INSTALLATION, OPERATION, AND MAINTENANCE MANUAL

WITH PARTS LIST

GORMAN-RUPP PUMPS

80 SERIES PUMP

MODEL

82C1–GX160

THE GORMAN-RUPP COMPANY • MANSFIELD, OHIO

GORMAN-RUPP OF CANADA LIMITED • ST. THOMAS, ONTARIO, CANADA Printed in U.S.A.

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

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INTRODUCTION

This Installation, Operation, and Maintenance manual is designed to help you achieve the best performance and longest life from your Gorman-Rupp pump.

This pump is an 80 Series, self-priming centrifugal model with a suction check valve. The pump is close-coupled to a 5.5 HP Honda gasoline engine with rubber mounting feet. Since the unit is very light weight and portable, it is ideally suited to many agricultural, construction and industrial applications where high pressure delivery of liquid is required. The pump is constructed of die cast aluminum with a cast iron volute scroll. The self-lubricating shaft seal fits over a stainless steel shaft sleeve. The housing is coated with epoxy for added corrosion resistance while handling most nonvolatile, nonflammable clear liquids.

If there are any questions regarding the pump or its application which are not covered in this manual or in other literature accompanying this unit, please contact your Gorman-Rupp distributor, or write:

The Gorman-Rupp Company
P.O. Box 1217
Mansfield, Ohio 44901--1217

or

Gorman-Rupp of Canada Limited
70 Burwell Road
St. Thomas, Ontario N5P 3R7

For information or technical assistance on the engine contact the engine manufacturer's local dealer or representative.

The following are used to alert maintenance personnel to procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel:

DANGER!

Immediate hazards which WILL result in severe personal injury or death. These instructions describe the procedure required and the injury which will result from failure to follow the procedure.

WARNING!

Hazards or unsafe practices which COULD result in severe personal injury or death. These instructions describe the procedure required and the injury which could result from failure to follow the procedure.

CAUTION

Hazards or unsafe practices which COULD result in minor personal injury or product or property damage. These instructions describe the requirements and the possible damage which could result from failure to follow the procedure.

NOTE

Instructions to aid in installation, operation, and maintenance or which clarify a procedure.

SAFETY - SECTION A

These warnings apply to 80 series engine driven pumps. Refer to the manual accompanying the engine before attempting to begin operation.

This manual will alert personnel to known procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel. However, this manual cannot possibly anticipate and provide detailed instructions and precautions for every situation that might occur during maintenance of the unit. Therefore, it is the responsibility of the owner/maintenance personnel to ensure that only safe, established maintenance procedures are used, and that any procedures not addressed in this manual are performed only after establishing that neither personal safety nor pump integrity are compromised by such practices.

Before attempting to open or service the pump:

1. Familiarize yourself with this manual.
2. Shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.
3. Allow the pump to completely cool if overheated.
4. Check the temperature before opening any covers, plates, or plugs.
5. Close the suction and discharge valves.
6. Vent the pump slowly and cautiously.
7. Drain the pump.

This pump is designed to handle clear water. Do not attempt to pump volatile, corrosive, or flammable liquids which may damage the pump or endanger personnel as a result of pump failure.

After the pump has been installed, make certain that the pump and all piping or hose connections are tight, properly supported and secure before operation.

Do not operate the pump against a closed discharge valve for long periods of time. If operated against a closed discharge valve, pump components will deteriorate, and the liquid could come to a boil, build pressure, and cause the pump casing to rupture or explode.

Overheated pumps can cause severe burns and injuries. If overheating of the pump occurs:

1. Stop the pump immediately.
2. Ventilate the area.
3. Allow the pump to completely cool.
4. Check the temperature before opening any covers, plates, gauges, or plugs.

5. Vent the pump slowly and cautiously.
6. Refer to instructions in this manual before restarting the pump.

WARNING!

Do not remove plates, covers, gauges, pipe plugs, or fittings from an overheated pump. Vapor pressure within the pump can cause parts being disengaged to be ejected with great force. Allow the pump to cool before servicing.

DANGER!

Do not operate an internal combustion engine in an explosive atmosphere. When operating internal combustion engines in an enclosed area, make certain that exhaust fumes are piped to the outside. These fumes contain carbon monoxide, a deadly gas that is colorless, tasteless, and odorless.

WARNING!

Fuel used by internal combustion engines presents an extreme explosion and fire hazard. Make certain that all fuel lines are securely connected and free of leaks. Never refuel a hot or running engine. Avoid overfilling the fuel tank. Always use the correct type of fuel.

WARNING!

Never tamper with the governor to gain more power. The governor establishes safe operating limits that should not be exceeded. The maximum continuous operating speed for this pump is 3800 RPM.

INSTALLATION – SECTION B

Review all SAFETY information in Section A.

Since pump installations are seldom identical, this section offers only general recommendations and practices required to inspect, position, and arrange the pump and piping.

Most of the information pertains to a standard **static lift** application where the pump is positioned above the free level of liquid to be pumped.

If installed in a **flooded suction application** where the liquid is supplied to the pump under pressure, some of the information such as mounting, line configuration, and priming must be tailored to the specific application. Since the pressure supplied to the pump is critical to performance and safety, **be sure** to limit the incoming pressure to 50% of the maximum permissible operating pressure as shown on the pump performance curve (see Section E, Page 1).

For further assistance, contact your Gorman-Rupp distributor or the Gorman-Rupp Company.

Pump Dimensions

See Figure 1 for the approximate physical dimensions of this pump.

