Inspect all parts for wear or damage and replace if necessary.

**DIS-ASSEMBLY**

1. Remove end cover screws, end cover and gasket. (1, 2, 18)
2. Remove impeller. (3)
3. Loosen cam screw (7) and remove cam. (6)
4. Remove wear plate. (4)
5. Remove bolt from end of shaft. Screw 5/8” UNC bolt into the hub of the pulley assembly in order to draw the pulley from the pump shaft. (27)
6. Remove the 3 screws (15) holding the field coil onto the housing adaptor.
7. Remove field coil. (16)
8. Remove 3 fixing bolts and rear adaptor housing from bearing housing. (14, 15)
9. Remove bolts from bearing housing to body and remove body from bearing housing. (10, 11, 12)
10. Remove seal assembly. (19)
11. Press shaft on impeller drive end to remove shaft and bearings from bearing housing.
12. Press shaft out of bearings supporting inner race of bearing. Remove retaining rings from shaft if necessary. (21, 24)
13. Remove inner bearing seal if it needs replacing. (13)
ASSEMBLY
1. Press new seal into bearing housing with lip facing away from bearing bore. (19)
2. Fit retaining rings onto shaft and press on bearings. (21,24)
3. Grease seal area of shaft, push bearings and shaft into bearing housing by pressing on outer race of bearings. (10,20,22,25)
4. Fit adaptor housing to bearing housing, secure with 3 bolts. (14,15)
5. Fit field coil to adaptor using 3 bolts. Check that centre bore of field coil fits over boss on adaptor. (16,17)
6. Wipe pump shaft to remove any particles and check location of key. Slide pulley assembly onto shaft, lining with key and secure with retaining bolt. (22,23,26,27,28)
7. Place slinger on shaft. (9)
8. Fit pump body to bearing housing securing with 4 bolts. (5,10,11,12)
9. Take new seal seat (cup rubber and seal seat), lightly grease the outside edge of cup rubber and press into cavity in pump body with ceramic facing towards impeller bore.
10. Slide mechanical seal sub assembly over shaft until the carbon face engages against the ceramic face of stationary seal. (19)
11. Fit wearplate. (4)
12. Coat cam screw threads, top side and back of cam, with non setting jointing compound and fit into body, securing with the cam screws. (6,7)
13. Lightly grease impeller bore and fit impeller. (3)
14. Fit end cover and gasket, and secure with screws. (1,2,18)

<table>
<thead>
<tr>
<th>KEY</th>
<th>DESCRIPTION</th>
<th>QTY</th>
<th>KEY</th>
<th>DESCRIPTION</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>End cover</td>
<td>1</td>
<td>15</td>
<td>Bolt</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Gasket</td>
<td>1</td>
<td>16</td>
<td>Field coil</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Impeller</td>
<td>1</td>
<td>17</td>
<td>Screw</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>Wear plate</td>
<td>1</td>
<td>18</td>
<td>End cover screws</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>Body</td>
<td>1</td>
<td>19</td>
<td>Seal assembly</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>Cam</td>
<td>1</td>
<td>20</td>
<td>Bearing</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>Cam screw</td>
<td>1</td>
<td>21</td>
<td>Retaining ring</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>Pipe plug</td>
<td>2</td>
<td>22</td>
<td>Shaft</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Slinger</td>
<td>1</td>
<td>23</td>
<td>Key</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>Bearing housing</td>
<td>1</td>
<td>24</td>
<td>Retaining ring</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>Washer</td>
<td>4</td>
<td>25</td>
<td>Bearing</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>Bolt</td>
<td>4</td>
<td>26</td>
<td>Washer</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>Inner bearing seal</td>
<td>1</td>
<td>27</td>
<td>Screw</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>Clutch adaptor</td>
<td>1</td>
<td>28</td>
<td>Pulley</td>
<td>1</td>
</tr>
</tbody>
</table>