



Ampco Pumps

SB & SBH Series Pumps

Instruction & Maintenance Manual



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TECHNICAL DATA

SPECIFICATIONS

MAXIMUM INLET PRESSURE.....	150 PSIG / 10.3 BAR
TEMPERATURE RANGE.....	-40° F → 400° F
	-40° C → 204° C

MATERIALS OF CONSTRUCTION

Casing.....	AISI 316L STAINLESS STEEL
Cover	AISI 316L STAINLESS STEEL
Impeller	AISI 316L STAINLESS STEEL
Seal Driver.....	AISI 316L STAINLESS STEEL
Adapter.....	AISI 304 STAINLESS STEEL
O-RINGS & GASKETS.....	VITON (standard)
Optional Materials.....	EPDM, BUNA (others per request)
PRODUCT CONTACT SURFACE FINISH.....	32Ra (standard)

SEAL

Type.....	INTERNAL SINGLE MECHANICAL
Stationary Seal Material.....	SILICON CARBIDE
Rotating Seal Material.....	SILICON CARBIDE

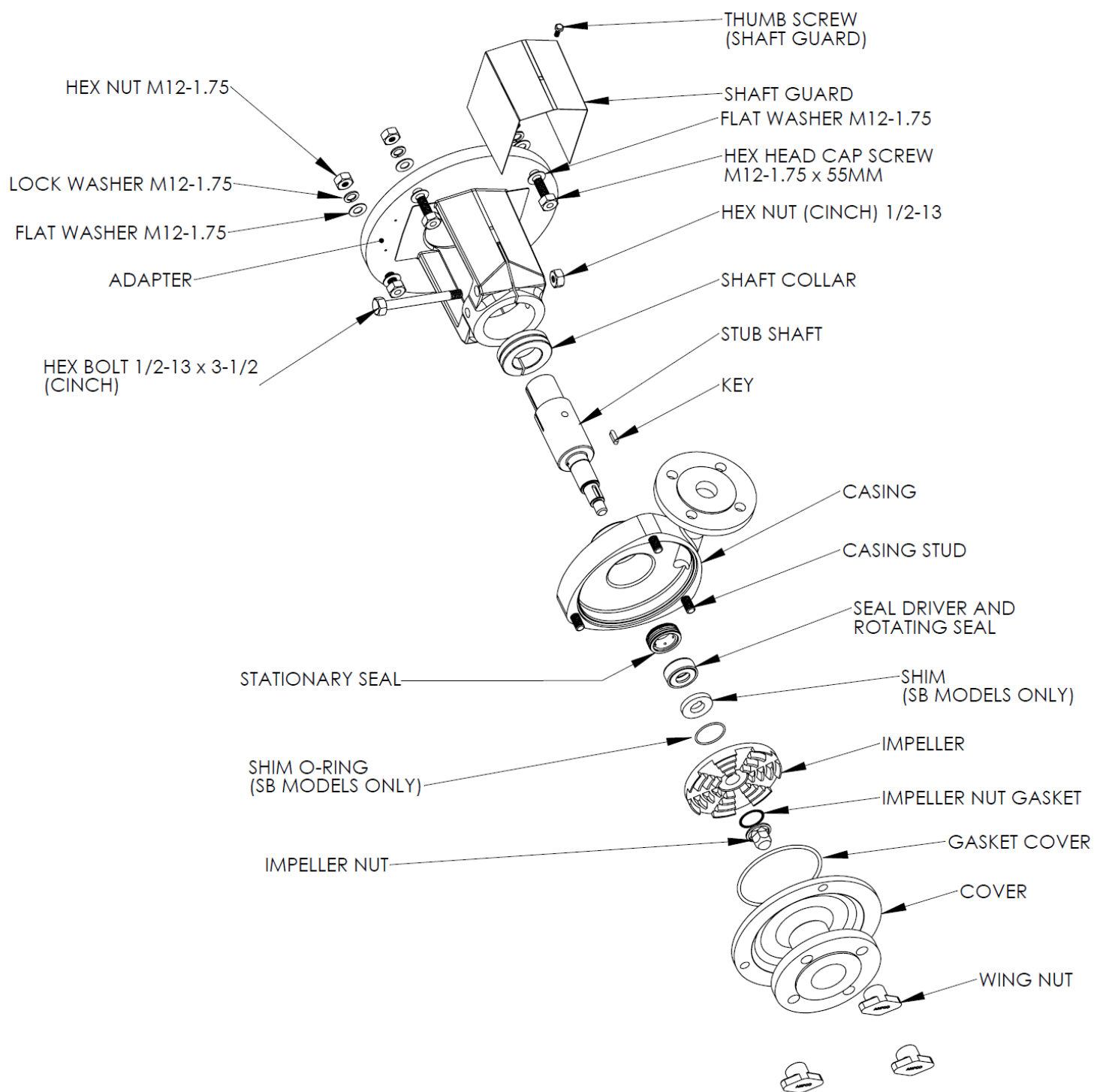
RECOMMENDED TORQUE VALUES

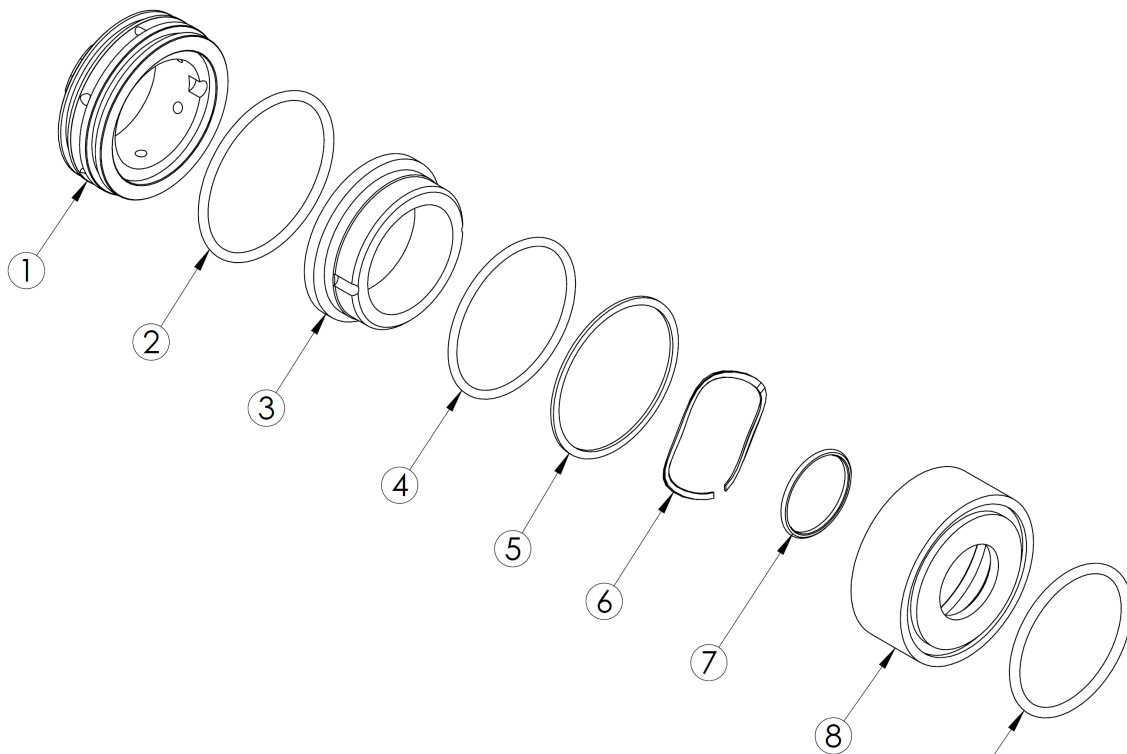
Impeller nut.....	40ft-lbs.
Adapter Clamping bolt.....	55ft-lbs / 75N-m
Adapter Cap Screws	
NEMA 56C-140TC/ IEC 80-112.....	20ft-lbs / 27N-m
NEMA 180TC-280TC/ IEC 132-200.....	50ft-lbs / 68N-m
NEMA 320TC-360TC.....	110ft-lbs / 149N-m
Shaft Collar Socket Head Cap Screws	
NEMA 56C-140TC/ IEC 80-112.....	6ft-lbs / 8N-m
NEMA 180TC-280TC/ IEC 132-200.....	15ft-lbs / 20.5N-m
NEMA 320TC-360TC.....	40ft-lbs / 54N-m
Socket Head Cap Screw Size For Shaft Collar	
NEMA 56C-180TC.....	3/16" Hex socket
NEMA 210TC-280TC.....	1/4" Hex socket
NEMA 320TC-360TC.....	5/16" Hex socket
IEC 80-200.....	6mm Hex socket
IEC 225.....	8mm Hex socket