OUTLINE DRAWING

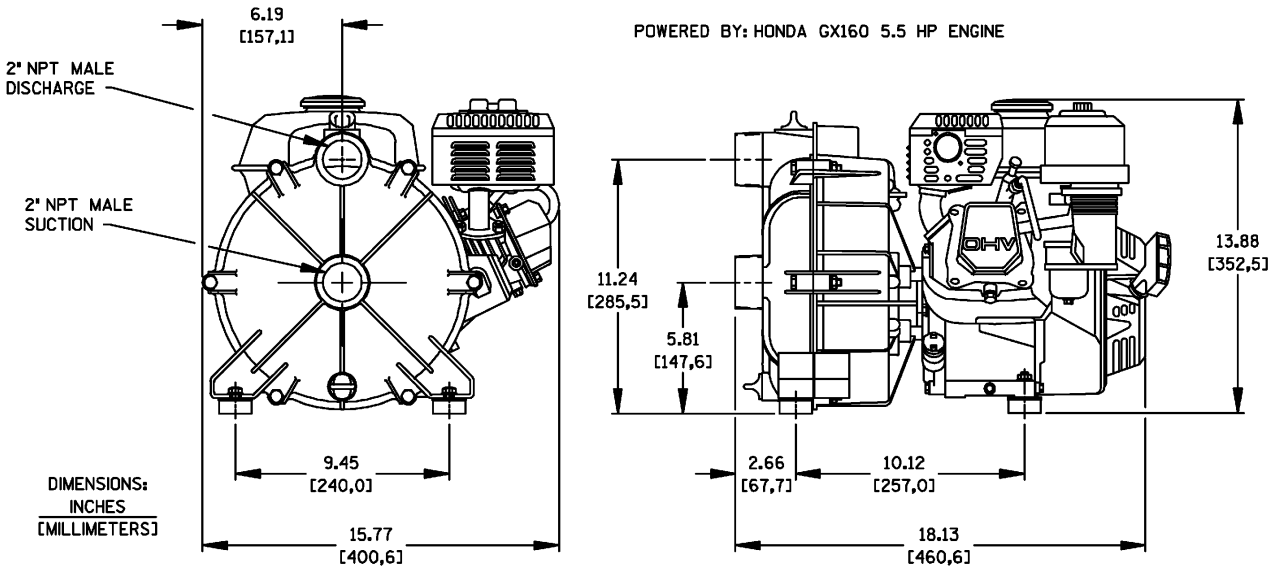


Figure 1. Pump Model 82C1–GX160

PREINSTALLATION INSPECTION

The pump assembly was inspected and tested before shipment from the factory. Before installation, inspect the pump for damage which may have occurred during shipment. Check as follows:

a. Inspect the pump and engine for cracks, dents, damaged threads, and other obvious damage.

b. Check for and tighten loose attaching hardware. Since gaskets tend to shrink after drying, check for loose hardware at mating surfaces.

c. Carefully read all tags, decals, and markings on the pump assembly, and perform all duties indicated.

d. Check levels and lubricate as necessary. Refer to **LUBRICATION** in the **MAINTENANCE**

AND REPAIR section of this manual and perform duties as instructed.

e. If the pump and engine have been stored for more than 12 months, some of the components or lubricants may have exceeded their maximum shelf life. These **must be inspected or replaced** to ensure maximum pump service.

If the maximum shelf life has been exceeded, or if anything appears to be abnormal, contact your Gorman-Rupp distributor or the factory to determine the repair or updating policy. **Do not** put the pump into service until appropriate action has been taken.

POSITIONING PUMP

Lifting

This pump is designed to be light weight and portable. The total pump weight is approximately **70 pounds (31,8 kg)**, not including accessories or hoses. Customer installed equipment such as suction hose with foot valve and discharge hose **must** be removed before attempting to lift.

CAUTION

The pump assembly can be seriously damaged if the cables or chains used to lift and move the unit are improperly wrapped around the pump.

Mounting

Locate the pump in an accessible place as close as practical to the liquid being pumped. Level mounting is essential for proper operation.

The pump may have to be supported or shimmed to provide for level operation or to eliminate vibration.

To ensure sufficient lubrication and fuel supply to the engine, **do not** position the pump and engine more than 15° off horizontal for continuous operation. The pump and engine may be positioned up to 30° off horizontal for **intermittent operation only**; however, the engine manufacturer should be consulted for continuous operation at angles greater than 15°.

SUCTION AND DISCHARGE PIPING

The size of the system piping is **not** always determine by the nominal suction and discharge port diameter. Factors such as suction lift, discharge elevation, and friction losses for the complete system must be considered to be sure your application allows the pump to operate within the safe operating ranges shown on Page E–1. An any case, the suction line should never be smaller than the pump inlet.

Materials

Either pipe or hose maybe used for suction and discharge lines; however, the materials must be compatible with the liquid being pumped. If hose is used in suction lines, it must be the rigid-wall, reinforced type to prevent collapse under suction. Using piping couplings in suction lines is not recommended.

Line Configuration

Keep suction and discharge lines as straight as possible to minimize friction losses. Make minimum use of elbows and fittings, which substantially increase friction loss. If elbows are necessary, use the long-radius type to minimize friction loss.

Connections to Pump

Before tightening a connecting flange, align it exactly with the pump port. Never pull a pipe line into place by tightening the flange bolts and/or couplings.

Lines near the pump must be independently supported to avoid strain on the pump which could cause excessive vibration, decreased bearing life, and increased shaft and seal wear. If hose-type lines are used, they should have adequate support to secure them when filled with liquid and under pressure.

Gauges

Most pumps are drilled and tapped for installing discharge pressure and vacuum suction gauges. If these gauges are desired for pumps that are not tapped, drill and tap the suction and discharge lines not less than 18 inches (457,20 mm) from the suction and discharge ports and install the lines. Installation closer to the pump may result in erratic readings.

SUCTION LINES

To avoid air pockets which could affect pump priming, the suction line must be as short and direct as possible. When operation involves a suction lift, the line must always slope upward to the pump from the source of the liquid being pumped; if the line slopes down to the pump at any point along the suction run, air pockets will be created.

Fittings

Suction lines should be the same size as the pump inlet. If reducers are used in suction lines, they should be the eccentric type, and should be installed with the flat part of the reducers uppermost to avoid creating air pockets. Valves are not normally used in suction lines, but if a valve is used, install it with the stem horizontal to avoid air pockets.

Strainers

If a strainer is furnished with the pump, be certain to use it; any spherical solids which pass through a strainer furnished with the pump will also pass through the pump itself.

If a strainer is not furnished with the pump, but is installed by the pump user, make certain that the total area of the openings in the strainer is at least three or four times the cross section of the suction line, and that the openings will not permit passage of solids larger than the solids handling capability of the pump.

This pump is designed to handle up to 1/8 inch (3,1 mm) diameter spherical solids.

