

TECHNICAL SERVICE MANUAL: INSTALLATION, OPERATION & MAINTENANCE

**VIKING
PUMP®**MOTOR SPEED PRODUCT LINE: CAST IRON
895 SERIES™
SIZES: GG, HJ, HL, AS, AK, ALTSM 1443
Page 1 of 24
Issue A

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MODEL NUMBER CHART

| Sealless Mag Drive |
|--------------------|
| GG895 |
| HJ895 |
| HL895 |
| AS895 |
| AK895 |
| AL895 |

INTRODUCTION

The illustrations used in this manual are for identification purposes only and cannot be used for ordering parts.

Obtain a parts list from your Viking Pump® representative.

Always give a complete name of part, part number and material with the model number and serial number of pump when ordering repair parts. The unmounted pump or pump unit model number and serial number are on the nameplate.

This manual only applies to the pump models specified in the **"Model Number Chart" on page 1**. Pump specifications and recommendations are listed in the Catalog Sections, which are available at vikingpump.com.

⚠ WARNING !

Persons with surgical implants of a metallic or electronic nature should avoid working on pump – especially the inner magnet assembly.

This information must be read fully before beginning any maintenance or repair of the pump. All maintenance or repair must be done by **SUITABLY TRAINED** or qualified persons only.

FIGURE 1:
GG, HJ, HL SIZES



FIGURE 2:
AS, AK, AL SIZES



SAFETY INFORMATION & INSTRUCTIONS

IMPROPER INSTALLATION, OPERATION OR MAINTENANCE OF PUMP MAY CAUSE SERIOUS INJURY OR DEATH, AND/OR RESULT IN DAMAGE TO PUMP AND/OR OTHER EQUIPMENT. VIKING'S WARRANTY DOES NOT COVER FAILURE DUE TO IMPROPER INSTALLATION, OPERATION OR MAINTENANCE.

THIS INFORMATION MUST BE FULLY READ BEFORE BEGINNING INSTALLATION, OPERATION OR MAINTENANCE OF PUMP, AND MUST BE KEPT WITH PUMP. PUMP MUST BE INSTALLED, OPERATED AND MAINTAINED ONLY BY SUITABLY TRAINED AND QUALIFIED PERSONS.

THE FOLLOWING SAFETY INSTRUCTIONS MUST BE FOLLOWED AND ADHERED TO AT ALL TIMES.

 **DANGER** = FAILURE TO FOLLOW THE INDICATED INSTRUCTION MAY RESULT IN SERIOUS INJURY OR DEATH.

DANGER

BEFORE opening any liquid chamber (pumping chamber, reservoir, relief valve adjusting cap fitting, etc.) be sure that:

- Any pressure in the chamber has been completely vented through the suction or discharge lines or other appropriate openings or connections.
- The pump drive system (motor, turbine, engine, etc.) has been "locked out" or otherwise been made non-operational, so that it cannot be started while work is being done on the pump.
- You know what material the pump has been handling, have obtained a material safety data sheet (MSDS) for the material, and understand and follow all precautions appropriate for the safe handling of the material.

DANGER

BEFORE operating the pump, be sure all drive guards are in place.

DANGER

DO NOT operate pump if the suction or discharge piping is not connected.

DANGER

DO NOT place fingers into the pumping chamber, or its connection ports, or into any part of the drive train if there is any possibility of the pump shaft being rotated.

WARNING

DO NOT exceed the pumps rated pressure, speed, and temperature, or change the system/duty parameters from those the pump was originally supplied, without confirming its suitability for the new service.

WARNING

BEFORE operating the pump, be sure that:

- It is clean and free from debris.
- All valves in the suction and discharge pipelines are fully opened.
- All piping connected to the pump is fully supported and correctly aligned with the pump.
- Pump rotation is correct for the desired direction of flow.

 **WARNING** = IN ADDITION TO SERIOUS INJURY OR DEATH, FAILURE TO FOLLOW THE INDICATED INSTRUCTION MAY CAUSE DAMAGE TO PUMP AND/OR OTHER EQUIPMENT

WARNING

INSTALL pressure gauges/sensors next to the pump suction and discharge connections to monitor pressures.

WARNING

USE extreme caution when lifting the pump. Suitable lifting devices should be used when appropriate. Lifting eyes installed on the pump must be used only to lift the pump, not the pump with drive and/or base plate. If the pump is mounted on a base plate, the base plate must be used for all lifting purposes. If slings are used for lifting, they must be safely and securely attached. For weight of the pump alone (which does not include the drive and/or base plate) refer to the Viking Pump® product catalog.

DANGER

DO NOT attempt to dismantle a pressure relief valve that has not had the spring pressure relieved or is mounted on a pump that is operating.

DANGER

AVOID contact with hot areas of the pump and/or drive. Certain operating conditions, temperature control devices (jackets, heat-tracing, etc.), improper installation, improper operation, and improper maintenance can all cause high temperatures on the pump and/or drive.

WARNING

THE PUMP must be provided with pressure protection. This may be provided through a relief valve mounted directly on the pump, an in-line pressure relief valve, a torque limiting device, or a rupture disk. If pump rotation may be reversed during operation, pressure protection must be provided on both sides of pump. Relief valve adjusting screw caps must always point towards suction side of the pump. If pump rotation is reversed, position of the relief valve must be changed. Pressure relief valves cannot be used to control pump flow or regulate discharge pressure. For additional information, refer to **Appendix, General Installation Notes**, item 5 on Pressure Protection or contact your Viking Pump® representative for Engineering Service Bulletin ESB-31.