IMPELLER CLEARANCE

R (round internal cavity) SB and SBH pumps.....	0.02" / 0.5mm
V (volute) SB and SBH pumps.....	0.04" / 1.0mm

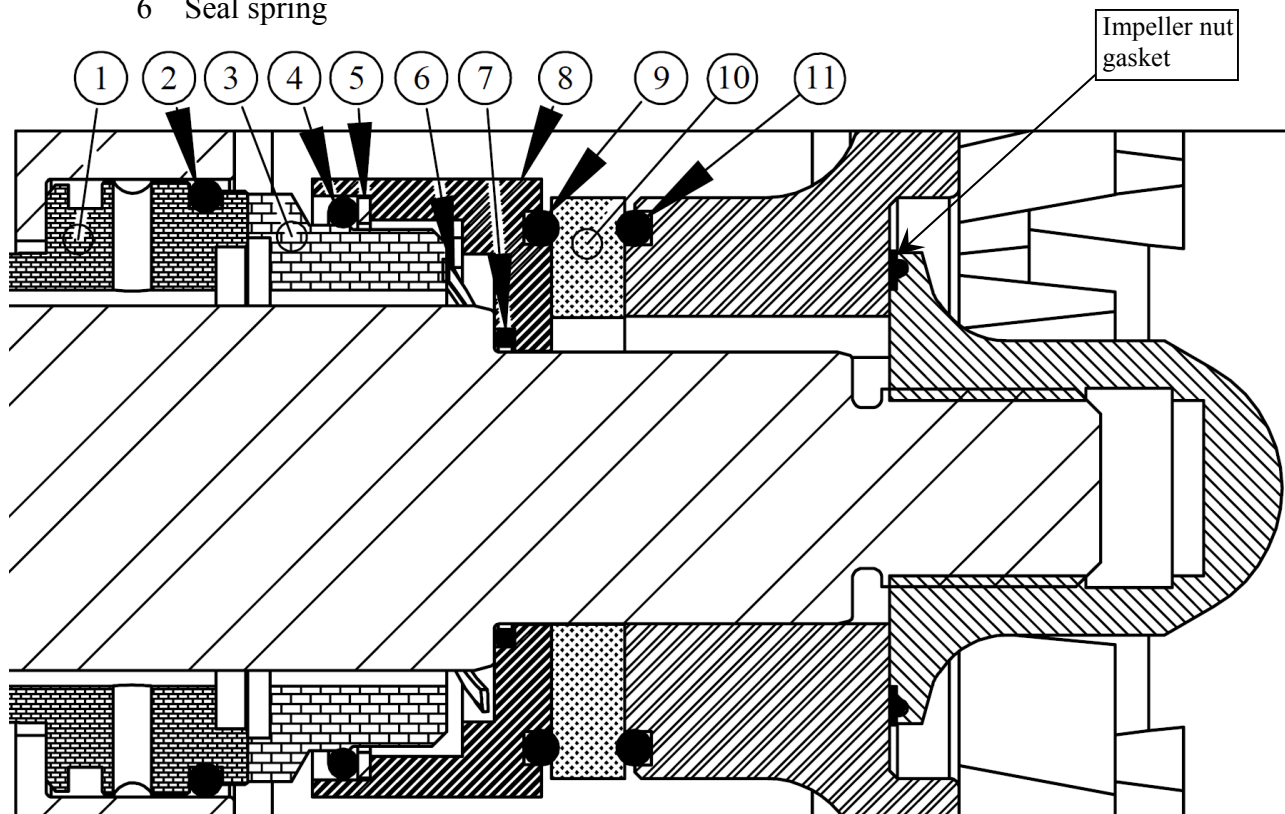






- 1 Stationary Seal
- 2 Stationary seal o-ring
- 3 Single rotating seal
- 4 Single rotating seal o-ring
- 5 Backup ring
- 6 Seal spring

- 7 Inner seal driver o-ring
- 8 Seal driver
- 9 Outer seal driver o-ring
- 10 Shim (SB Blenders only)
- 11 Impeller o-ring (SB Blenders only)



SERVICE MAINTENANCE AND SCHEDULING

DAILY PUMP MAINTENANCE CHECKS

1. Pump leakage (seal or otherwise)
2. Pressure reading and flow indication
3. Change in operating sound
4. Change in bearing temperature
5. Flow through lip seal lines

Motor lubrication schedule:

Every 2200Hrs of standard service.

Every 1100Hrs of severe service.

Every 220Hrs of extreme service.

Standard service is 8-16 hours of service and up to 104°F/40°C in a clean/little corrosion atmospheric contamination.

Severe service is 16+ hours of service per day up to 120°F/50°C in a moderate dirt/corrosion atmospheric contamination.

Extreme service is 8-16 hours of service per day over 120°F/50°C in a severe dirt, abrasive dust, corrosive heavy shock or vibration environment.

SEMI-ANNUAL PUMP MAINTENANCE CHECKS

1. Mechanical seal assembly
2. Motor bearing lubrication

ANNUAL PUMP MAINTENANCE CHECKS-INCLUDES SEMI-ANNUAL MAINTENANCE CHECKS PLUS:

3. Remove seal for inspection
4. Bearing check
5. Check of axis/running clearance of impeller

CONTINGENCY PLAN

FOR INSPECTION FINDINGS AND BREAKDOWNS, AN ADEQUATE SUPPLY OF PROBABLE REPLACEMENT PARTS SHOULD BE KEPT ON HAND.

THE MINIMUM SPARE PARTS ARE AS FOLLOWS:

1. Single mechanical seal kit
2. Cover gasket
3. Impeller key

IN ADDITION AMPCO RECOMMENDS

4. Impeller
5. Cover
6. Impeller nut

Where service cannot be interrupted, a complete stand-by pump unit fully assembled (in a by-pass line) is recommended.

SB & SBH PUMP INSTALLATION

Receiving pumps:

Visually inspect shipping crate(s)/pallet(s) for damage. Ampco pumps will be shipped in boxes labeled Ampco Pumps or in crates. If there is any damage it is imperative to notify the driver at the time of delivery. Failure to do so will make it difficult, if not impossible, to file a damage claim and Ampco Pumps will not be held accountable. Please contact Ampco Pumps shipping department with damage details ASAP.