Sealing

Since even a slight leak will affect priming, head, and capacity, especially when operating with a high suction lift, all connections in the suction line should be sealed with pipe dope to ensure an air-tight seal. Follow the sealant manufacturer's recommendations when selecting and applying the pipe dope. The pipe dope should be compatible with the liquid being pumped.

Suction Lines In Sumps

If a single suction line is installed in a sump, it should be positioned away from the wall of the sump at a distance equal to 1 1/2 times the diameter of the suction line.

If there is a liquid flow from an open pipe into the sump, the flow should be kept away from the suction inlet because the inflow will carry air down into the sump, and air entering the suction line will reduce pump efficiency.

If it is necessary to position inflow close to the suction inlet, install a baffle between the inflow and the suction inlet at a distance one and one–half times the diameter of the suction pipe. The baffle will allow entrained air to escape from the liquid before it is drawn into the suction inlet.

If two suction lines are installed in a single sump, the flow paths may interact, reducing the efficiency of one or both pumps. To avoid this, position the suction inlets so that they are separated by a distance equal to at least three times the diameter of the suction pipe.

Suction Line Positioning

The depth of submergence of the suction line is critical to efficient pump operation. Figure 2 shows recommended minimum submergence vs. velocity.

NOTE

The pipe submergence required may be reduced by installing a standard pipe increaser fitting at the end of the suction line. The larger opening size will reduce the inlet velocity. Calculate the required submergence using the following formula based on the increased opening size (area or diameter).

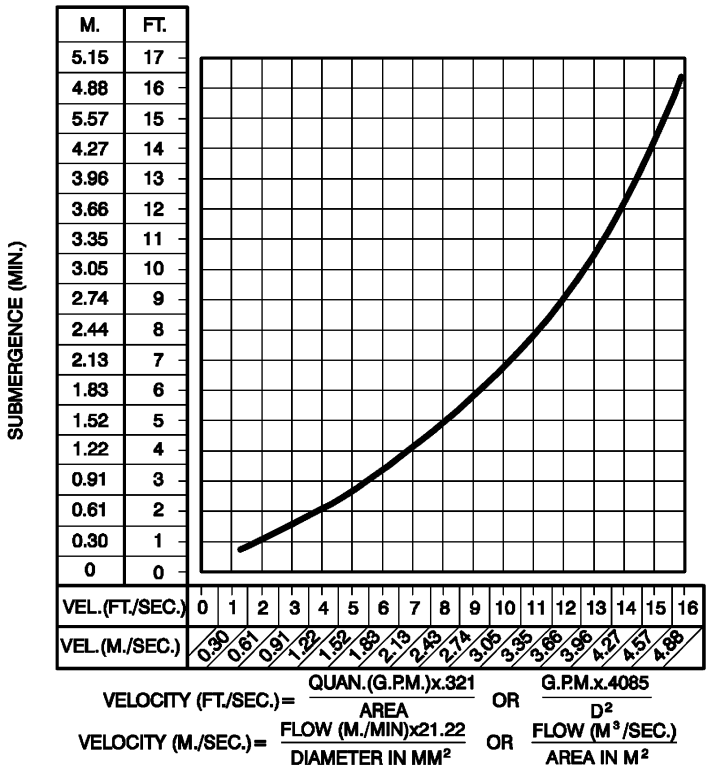


Figure 2. Recommended Minimum Suction Line Submergence vs. Velocity

DISCHARGE LINES

Siphoning

Do not terminate the discharge line at a level lower than that of the liquid being pumped unless a siphon breaker is used in the line. Otherwise, a siphoning action causing damage to the pump could result.

Valves

A check valve in the discharge line is normally recommended, but it is not necessary in low discharge head applications.

If a throttling valve is desired in the discharge line, use a valve as large as the largest pipe to minimize friction losses. Never install a throttling valve in a suction line.

With high discharge heads, it is recommended that a throttling valve and a system check valve be installed in the discharge line to protect the pump from excessive shock pressure and reverse rotation when it is stopped.

CAUTION

If the application involves a high discharge head, gradually close the discharge throttling valve before stopping the pump.

Bypass Lines

If a system check valve is used due to high discharge head, it may be necessary to vent trapped air from the top of the pump during the priming process. This may be accomplished by installing a bypass line from the top of the pump, back to the source of liquid. The end of the bypass line must be submerged. The line must be large enough to prevent clogging, but not so large as to affect pump discharge capacity.

OPERATION – SECTION C

Review all SAFETY information in Section A.

Follow the instructions on all tags, labels and decals attached to the pump.

WARNING!

This pump is designed to handle clear water. Do not attempt to pump volatile, corrosive, or flammable liquids which may damage the pump or endanger personnel as a result of pump failure.

WARNING!

Never tamper with the governor to gain more power. The governor establishes safe operating limits that should not be exceeded. The maximum continuous operating speed for this pump is 3800 RPM.

PRIMING

Install the pump and piping as described in **INSTALLATION**. Make sure that the piping connections are tight, and that the pump is securely mounted. Check that the pump is properly lubricated (see **LUBRICATION** in **MAINTENANCE AND REPAIR**).

This pump is self priming, but the pump should never be operated unless there is liquid in the pump casing.

CAUTION

Never operate this pump unless there is liquid in the pump casing. the pump will not prime when dry. extended operation of a dry pump will destroy the seal assembly.

Add liquid to the pump casing when:

1. The pump is being put into service for the first time.
2. The pump has not been used for a considerable length of time.
3. The liquid in the pump casing has evaporated.

When installed in a flooded suction application, simply open the system valves and permit the incoming liquid to evacuate the air. After the pump and piping system have completely filled, evacuate any remaining air pockets in the pump or suction line by loosening pipe plug or opening bleeder valves.

Once the pump casing has been filled, the pump will prime as necessary.

WARNING!

After filling the pump casing, reinstall and tighten the fill plug. Do not attempt to operate the pump unless all connecting piping is securely installed. Otherwise, liquid in the pump forced out under pressure could cause injury to personnel.

To fill the pump, remove the pump casing fill cover or fill plug in the top of the casing, and add clean liquid until the casing is filled. Replace the fill cover or fill plug before operating the pump.

