INSTALLATION, OPERATION and MAINTENANCE MANUAL

ROTOGEAR® MAGNETIC-DRIVE PUMPS

4-SERIES GEAR PUMP

Models 41, 43, 44 & 45 - MC

Table of Contents

 Document No.: 3.20.005

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Forward

This manual provides instructions for the installation, operation and maintenance of the Rotogear® 4-Series gear pumps, Models 41, 43, 44 & 45. It is critical for any user to read and understand the information in this manual along with any documents this manual refers to prior to installation and start-up.

Liquiflo shall not be liable for damage or delays caused by a failure to follow the instructions for installation, operation and maintenance as outlined in this manual.

These pumps are not warranted for service other than those specified on the order by Liquiflo applications engineering. If it is desirable to use this product for alternative services, please call Liquiflo applications engineering or your local Liquiflo distributor.

Thank you for purchasing a Liquiflo product.

LIQUIFLO STANDARD TERMS AND CONDITIONS APPLY UNLESS SPECIFIED IN WRITING BY LIQUIFLO.

Detailed Table of Contents

Section 1: General Information

1.1 General Instructions

This manual covers the 4-Series Mag-Drive gear pumps, Models 41, 43, 44 & 45.

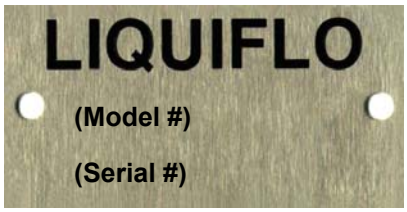
The materials of construction of the pump are selected based upon the chemical compatibility of the fluid being pumped. The user must verify that the materials are suitable for the surrounding atmosphere.

If the fluid is non-conductive, methods are available to mechanically ground the isolated shaft. This is only necessary if the surrounding atmosphere is extremely explosive or stray static charges are present.

Upon receipt of your Liquiflo pump:

A) Verify that the equipment has not been damaged in transit.

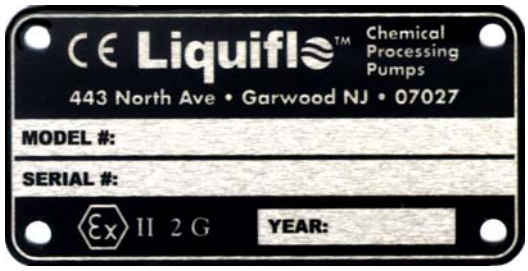
B) Verify that the *Liquiflo Stainless Steel Nameplate* is attached to the pump's mounting bracket. The nameplate displays the pump *Model Number* and *Serial Number*, positioned as shown.



C) Verify that the Model Number on the nameplate matches the Model Number that was ordered.

D) For ATEX certification, verify that the following *Stainless Steel Tag* is attached to the pump:

Explanation of ATEX Tag	
Group II	Explosive atmospheres
Category 2	Equipment provides a high level of protection. Explosive atmospheres are likely to occur.
Category 3	Equipment provides a normal level of protection. Explosive atmospheres are unlikely to occur.
D	Dust
G	Gas



E) Record the following information for future reference:

Model Number:
Serial Number:
Date Received:
Pump Location:
Pump Service:

NOTE: By adding a **K** prior to the pump's Model Code, a **Repair Kit** can be obtained which consists of the following parts: drive and idler gears, drive and idler shafts, wear plates, bearings, retaining rings, keys, housing alignment pins, bearing lock pins and O-rings (see **Appendix 3** for more information).

1.2 Pump Specifications

Table 1: 4-Series Gear Pump Specifications

Pump Model		41-MC		43-MC		44-MC	45-MC	Units
Port Size		1/4	3/8	1/4	3/8	3/8	3/8	**in**
Port Type (Threaded)		NPT	BSPT	NPT	BSPT	NPT or BSPT	NPT or BSPT	**–**
Pump Body Material		316 Stainless Steel, Alloy-C or Titanium						**–**
Gears, Wear Plates, Bearings & Shafts		See Table 2 (Page 5) for Material Data						**–**
O-ring Material		Teflon (PTFE)						**–**
Mounting Bracket	**Material**	Epoxy Painted Cast Iron						**–**
	Motor Frames	NEMA 48C, IEC 71 (B14 Face) & NEMA 56C/56HC [5]						**–**
Magnetic Coupling	**Materials**	Magnets: Samarium Cobalt (SmCo) Inner Magnet Casing: 316 SS, Alloy-C or Titanium [6] Outer Magnet Casing: Carbon Steel/Epoxy						**–**
	Size (Torque)	MCN (20) or MCR (30)						**in-lbs**
Maximum Speed		1750		1750		1750	1750	**RPM**
		29.2		29.2		29.2	29.2	**Hz**
Theoretical Displacement [1]		.000276		.000828		.001379	.001930	**GPR**
		.001045		.003134		.005220	.007306	**LPR**
Maximum Flow Rate		0.48		1.45		2.41	3.38	**GPM**
		1.83		5.48		9.13	12.8	**LPM**
Maximum Differential Pressure		100		100		100	100	**PSI**
		6.9		6.9		6.9	6.9	**bar**
Maximum System Pressure		300		300		300	300	**PSI**
		20.7		20.7		20.7	20.7	**bar**
Maximum Temperature		500		500		500	500	**°F**
		260		260		260	260	**°C**
Minimum Temperature		-40		-40		-40	-40	**°F**
		-40		-40		-40	-40	**°C**
Maximum Viscosity [2]		5,000		4,100		5,200	4,600	**cP**
		5,000		4,100		5,200	4,600	**mPas**
NPSHR [3]		4.5		3		3	2	**ft**
		1.4		0.9		0.9	0.6	**m**
Suction Lift (dry) [3]		0.5		1.5		2.0	4	**ft**
		0.15		0.45		0.6	1.2	**m**
Weight [4]		11		11		13	13	**lbs**
		5		5		6	6	**kg**

FOOTNOTES:

1 Based on new pump operating at Maximum Speed and 0 PSI (bar) differential pressure.
2 Specified at 300 RPM, 50 PSI (3.4 bar) differential pressure and standard clearance (i.e., no viscosity trim).
3 Net Positive Suction Head Required and Suction Lift are specified at Maximum Speed and 1 cP (mPas).
4 Excluding motor.
5 Adapter plate is required for NEMA 56C/56HC motor frames (see Page 22).
6 Material will match Pump Body Material.

NOTES:

1 The actual maximum surface temperature depends not on the pump but primarily on the temperature of the fluid being pumped. Temperature class can be controlled with the use of thermal sensors. Pump surfaces will be approximately 20 °F (7 °C) above the temperature of the fluid being pumped.

2 Pump is designed to operate within the ambient temperature range of -4 °F (-20 °C) to 104 °F (40 °C).

1.3 Model Coding

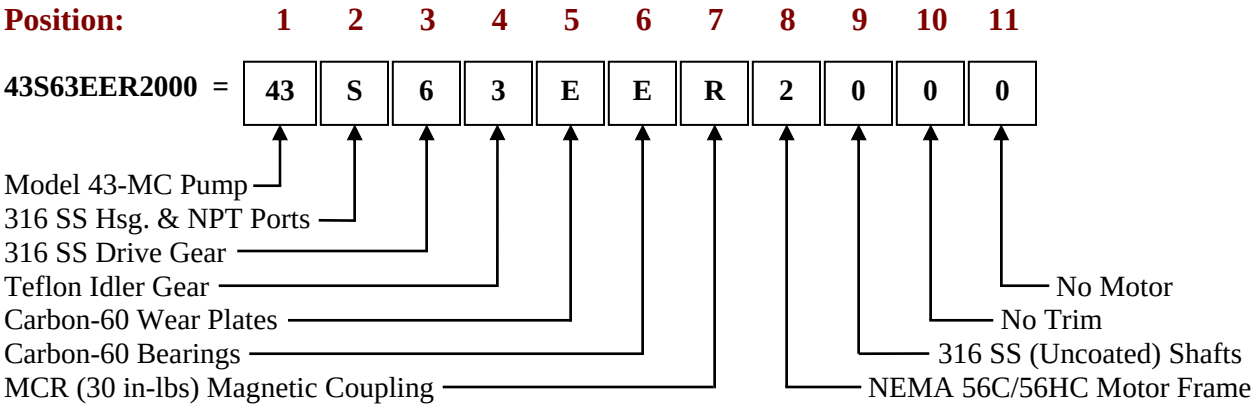
Table 2: Model Coding for 4-Series Gear Pumps

Position	Description	Code	Selection
1	Pump Model	41	Model 41-MC Pump
		43	Model 43-MC Pump
		44	Model 44-MC Pump
		45	Model 45-MC Pump
2	Basic Material & Port Type	S	316 SS Housing & NPT Ports
		H	Alloy-C Housing & NPT Ports
		T	Titanium Housing & NPT Ports
		X	316 SS Housing & BSPT Ports
		Y	Alloy-C Housing & BSPT Ports
		Z	Titanium Housing & BSPT Ports
3	Drive Gear	1	Alloy-C
		3	Teflon *
		4	Titanium
		6	316 SS
		8	Ryton
		P	PEEK
4	Idler Gear	1	Alloy-C
		3	Teflon *
		4	Titanium
		6	316 SS
		8	Ryton
		P	PEEK
5	Wear Plates	2	Carbon
		E	Carbon-60
		3	Teflon *
		4	Ceramic
		P	PEEK
6	Bearings	2	Carbon
		E	Carbon-60
		3	Teflon *
		B	Silicon Carbide
		P	PEEK
7	Magnetic Coupling	N	MCN (20 in-lbs)
		R	MCR (30 in-lbs)
8	Outer Magnet Bore (Motor Frame)	0	0.500” (NEMA 48C)
		1	14 mm (IEC 71 – B14 Face)
		2	0.625” (NEMA 56C/56HC)
9	Shafts	0	Material Same as Housing, Uncoated (**Position 2** = **S**, **H**, **X** or **Y**) TiO_2 Coated Titanium (**Position 2** = **T** or **Z**)
		A	Chrome Oxide Coated (**Position 2** = **S**, **H**, **X** or **Y**)
		C	Tungsten Carbide Coated (**Position 2** = **S**, **H**, **X** or **Y**)
10	Options (Trim)	0	No Trim
		8	Temperature Trim
		9	Viscosity Trim
11	Motor	0	No Motor
		A	0.25 Hp/1750 RPM – TEFC-115-230 VAC/1-ϕ/50-60 Hz
		B	0.25 Hp/1150 RPM – TEFC-115-230 VAC/1-ϕ/50-60 Hz
		C	0.25 Hp/1750 RPM – TENV-90 VDC with SCR Control

* 25% Glass-filled PTFE.

NOTE: See Model Coding Example on next page.

Model Coding Example:



1.4 Repair Kits & Replacement Parts

Repair kits and replacement parts for the pumps can be purchased from your local Liquiflo distributor. Refer to **Appendices 3** thru **5** for individual parts information.

1.5 Returned Goods Authorization (RGA)

If it is necessary to return the pump to the factory for service,

1) Contact your local Liquiflo distributor to discuss the return, obtain a Returned Goods Authorization Number (**RGA #**) and provide the distributor with the required information (see RGA Record below).
2) Clean and neutralize pump.
3) Package the pump carefully and include the **RGA #** in a visible location on the outside surface of the box.
4) Ship pump to factory, freight prepaid.