Once unpacked, carefully inspect the pump for any damage that may have occurred during shipping. Using a 15/16" socket, an extension drive and ratchet turn the impeller nut to make sure the impeller turns freely. There should be a little noise from the seal which is normal. If there is metal to metal contact when the impeller is turned shipping damage is likely. Leave the protective covers on the inlet and discharge connections until the pump is installed and is ready to be connected to piping.

Pump location:

Install pump in an optimal location. Be sure that there is room around the pump so it can be accessed readily for maintenance. Ensure that the motor has adequate ventilation. Make sure the motor type is suitable for the environment in which it is installed.

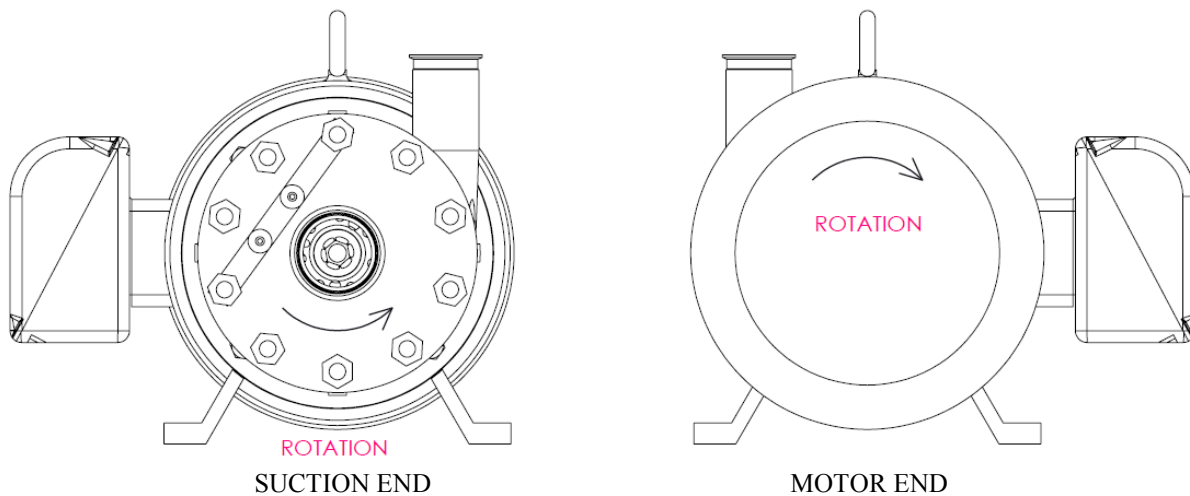
Electrical installation:

Have a qualified electrician connect the motor using sound electrical practices. Do not test run the motor with the pump dry. Mechanical seals can be damaged running dry even momentarily. The pump must be flooded and the flush must be connected with flushing water flowing before starting the pump. The pump and motor has been selected for a specific environment and system application. Changing the environment or system conditions (i.e. change of fluid, change in head losses, change in NPSHr) can overload the motor. When changing system conditions or when in doubt, contact Ampco Pumps Company for technical assistance and someone will be ready to assist.

Pump operation:

Make sure the pump is clean and free of any foreign matter.

Once the motor, flush and piping all have been properly connected, the flush is turned on and is visibly flowing (if the pump has a flush option) and the pump has been flooded, the pump can be momentarily turned on to check the motor rotation. The correct rotation is counter-clock wise while looking at the pump from the suction end clock wise if looking at the pump from the motor end.



When the rotation of the motor has been verified to be correct the pump is ready to run continuously for service.

Shut down instructions:

Turn off power supply to the pump.
Close shut-off valves.
Drain and clean pump.

PUMP DISMANTLING, SEAL REMOVAL & CHANGING SHIMS

ATTENTION! BEFORE ATTEMPTING ANY SERVICE ON ANY PUMP OR MOTOR, DISCONNECT OR LOCKOUT ELECTRICAL POWER TO THE PUMP MOTOR. IF THE PUMP AND MOTOR ARE TO BE REMOVED AS A UNIT, NOTE THE WIRING AND CONFIGURATION. USE COLORED OR NUMBERED TAPE TO MARK THE WIRE CONNECTIONS OF THE PUMP MOTOR AND POWER SOURCE, FOR RE-CONNECTION.

TOOLS REQUIRED TO DISASSEMBLE AND REMOVE SEAL

7/16" wrench

15/16" socket wrench

90 degree o-ring pick

Torque wrench

3/8" round bar

Dead blow hammer

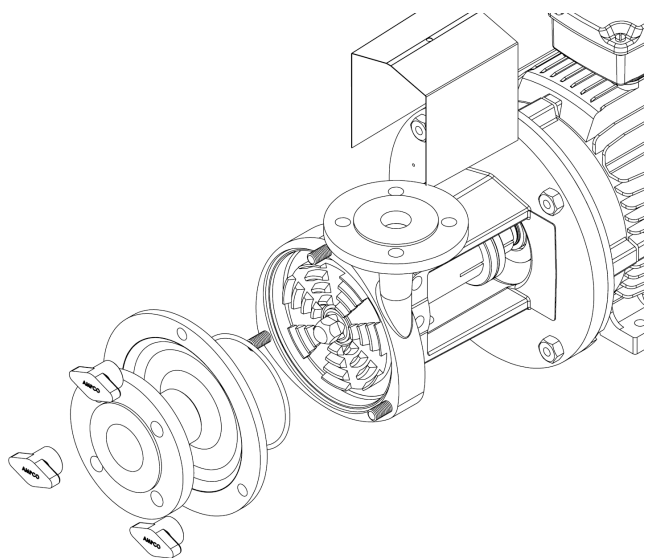


Figure 1

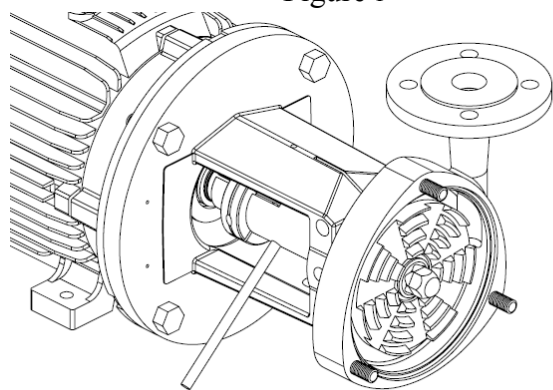


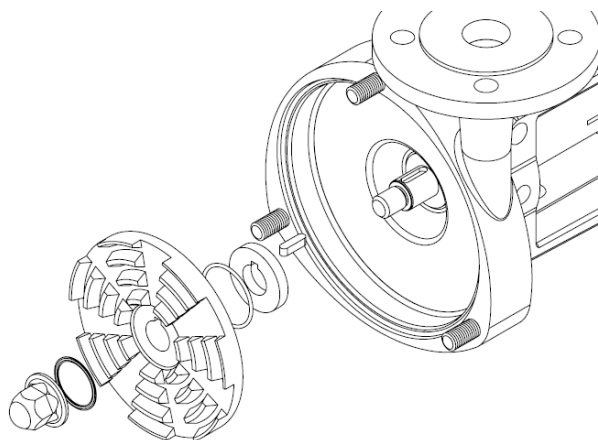
Figure 2

1. Disconnect electrical power to the pump motor and follow any lockout / tag-out procedures in place at your facility.

2. Disconnect pump from the suction piping. Drain all fluids from the pump.

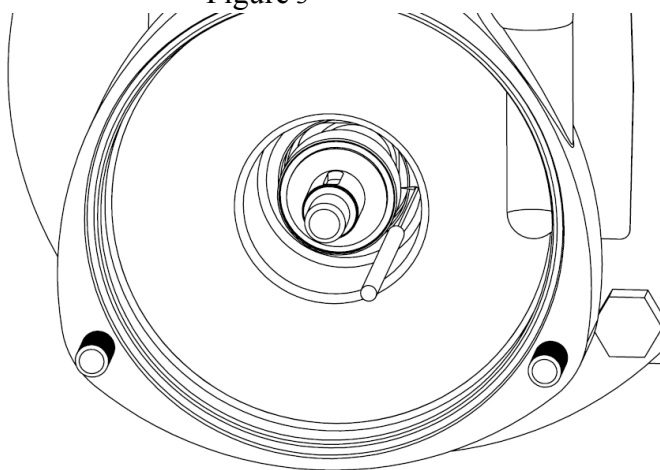
3. Loosen cover nuts with a 1-1/4" wrench. Remove cover wing nuts, flat washers (if provided), lock washers (if provided), cover, cover gasket and shaft guard. See figure 1.

