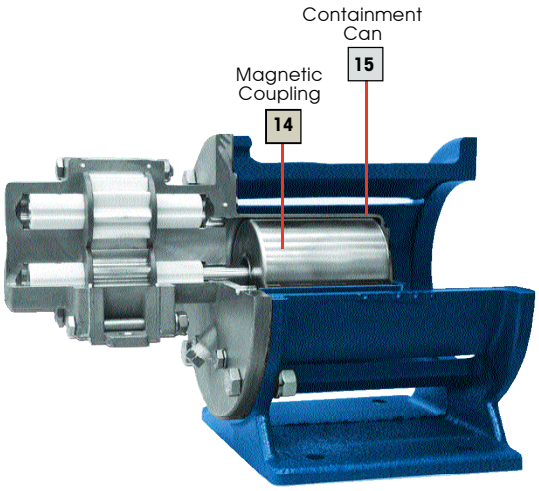
PUMP MODEL CODING



Sealed Pump



8 Bore Size for Outer Magnet (not shown)

Other model code positions are the same as shown above for the sealed pump.

Mag-Drive Pump

PUMP MODEL CODING

Liquiflo H-Series Gear Pumps
Selection & Availability

EXAMPLE:

H5FS6PEEU000000, designates a Model H5F Pump with Single Mechanical Seal.

H5F	S	6	P	E	E	U	0	0	0	0	0	0	_
1&2	3	4	5	6	7	8	9	10	11	12	13	14	15

Pos.	Description	Selection	
1 & 2	Pump Model	H5F	**H5F 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	0	**Close-Coupled (56C motor)**
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, JIS,
or slip joint flanges conforming to the dimensions of the standard.

CONNECTION SIZES

	H1/H3	H5	H7	H9R	H9F	H12
NPT/BSPT	1/4	1/2	3/4	1	1 1/4	1 1/4
ANSI 150# RF FLG	1/2	1/2	3/4	1	1 1/4	1 1/2
DIN PN16	10	15	20	25	32	40
JIS 10K	10	15	20	25	32	40

Sample Model No. H5 F S 6 P E E U 0 0 0 0 0 0 ☐

Position No.	Position Model	Pump Model	H1	H3	H5	H7N	H7	H9	H12
1	Position Model	**Pump Model**							
2	Position Model	F = Full Capacity R = Reduced Capacity	■ ⊗	■ ⊗	■ ■	⊗ ⊗	■ ■	■ ■	■ ■
3	Position Basic Material & Port Type	S = 316 SS NPT L = 316 SS Flanged X = 316 SS BSPT H = Alloy-C NPT C = Alloy-C Flanged Y = Alloy-C BSPT	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■
4	Position Drive Gear	1 = Alloy-C 3 = Teflon 6 = 316 SS P = PEEK	■ CF ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
5	Position Idler Gear	1 = Alloy-C 3 = Teflon 6 = 316 SS 8 = Ryton P = PEEK	■ CF ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■
6	Position Wear Plates	3 = Teflon 4 = Ceramic E = Carbon 60 P = PEEK	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
7	Position Bearings	3 = Teflon B = Silicon Carbide E = Carbon 60 P = PEEK	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
8	Position Outer Magnet Bore (Mag-Drive)	0 = 0.625" (NEMA 56C/56HC) 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) 6 = 1.375" (NEMA 213/215TC) 7 = 1.625" (NEMA 254/256TC)	■ ■ ■ ■ ■ ■ ⊗ ⊗	■ ■ ■ ■ ■ ■ ⊗ ⊗	■ ■ ■ ■ ■ ■ ⊗ ⊗	■ ■ ■ ■ ■ ■ ⊗ ⊗	■ ■ ■ ■ ■ ■ ⊗ ⊗	■ ■ ■ ■ ■ ■ ⊗ ⊗	⊗ ■ ⊗ ⊗ ⊗ ■ ■ ■
8	Position Seal Type (Sealed)	U = Single-Int Carbon - SiC S = Single-Int Teflon - SiC F = Double Carbon - SiC H = Double Teflon - SiC L = Packing Teflon R = Packing Graphoil	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ⊗ ■ ■	■ ■ ■ ⊗ ■ ■
9	Position Bearing Flush Option	0 = Standard Housings 1 = External Bearing Flush 2 = Internal Bearing Flush	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	⊗ ■ ■
10	Position Shaft Coating	0 = Material same as housing (uncoated) 1 = Ceramic 2 = Tungsten Carbide	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
11	Position O-Rings	0 = Teflon 6 = 316 SS / PTFE encapsulated B = Buna-N E = EPDM V = Viton K = Kalrez	⊗ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■	■ ■ ■ ■ ■ ■
12	Position Retaining Rings	0 = Material same as housing	■	■	■	■	■	■	■
13	Position Bearing Pins	0 = Teflon 1 = Alloy-C 6 = 316 SS	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	⊗ ■ ■
14	Position Coupling Method (Sealed)	0 = Close-Coupled (NEMA 56C/56HC) 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) 6 = Close-Coupled (NEMA 213/215TC) 7 = Close-Coupled (NEMA 254/256TC) 9 = Long-Coupled	■ ■ ■ ■ ■ ■ ⊗ ⊗ ■	■ ■ ■ ■ ■ ■ ⊗ ⊗ ■	■ ■ ■ ■ ■ ■ ⊗ ⊗ ■	■ ■ ■ ■ ■ ■ ⊗ ⊗ ■	■ ■ ■ ■ ■ ■ ⊗ ⊗ ■	■ ■ ■ ■ ■ ■ ⊗ ⊗ ■	⊗ ■ ⊗ ⊗ ⊗ ■ ■ ■ ⊗
14	Position Magnetic Coupling (Mag-Drive)	U = 75 in-lbs B = 120 in-lbs V = 200 in-lbs K = 325 in-lbs J = 650 in-lbs	■ ■ ⊗ ⊗ ⊗	■ ■ ⊗ ⊗ ⊗	■ ■ ■ ⊗ ⊗	■ ■ ■ ⊗ ⊗	■ ■ ■ ⊗ ⊗	■ ■ ■ ⊗ ⊗	⊗ ⊗ ⊗ ■ ■
15	Position 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 (MC: 0.875" dia. shaft; Sealed: 1.125" dia. shaft)