Returned Goods Authorization (RGA) Record		
1	**RGA #**	**(Supplied by Distributor)**
2	**Distributor Name**	
3	**Order Date**	
4	**Customer PO#**	
5	**Return Date**	
6	**Item(s) Returned**	
7	**Serial Number(s)**	
8	**Reason for Return**	
9	**Fluid(s) Pumped**	
10	**Notes**	

NOTE: Pump must be cleaned and neutralized prior to shipment to the factory.

Section 2: Safety Precautions

2.1 General Precautions

- **Always** lock out the power to the pump driver when performing maintenance on the pump
- **Always** lock out the suction and discharge valves when performing maintenance on the pump
- **Never** operate the pump without safety devices installed
- **Never** operate the pump with suction and/or discharge valves closed
- **Never** operate the pump out of its design specifications
- **Never** start the pump without making sure that the pump is primed
- **Never** use heat to disassemble pump
- Inspect the entire system before start-up
- Monitor the system during operation and perform maintenance periodically or as required by the application
- Decontaminate pump using procedures in accordance with federal, state, local and company environmental regulations
- Before performing maintenance on the pump, check with appropriate personnel to determine if skin, eye or lung protection is required and how best to flush the pump
- When performing maintenance, pay special attention to all cautionary statements given in this manual. **Failure to observe safety precautions can result in personal injury, equipment damage or malfunction.** Cautionary statements will have the following format:

CAUTION! (Statement)

2.2 Precautions for Magnetic-Drive Pumps

Magnetic-drive pumps contain strong magnets, which pose health risks. Based on this the following must be observed:

- Individuals with cardiac pacemakers should avoid repairs on these units
- Individuals with internal wound clips, metallic wiring, or other metallic prosthetic devices should avoid repairs on these units
- Strong magnetic fields can cause tools and parts to slam together, injuring hands and fingers

Strong magnets will attract iron, cast iron, carbon steel and some types of stainless steel. Keep magnets away from credit cards, computers, computer discs and watches.

Section 3: Pump & Motor Installation

3.1 Installation of Pump, Motor and Base

Refer to the Hydraulic Institute Standards for proper installation procedures of the base, pump and motor. Observe the following guidelines:

1) The foundation area must be rigid and level for maintaining pump alignment.

2) The pump and motor assembly must be securely fastened to the base, and the base must be securely attached to the ground.

3) The pump inlet should be as close to the liquid source as practical and preferably below it.

4) The pump and motor should be accessible for servicing and inspection.

5) The pump and motor should be protected from dust or cleaned periodically to prevent the build-up of dust.

NOTE: The 4-Series pumps are close-coupled and no alignment procedure between the pump and motor is required.

3.2 General Piping Requirements

Guidelines for piping are given in the Hydraulic Institute Standards and should be reviewed prior to pump installation.

1) All piping must be supported independently and must line up naturally with pump ports.

CAUTION! Do not use the pump to support the piping or allow the piping to apply stress to the pump ports. This can distort the alignment of the pump housing with internal parts and lead to rapid wear or malfunction.

2) DO NOT make final connection of piping to pump until the base has been secured and the motor mounting bolts have been tightened.

3) Piping that handles both hot and cold liquids require proper installation of expansion loops and joints so that thermal expansion of the piping will not cause misalignment.

4) Piping runs should be designed to minimize friction losses.

5) Suction and discharge piping should be the same size or larger than the inlet and outlet ports.

6) The piping should be arranged to allow the pump to be flushed and drained prior to the removal of the pump for servicing. Valves and unions should be installed to allow the pump to be isolated during maintenance.

7) The piping system should be thoroughly cleaned prior to installation of the pump.

3.3 Gear Pump Requirements

1) A positive displacement pump should have a **pressure relief valve** installed in the discharge line. The relief valve should be the closest valve to the discharge port of the pump and should bypass the discharge line back to the supply tank.

2) The maximum particle size capable of being passed by the pumps is 37 microns. When pumping fluids containing suspended solids, a **filter** of at least 400 U.S. Mesh should be installed in the suction line.

3) Concentration of solids should be limited to a maximum of 1%. Exceeding 1% can cause the wear rate to increase to an unacceptable level, resulting in a rapid decrease in pump performance. In addition to solids concentration, the specific wear rate also depends on the size, shape and hardness of the particles, the operating speed and the materials used to construct the pump.

3.4 General Motor Requirements

1) The motor must be compatible with the pump and conditions of the application.

2) The motor supply voltage must match the nameplate voltage of the motor.

3) The motor should never be operated outside of its design specifications.

4) The motor should be inspected periodically and serviced or replaced as required.

CAUTION! Lock out power to the motor before servicing or replacing.

3.4.1 Motor Selection

1) The motor frame must be equipped with feet for mounting to a base (see cover photo).

2) The motor frame must be compatible with the pump mounting bracket. Choices are NEMA 48C, 56C, 56HC and IEC 71 (B14 Face). NEMA 56C/56HC motor frames will require an *adapter plate* (P/N 442203) and four *adapter mounting bolts* (P/N 620825) with *lockwashers* (P/N S1004) to mount the bracket to the motor. (Note: Complete pumps ordered for use with NEMA 56C/56HC motor frames will be supplied with the adapter plate and mounting hardware.)

3) The motor must have an enclosure that is compatible with the application conditions. If an explosion-proof motor is required, the *temperature code* of the motor must be acceptable for the fluid that will be pumped.

4) The speed and power output rating of the motor must be sufficient for the conditions of service. The power output rating of the motor should exceed the maximum power that will be required by the pump over its operating range.

3.4.2 Motor Hook-Up

1) Electrical wiring of the motor should be performed by a certified electrician.

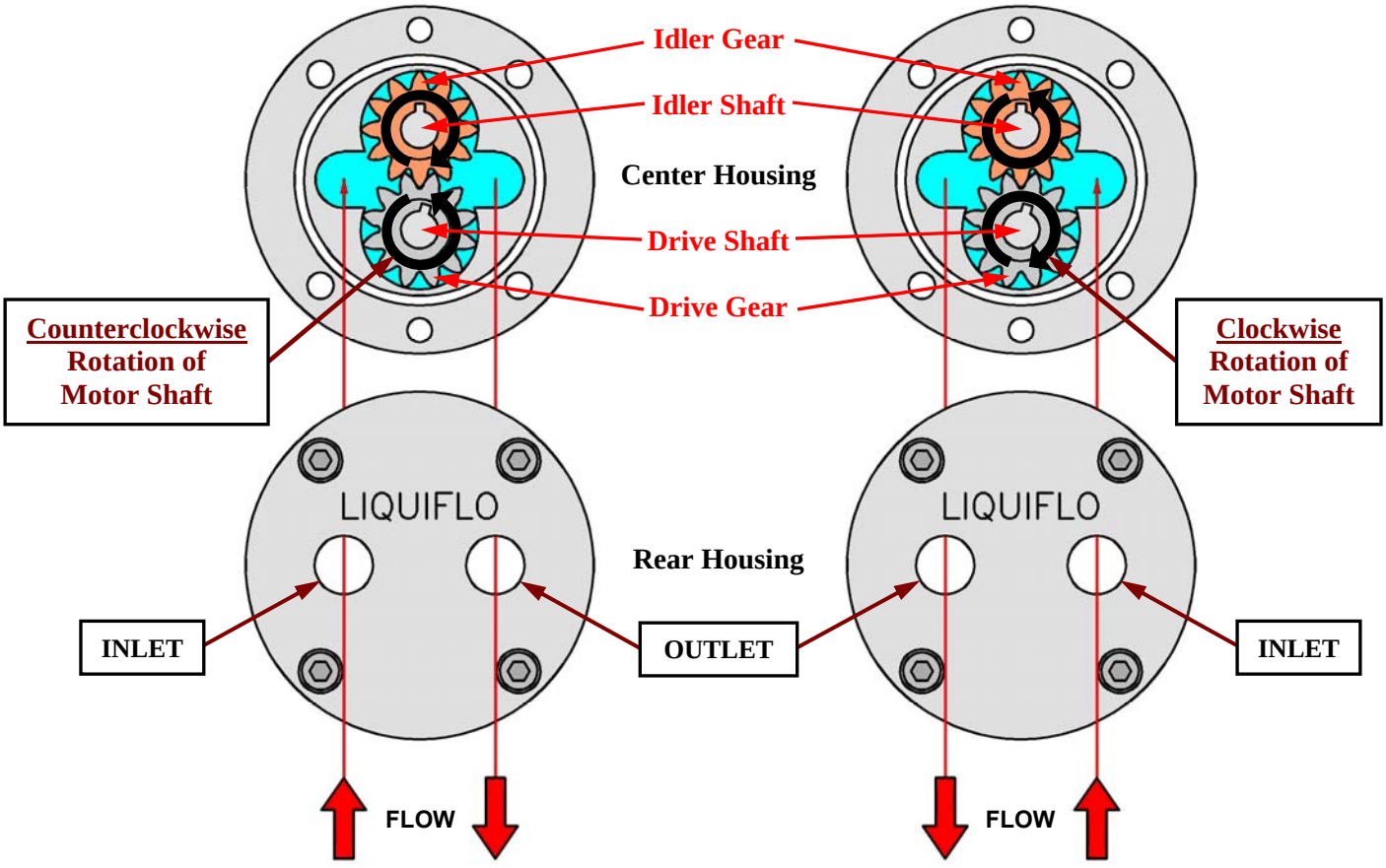
2) Follow the recommendations of the motor manufacturer and observe all electrical wiring safety standards.

3) The motor supply voltage must match the motor nameplate voltage or serious motor damage or fire can result.

CAUTION! Lock out power to the motor before connecting to power line.

3.4.3 Motor Direction

The motor shaft is magnetically coupled to the drive shaft of the pump. Both shafts will turn in the same direction. Because the gear pump is bi-directional, the pump shaft can turn in either direction to produce flow in either direction. The direction of rotation of the motor shaft (same as that of the pump drive shaft) will determine which side of the pump is the *inlet* (suction side) and which side is the *outlet* (discharge side). For the 4-Series pumps, the flow direction will be as shown below:



Fluid will enter the pump at the left port (inlet) and be discharged at the **right** port (outlet).

Fluid will enter the pump at the right port (inlet) and be discharged at the **left** port (outlet).

Section 4: Start-Up & Operation

4.1 Start-Up

1) Verify that the pump and motor are suitable for the conditions of service.

2) Verify that all suction and discharge valves are open before starting the pump.

3) Prime the pump and jog the motor to check the direction of rotation. As viewed from the pump end, a clockwise rotation of the motor will result in fluid discharge from the left port; Counter-clockwise rotation will result in fluid discharge from the right port (see Page 10).

4) The pump is capable of pulling a dry lift, but it is still recommended that the pump be primed prior to starting.

5) A **pressure relief valve** should be installed in the discharge line to protect the pump from any kind of line blockage including the inadvertent closing of an isolation valve.

6) If the fluid contains suspended solids, a **filter** of at least 400 U.S. Mesh should be installed in the suction line. Concentration of solids should be limited to a maximum of 1%.

4.2 Operating Requirements

1) Do not operate the pump without fluid inside it.

CAUTION! Do not run pump dry for more than 30 seconds or damage to internal parts can result.

2) The pump should be operated with at least 20 PSI (1.4 bar) differential pressure to ensure that internal components are properly lubricated by the pumped fluid.

3) Adequate suction pressure must be available for the pump to function properly (see NPSHR data on Page 4).

4) Do not operate the pump outside of its design specifications (see Page 4).