4. Insert a 3/8" bar in the hole in the stub shaft. See figure 2. Loosen the impeller nut. Turn the impeller nut with a 15/16" wrench counterclockwise.



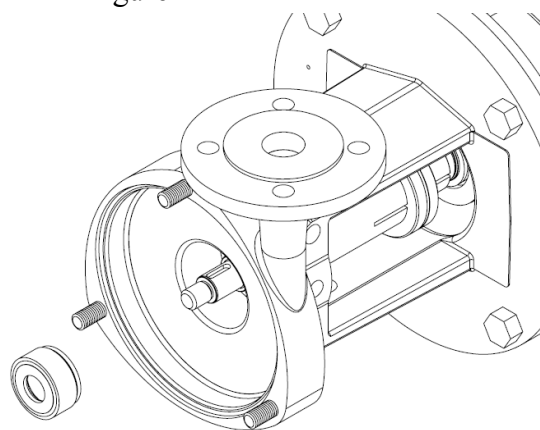
5. Remove the impeller nut, the nut gasket, impeller, shim and then the key. This process can be seen in Figure 3.

Figure 3



6. Pull out the seal driver. You may have to use a pick to separate the rotating seal from the stationary seal, figure 4.

Figure 4



7. The rotating seal, o-ring and spring will come out at as a single component, figure 5.

Figure 5

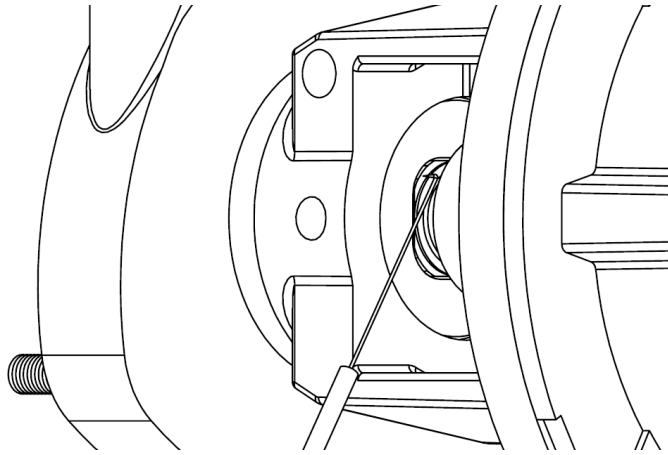


Figure 6

8. Push the stationary seal out from the back of the pump using an o-ring pick or your fingers or both. Pushing on opposite sides of the shaft with constant light pressure the best. Make sure to push outside of the rear seal face. See figure 6.

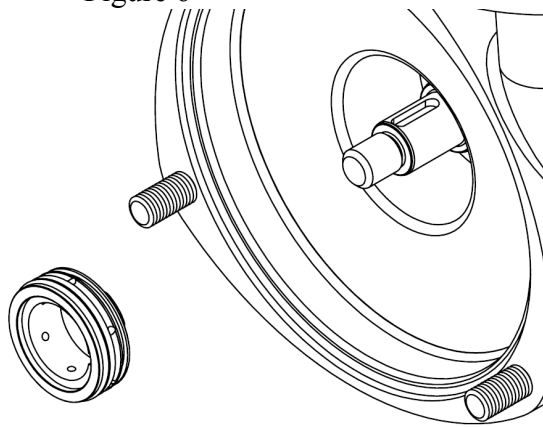


Figure 7

9. Remove stationary seal once pushed out of its' bore. See figure 7. Check the condition of the casing, rotating seal and stationary seal. Clean and remove any foreign matter before reinstalling the seal.

PUMP ASSEMBLY AND SEAL INSTALLATION

When replacing the seal assembly lubricate all o-rings with food grade lubricant. Once the pump is fully assembled turn the stub shaft a few revolutions by hand making sure it turn relatively freely and nothing is rubbing inside the pump. Running the pump with foreign objects in the pump or having the impeller making contact with either the cover or the casing will result in serious damage if not completely destroying the pump.

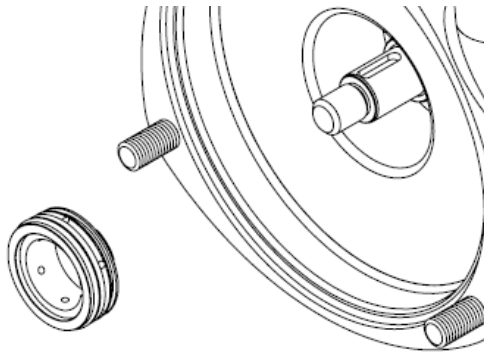


Figure 8

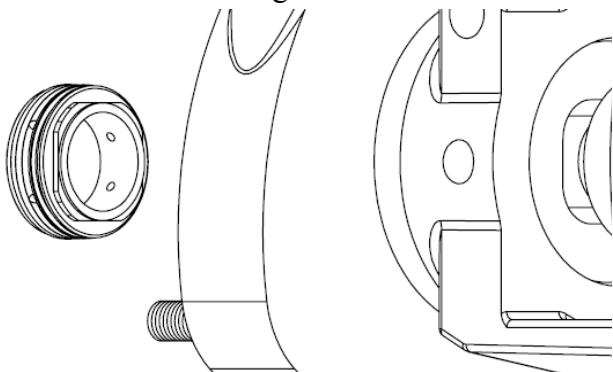


Figure 9

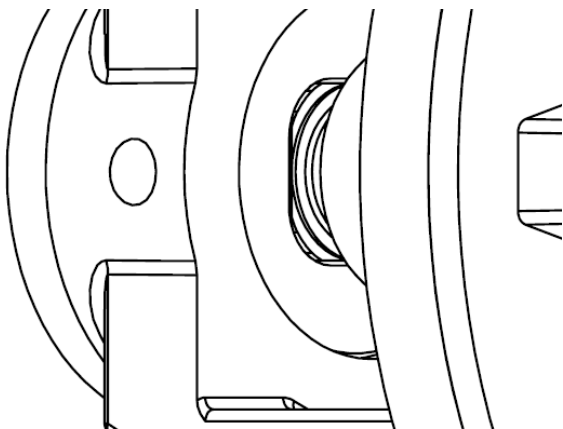


Figure 10

1. Use a food grade lubricant to lubricate all o-rings. It is important that the stationary and rotating seal o-rings are lubricated to ease assembly. Slide the stationary seal over the shaft and into the casing, figure 8. Line up a flat on the stationary seal to the a flat of the window of the casing and gently press the stationary seal into the casing bore. See figure 9.