WARNING

THE PUMP must be installed in a manner that allows safe access for routine maintenance and for inspection during operation to check for leakage and monitor pump operation.

SPECIAL INFORMATION

ROTATION

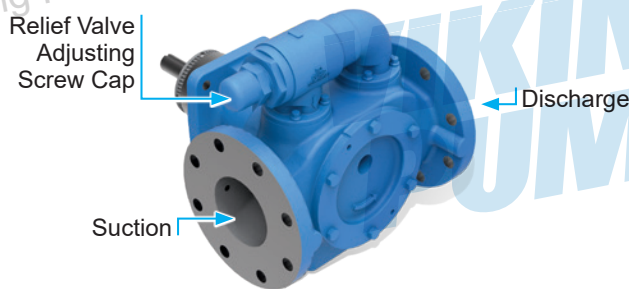
Viking Mag Drive pumps are designed to run in the direction indicated on the nameplate only. If rotation must be reversed, See “Changing Pump Rotation” on page 10.

PRESSURE RELIEF VALVES

1. Viking pumps are positive displacement pumps and must be provided with some sort of pressure protection. This may be a relief valve mounted directly on the pump, an inline pressure relief valve, a torque limiting device or a rupture disk. Do not rely on decoupling of magnets for protection from over pressure; this may result in damage to the magnets, pump, or other equipment.
2. Relief valves are mounted as standard on the head of GG, HJ, and HL size pumps and on the casing of AS, AK, and AL size pumps. Relief valves are not available on jacketed heads (GG, HJ & HL).
3. If pump rotation is reversed during operation, pressure protection must be provided on **both** sides of pump.
4. Relief valve adjusting screw cap must **always** point towards suction side of pump. See “Figure 3” on page 3.
If pump rotation is reversed, remove pressure relief valve and turn end for end. See “Changing Pump Rotation” on page 10 for additional steps required for proper operation.
5. Pressure relief valves cannot be used to control pump flow or regulate discharge pressure.

For additional information on pressure relief valves, refer to **Appendix, General Installation Notes**, item 5 on Pressure Protection or contact your Viking Pump® representative for Engineering Service Bulletin ESB-31.

FIGURE 3



CAUTION !

Rare earth magnets used in couplings have extremely strong magnetic fields capable of changing performance or damaging items such as the following:

- Pacemakers
- Metal Implants
- Watches
- Computers
- Cellular or Mobile Devices
- Credit Cards

Completely assembled magnetic couplings will not affect items listed above – only disassembled components.

There are no known harmful effects of these magnetic fields on the human body.

MAINTENANCE

These pumps are designed for long, trouble-free service life under a wide variety of application conditions with minimum maintenance. The points listed below will help provide long service life.

CLEANING PUMP

Keep pump as clean as possible. This will facilitate inspection, adjustment and repair work.

STORAGE

If pump is to be stored, or not used for six months or more, pump must be drained and a light coat of non-detergent SAE 30 weight oil must be applied to all internal pump parts.

Apply grease to pump or coupling shaft extension, if present or accessible. Viking suggests rotating pump shaft by hand one complete revolution every 30 days to circulate the oil. The coupling should be stored in a dry area. Tighten all pump assembly bolts before putting pump in service after being stored.

Note: If the liquid to be pumped reacts with oil, use an acceptable alternate.

SUGGESTED REPAIR TOOLS

The following tools must be available to properly repair these pumps. These tools are in addition to standard mechanics' tools such as open-end wrenches, pliers, screwdrivers, etc. Most of the items can be obtained from an industrial supply house.

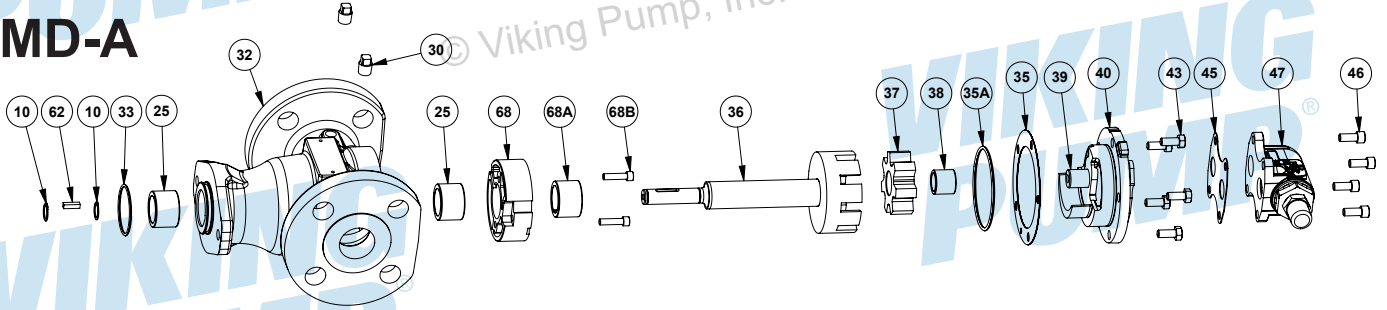
1. Soft headed hammer
2. Allen wrenches (for set screws)
3. Snap ring pliers