4.3 Troubleshooting

A normally operating magnetic-drive gear pump will deliver a steady, pulse-less flow with no leakage, be relatively quiet and have a predictable flow rate based on the pump speed, fluid viscosity and differential pressure across the pump. Refer to the performance curves of the specific pump model being operated (see Liquiflo Product Catalog or website: www.liquiflo.com).

During pump operation, inspect for: (1) Unusual noise, (2) Product leakage, (3) Expected suction and discharge pressures and (4) Expected flow rate based on pump speed, fluid viscosity and differential pressure. If any problems occur, stop the pump and take corrective action. For help with problem solving, refer to the Troubleshooting Guide given in **Appendix 6**.

Section 5: Maintenance & Repair

The pump has internal bearings, wear plates, gears and shafts, which require replacement over time due to wear. Standard repair kits are available to facilitate repair of the pump. Repair kits for the 4-Series pumps include the gears, shafts, wear plates, bearings, keys, bearing lock pins, housing alignment pins, O-rings and retaining rings. The O-rings and retaining rings should always be replaced when rebuilding the pump.

5.1 Work Safety

Before performing maintenance, review the Safety Precautions given in **Section 2** (see Page 7).

CAUTION! The Magnetic Couplings used in these pumps contain strong magnets. Observe the Precautions given in Section 2.2.

5.2 Removal from System

CAUTION! If the pump was used to move hazardous or toxic fluids, it must be flushed and decontaminated prior to removal from the system piping. Refer to the Material Safety Data Sheet (MSDS) for the liquid and follow all prescribed safety precautions and disposal procedures.

1. Flush the pump.
2. Stop the motor and lock out the electrical panel.

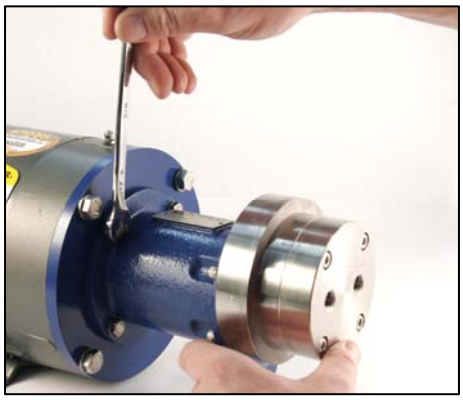
CAUTION! Be certain the pump's motor switch is in the OFF position and the power to the motor is locked out.

3. Close the suction and discharge isolation valves.
4. Disconnect the pump from the system piping.

5.3 PUMP DISASSEMBLY

Follow the procedure below and refer to the drawings in **Appendix 5**.

Removal of Pump from Motor:



1 **a.** Remove the four mounting bolts (17) which secure the mounting bracket (14) to the motor.

NOTE: The pump is shown mounted to a NEMA 56C motor frame. The adapter plate shown bolted to the motor allows the pump bracket to be mounted to the motor.

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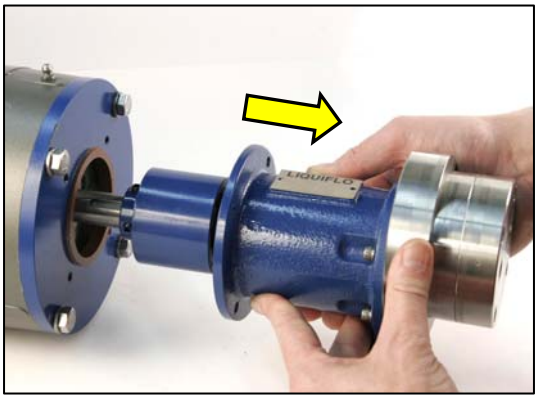
b. Separate the pump and mounting bracket assembly from the motor by pulling it straight out, as shown.



CAUTION! Do not place hands or fingers between the C-faces of the Motor and Pump Bracket.

NOTE: Force must be applied to overcome the magnetic attraction between the outer and inner magnets.

CAUTION! The next step will separate the containment can from the pump, which will contain residual fluid that may be hazardous. Be careful not to contact or spill any residual fluid once the containment can is free.

Removal of Containment Can:

2 **a.** Remove four bolts (16) to detach the *pump module* from the mounting bracket (14).

NOTE: Orient the pump as shown. This will capture the residual fluid in the containment can. Once the bolts are removed, the containment can is no longer attached to the pump.

---

2 **b.** Separate the *pump module* from the bracket. Discard the containment can O-ring (13).

CAUTION! The Containment Can is no longer secured to the pump. Be careful not to spill any residual liquid in the can.

---

c. Remove the containment can (11) from the bracket (14) and dispose of any residual fluid.

Removal of Inner Magnet:

3 Loosen the setscrew (27) and remove the inner magnet (10) from the drive shaft (20).

Removal of Internal Parts from Pump Module:

4 **a.** Remove the four housing bolts (4) that hold the front housing (8), center housing (2) and rear housing (12) together.

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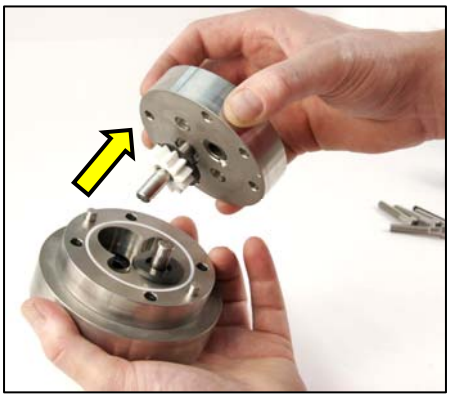
4 **b.** Separate all parts and dispose of the housing O-rings (5).



NOTE: If any parts are worn, they should be replaced (see **Appendix 2** for wear allowances). O-rings and retaining rings should always be replaced when repairing the pump. Liquiflo Repair Kits contain the gears and shafts preassembled, as shown in **Appendix 3**. If it is not necessary to separate the gears from the shafts, skip **Step 5** and proceed directly to **Step 6**.

Gear-Shaft Disassembly:

5

CAUTION! Be careful not to damage the drive and idler shafts.

a. Remove one retaining ring (21) from the shaft (1 or 20).

NOTE: The retaining ring can be removed by inserting a pointed tool in the split and then prying off, as shown. To hold the shaft in place, use special vice jaws made of aluminum, bronze, brass or other soft material so as not to dent or damage the shaft (see photo).

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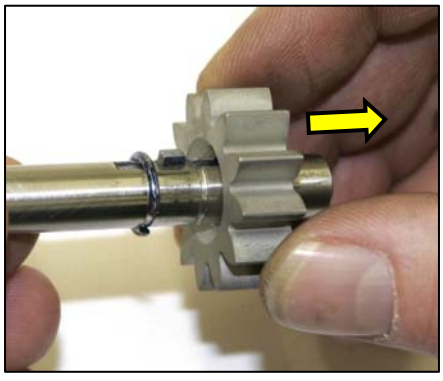
b. Separate the gear (6 or 15) and key (23 or 24) from the shaft.



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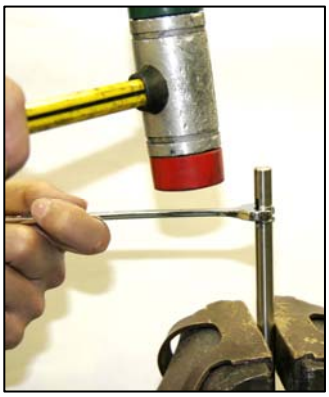
5 **c.** Remove the other retaining ring (21) from the shaft.

NOTE: One method for removing the retaining ring is shown at right. First bridge the shaft with a close fitting open-end wrench and then strike the wrench handle with a mallet to dislodge the retaining ring from the groove (see photo).



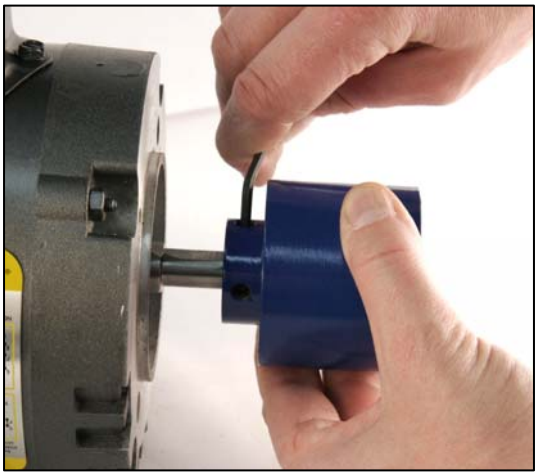
Removal of Bearings:

6 Extract the bearings (3) from the front housing (8) and rear housing (12).

NOTE: The bearings were installed into the housings using a light press fit. They can normally be removed using a hooked tool or by threading in a tap and pulling out the bearing, as shown.

Removal of Outer Magnet:

7 Loosen the two setscrews (26) on the hub of the outer magnet (9) and then remove the outer magnet from the motor shaft.



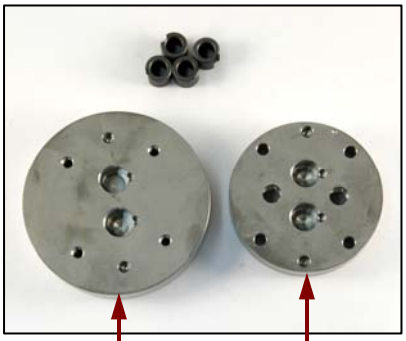
END OF DISASSEMBLY PROCEDURE

5.4 PUMP ASSEMBLY

Follow the procedure below and refer to the drawings in **Appendix 5**.

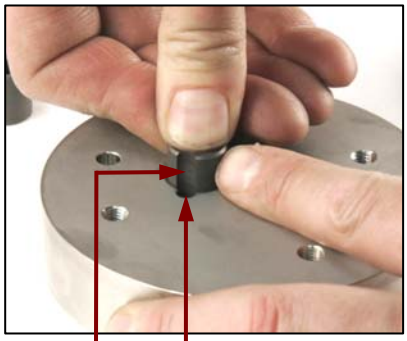
Installation of Bearings into Front and Rear Housings:

1 Install the bearings (3) into the front housing (8) and rear housing (12).

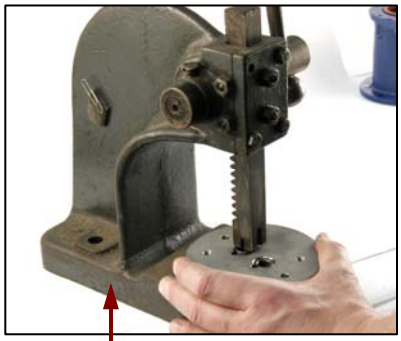


Front Housing

Rear Housing



Bearing Lock Pin Grooves



Mechanical Press

NOTE: Align the grooves for the bearing lock pins. The bearings should slip in but may require a light press fit. A mechanical press can be used to facilitate the process.

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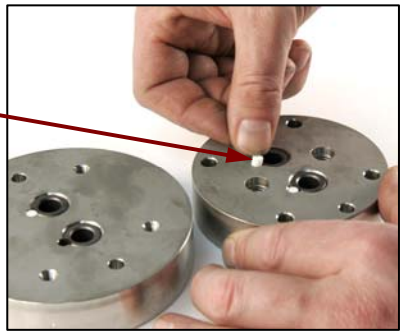
2 Insert the bearing lock pins (28) into the front and rear housings.

NOTE: The pins serve to prevent the bearings from rotating.

