IMPORTANT!

Please read this before performing any maintenance or service work to this equipment!

⚠ WARNING

If you have not read the Operation and Maintenance Manual and feel you were not properly trained DO NOT ATTEMPT TO OPERATE THIS MACHINE**. Serious injury or death may result!**

In order to ensure the safety of your employees, contract maintenance personnel, and yourself it is very important to “Lock Out & Tag Out” this equipment before performing any maintenance or service work on it. Depending on the equipment there will be areas that need to be addressed with Lock Out / Tag Out procedures

- Electric
- Water
- Pneumatic

In each of the above areas it is necessary to ensure that it is impossible activate any input to the equipment while it is being worked on. There are a number of ways to accomplish this in each area. Due to this, each individual company should determine what system will work best for them and ensure that each employee strictly adheres to it. If you have any questions on how to start a Lock Out / Tag Out program, you can contact your State Department of Labor office and they would be happy to provide you with information and sources for materials.

⚠ WARNING

Maintenance is to be performed by trained personnel and while the machine is in a safe state to perform any maintenance. Machine must be in a safe state prior to any maintenance.

Description:

A step by step guide on how to rebuild a 3 hp vacuum pump.

Tools and supplies:

- Slide hammer
- 1” wrench
- ½” socket
- 4 mm hex socket
- 5 mm hex socket
- 6 mm hex socket
- T25 Torx socket
- Ratchet
- Feeler gauge
- Puller plate
- Spanner socket
- 1-1¼” pipe
- Straight edge
- Small putty knife
- Metaflux Gleitmetall - Park Industries PN# 3400037
- Loctite 243
- Shop towels





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1. If not done beforehand, disconnect the pump from the machine, drain it as much as possible, then place it on a waist high table.
2. Use a 6 mm socket head to remove the five (5) bolts securing the cover.





3. Remove the cover.

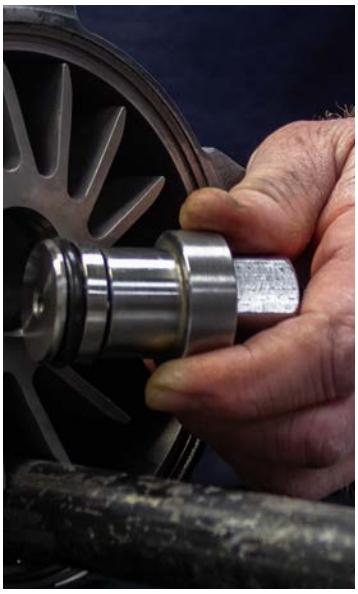


4. Use a cloth to soak up any spilled oil.

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5. Immobilize the impeller by wedging a 1-1¼” pipe inbetween the blades
6. Use the spanner wrench to remove the sealing nut. Inspect, then replace the o-ring if necessary.



7. Measure the distance between the casing and impeller with a filler gauge and straight edge.

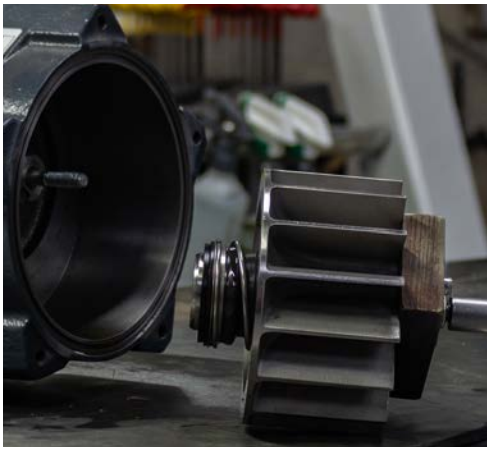
Note: *record the distance and use it to set the impeller blade during reassembly.*



8. Remove the nut with a ½” socket wrench.
9. Install the puller plate onto the impeller blade with a 4 mm socket wrench.




10. Screw the slide hammer onto the puller plate, then pull out the impeller blade.

11. Remove the puller plate, flip the impeller blade upside down, and remove the carbon spring seal with a narrow putty knife. Inspect, clean, then replace the carbon spring seal and o-ring if necessary.





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12. Use the T25 socket wrench to remove the countersunk screw from the port plate, then remove it from the end casing and dispose of it.





13. Clean and re-oil (wayoil).
14. Use a 5 mm socket wrench to verify the reed valve is correctly placed and secured before installing the new port plate.
15. Inspect, then replace any o-rings as necessary.
16. Apply Loctite 243 to the countersunk screw and fasten the port plate to the end casing – set aside.







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Note: *line up the port plate with the middle and bottom bolt.*

17. Reattach the carbon spring seal to the impeller blade, then re-seat it onto motor shaft.
18. Immobilize the impeller by wedging a 1-1¼” pipe in between the blades, then secure the impeller blade bolt with a ½” socket wrench.
19. Use the previously recorded feeler gauge measurement to correctly place the impeller blade.





20. Use the spanner wrench to secure the sealing nut.
21. Use the 6 mm socket head to reattach the five (5) bolts, securing the cover. Insert the drain plug







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