INTERNAL – Viking Part No. 2-810-047-999;
EXTERNAL – Viking Part No. 2-810-029-375;

4. Feeler gauge set
5. Brass or plastic bar
6. Arbor press

FIGURE 4: EXPLODED VIEW FOR SIZES GG, HJ, HL

MD-A



MD-B

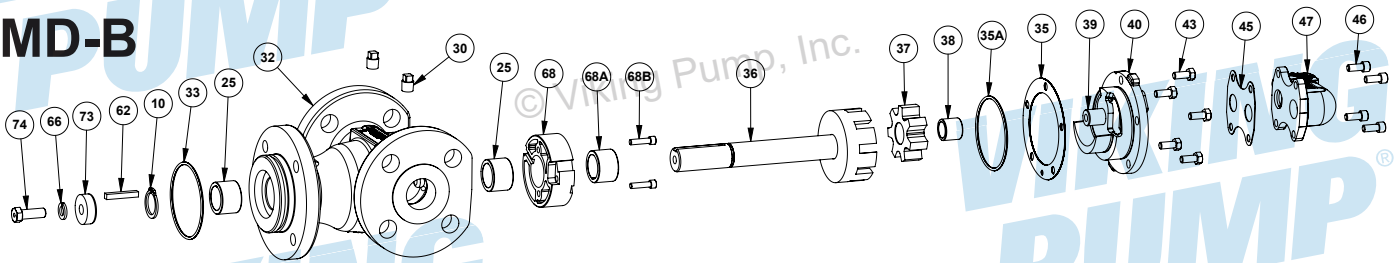
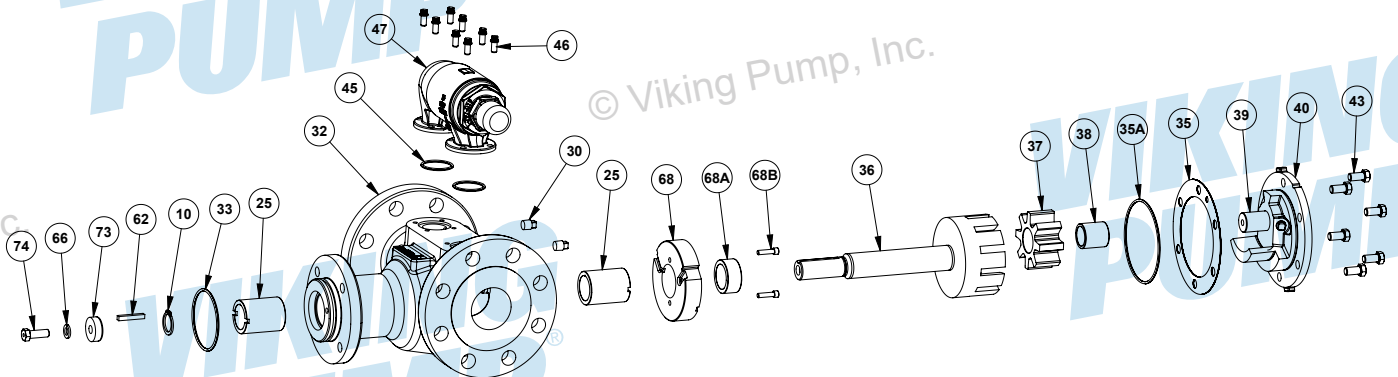


FIGURE 5: EXPLODED VIEW FOR SIZES AS, AK, AL



| Item | Name Of Part | Item | Name Of Part | Item | Name Of Part |
|------|---------------------------------|------|----------------------------|------|-----------------------------|
| 10 | Retaining Ring for Inner Magnet | 37 | Idler and Bushing Assembly | 62 | Key |
| 25 | Casing Bushing | 38 | Idler Bushing | 66 | Lockwasher |
| 30 | Pipe Plug | 39 | Idler Pin | 68 | Balance Plate |
| 32 | Casing | 40 | Head and Idler Pin | 68A | Balance Plate and Bushing |
| 33 | O-Ring for Casing Pilot | 43 | Capscrews for Head | 68B | Capscrews for Balance Plate |
| 35 | Head Gasket Set | 45 | Gasket for Relief Valve | 73 | Insert Washer |
| 35A | O-Ring for Head Pilot | 46 | Capscrews for Relief Valve | 74 | Capscrew for Inner Magnet |
| 36 | Rotor and Shaft Assembly | 47 | Internal Relief Valve | | |