Bearing Lock Pin



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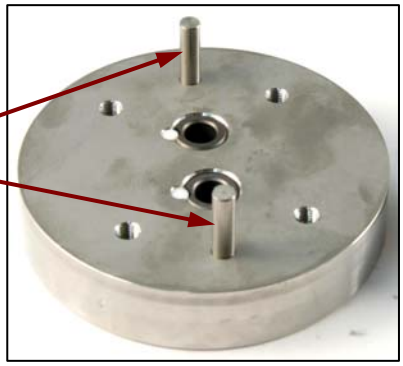
3 Install two housing alignment pins (25) into the front housing (8).

NOTE: The housing pins serve to accurately align the front, center and rear housings.

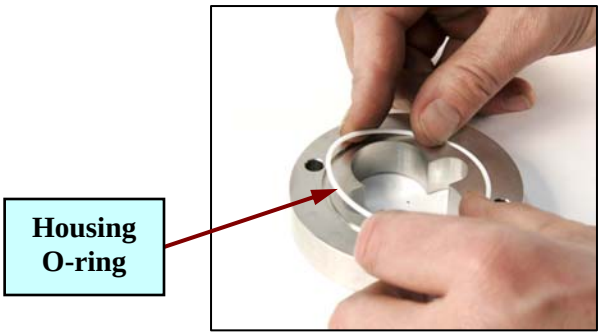
Housing Alignment Pins



---

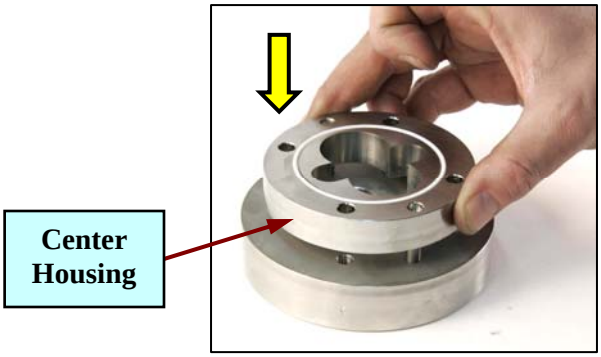
4 Install two O-rings (5) into the center housing (2).

CAUTION! Do not reuse O-rings.



---

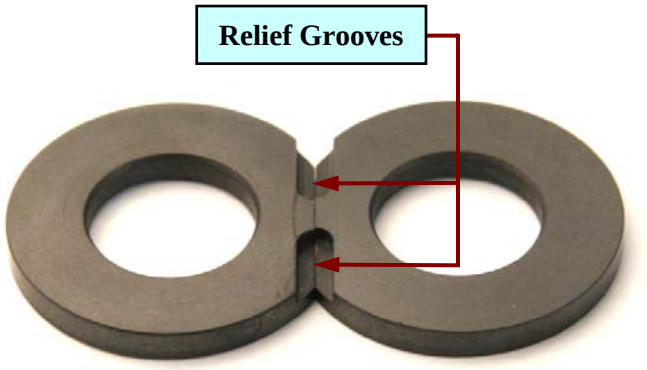
5 Place the center housing (2) over the housing alignment pins (25) and onto the front housing (8), as shown.



Installation of Wear Plates

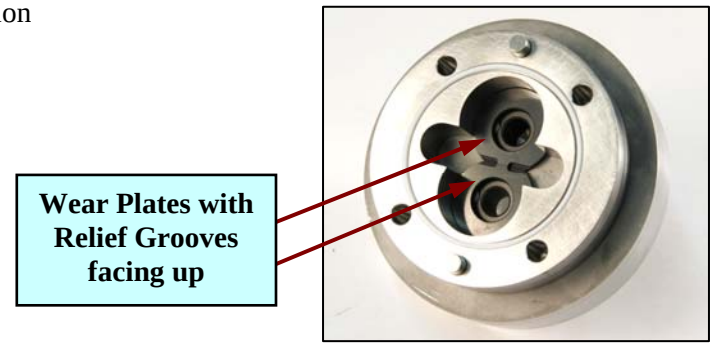
Most Liquiflo wear plates are manufactured with cut-outs or grooves to provide liquid relief paths to reduce hydraulically induced gear separation forces that exist during pump operation. These forces decrease pump life by placing significant loads on the shafts and bearings. To be effective, the relief grooves must face toward the gears.

NOTE: Failure to orient the wear plates properly will reduce the operating life of the pump.



6 Place two wear plates (7) into position inside the housing bores, as shown.

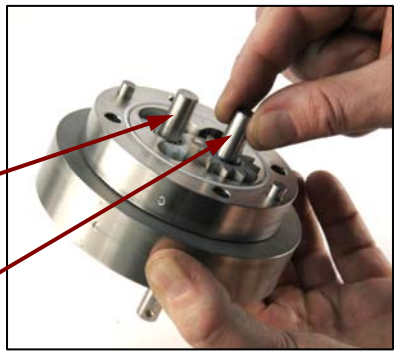
NOTE: For relieved wear plates, the cut-outs must face up (see photo). This will orient the relief grooves toward the gears.



Installation of Gear-Shaft Assemblies:

7 Insert the gear-shaft assemblies into the housing, as shown.

NOTE: Liquiflo Repair Kits contain the gears and shafts preassembled as shown in **Appendix 3**. If the replacement gears and shafts are not assembled, see **Appendix 4** for the assembly procedure.



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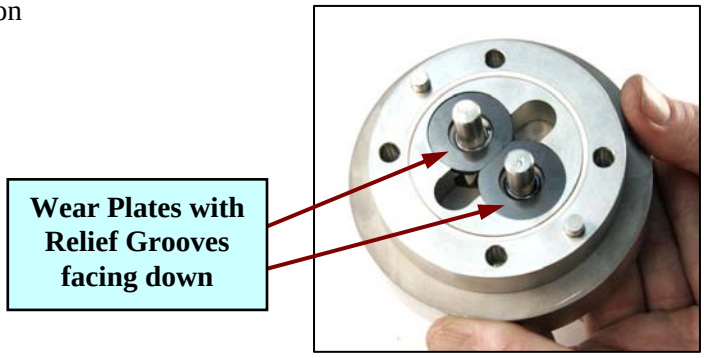
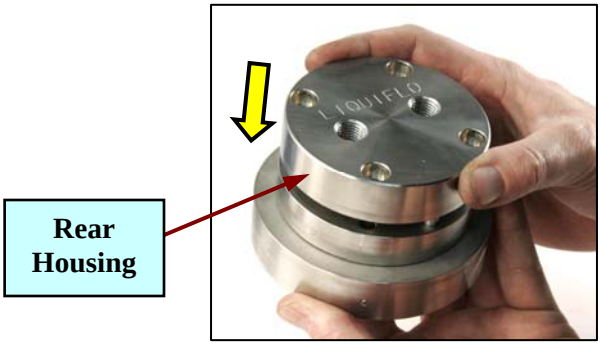
8 Place two wear plates (7) into position on top of the gears, as shown.

NOTE: For relieved wear plates, the cut-outs must face down, toward the gears.



---

9 Install the rear housing (12) over the housing alignment pins (25) and onto the center housing (2), as shown.



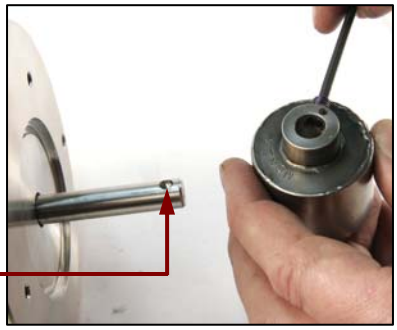
---

10 Install and tighten four housing bolts (4).

NOTE: Tighten the bolts in a crisscross pattern to ensure even compression on the O-ring's surface. Teflon O-rings cold flow so the bolts may need to be retightened several times. See **Appendix 1** for the torque specifications of the fasteners.

Installation of Inner Magnet:

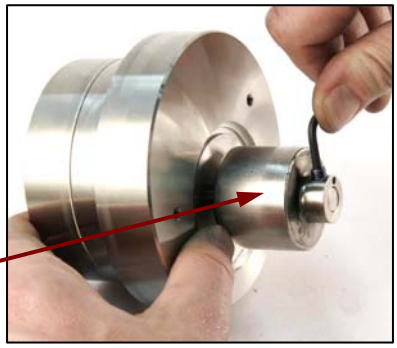
11 **a.** Adjust the dog-point setscrew (27) of the inner magnet (10) so that it will not touch the drive shaft during installation.



---

b. Slide the inner magnet (10) on the drive shaft (20) and align the setscrew over the positioning hole on the shaft; then tighten the dog-point setscrew into the positioning hole.

NOTE: The inner magnet must be installed with the orientation shown.



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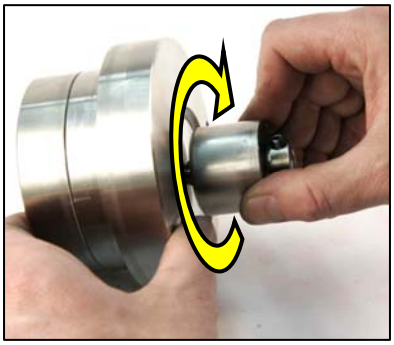
c. Turn the inner magnet by hand to ensure that the gears will rotate freely inside the housing.

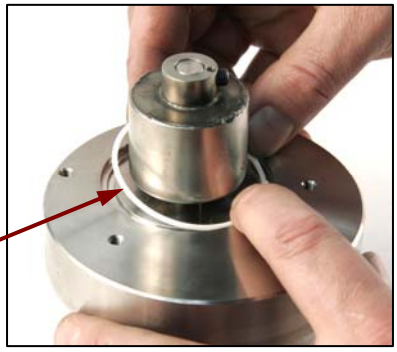
NOTE: The gears should rotate freely with no more than a slight amount of drag.



---

12 Install the containment can O-ring (13) into the circular groove on the front housing (8).

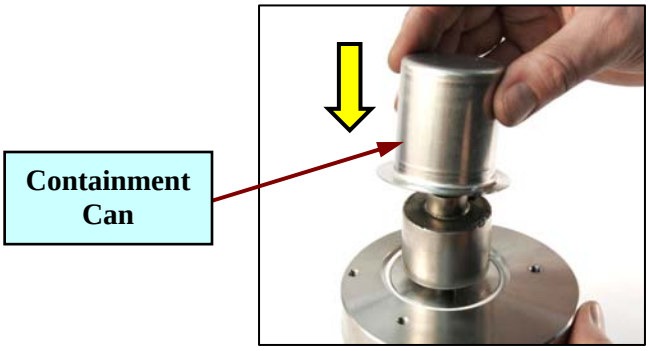
CAUTION! Do not reuse O-rings.



Installation of Containment Can & Bracket:

13 **a.** Place the containment can (11) over the inner magnet (10) and onto the front housing (8).

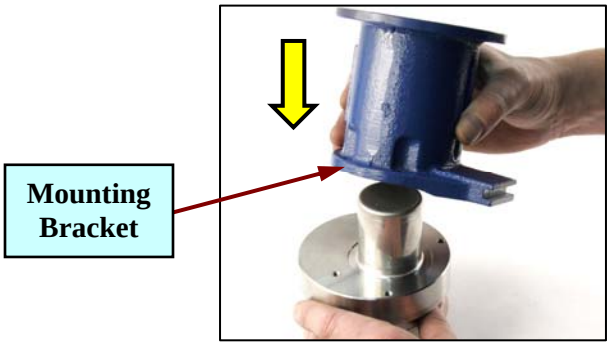
NOTE: The containment can should seat naturally into the counter-bore on the front housing.