NOTE

*This pump is self-priming, however, it is **not** suited for unattended reprime applications. In the event of suction check valve failure and loss of prime, the pump casing **must** be refilled through the fill cover or fill plug.*

STARTING

Consult the operations manual furnished with the engine.

OPERATION

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the curve (see Section E, Page 1).

Lines With a Bypass

A hand operated shutoff valve may be installed in a bypass line.

If a hand operated shutoff valve has been installed, close the throttling valve in the discharge line, and open the bypass shutoff valve so that the pump will not have to prime against the weight of the liquid in the discharge line. When the pump has been primed, and liquid is flowing steadily from the bypass line, close the bypass shutoff and open the discharge throttling valve.

Lines Without a Bypass

Open all valves in the discharge line and start the power source. Priming is indicated by a positive reading on the discharge pressure gauge or by a quieter operation. The pump may not prime immediately because the suction line must first fill with liquid. If the pump fails to prime within five minutes, stop it and check the suction line for leaks.

After the pump has been primed, partially close the discharge line throttling valve in order to fill the line slowly and guard against excessive shock pressure which could damage pipe ends, gaskets, sprinkler heads, and any other fixtures connected to the line. When the discharge line is completely filled, adjust the throttling valve to the required flow rate.

Leakage

No leakage should be visible at pump mating surfaces, or at pump connections or fittings. Keep all line connections and fittings tight to maintain maximum pump efficiency.

Liquid Temperature And Overheating

The **maximum** liquid temperature for this pump is 160° F (71°C). Do not apply it at a higher operating temperature.

Overheating can occur if operated with the valves in the suction or discharge lines closed. Operating against closed valves could bring the liquid to a boil, build pressure, and cause the pump to rupture or explode. If overheating occurs, stop the pump and allow it to cool before servicing it. Refill the pump casing with cool liquid.

WARNING!

Do not remove plates, covers, gauges, pipe plugs, or fittings from an overheated pump. Vapor pressure within the pump can cause parts being disengaged to be ejected with great force. Allow the pump to cool before servicing.

Strainer Check

If a suction strainer has been shipped with the pump or installed by the user, check the strainer regularly, and clean it as necessary. The strainer should also be checked if pump flow rate begins to drop. If a vacuum suction gauge has been installed, monitor and record the readings regularly to detect strainer blockage.

Never introduce air or steam pressure into the pump casing or piping to remove a blockage. This could result in personal injury or damage to the equipment. If backflushing is absolutely necessary, **liquid pressure** must be limited to 50% of the maximum permissible operating pressure shown on the pump performance curve. (See Section E, Page 1.)

Pump Vacuum Check

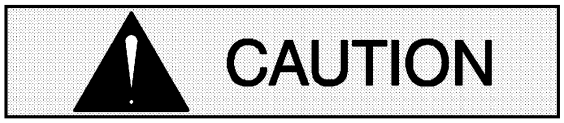
With the pump inoperative, install a vacuum gauge in the system, using pipe dope on the threads. Block the suction line and start the pump. At operating speed the pump should pull a vacuum of 20 inches or more of mercury. If it does not, check for air leaks in the seal, gasket, or discharge valve.

Open the suction line, and read the vacuum gauge with the pump primed and at operation speed. Shut off the pump. The vacuum gauge reading will immediately drop proportionate to static suction lift, and should then stabilize. If the vacuum reading falls off rapidly after stabilization, an air leak exists. Before checking for the source of the leak, check the point of installation of the vacuum gauge.

STOPPING

Never halt the flow of liquid suddenly. If the liquid being pumped is stopped abruptly, damaging shock waves can be transmitted to the pump and piping system. Close all connecting valves slowly.

On engine driven pumps, reduce the throttle speed slowly and allow the engine to idle briefly before stopping.



If the application involves a high discharge head, gradually close the discharge throttling valve before stopping the pump.

After stopping the pump, switch off the engine ignition and remove the key to ensure that the pump will remain inoperative.

Cold Weather Preservation

In below freezing conditions, drain the pump to prevent damage from freezing. Also, clean out any solids by flushing with a hose. Operate the pump for approximately one minute; this will remove any remaining liquid that could freeze the pump rotating parts. If the pump will be idle for more than a few hours, or if it has been pumping liquids containing a large amount of solids, drain the pump, and flush it thoroughly with clean water. To prevent large solids from clogging the drain port and preventing the pump from completely draining, insert a rod or stiff wire in the drain port, and agitate the liquid during the draining process. Clean out any remaining solids by flushing with a hose.

TROUBLESHOOTING – SECTION D

Review all SAFETY information in Section A.

Before attempting to open or service the pump:

1. **Familiarize yourself with this manual.**
2. **Shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.**
3. **Allow the pump to completely cool if overheated.**
4. **Check the temperature before opening any covers, plates, or plugs.**
5. **Close the suction and discharge valves.**
6. **Vent the pump slowly and cautiously.**
7. **Drain the pump.**

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP FAILS TO PRIME	Not enough liquid in casing.	Add liquid to casing. See **PRIMING**.
	Suction check valve contaminated or damaged.	Clean or replace check valve.
	Air leak in suction line.	Correct leak.
	Lining of suction hose collapsed.	Replace suction hose.
	Leaking or worn seal or pump gasket.	Check pump vacuum. Replace leaking or worn seal or gasket.
	Suction check valve or foot valve clogged or binding.	Clean valve.
	Discharge head too high.	Install bypass line.
	Strainer clogged.	Check strainer and clean if necessary.
	Suction lift too high.	Measure lift w/vacuum gauge. Reduce lift and/or friction losses in suction line.