FIGURE 6: M DRIVE CONFIGURATION - MD-A COUPLING - BEARING CARRIER COMPONENTS

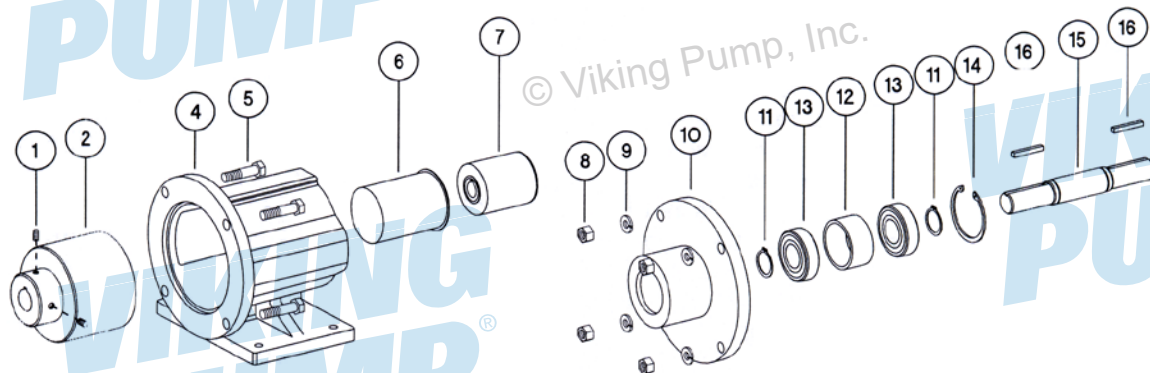


FIGURE 7: M DRIVE CONFIGURATION - MD-B COUPLING - BEARING CARRIER COMPONENTS

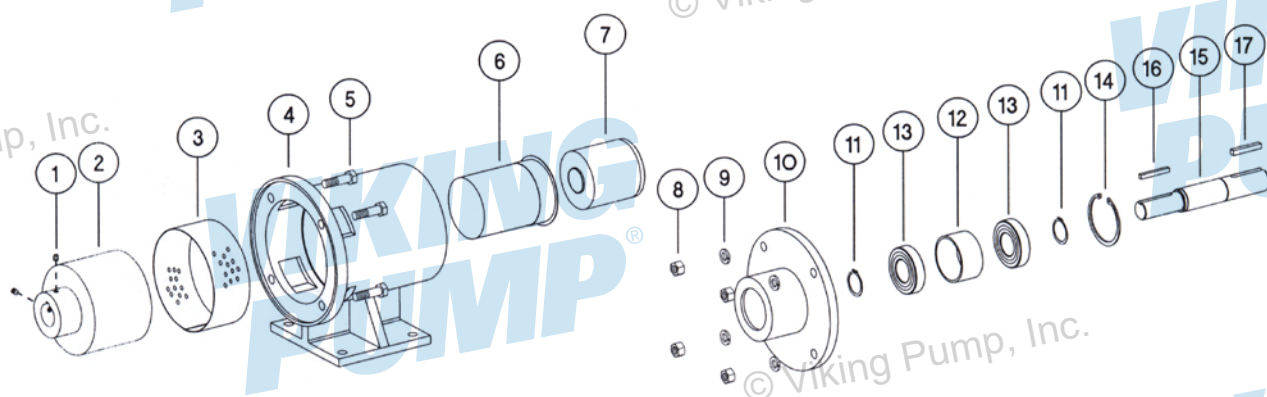
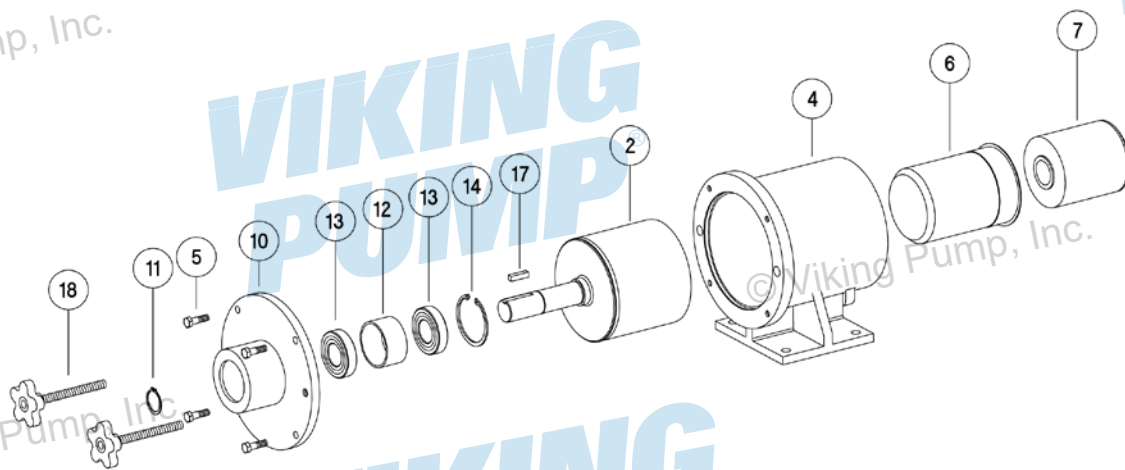


FIGURE 8: B DRIVE CONFIGURATION - MD-C COUPLING - BEARING CARRIER COMPONENTS



| Item | Name Of Part | Item | Name Of Part | Item | Name Of Part |
|------|---|------|---|------|-------------------------|
| 1 | Setscrew, Outer Magnet (2 Req'd) | 7 | Inner Magnet Assembly | 13 | Ball Bearings (2 Req'd) |
| 2 | Outer Magnet Assembly (3 Bore Sizes for MD-A & MD-B) | 8 | Hex Nuts (Bearing Carrier only, 4 Req'd – MD-A & MD-B) | 14 | Inner Retaining Ring |
| 3 | Shroud, Bracket (MD-B only) | 9 | Lock Washers (MD-A & MD-B) | 15 | Shaft |
| 4 | Bracket | 10 | Bearing Housing | 16 | Key (2 Req'd – MD-A) |
| 5 | Capscrew for Motor or Bearing Carrier (4 Req'd) | 11 | External Retaining Ring (2 Req'd for MD-A & MD-B) | 17 | Key |
| 6 | Canister | 12 | Bearing Spacer | 18 | Hand Knobs (MD-C) |

DANGER !