---

b. Place the mounting bracket (14) over the containment can and onto the front housing, with orientation as shown.

NOTE: The mounting bracket, once installed, will secure the containment can to the pump.



---

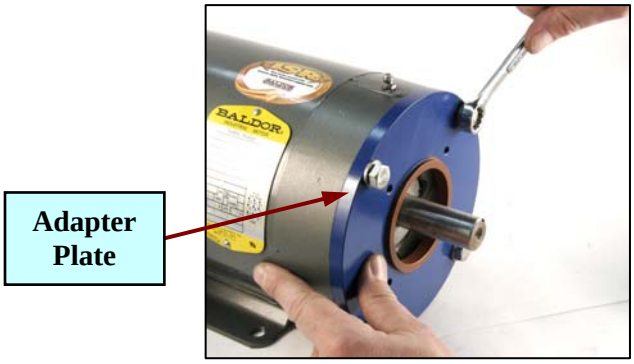
c. Install four sets of bolts (16) and lockwashers (29); then tighten the bolts.

NOTE: Tighten the bolts in a crisscross pattern to ensure even compression on the O-ring's surface. Teflon O-rings cold flow so the bolts may need to be retightened several times. See **Appendix 1** for the torque specifications of the fasteners.

NOTE: Perform **Step 14** only if the pump will be mounted to a NEMA 56C or 56HC motor frame.

14 Install the adapter plate (18) to the motor using four sets of adapter mounting bolts (19) and lockwashers (31).

NOTE: The *adapter plate* (P/N 442203) shown is required to mount the pump bracket to NEMA 56C/56HC motor frames. It is not required to mount the bracket to NEMA 48C or IEC 71 motor frames. Refer to **Appendix 1** for the torque specifications of the *adapter mounting bolts* (P/N 620825).



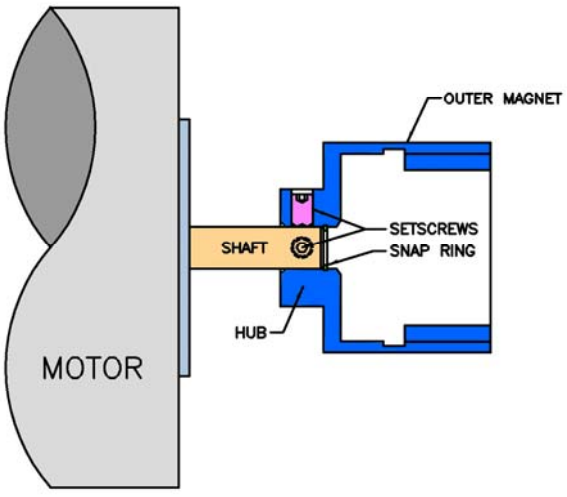
Installation of Outer Magnet

The outer magnets for the 4-Series pumps are available with three different bore sizes to allow installation on the shafts of standard motor frames (see table below).

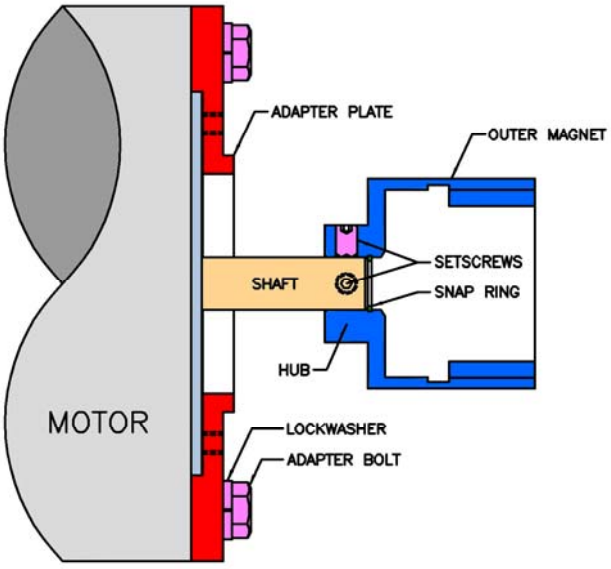
Standard Motor Frame	Motor Shaft Diameter or Outer Magnet Bore Size
NEMA 48C	**1/2 in.**
IEC 71 (B14 Face)	**14 mm**
NEMA 56C/56HC	**5/8 in.**

Each outer magnet for the 4-Series Pumps has the same method of installation on the corresponding motor frame. As shown in the diagrams below, the outer magnet is positioned on the motor shaft by a snap ring installed in the hub of the outer magnet. The outer magnet is in position once the snap ring contacts the end of the motor shaft. Two cup-point setscrews are used to lock the outer magnet in position on the motor shaft.

NEMA 48C or IEC 71 Motor Frames:



NEMA 56C or 56HC Motor Frames:



NOTE: The mounting bracket for the 4-Series Pumps is designed to mount directly to NEMA 48C and IEC 71 (B14 Face) motor frames. For NEMA 56C or 56HC motor frames, an *adapter plate* is required to mount the pump to the motor. (See diagrams above.) Complete pumps ordered for use with NEMA 56C/56HC motor frames will be supplied with the *adapter plate* (P/N 442203), *adapter mounting bolts* (P/N 620825) and *lockwashers* (P/N S1004).

Installation of Outer Magnet:

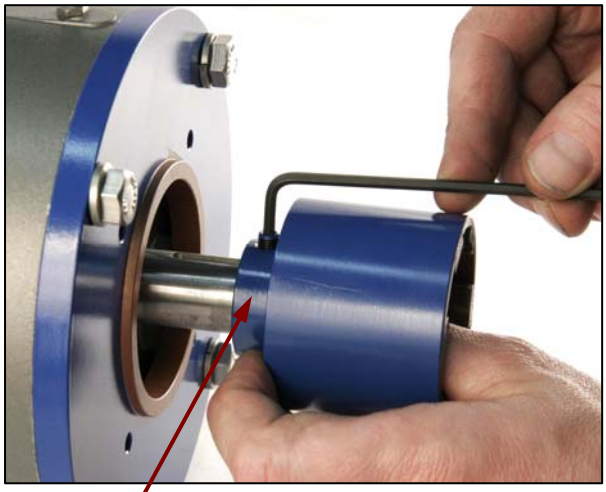
15

a. Apply a small amount of anti-seize compound to the motor shaft.

b. Slide the outer magnet (9) onto the motor shaft and position the hub as shown on Page 22.

c. Tighten both setscrews (26) on the hub of the outer magnet.

NOTE: For NEMA 56C/56HC and IEC 71 (B14 Face) motors, the cup-point setscrews can be tightened on the round surface of the shaft. For NEMA 48C motors, one setscrew can be tightened on the flat surface of the shaft and the other on the round surface.



Outer Magnet & Bracket Part Numbers:

The specific outer magnet and mounting bracket supplied with the pump is dependent on the motor frame selected; the outer magnet also depends on the magnetic coupling size (see table below). The pump Model Code defines both the Outer Magnet Bore (Motor Frame) and the Magnetic Coupling (see Table 2, Page 5).

Standard Motor Frame	Motor Shaft Diameter or Outer Magnet Bore Size	Magnetic Coupling Size	Outer Magnet Part Number	Bracket Part Number
NEMA 48C	1/2 in.	MCN	SOMCN-4	442200
NEMA 48C	1/2 in.	MCR	SOMCR-4	442200
IEC 71 (B14 Face)	14 mm	MCN	SOMCN-71	442201
IEC 71 (B14 Face)	14 mm	MCR	SOMCR-71	442201
NEMA 56C/56HC	5/8 in.	MCN	SOMCN-5	442200 *
NEMA 56C/56HC	5/8 in.	MCR	SOMCR-5	442200 *

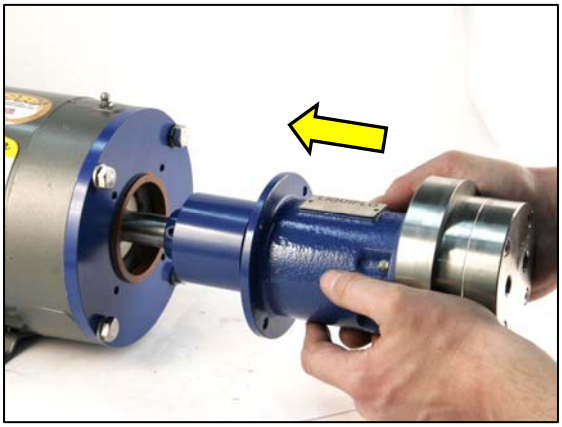
MCN = 20 in-lbs; **MCR** = 30 in-lbs.

* Adapter plate required (see Page 22).

Installation of Pump to Motor:

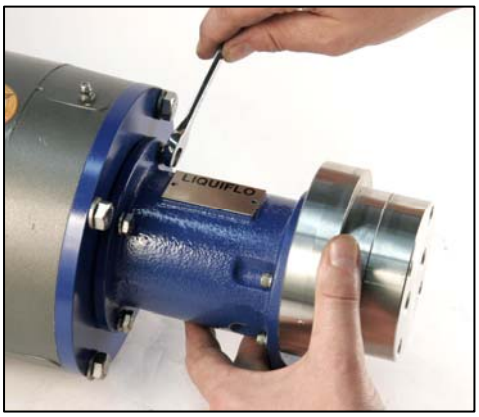
16

CAUTION! Do not place hands or fingers between Bracket and Motor C-faces. The Outer and Inner Magnets will suddenly pull together with significant force.



Carefully slide pump bracket (14) over the outer magnet (9), as shown, and install onto motor using four mounting bolts (17) with lockwashers (30); then tighten the bolts.

NOTE: The C-faces of the bracket and motor should mate freely and mount flush. For NEMA 56C/56HC motor frames, the pump bracket will mount to the motor adapter plate (see photos).



NOTE: See **Appendix 1** for the torque specifications of the fasteners.

4-Series Pump shown Close-Coupled to NEMA 56C Motor Frame

END OF ASSEMBLY PROCEDURE

Appendix 1: Fastener Torque Specifications

Maximum Torque Values for 18-8 Stainless Steel Bolts

Function	Pump Models	Bolt Size	Bolt Type	Quantity (per Pump)	Max Torque Specifications	
					(in-lbs)	(N-m)
Housing Assembly	**41 & 43**	1/4-28 UNF x 1 1/2	SHCS	4	94.0	10.6
	44 & 45	1/4-28 UNF x 2				
Pump-Bracket Assembly	**41 thru 45**	#10-32 UNF x 1/2	SHCS	4	31.7	3.58
Motor[1]-Bracket Assembly	**41 thru 45**	1/4-20 UNC x 5/8	HHCS	4	75.2	8.50
Motor[2]-Adapter Assembly	**41 thru 45**	3/8-16 UNC x 1	HHCS	4	236	26.7
Adapter[2]-Bracket Assembly	**41 thru 45**	1/4-20 UNC x 5/8	HHCS	4	75.2	8.50

[1] NEMA 48C motor frames
[2] NEMA 56C/56HC motor frames

SHCS = Socket Head Cap Screw
HHCS = Hex Head Cap Screw

Appendix 2: Wear Allowances

When a pump requires maintenance, a convenient way to restore the pump to like-new condition is to use a repair kit. (The repair kit contains all *internal wear parts* as well as O-rings, retaining rings, bearing lock pins, housing alignment pins and keys.) In some cases, only certain parts may need to be replaced. The primary wear parts of the pump are the gears, shafts, wear plates and bearings. The center housing (secondary wear part and not included in repair kit) may also incur physical wear by contact with the gears caused by excessively worn bearings. These wear parts can be reused if they are in acceptable condition. O-rings and retaining rings should not be reused. The following used parts should be inspected and evaluated for reuse based on the specifications in the **Wear Allowances Chart** (see below):

Gears: *Spur gears* should have a uniform tooth profile on both the leading and trailing edges. If the outer diameter of the gear is worn, pumping performance will degrade. Gears with minor wear should be evaluated for reuse by measuring the outer diameter and comparing it to the minimum diameter specification given in the Wear Allowances Chart. Gears with obvious major wear, such as flattened teeth or other significant wear on the profile, should be replaced. (See Page 29 for diagram of spur gear.)