TROUBLE	POSSIBLE CAUSE	PROBABLE REMEDY
PUMP STOPS OR FAILS TO DELIVER RATED FLOW OR PRESSURE	Air leak in suction line.	Correct leak.
	Suction intake not submerged at proper level or sump too small.	Check installation and correct submergence as needed.
	Impeller or other wearing parts worn or damaged.	Replace worn or damaged parts. Check that impeller is properly centered and rotates freely.
	Lining of suction hose collapsed.	Replace suction hose.
	Impeller clogged.	Free impeller of debris.
	Pump speed too slow.	Check engine output; consult engine operation manual.
	Discharge head too high.	Install bypass line.
	Discharge throttling valve partially closed; check that valve is installed improperly.	Open discharge valve fully; check piping installation.
PUMP REQUIRES TOO MUCH POWER	Pump speed too high.	Check engine output.
	Discharge head too low.	Adjust discharge valve.
	Liquid solution too thick.	Dilute if possible.
PUMP CLOGS FREQUENTLY	Discharge flow too slow.	Open discharge valve fully to increase flow rate, and run engine at maximum governed speed.
	Suction check valve or foot valve clogged or binding.	Clean valve.
	Strainer clogged.	Check strainer and clean if necessary.
	Liquid solution too thick.	Dilute if possible.
EXCESSIVE NOISE	Cavitation in pump.	Reduce suction lift and/or friction losses in suction line. Record vacuum and pressure gauge readings and consult local representative or factory.
	Pumping entrained air.	Locate and eliminate source of air bubble.
	Pump or drive not securely mounted.	Secure mounting hardware.
	Impeller clogged or damaged.	Clean out debris; replace damaged parts.

PREVENTIVE MAINTENANCE

Since pump applications are seldom identical, and pump wear is directly affected by such things as the abrasive qualities, pressure and temperature of the liquid being pumped, this section is intended only to provide general recommendations and practices for preventive maintenance. Regardless of the application however, following a routine preventive maintenance schedule will help assure trouble-free performance and long life from your Gorman-Rupp pump. For specific questions concerning your application, contact your Gorman-Rupp distributor or the Gorman-Rupp Company.

Record keeping is an essential component of a good preventive maintenance program. Changes in suction and discharge gauge readings (if so equipped) between regularly scheduled inspections can indicate problems that can be corrected before system damage or catastrophic failure occurs. The appearance of wearing parts should also be documented at each inspection for comparison as well. Also, if records indicate that a certain part (such as the seal) fails at approximately the same duty cycle, the part can be checked and replaced before failure occurs, reducing unscheduled down time.

For new applications, a first inspection of wearing parts at 250 hours will give insight into the wear rate for your particular application. Subsequent inspections should be performed at the intervals shown on the chart below. Critical applications should be inspected more frequently.

Preventive Maintenance Schedule

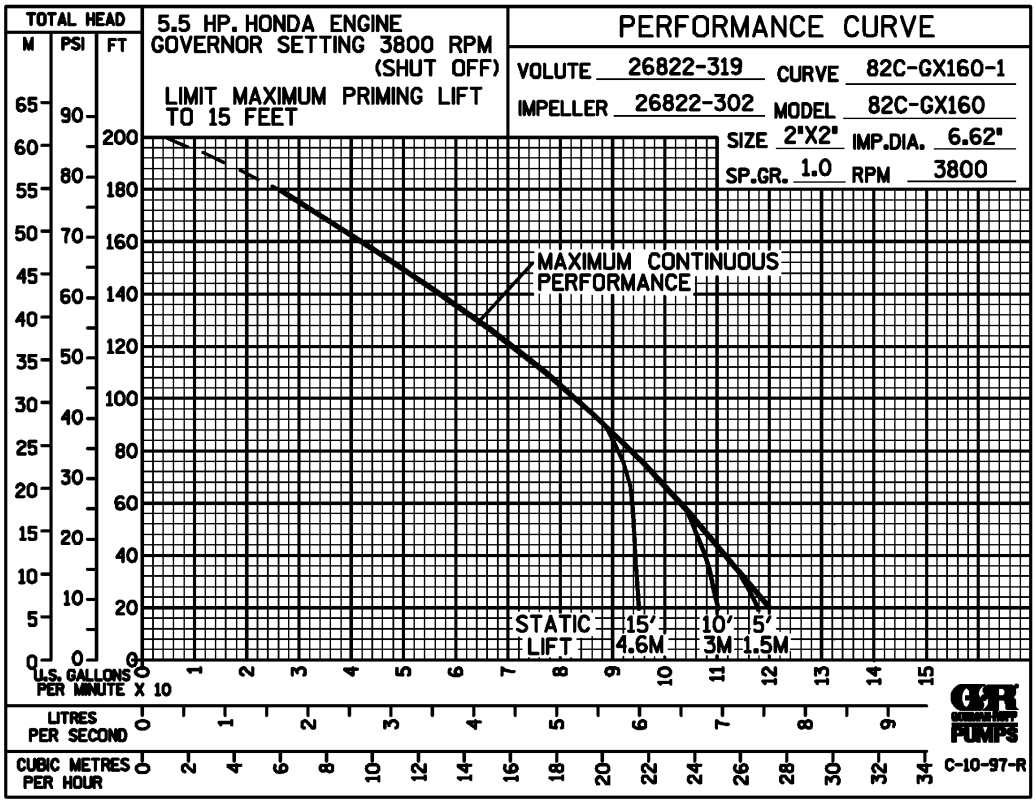
Item	Service Interval*				
	Daily	Weekly	Monthly	Semi-Annually	Annually
General Condition (Temperature, Unusual Noises or Vibrations, Cracks, Leaks, Loose Hardware, Etc.)	I				
Pump Performance (Gauges, Speed, Flow)	I				
Bearing Lubrication		I			R
Seal Lubrication (And Packing Adjustment, If So Equipped)		I			R
V-Belts (If So Equipped)			I		
Air Release Valve Plunger Rod (If So Equipped)			I	C	
Front Impeller Clearance (Wear Plate)				I	
Rear Impeller Clearance (Seal Plate)				I	
Check Valve					I
Pressure Relief Valve (If So Equipped)					C
Pump and Driver Alignment					I
Shaft Deflection					I
Bearings					I
Bearing Housing					I
Piping					I
Driver Lubrication – See Mfgr's Literature					

Legend:
I = Inspect, Clean, Adjust, Repair or Replace as Necessary
C = Clean
R = Replace

* Service interval based on an intermittent duty cycle equal to approximately 4000 hours annually. Adjust schedule as required for lower or higher duty cycles or extreme operating conditions.

PUMP MAINTENANCE AND REPAIR - SECTION E

MAINTENANCE AND REPAIR OF THE WEARING PARTS OF THE PUMP WILL MAINTAIN PEAK OPERATING PERFORMANCE.