2. The stationary seal should be properly seated, as shown in figure 10, before continuing the assembly of the pump.

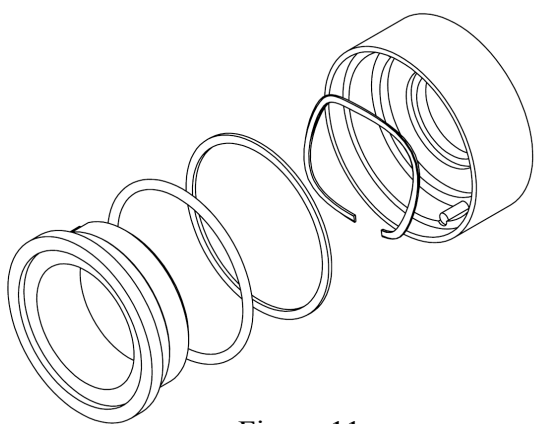


Figure 11

3. Assemble the rotating half of the seal. Insert the single seal spring into the seal driver. The single seal spring is smaller than the rotating double spring. Next insert the backup ring. Insert the single rotating seal o-ring then insert the single rotating seal. Be sure to line up the slots in the rotating seal with the pins in the seal driver.

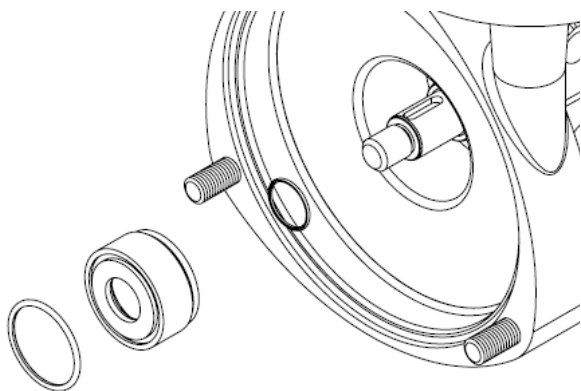


Figure 12

4. Install inner seal driver o-ring, then slide the rotating seal assembly onto the stub shaft, as seen in figure 12, against the stationary seal. Be sure the outer seal driver o-ring is in the o-ring groove in the seal driver.

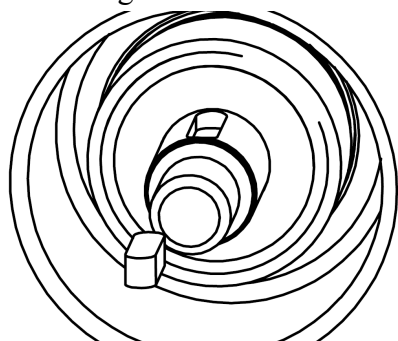


Figure 13

5. Insert key into the keyway in the stub shaft, figure 13.

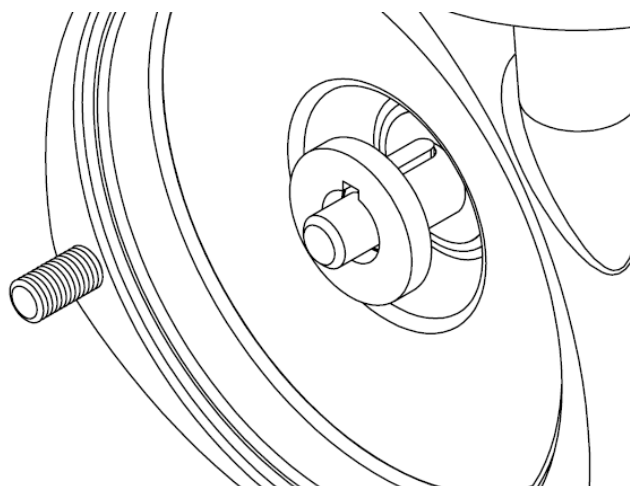
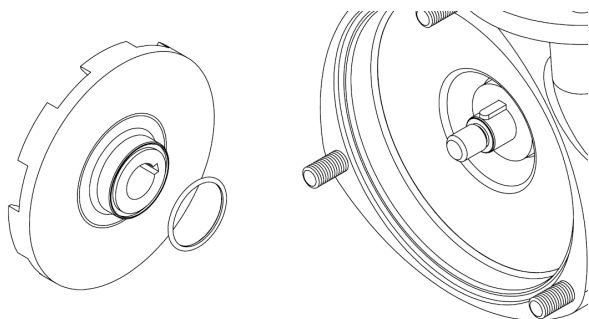


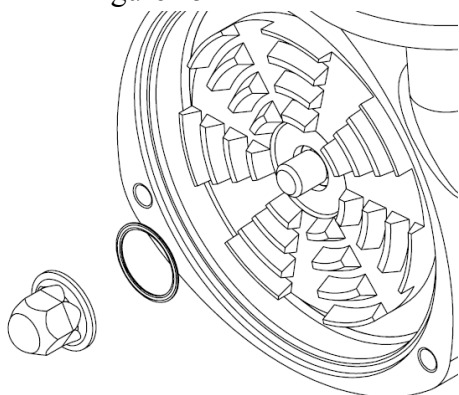
Figure 14

6. For SB Blenders install the shim as in figure 14



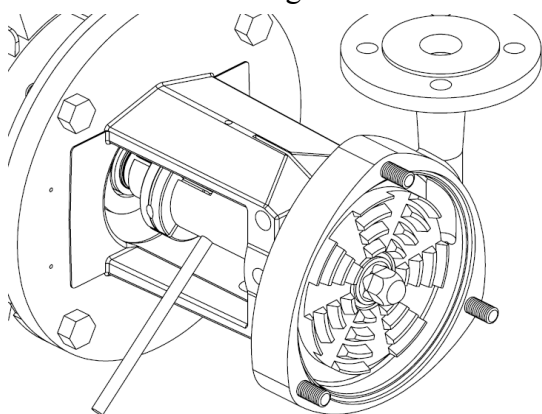
5. Before installing the impeller lubricate the impeller o-ring so it will stay in the impeller o-ring while installing the impeller (SB Blenders only). Slide impeller onto the shaft and over the key. Push impeller against the seal driver or shim (SB Blenders). See figure 15.

Figure 15



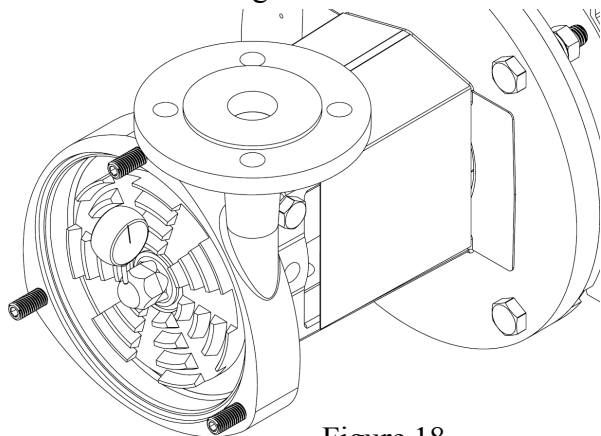
6. Install the impeller nut and impeller nut gasket, figure 16.

Figure 16



7. Once again insert a 3/8" bar into the hole of the stub shaft to hold the rotating parts while tightening the impeller nut. See figure 17.

Figure 17



8. Check the stub shaft run out. Fix an indicator to the pump. See figure 18. Total indicator run out should not be greater than 0.003" (0.075mm). If stub shaft run out is greater than 0.003" remove the shaft guard, loosen collar then just snug the shaft collar (do not torque yet). Mark the highest point of run out with a grease marker. Using a dead blow hammer tap stub shaft at high run out point and recheck run out. If run out is under 0.003" torque shaft collar screw and reassemble pump. If not repeat this step until run out is under 0.003".