Before opening any Viking pump liquid chamber (pumping chamber, reservoir, relief valve adjusting cap fitting, etc.) be sure:

1. That any pressure in the chamber has been completely vented through the suction or discharge lines, or other appropriate openings or connections.
2. That the driving means (motor, turbine, engine, etc.) has been “locked out” or made non-operational, so that it cannot be started while work is being done on pump.
3. That you know what liquid the pump has been handling and the precautions necessary to safely handle the liquid. Obtain a material safety data sheet (MSDS) for the liquid to be sure these precautions are understood.

Failure to follow above listed precautionary measures may result in serious injury or death.

WARNING !

Refer to DANGER and WARNING notes in “Safety Information & Instructions” on page 2 before proceeding.

PUMP DISASSEMBLY

1. See “Figure 4” on page 4, “Figure 5” on page 4, “Figure 6” on page 5, “Figure 7” on page 5 and “Figure 8” on page 5 for names of parts.
2. Mark the head and casing before disassembly to ensure proper reassembly.
3. Remove the head capscrews.
GG NOTE: The four valve capscrews, valve and gasket must be removed before the six head capscrews are removed.
4. Remove the head from the pump. Do not allow the idler to fall from the idler pin. Tilt the top of the pump head back when removing to prevent this. Avoid damaging the head gasket set since all gaskets are required to maintain end clearance.
5. Remove the idler and bushing assembly. If the idler bushing needs to be replaced, see “Installation: Carbon Graphite Bushings” on page 10 or “Installation: Silicon Carbide Bushings” on page 10. If further disassembly is required, the pump must be separated from coupling. Refer to “Coupling Disassembly” on page 6 before proceeding with Step 6.
6. With the inner magnet removed, now remove the key (not required on AS, AK or AL) and the external retaining ring from the shaft. The rotor and shaft may now be removed by tapping on the end of the shaft with a soft headed hammer (If a soft headed hammer is not available a regular hammer may be used with a piece of hardwood)
7. Remove the balance plate capscrews and pull the balance plate out.

The casing should be examined for wear, particularly in the area between the ports. All parts should be checked for wear before the pump is put together.

When making major repairs, such as replacing a rotor and shaft; it is advisable to also install a new mechanical seal, head and idler pin, idler and bushing. Refer to “Installation: Carbon Graphite Bushings” on page 10.

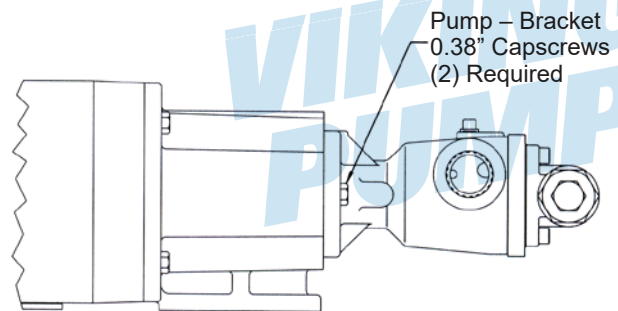
Clean all parts thoroughly and examine for wear or damage. Check bushings, idler pin and balance plate; replace if necessary.

COUPLING DISASSEMBLY

MD-A4 & MD-A9 COUPLING

1. Remove piping to ports and remove the capscrews securing pump to bracket. See “Figure 9” on page 6. Support the pump with an overhead hoist if possible.

FIGURE 9



CAUTION !

Do not place fingers onto the front of pump mounting flange or face of bracket. Using extreme caution, pull inner magnet away from outer magnet. See “Figure 10” on page 5. If you do not completely pull the pump out, it will snap back and could pinch a finger or hand. Once the inner magnet is removed from the bracket, be careful setting it down as it will attract any iron or steel object.

FIGURE 10

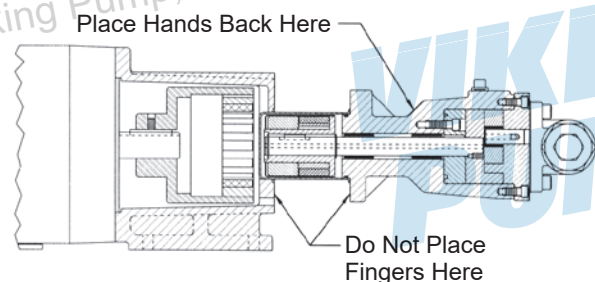
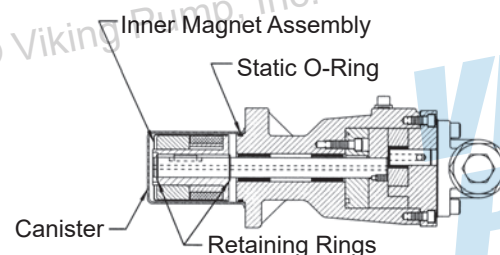


FIGURE 11



2. The canister will probably be full of liquid, therefore use care while removing from the pump and pull straight off.
3. Remove the external retaining ring (closest to the end of the shaft) and slide off the inner magnet assembly (See **"Figure 11" on page 6**). Do not forget this is a very strong magnet. If pump disassembly is required, remove second external retaining ring.
4. Do not remove the o-ring unless it is bad, especially PTFE (Derivative) Encapsulated. If a new o-ring is required, follow instructions in the **"Pump Assembly" on page 10**.
5. You should be able to visually inspect the outer magnets from the end of the bracket. If removal is necessary, start by removing the (4) capscrews (See **"Figure 12" on page 7**) and separating the bracket from the motor or bearing carrier. Loosen the setscrew on the motor (or bearing carrier) shaft and pull the outer magnet assembly off. If the unit features a bearing carrier, the bearings should not require maintenance since they are sealed. If necessary, disassemble by removing the single internal retaining ring (See **"Figure 6" on page 5**) then press the shaft and bearings out of the housing. Remove the external retaining rings from the shaft to remove bearings.