*** STANDARD PERFORMANCE FOR PUMP MODEL 82C1--GX160**

* Based on 70° F (21° C) clear water at sea level with minimum suction lift. Since pump installations are seldom identical, your performance may be difference due to such factors as viscosity, specific gravity, elevation, temperature, and impeller trim.

If your pump serial number is followed by an "N", your pump is **NOT** a standard production model. Contact the Gorman-Rupp Company to verify performance or part numbers.

CAUTION

Pump speed and operating condition points must be within the continuous performance range shown on the curve.

SECTION DRAWING

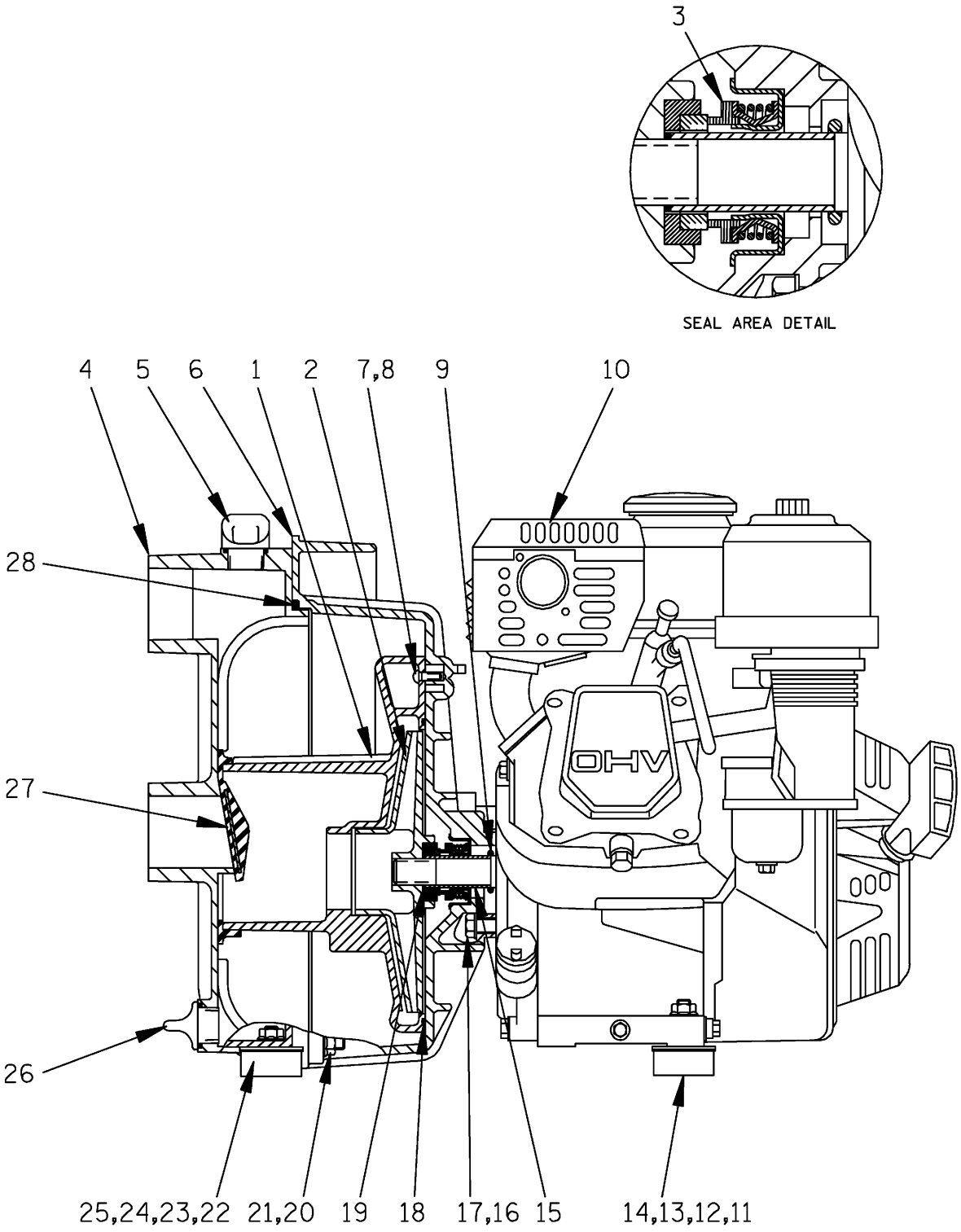


Figure 1. Pump Model 82C1–GX160

PARTS LIST
Pump Model 82C1–GX160
(From S/N 1222577 up)

If your pump serial number is followed by an "N", your pump is **NOT** a standard production model. Contact the Gorman-Rupp Company to verify part numbers.

ITEM NO.	PART NAME	PART NUMBER	MAT'L CODE	QTY
1	VOLUTE	26822–349	– – –	1
2 ✳	IMPELLER	26822–302	– – –	1
3 ✳	SEAL ASSEMBLY	26822–608	– – –	1
4	FRONT HOUSING	26822–941	– – –	1
5	PLUG ASSY W/O-RING	26822–017	– – –	1
6	BACK HOUSING	26822–882	– – –	1
7	ROLL PIN	26822–036	– – –	2
8	SELF-TAPPING SCREW	26822–011	– – –	2
9 ✳	SLINGER	26822–605	– – –	1
10	HONDA GX160 ENGINE	29112–023	– – –	1
11	HEX HD CAPSCREW	B0506	15991	2
12	MOUNTING FOOT	24631–401	– – –	2
13	FLANGED HEX NUT	21765–312	– – –	2
14	FENDER WASHER	26822–445	– – –	2
15 ✳	SHAFT SLEEVE	26822–306	– – –	1
16	HEX HD CAPSCREW	26822–004	– – –	4
17 ✳	SEALING WASHER SET	26822–003	– – –	1
18 ✳	O-RING	26822–328	– – –	1
19 ✳	IMPELLER SHIM SET	26822–033	– – –	1
20	HEX HD CAPSCREW	B0508	15991	6
21	FLANGED HEX NUT	21765–312	– – –	6
22	HEX HD CAPSCREW	B0503	15991	2
23	MOUNTING FOOT	24631–401	– – –	2
24	FLANGED HEX NUT	21765–312	– – –	2
25	FENDER WASHER	26822–445	– – –	2
26	DRAIN PLUG W/O-RING	26822–017	– – –	1
27 ✳	CHECK VALVE	26822–420	– – –	1
28 ✳	HOUSING O-RING	26822–015	– – –	1
NOT SHOWN:				
	NAME PLATE DECAL	38812–045	– – –	1
	STRAINER	26822–329	– – –	1
	PRIMING TAG	26822–026	– – –	1
	CAUTION LABEL	26822–035	– – –	1
	PUMP SAFETY SHEET	26822–046	– – –	1
	OIL CAUTION LABEL	26822–047	– – –	1
OPTIONAL:				
	ROLL CAGE	26822–030	– – –	1
	VITON SEAL	26822–034	– – –	1
	WHEEL KIT	GRP30–52	– – –	1