Figure 18

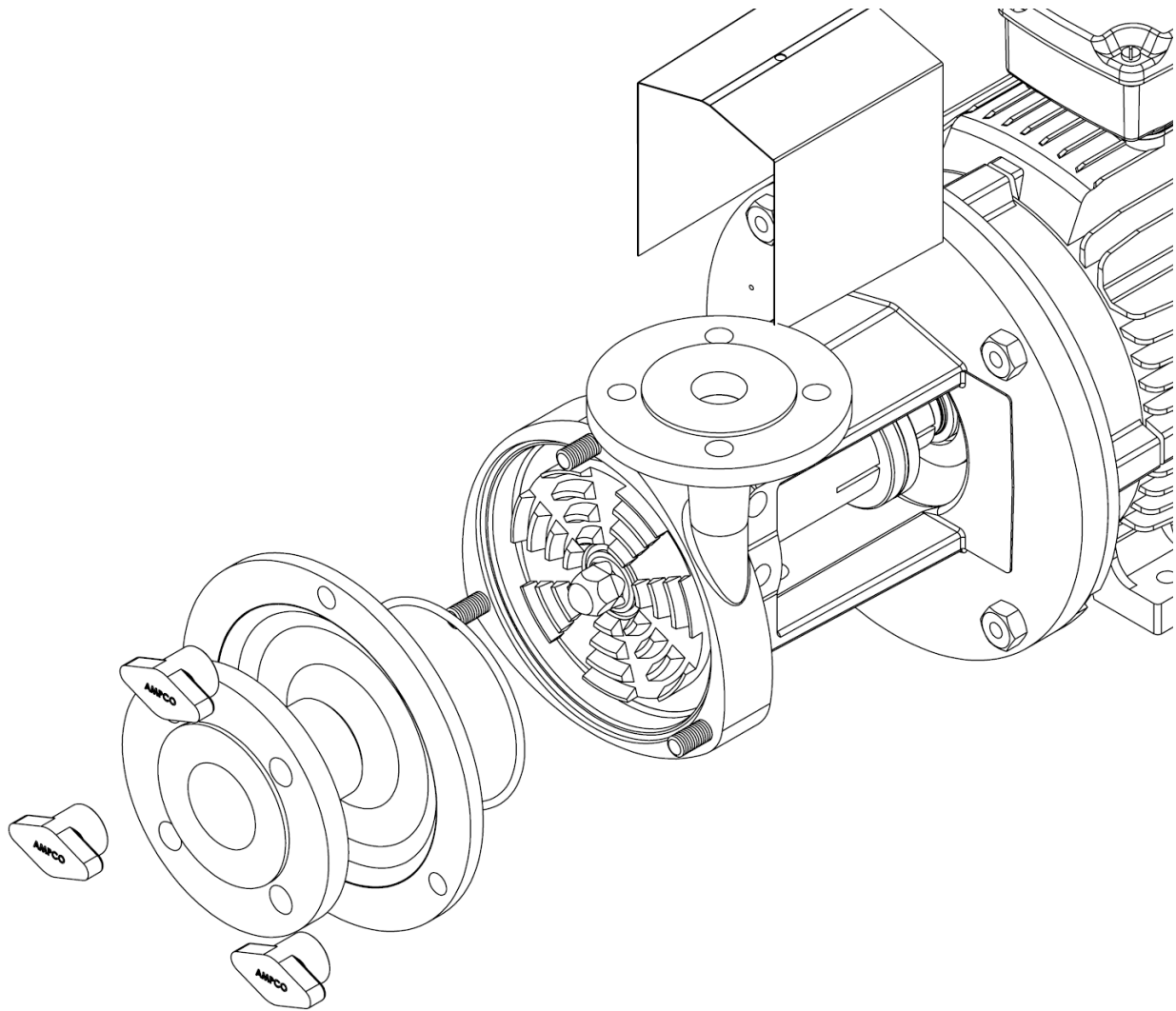


Figure 18

8. Replace cover gasket, cover, wing nuts, and shaft guard, figure 18. When replacing the cover, depending on the style of connection, the cover may only be installed correctly with only one orientation. Note the orientation of flange bolt hole patterns before installing the cover. Make sure the wing nuts are tight and turn the impeller slowly with a 15/16" socket, extension and ratchet to check if impeller turns freely.

Note: Always turn the stub shaft by hand before start up making sure nothing is rubbing inside the motor, such as foreign objects or the impeller touching either the back inside of the casing or the cover. Also never run this pump dry. Silicon carbide seals will heat up instantly at operating RPMs and will no longer seal when damaged.

WARNING: Mechanical seal must never run dry. Seal damage will result.

SETTING THE IMPELLER CLEARANCE

Assemble the pump as described in the Pump Assembly and Seal Installation section of this manual. For double seals perform steps 1-10 and for single seals perform steps 4-10 of the Pump Assembly and Seal Installation instructions. Take note that the shaft collar screw must be torqued to the proper torque value as determined by the frame size of the motor. Using a torque value less than the prescribed value may allow the shaft to move toward the cove and cause damage to the pump.

TOOLS REQUIRED

7/16" wrench
3/8" round bar

Torque wrench
mallet

15/16" socket wrench
Hex socket (for size see technical data page 3)

- 0.02" (0.5mm) Shim for SB & SBH R Pumps
- 0.04" (1.0mm) Shim for SB & SBH V Pumps

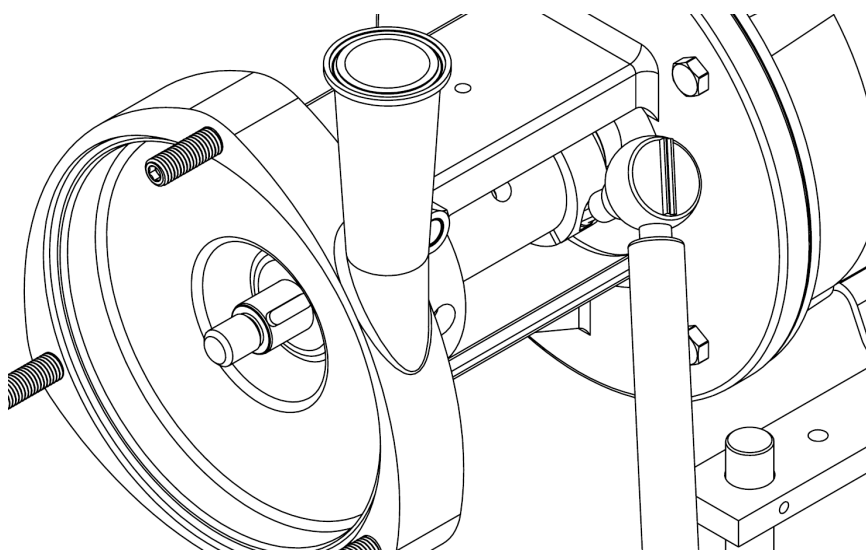


Figure 19

1. Remove the cover wing nuts, cover, cover o-ring, shaft guard, impeller nut, impeller nut gasket and impeller as described in the pump dismantling part of this manual. For SB models make sure the thinnest impeller shim is on the stub shaft.

2. Loosen the socket head cap screw in the shaft collar and retighten it just enough so the stub shaft is still able move on the motors shaft. Figure 19.

3. Once the stub shaft is able to slide on the motor shaft place the plastic stub-shaft setting shim on the back of the impeller, over the impeller hub. Figure 20.