FIGURE 12

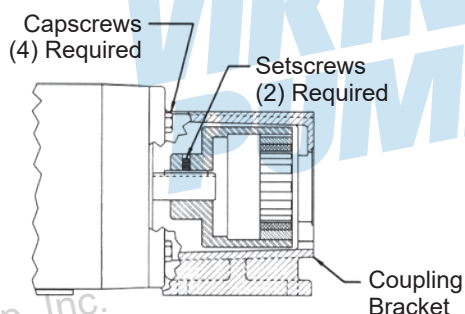


FIGURE 13

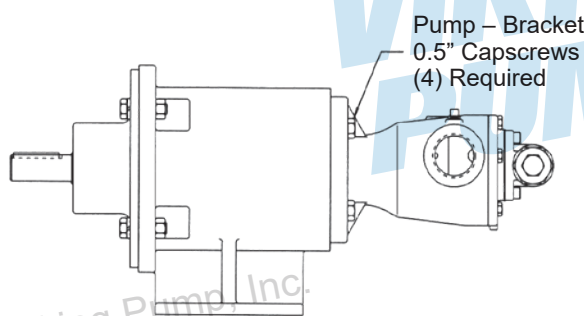


FIGURE 14

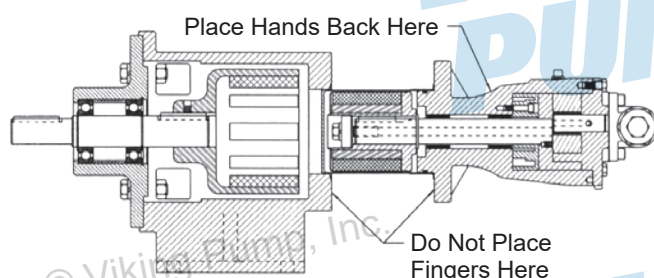
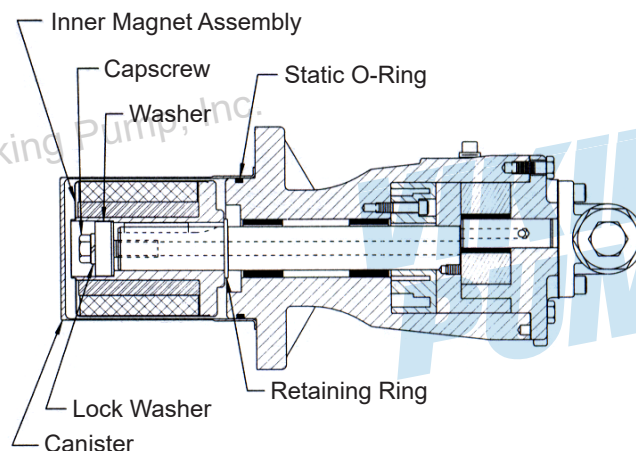


FIGURE 15



MD-B15 & MD-B40 COUPLING

1. Remove the piping to the ports and remove the capscrews securing the pump to the bracket (See **"Figure 13" on page 7**). Support the pump with an overhead hoist if possible.

⚠ CAUTION !

Do not place fingers onto the front of pump mounting flange or face of bracket. Using extreme caution, pull inner magnet away from outer magnet. See **"Figure 14" on page 7**. If you do not completely pull the pump out, it will snap back and could pinch a finger or hand. Once the inner magnet is removed from the bracket, be careful setting it down as it will attract any iron or steel object.

2. The canister will probably be full of liquid, therefore use care while removing from the pump and pull it straight off.
3. Insert a brass bar through a port between two rotor teeth and loosen the capscrew holding the inner magnet to the shaft (See **"Figure 15" on page 7**). Slide the washer, lock washer and inner magnet off the shaft. Do not forget this is a very strong magnet. If pump disassembly is required, remove second external retaining ring.
4. Do not remove the o-ring unless it is bad, especially if PTFE (Derivative) Encapsulated. If a new o-ring is required, follow instructions in the **"Pump Assembly" on page 10**.
5. You should be able to visually inspect the outer magnets from the end of the bracket. If removal is necessary, start by removing the (4) capscrews (See **"Figure 16" on page 8**) and separating the bracket from the motor or bearing carrier. Loosen the setscrews on the motor or bearing carrier shaft and pull the outer magnet assembly off. If the unit features a bearing carrier, the bearings should not require maintenance since they are sealed. If necessary, disassemble by removing the single internal retaining ring then press the shaft and bearings out of the housing. Remove the external retaining rings from the shaft to remove the bearings.