Shafts: The area of the shaft that is engaged in the bearings will wear over time depending on the service conditions and materials of construction. Hard-coated shafts are available to minimize or eliminate wear of the shaft surfaces. Worn shafts may allow the gears to contact the center housing and accelerate both gear and center housing wear. The shaft journal area should be round and have a minimum diameter as specified in the Wear Allowances Chart. (See drawing on Page 31 for areas of bearing engagement.)

Wear Plates: This is a sacrificial part of the pump designed to protect the front and rear housings from wear by continual contact with the sides of the gears. Erosion of the wear plates increase clearances causing slip to increase. This results in a reduction in pump performance. Wear plates should have smooth surfaces and meet the minimum thickness requirements given in the Wear Allowances Chart. (See Page 18 for photo of typical *relieved wear plates*.)

Bearings: The 4-Series pumps use sleeve-type bearings that are also known as *journal bearings*. These bearings are designed to support the shafts and precisely position the gears inside the housing. Worn bearings will eventually allow the rotating gears to contact the center housing, causing wear and eventual failure of both of these components. If any wear of the bearings is observed, they should be replaced. The Wear Allowances Chart gives the maximum inner diameter that is acceptable for worn bearings. (See Page 27 for photo of sleeve bearings.)

Center Housing: The typical failure mode for the center housing is from contact with the rotating gears, caused by extreme wear of the bearings and shafts. Evidence of contact or slight wear on the inside surfaces can be expected. However, if deep grooves or excessive wear is observed, the center housing should be replaced. Reusing an excessively worn center housing in a rebuilt pump will cause the pump performance to be lower than expected because of increased slip. (See Page 27 for center housing photo.)

Wear Allowances Chart (Units: inches)

Pump Models	Gears		Shafts		Wear Plates		Bearings	
	Nom. O.D.	Min O.D.	Nom. O.D.	Min O.D.	Nom. Thick.	Min Thick.	Nom. I.D.	Max I.D.
41 & 44	1.163	1.158	0.375	0.373	0.250	0.247	0.375	0.378
43 & 45	1.163	1.158	0.375	0.373	0.125	0.122	0.375	0.378

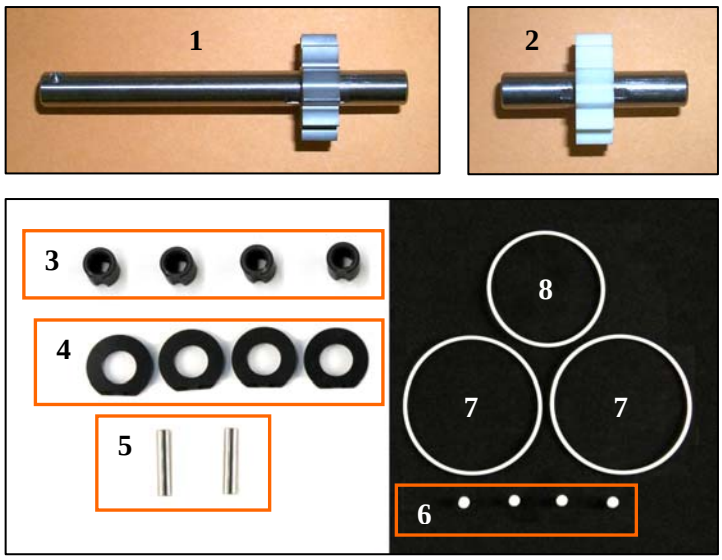
O.D. = Outer Diameter **I.D.** = Inner Diameter

Appendix 3: Pump Parts List

Repair Kit parts (and quantities):

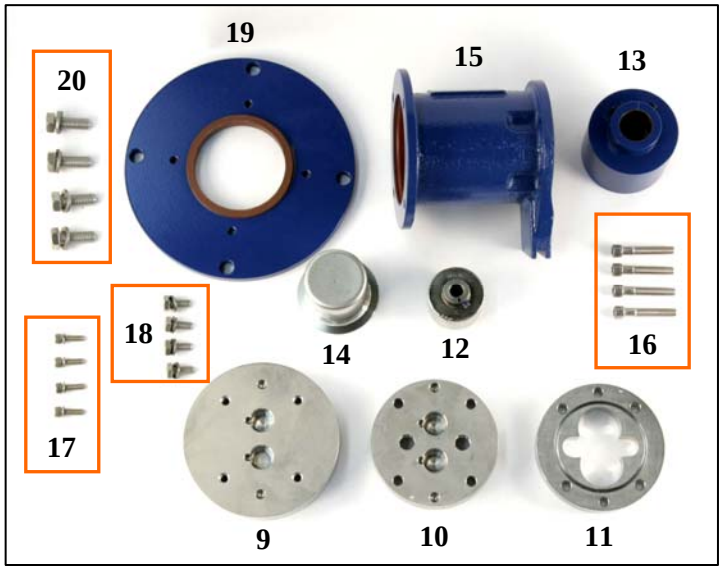
1 Drive gear-shaft assembly (1)
2 Idler gear-shaft assembly (1)
3 Bearings (4)
4 Wear plates (4)
5 Housing alignment pins (2)
6 Bearing lock pins (4)
7 O-rings for housing (2)
8 O-ring for containment can (1)

NOTE: The gears and shafts come pre-assembled in a standard repair kit, as shown above. These parts can also be purchased separately. To assemble the gears and shafts, see the procedure in **Appendix 4**.



Other assembly parts (and quantities):

9 Front housing (1)
10 Rear housing (1)
11 Center housing (1)
12 Inner magnet (1)
13 Outer magnet (1)
14 Containment can (1)
15 Bracket (1)
16 Bolts for pump housing assembly (4)
17 Bolts and lockwashers for pump-bracket assembly (4 sets)
18 Bolts and lockwashers for bracket-motor assembly (4 sets)
19 Adapter plate (1) *
20 Bolts and lockwashers for adapter-motor assembly (4 sets) *

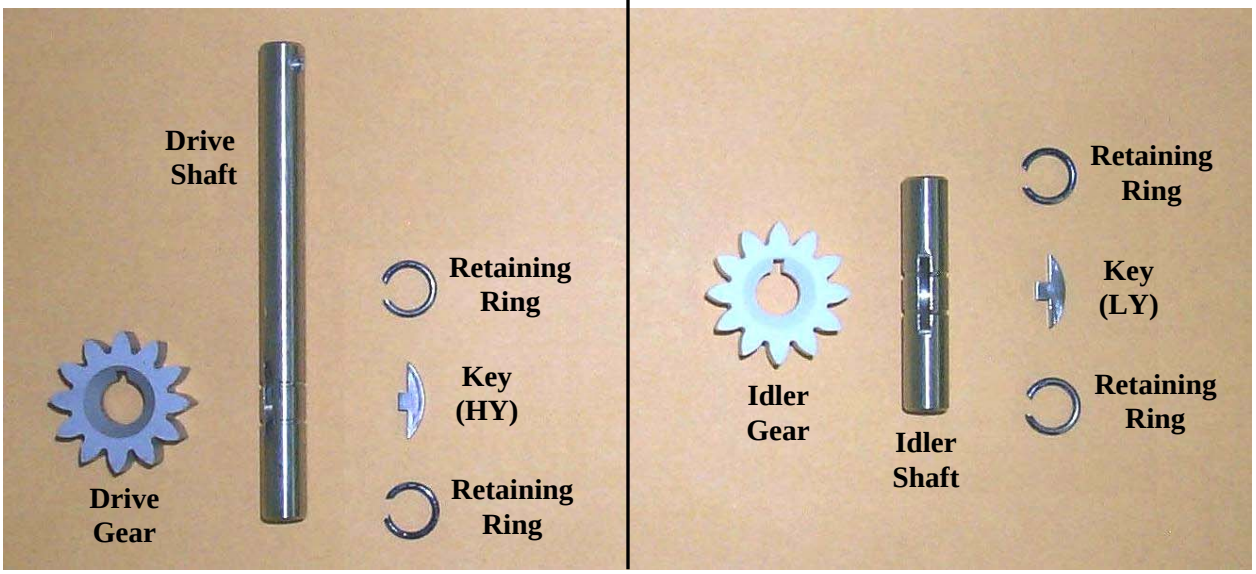


* Required only for NEMA 56C/56HC motors.

Appendix 4: Gear-Shaft Assembly

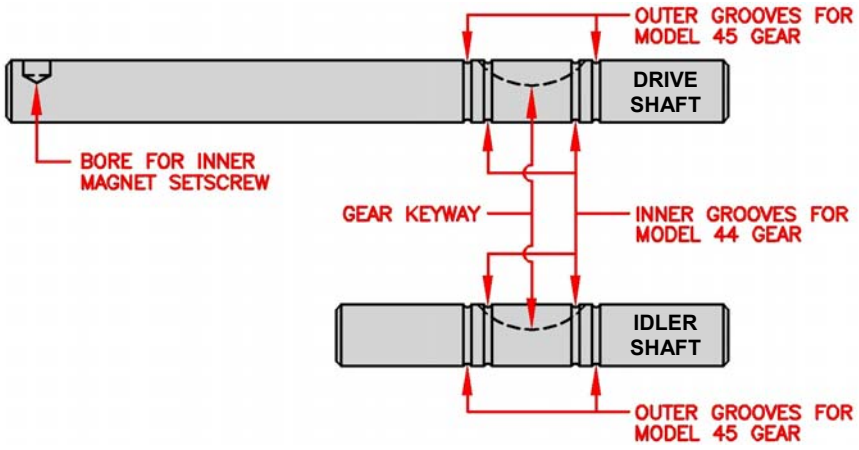
Parts List for Gear-Shaft Assemblies

Drive Gear-Shaft Parts		Idler Gear-Shaft Parts	
Part	**Quantity**	**Part**	**Quantity**
Drive Gear	1	Idler Gear	1
Drive Shaft	1	Idler Shaft	1
Key	1	Key	1
Retaining Ring	2	Retaining Ring	2



Description of Parts:

Shafts: The pump contains two kinds of shafts: the *drive shaft* and the *idler shaft*. Both shafts have retaining ring grooves and a keyway for positioning the gears. The drive shaft also has a bore on one end for the inner magnet setscrew. The gears are positioned on the shafts using two retaining rings per gear. The shafts for Models 41/43 have one set of retaining ring grooves to position both the Model 41 gear and the Model 43 gear (see photo above). The shafts for Models 44/45 contain an inner set of grooves to position the Model 44 gear and an outer set of grooves to position the Model 45 gear (see diagram below). The chart at the top of Page 29 can be used to identify the shafts.