✳ INDICATES PARTS RECOMMENDED FOR STOCK

PUMP AND SEAL DISASSEMBLY AND REASSEMBLY

Review all SAFETY information in Section A.

Follow the instructions on all tags, label and decals attached to the pump.

This pump requires little service due to its rugged, minimum-maintenance design. However, if it becomes necessary to inspect or replace the wearing parts, follow these instructions which are keyed to the sectional view (see Figure 1) and the accompanying parts list.

As described in the **SAFETY** Section, this manual will alert personnel to known procedures which require special attention, to those which could damage equipment, and to those which could be dangerous to personnel. However, this manual cannot possibly anticipate and provide detailed precautions for every situation that might occur during maintenance of the unit. Therefore, it is the responsibility of the owner/maintenance personnel to ensure that **only** safe, established shop procedures are used, and that any procedures not addressed in this manual are performed **only** after establishing that neither personal safety nor pump integrity are compromised by such practices.

Before attempting to service the pump, switch off the engine ignition or remove the spark plug to ensure that it will remain inoperative. Close all valves in the suction and discharge lines.

For engine disassembly and repair, consult the literature supplied with the engine, or contact your local Honda engine representative.

WARNING!

Before attempting to open or service the pump:

1. **Familiarize yourself with this manual.**
2. **Shut down the engine and disconnect the spark plug wire to ensure that the pump will remain inoperative.**
3. **Allow the pump to completely cool if overheated.**
4. **Check the temperature before opening any covers, plates, or plugs.**
5. **Close the suction and discharge valves.**
6. **Vent the pump slowly and cautiously.**
7. **Drain the pump.**

Suction Check Valve Removal

(Figure 2)

Before attempting to service the pump, remove the suction and discharge lines. Remove the pump drain plug (26) and drain the pump. Clean the drain plug and inspect the O-ring. Lubricate the O-ring with vegetable oil or glycerin before reinstalling. **Do not** use petroleum products for lubrication.

For access to the check valve (27), remove the hardware (20 and 21). Separate the front housing (4) from the backing housing (6) by pulling straight away. Pull the check valve (27) from the end of the volute (1). Check the condition of the O-ring (28) and inspect the check valve sealing surface of the front housing. Replace the check valve and any part which prevents a good seal.

Impeller Removal

(Figure 1)

To service the impeller (2), remove the screws (8) securing the volute to the back housing (6). Replace the O-ring (18) if worn or damaged.

Use a wide fabric strap wrench to remove the impeller. It will unscrew in a counterclockwise direction when facing the impeller. Use caution when removing the impeller; tension on the seal spring will be released as the impeller is unscrewed.

Inspect the impeller and replace if cracked or badly eroded. Slide the impeller adjusting shims (19) off the shaft. For ease of reassembly, tie and tag the shims or measure and record their thickness.

Seal Removal and Disassembly

(Figure 1)

The rotating portion of the seal assembly (3) is pressed into the back of the impeller. If the seal must be replaced, use a screwdriver to pry the rotating element and rubber seat from the impeller bore.

Pull the shaft sleeve (15) from the shaft and inspect it for wear or damage. Replace as necessary.

Remove the hardware (16 and 17) securing the back housing (6) to the engine (10). Carefully pull it, along with the stationary portion of the seal from the shaft. Lay the housing on a clean, flat surface with the impeller side down and press the seal from the bore.

Seal Reassembly and Installation

(Figures 1 and 2)

Clean the seal cavity and shaft with a cloth soaked in fresh cleaning solvent.

WARNING!

Most cleaning solvents are toxic and flammable. Use them only in a well ventilated area free from excessive heat, sparks, and flame. Read and follow all precautions printed on solvent containers.

The seal is not normally reused because wear patterns on the finished faces cannot be realigned during reassembly. This could result in premature failure. If necessary to reuse an old seal in an emergency, **carefully** wash all metallic parts in **fresh** cleaning solvent and allow to dry thoroughly.

Handle the seal parts with extreme care to prevent damage. Be careful not to contaminate precision finished faces; even fingerprints on the faces can shorten seal life. If necessary, clean the faces with a non-oil based solvent and a clean, lint-free tissue. Wipe **lightly** in a concentric pattern to avoid scratching the faces.

Inspect the seal components for wear, scoring, grooves, and other damage that might cause leakage. Clean and polish the shaft sleeve, or replace it if there are nicks or cuts on either end. If any components are worn, replace the complete seal; **never mix old and new seal parts**.

If a replacement seal is being used, remove it from the container and inspect the precision finished faces to ensure that they are free of any foreign matter.

To ease installation of the seal, lubricate the rotating seat with water or a very **small** amount of vegetable oil, and apply a drop of light lubricating oil on the finished faces. Assemble the seal as follows, (see Figure 2).