FIGURE 16

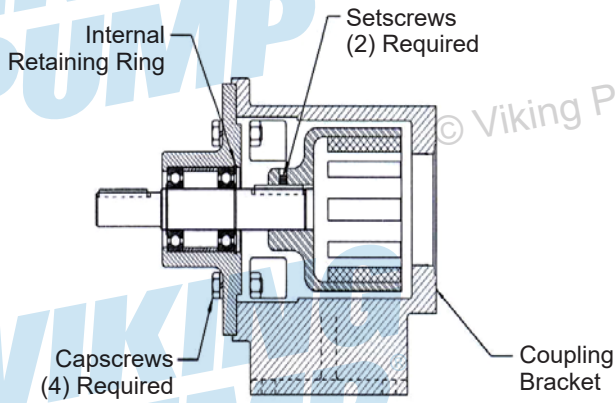


FIGURE 17

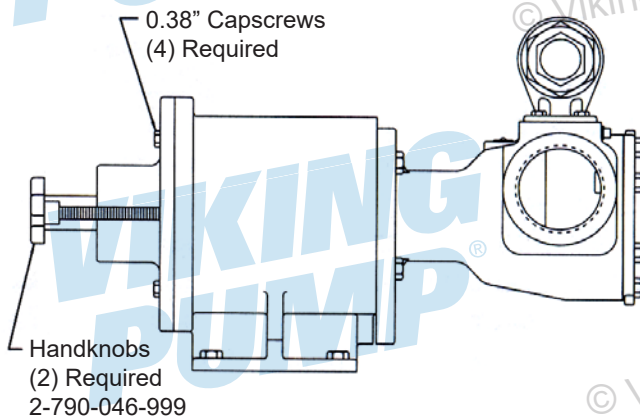


FIGURE 18

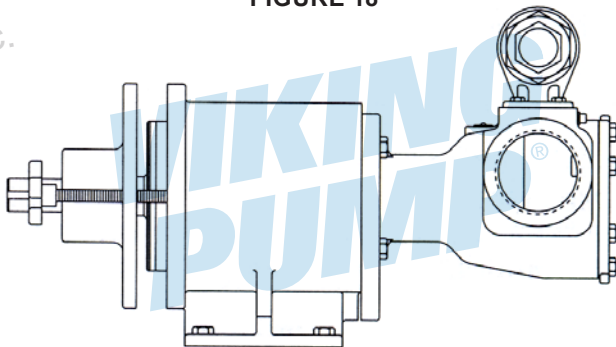
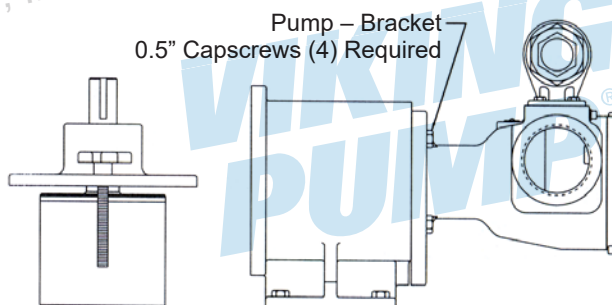


FIGURE 19



MD-C80 COUPLING

1. If the unit has a spacer coupling then the bracket of the mag coupling can stay bolted to base. Without the spacer coupling, either the reducer will need to be removed or the bracket unbolted. Remove the piping to the pump, provide a minimum of 4\"/>

⚠ CAUTION !

Do not place your fingers between the pump mounting flange and the face of the bracket. Using extreme caution, pull inner magnet away from outer magnet. See "Figure 19" on page 8. If you do not completely pull the pump out, it will snap back and could pinch a finger or hand. Once the inner magnet is removed from the bracket, be careful setting it down as it will attract any iron or steel object.

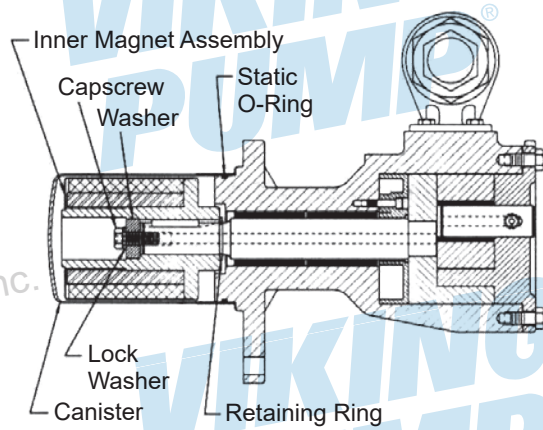
2. Turn the hand knobs evenly to back out the bearing housing and outer assembly. See "Figure 18" on page 8.

⚠ CAUTION !

Do not attempt to pull the magnet assemblies apart by hand until the outer magnet assembly has been backed off 4\"/>

3. Support the pump with a hoist and remove the (4) 0.5\"/>
4. Insert a brass bar through a port between two rotor teeth and loosen the capscrew holding the inner magnet to the shaft. See "Figure 20" on page 9. Slide the washer, lock washer and inner magnet off the shaft. Do not forget this is a very strong magnet. If pump disassembly is required, remove the external retaining ring.
5. Do not remove the o-ring unless it is bad, especially if PTFE (Derivative) Encapsulated. If a new o-ring is required, follow instructions in the "Pump Assembly" on page 10.