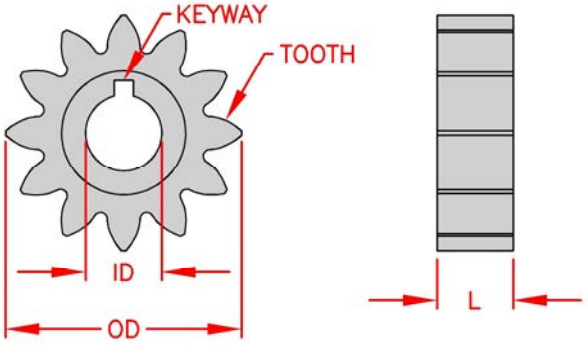
Appendix 4: Gear-Shaft Assembly (Continued)

Gear & Shaft Identification Chart (Units: inches)

Part	Part Dimension	Pump Model			
		41-MC	43-MC	44-MC	45-MC
Gear (Drive or Idler)	Outer Diameter (OD)	1.163	1.163	1.163	1.163
	Inner Diameter (ID)	3/8	3/8	3/8	3/8
	Length (L)	1/8 *	3/8	5/8	7/8
	# of Teeth	12	12	12	12
Drive Shaft	Diameter	3/8		3/8	
	Length	3.92		4.42	
	# of Retaining Ring Grooves	2		4	
Idler Shaft	Diameter	3/8		3/8	
	Length	1.91		2.40	
	# of Retaining Ring Grooves	2		4	

* Gear has 3/8" Hub

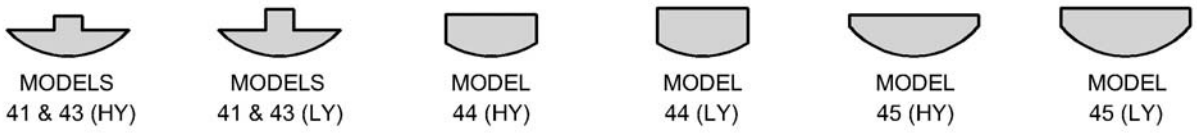
Gears: The 4-Series pumps use spur style gears, as shown below. The above chart can be used to identify the gears.



Keys: Two types of gear keys are used in the 4-Series pumps: High-yield (HY) and low-yield (LY). HY keys are used for all gear materials except Teflon; LY keys are used only for Teflon gears. (Note: HY keys have a lower height than LY keys.) To identify the keys, use the following chart:

Key Identification Chart

Note: Key profiles are shown in actual size.



Retaining Rings: The retaining rings are used to position the gears on the shafts. They should always be replaced when repairing the pump.

Appendix 4: Gear-Shaft Assembly (Continued)

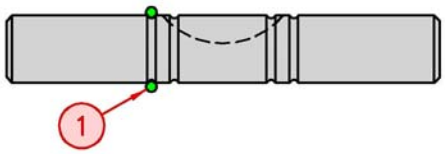
Assembly Procedure:

CAUTION! Be careful not to damage the shafts.

NOTE: Assembly of Model 45 Idler Gear-Shaft is shown as example.

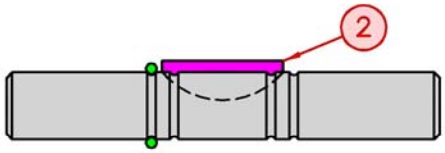
1 Install the first retaining ring (21) into either outer groove of the idler shaft (1).

NOTE: The inner groove would be used for a Model 44 gear. See the Shafts diagram on Page 28.

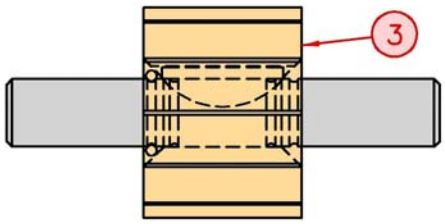


2 Install the appropriate key (23) into the keyway slot on the shaft, as shown.

NOTE: The proper key to use depends on the gear model and the gear material. See the Keys section on Page 29.



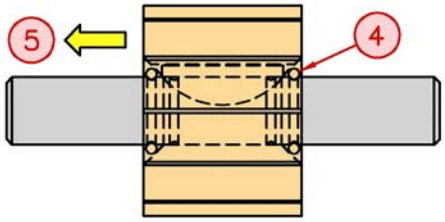
3 Install the gear (6) on the shaft so that it engages the key and contacts the retaining ring.



4 Install the second retaining ring (21) in the other outer groove.

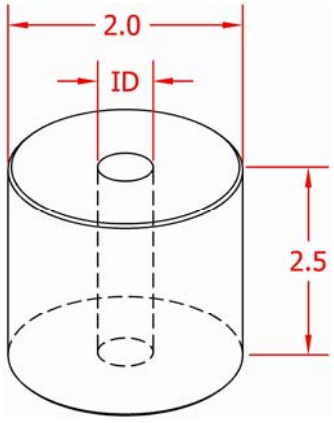
NOTE: The other inner groove would be used for a Model 44 gear.

5 Pull the gear by hand along the axis of the shaft to make sure it is securely locked into position.



Retaining Ring Installation:

The tool shown at right is recommended for installing the retaining rings on the shafts. It should be manufactured from a hard material, such as steel.



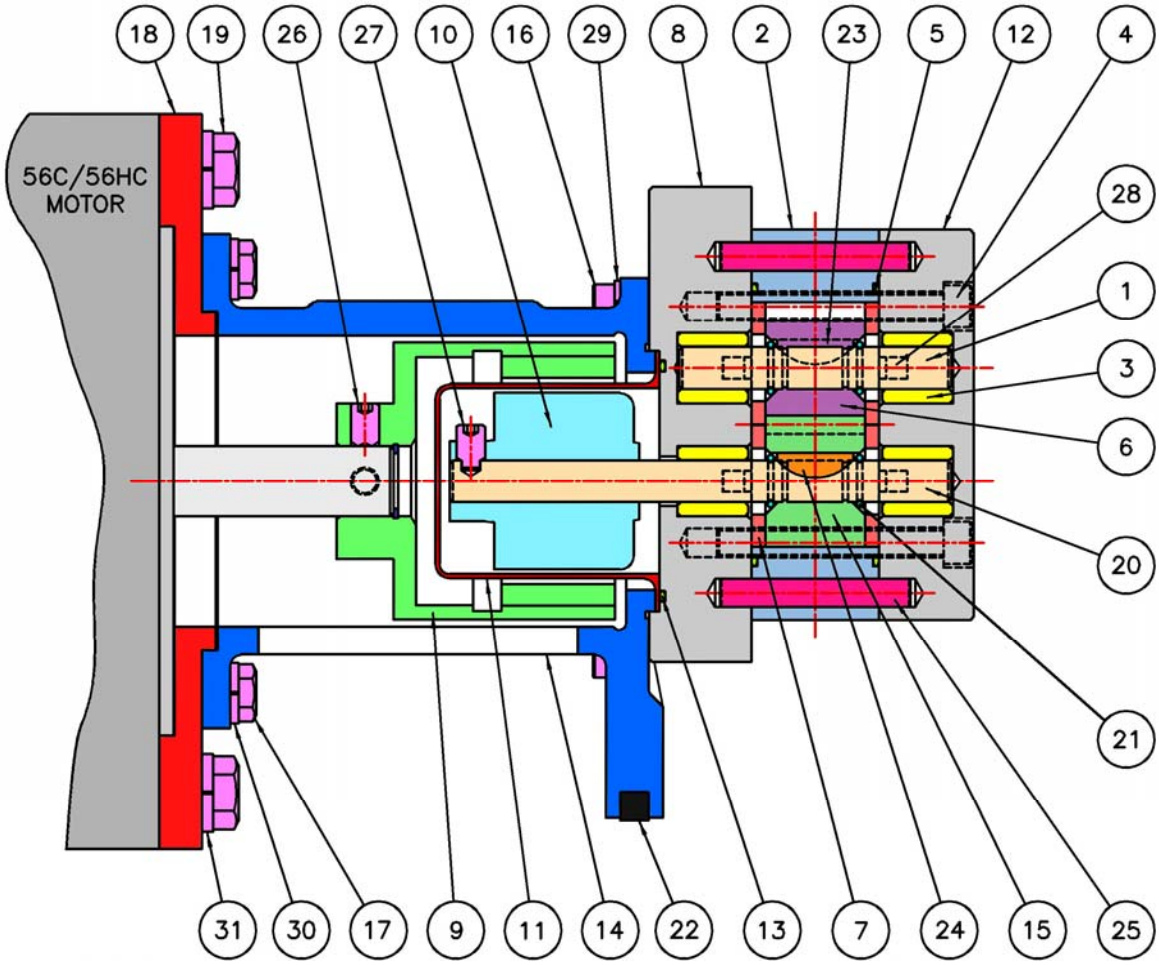
To install retaining ring on shaft:

(1) Force one retaining ring on bottom end of shaft by striking top end with rubber mallet.
(2) Place retaining ring over bore of tool and then tap shaft thru bore to push retaining ring into outer groove.
(3) For Model 44 gear only, strike end of shaft with rubber mallet to force retaining ring out of outer groove and into inner groove.

Tool Dimensional Specifications:
ID: .378 ± .001 inches (**Note:** Do not chamfer inside edges.)