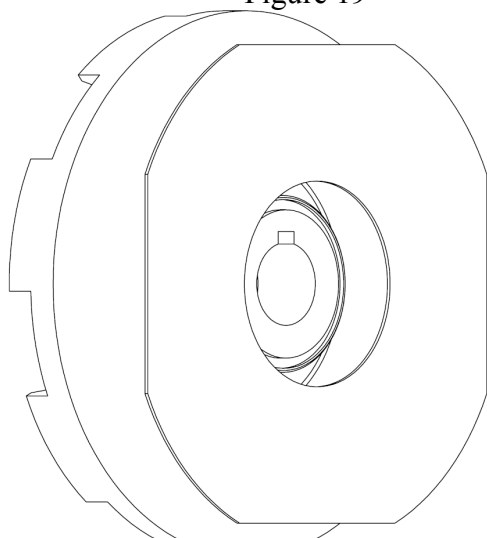


Figure 20

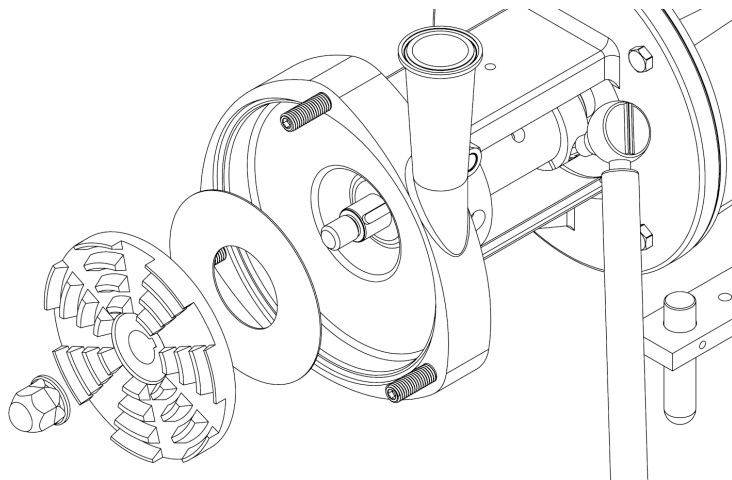


Figure 21

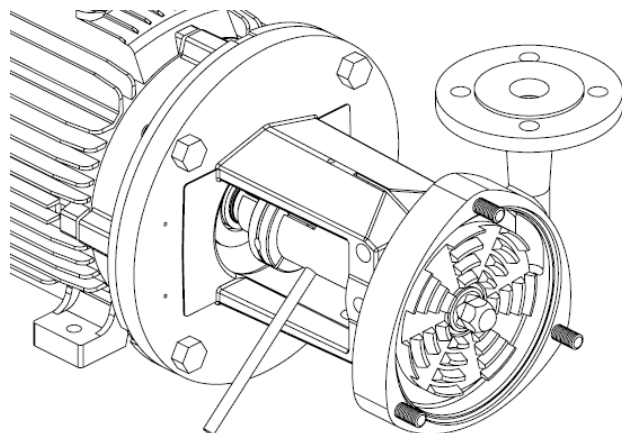


Figure 22

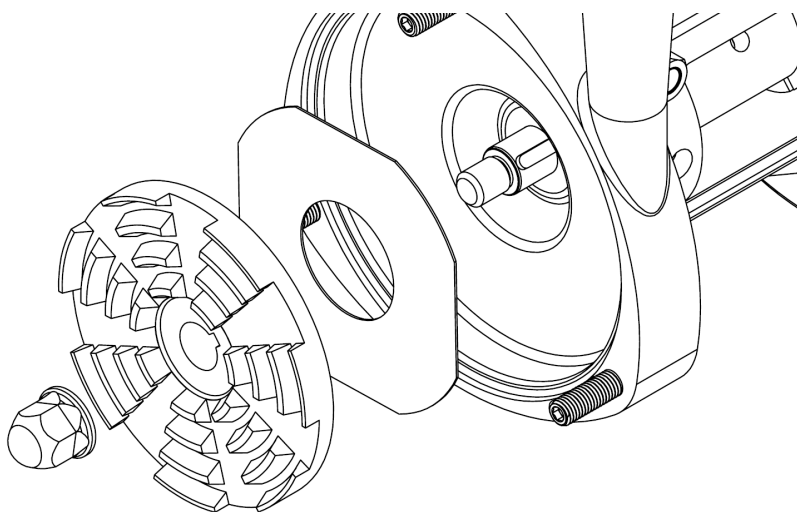


Figure 23

4. With the seal driver, shim (SB models) and key on the stub shaft, insert the impeller and impeller clearance shim into the casing on the stub shaft and tighten the impeller nut on the stub shaft, figure 21. While pushing the impeller nut, impeller, and shaft collar towards the motor slightly pinching the impeller clearance shim, tighten the socket head cap screw in the shaft collar. Torque the socket cap screw to the right torque value that correlates to the frame size of the motor. When the shaft collar screw is not torqued to the correct value the shaft may move during pump operation although the shaft cannot be moved by hand along the motors axis. Torquing the shaft collar screw more than the recommended value may break the screw.

5. Now that the impeller clearance is set the clearance shim has to be removed and pump reassembled. Insert a 3/8" bar into the hole of the stub shaft and loosen the impeller nut. See figure 22.