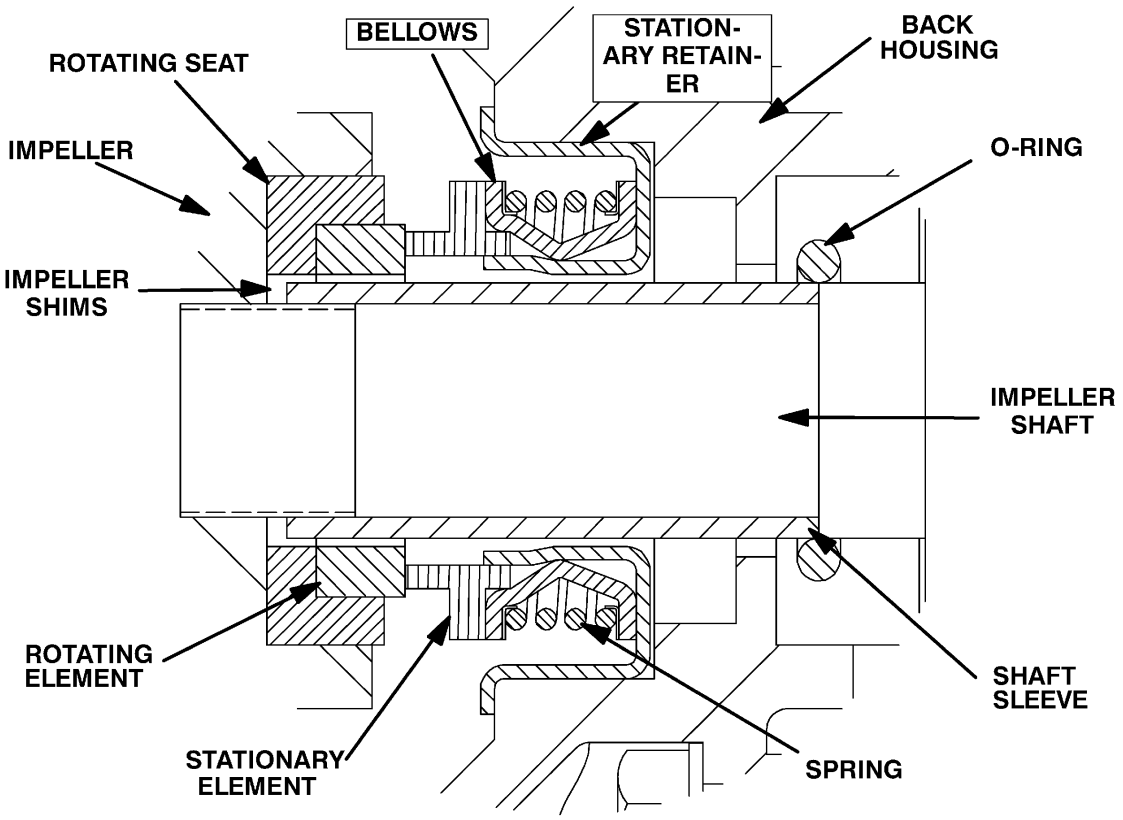


Figure 2. 26822-608 Seal Assembly

CAUTION

This seal is not designed for operation at temperatures above 160° F (71°C). Do not use at higher operating temperatures.

Inspect the slinger (9) and replace as necessary. Make sure the slinger is properly positioned on the shaft. Apply 'Loctite No. 242' on the four capscrews (16). Secure the back housing to the engine using the hardware (16 and 17). **Be sure** to use new sealing washers (17) to prevent leaks. Torque the capscrews to 100 inch lbs.(8.33 ft. lbs. or 1,15 m. kg.)

Apply a **small** amount of liquid gasket material (permatex or equivalent) to the seal bore in the back housing. Use hand pressure **only** to press the stationary seal components into the back housing. A push tube cut from a length of plastic pipe would aid this installation. The tube must fit against the seal retainer flange, **not** against the precision finished seal face. Press the retainer into the bore until completely seated. Apply a drop of oil on the seal face. **Never** use grease.

Subassemble the rotating element into the rotating seat. Apply a **small** amount of vegetable oil on the O.D. of the seat and press this assembly into the impeller until fully seated.

Lubricate the engine shaft extension with vegetable oil and slide the shaft sleeve onto the shaft. The chamfered end must face toward the shaft shoulder.

Impeller Installation

(Figure 1)

Inspect the impeller, and replace it if cracked or badly worn.

CAUTION

The shaft and impeller threads **must** be

completely clean before reinstalling the impeller. Even the slightest amount of dirt on the threads can cause the impeller to seize to the shaft, making future removal difficult or impossible without damage to the impeller or shaft.

Install the same thickness of impeller shims (19) as previously removed and screw the impeller onto the shaft until tight.

Lubricate the O-ring (18) with vegetable oil or glycerin (do not use petroleum products), Install the O-ring with the split down. Align the holes in the volute over the roll pins (7) and secure with the capscrews (8). Tighten the screws to 23 inch lbs. (0,27 m. kg.) maximum. **Do not** over tighten the screws. The threads in the back housing are easily stripped out.

An impeller face clearance of .007 to .015 inch (0,18 to 0,38 mm) is recommended for maximum pump efficiency. Measure this clearance and add or remove impeller shims until it is reached.

Check Valve Reassembly

(Figure 1)

Slide the mounting flange of the check valve (27) onto the end of the volute (1) so that the valve hands straight down.

Replace the housing O-ring (28). Apply vegetable oil or glycerin to the O-ring and pilot flange of the front housing (4) and carefully slide the two housings together. Secure with the hardware (20 and 21) and torque to 100 inch lbs. (8,33 m. kg.)

Check the operation of the check valve to ensure proper seating and free movement.

Final Pump Reassembly

(Figure 1)

Be sure all hardware and drain plugs are tight, and that the pump is secure to the base and engine.

Check the oil and fuel level in the engine.

Install the suction and discharge lines and open all valves. Make certain that all piping connections are tight, and that the weight of the lines is independently supported and secure.

Before starting the pump, fill the pump casing with clean liquid. Apply vegetable oil or glycerin to the O-ring of the fill plug (5). Reinstall and tighten the fill plug.

Refer to **OPERATION**, Section C, before putting the pump back into service.

LUBRICATION

Seal Assembly

(Figure 1)

The shaft seal is lubricated by the liquid being pumped and no additional lubrication is required.

Engine

Consult the literature supplied with the engine, or contact your local Honda engine representative.

For U.S. and International Warranty Information,
Please Visit www.grpumps.com/warranty
or call:
U.S.: 419—755—1280
International: +1—419—755—1352

For Canadian Warranty Information,
Please Visit www.grcanada.com/warranty
or call:
519—631—2870

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