Appendix 5: Reference Drawings

Cross-Sectional Drawing – 4-Series Gear Pump



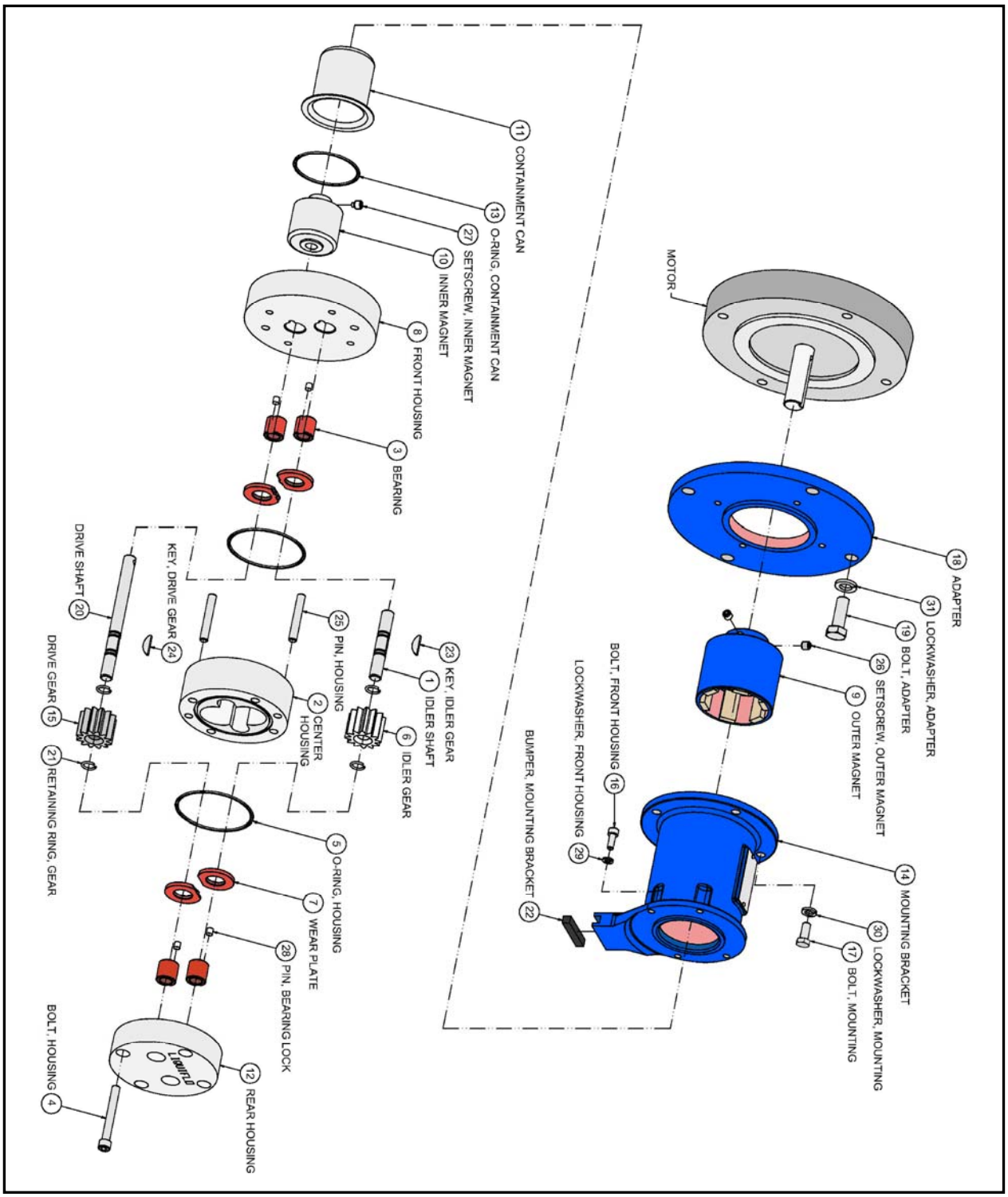
Item #	Description	Qty.	Item #	Description	Qty.
1	Idler Shaft	1	17	Bolt, Mounting (1/4-20 x 5/8 HHCS)	4
2	Center Housing	1	18	Adapter – NEMA 56C/56HC Motor **	1
3	Bearing	4	19	Bolt, Adapter (3/8-16 x 1 HHCS) **	4
4	Bolt, Housing (1/4-28 SHCS) *	4	20	Drive Shaft	1
5	O-ring, Housing	2	21	Retaining Ring, Gear	4
6	Idler Gear	1	22	Bumper, Mounting Bracket	1
7	Wear Plate	4	23	Key, Idler Gear	1
8	Front Housing	1	24	Key, Drive Gear	1
9	Outer Magnet (Assembly)	1	25	Pin, Housing Alignment	2
10	Inner Magnet (Assembly)	1	26	Setscrew (1/4-28 x 3/8 SHSS-CP)	2
11	Containment Can	1	27	Setscrew (1/4-28 x 3/8 SHSS-HD)	1
12	Rear Housing	1	28	Pin, Bearing Lock	4
13	O-ring, Containment Can	1	29	Lockwasher, Front Housing (#10)	4
14	Mounting Bracket	1	30	Lockwasher, Mounting (1/4)	4
15	Drive Gear	1	31	Lockwasher, Adapter (3/8) **	4
16	Bolt, Frt. Hsg. (#10-32 x 1/2 SHCS)	4	32	N/A	–

* See Page 25 for lengths.

** Item not required for NEMA 48C or IEC 71 Motors. IEC 71 motor must have B14 Face.

Appendix 5: Reference Drawings (Continued)

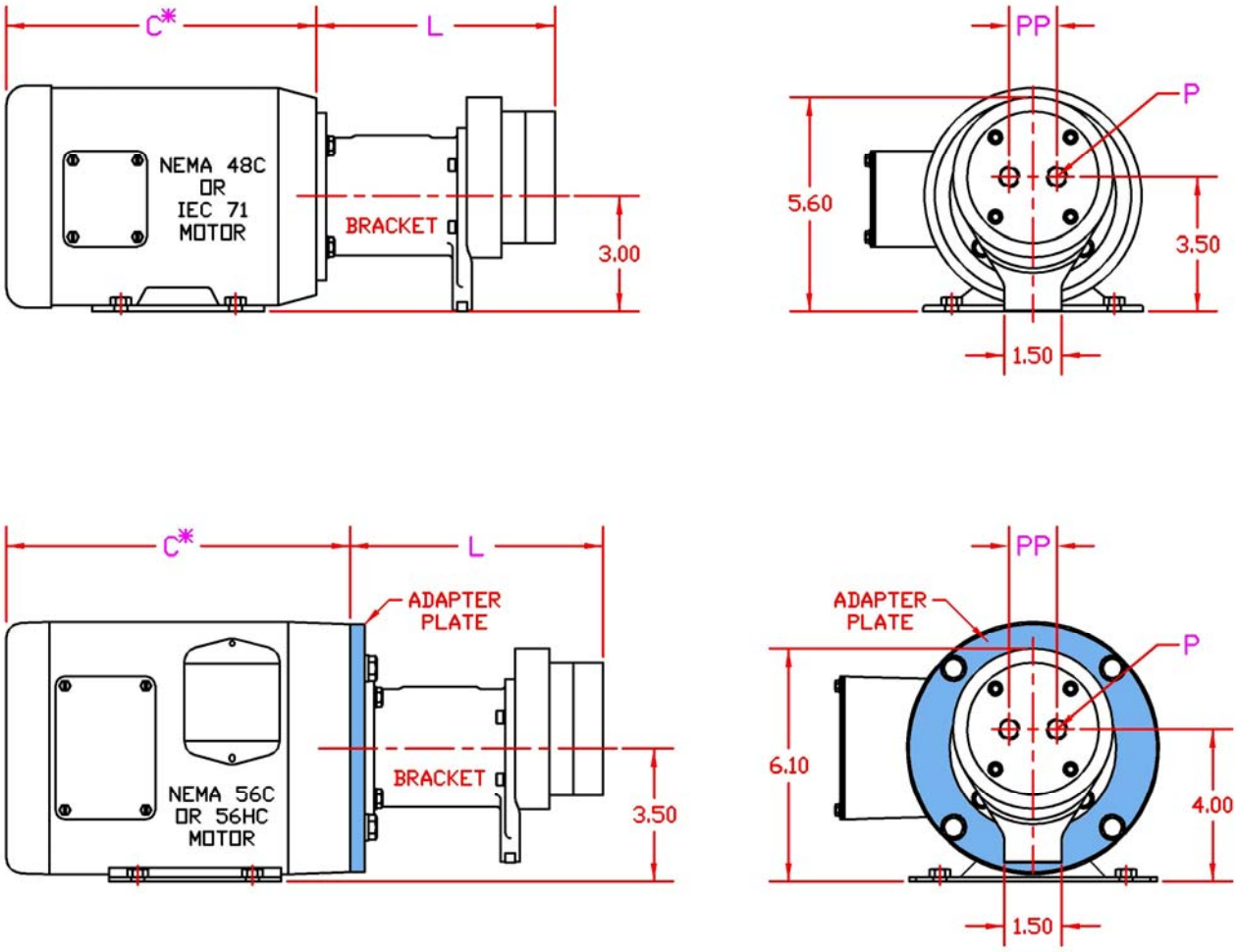
Exploded View Drawing – 4-Series Gear Pump



NOTE: NEMA 56C/56HC motor frame is shown. Items 18, 19 and 31 are not required for NEMA 48C or IEC 71 motor frames. IEC 71 motor must have B14 Face to be compatible with Mounting Bracket.

Appendix 5: Reference Drawings (Continued)

Dimensional Drawings – 4-Series Gear Pump



Units: inches

* See dimensional data from motor manufacturer for "**C**" dimension.

Dimensional Data (inches)

Pump Models	Port Size (P)		Port-to-Port (PP)	Pump Length (L)	
	NPT	BSPT		NEMA 48C or IEC 71 Motor [Δ]	NEMA 56C or 56HC Motor
41 & 43	1/4	3/8	1.25	6.30	6.68
44 & 45	3/8	3/8	1.50	6.80	7.18

[Δ] IEC 71 motor must have B14 Face, as shown above.

Appendix 6: Troubleshooting Guide

Troubleshooting Guide - Part 1

Problem	Possible Cause	Corrective Action
No discharge	Pump not primed	Verify suction pipe is submerged. Increase suction pressure. Open suction valve.
	Wrong direction of rotation	Reverse motor leads or reverse suction and discharge piping.
	Valves closed	Open all suction and discharge valves.
	Bypass valve open	Close bypass valve.
	Air leak in suction line	Tighten connections. Apply sealant to all threads. Verify suction pipe is submerged.
	Clogged strainer	Clean strainer.
	Magnetic coupling has decoupled	Stop driver and then check temperature and viscosity of fluid. Restart driver and then check flow.
	Pump parts worn or damaged	Rebuild pump.
Insufficient discharge	Suction pressure too low	Increase suction pressure. Verify suction piping is not too long. Fully open any suction valves.
	Bypass valve open	Close bypass valve.
	Partly clogged strainer	Clean strainer.
	Speed too low	Increase driver speed, if possible. Use larger size pump, if required.
	Pump parts worn or damaged	Rebuild pump.
Loss of suction after satisfactory operation	Pump not properly primed	Reprime pump.
	Air leak in suction line	Tighten connections. Apply sealant to all threads. Verify suction pipe is submerged.
	Air or vapor pockets in suction line	Rearrange piping as necessary.
	Increase in fluid viscosity	Heat fluid to reduce viscosity. Reduce pump speed.
Excessive power consumption	Fluid viscosity higher than specified	Heat fluid to reduce viscosity. Reduce pump speed. Increase driver horsepower.
	Differential pressure greater than specified	Increase pipe diameter. Decrease pipe run.
	Gear clearances insufficient for fluid viscosity	Purchase gears trimmed for the correct viscosity.
	Plastic gear clearance insufficient for fluid temperature	Purchase plastic gear trimmed for the correct temperature.
	Rotating parts binding or severely worn	Disassemble pump and replace worn parts.

Appendix 6: Troubleshooting Guide (Continued)

Troubleshooting Guide - Part 2

Problem	Possible Cause	Corrective Action
Rapid pump wear	Abrasives in fluid	Install suction strainer. Limit solids concentration. Reduce pump speed or use larger pump running at lower speed.
	Corrosion wear	Use materials of construction that are acceptable for fluid being pumped.
	Extended dry running	Install power sensor to stop pump.
	Discharge pressure too high	Increase pipe diameter. Decrease pipe run.
	Housing stress from piping	Align piping with pump ports. Support piping independently of pump.
Excessive noise and vibration	Suction and/or discharge piping not anchored or properly supported	Anchor per Hydraulic Institute Standards.
	Motor and/or base not properly mounted or secured	Tighten motor mounting bolts to proper torque specification. Secure base to the ground.
	Worn pump bearings	Replace bearings.
	Worn motor bearings	Replace bearings or motor.
	Pump cavitation	Increase NPSH available.
Excessive product leakage	Static seal failure caused by chemical or thermal breakdown	Use O-rings or gaskets made of material compatible with fluid and temperature of the application.
	Static seal failure caused by improper installation	Install O-rings or gaskets without twisting or bending. Use star-pattern torque sequence on housing bolts during assembly. Allow Teflon O-rings to cold flow and seat during tightening. Torque bolts to specification.
	Pump port connections not properly sealed	Use Teflon tape or other suitable sealant.
	Crevice corrosion of pump housing material	Only pump chemicals that are compatible with the pump housing material. Decrease temperature to reduce corrosion rate to acceptable value. Flush idle pumps that are used to pump corrosive chemicals. Eliminate contaminants in the fluid that can accelerate corrosion wear.