6. Remove the impeller nut, impeller, stub-shaft setting shim and clearance shim, figure 23.

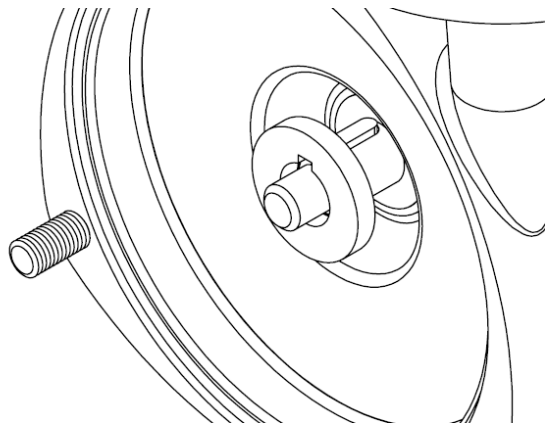


Figure 24

7. Insert the desired impeller shim (SB models only) figure 24.

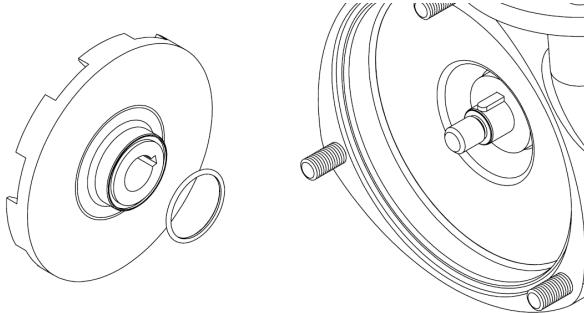


Figure 25

8. Install the impeller o-ring into the back of the impeller (SB models only) figure 25.

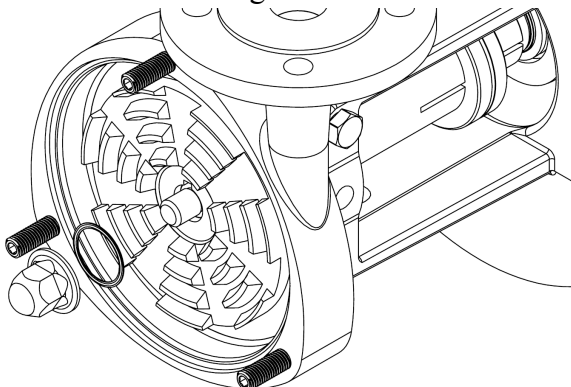


Figure 26

9. Install the impeller nut gasket and impeller nut. See figure 26.

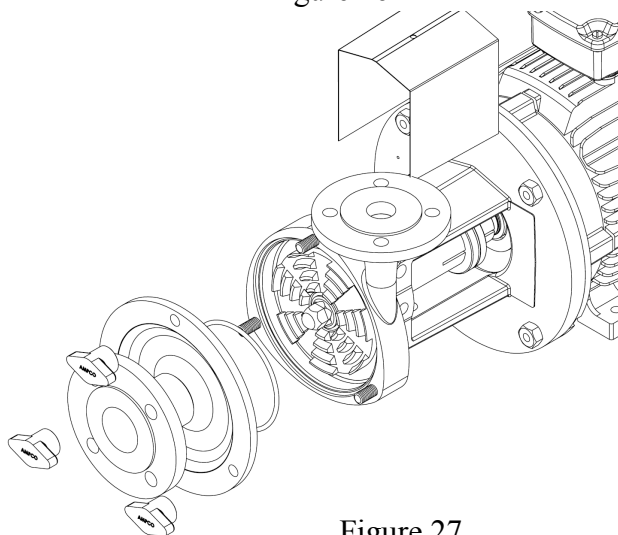


Figure 27

10. Replace cover gasket, cover, wing nuts, and shaft guard, figure 27. When replacing the cover, depending on the style of connection, the cover may only be installed correctly with only one orientation. Note the orientation of flange bolt hole patterns before installing the cover. Make sure the wing nuts are tight and turn the impeller slowly with a 15/16" socket, extension and ratchet to check if impeller turns freely. If the impeller does not turn freely do not force it to turn and absolutely do not run the pump. Reset the impeller clearance.

Sound piping practices

Suction and discharge piping must be properly supported and aligned with the pumps suction and discharge ports.

Avoid throttling valves in the suction line of the system.

Check valves must be at a minimum of 5 feet (1.5m) from the pump's discharge, figure 28.

Keep the suction piping short and direct as possible. Avoid elbows in the suction line of the system. If this is unavoidable, locate the elbow as least 5 pipe diameters away from the pumps inlet and elbows should not have a radii less than twice the diameter of pipe, figure 28.

Make sure that the NPSH available is always greater than the system's NPSH required.

Avoid bending piping over piping as this will cause the formation of an air pocket in the suction line. Figure 29.

Route piping under any obstructions whenever possible. Figure 30.

When using a reducer on the suction end the reduced centerline should not be below the suction centerline as in figure 31. The centerline of the small diameter end of the reducer should be above the centerline of the suction line as in figure 32.

Injection line angles should be 45° or less. Figure 33.

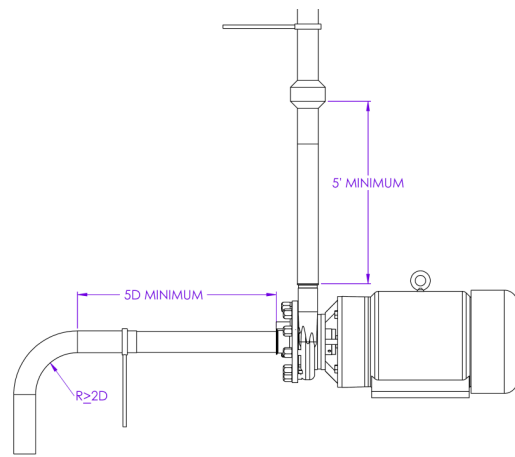


Figure 28

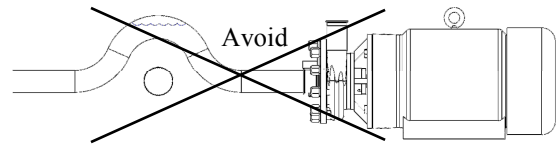


Figure 29

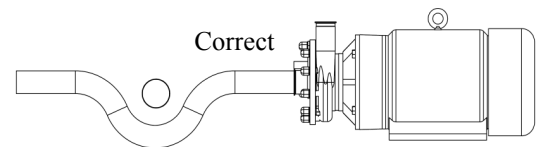


Figure 30

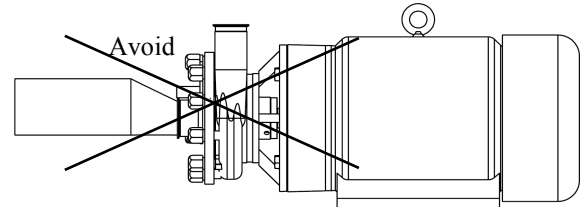


Figure 31

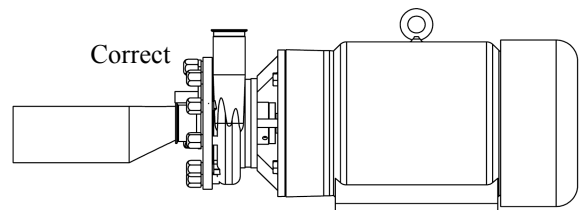


Figure 32

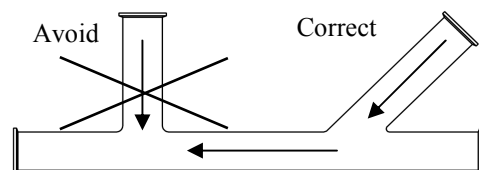


Figure 33

TROUBLESHOOTING

COMMON TROUBLES AND THEIR CAUSES

It is to the user's advantage to be familiar with a systematic procedure to determine reasons and causes for unsatisfactory pump operation. The following list of troubles and causes is intended to assist users in determining the cause of any pumping trouble. Faulty installations can then be corrected and clear description given the manufacturer if assistance is required. Human judgment should not be relied on to measure operating conditions. Use proper instruments to measure values of pressure, suction lift, speeds, temperature rise of motors, etc. When motor speeds are incorrect, check connections and measure voltage at motor terminals.

1. No liquid delivered

- Pump and suction line not completely primed
- Speed too low
- Required discharge too high
- Suction lift too high
- Impeller, piping, or fittings completely plugged up
- Wrong direction of rotation

2. Not sufficient capacity

- Air leaks in suction pipe for shaft seal
- Speed too low
- Required discharge head too high
- Suction lift too high or insufficient NPSH available
- Impeller, piping, or fittings partially plugged
- Insufficient positive suction head for hot water or other volatile liquids
- Liquid viscosity too high
- Mechanical problems-impeller damaged, shaft seal defective
- Wrong direction of rotation
- Suction pipe entrance too close to surface of liquid
- Air pockets in pipe high points

3. Not sufficient pressure

- Speed too low
- Mechanical problems- impeller damaged, shaft seal defective
- Small impeller diameter
- Air or gas in liquid
- Wrong direction of rotation
- Air pockets in pipe high points

4. Pump operates for a while, then quits

- Leaky suction line
- Air leaking in through shaft seal
- Suction lift too high or insufficient NPSH available
- Air or gas in liquid
- Suction piping and fitting not completely freed of air during priming
- Air pockets in pipe high points



5. Pump takes too much power

- Speed too high
- Pumping too much liquid because required head is lower than anticipated.
- Viscosity and / or specific gravity is higher than specified
- Mechanical problems—binding inside seal from distortion due to piping strains, shaft bent, impeller rubbing casing
- Wrong direction of rotation

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