FIGURE 20

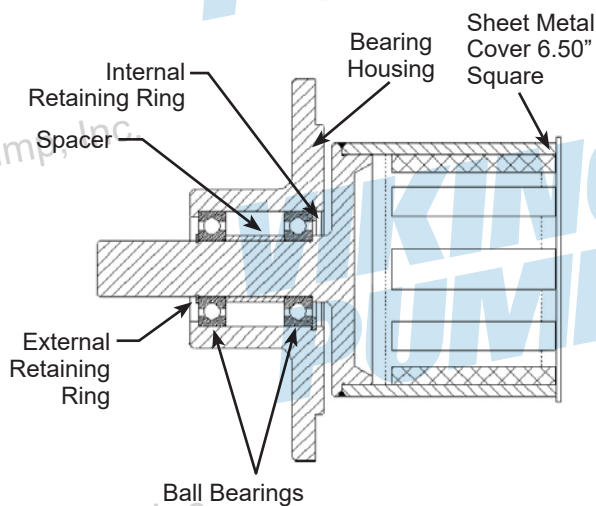


DISASSEMBLY: BEARING HOUSING

The bearing housing features two sealed ball bearings along with an outer magnet assembly. If further disassembly of this unit is required, proceed as follows:

1. Cover the open end of the outer magnet with a piece of sheet metal or cardboard. This will keep foreign material out of the magnet area. Set the assembly face down with the shaft pointing up and remove the hand knobs.
2. Remove the external retaining ring from shaft, place the unit into a press and push out shaft as shown in "Figure 22" on page 9. Support the outer magnet to prevent it from dropping and possibly being damaged.
3. Remove the internal retaining ring and press out the bearings.

FIGURE 21



ASSEMBLY: BEARING HOUSING

1. Press one (1) bearing into the housing bore. The pressing tool (2.40" OD x 1.55" ID x 3" long) must seat on both the inner and the outer bearing races. Position the bearing spacer in the bore and insert the second bearing. Press down, insuring the bearing spacer is centered between the inner bearing races, until the bearings bottom out. Install the internal retaining ring into the bearing housing.
2. Set the outer magnet assembly upright in press. Slide the bearing housing over the shaft of the outer magnet assembly until it meets resistance as shown in "Figure 23" on page 9. Place the pressing tool on the end of the bearing and press the housing down until the bearing bottoms out on the shaft shoulder. Install the external retaining ring on the shaft of outer magnet assembly.

FIGURE 22

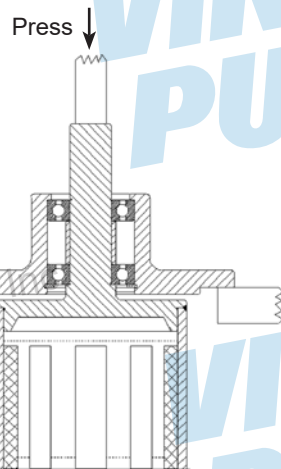
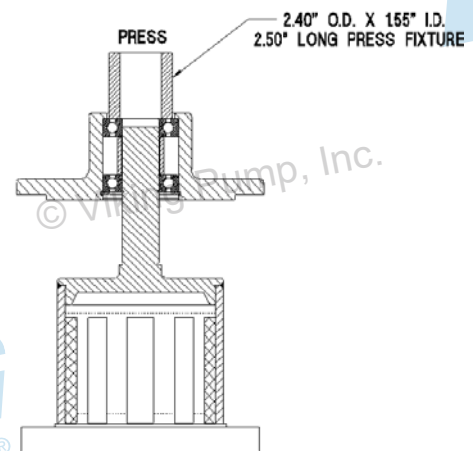


FIGURE 23



INSTALLATION: CARBON GRAPHITE BUSHINGS

When installing carbon graphite bushings, extreme care must be taken to prevent breaking. Carbon graphite is a brittle material and easily cracked. If cracked, the bushing will quickly disintegrate. Using a lubricant and adding a chamfer on the bushing and the mating part will help in installation. The additional precautions listed below must be followed for proper installation.

1. A press must be used for installation.
2. Be certain bushing is started straight.
3. Do not stop pressing operation until bushing is in proper position. Starting and stopping will result in a cracked bushing.
4. Check bushing for cracks after installation.

INSTALLATION: SILICON CARBIDE BUSHINGS

When installing silicon carbide bushings into a metal part, the mating part must be heated to 600 °F (preferably in an oven). The bushing must be put into the proper position quickly before the mating part cools down and the bushing heats up. Failure to follow this procedure will result in cracked bushings.

PUMP ASSEMBLY

Use a suitable lubricant compatible with the fluid being handled when reassembling the pump.

Use a non-magnetic surface to assemble the pump.

Inspect all parts, especially drilled holes in the casing for the suck back system, to make sure they are not plugged. Replace any worn parts, remove any burrs, and clean all parts before assembling the pump.

1. If the canister o-ring needs to be replaced, apply a lubricant to the o-ring and place it into the o-ring groove. If the o-ring is PTFE (Derivative) Encapsulated, follow these special instructions.

Do not attempt to reuse a PTFE (Derivative) Encapsulated o-ring if it has been removed. Immerse a new o-ring in boiling water for a few minutes. Remove it from the water and stretch out the o-ring so it will fit onto the casing hub without forcing it over a sharp edge. Run hot water over the o-ring until it shrinks down tight onto the pilot of the pump. Dry with compressed air.

2. Place the balance plate into the casing bore with counter-bores for the capscrews facing out and push it to the bottom of the bore. Align holes to install capscrews. Install the capscrews and tighten evenly to 10 in-lbs.
3. Clean the rotor and shaft so it is free of dirt, grit and other debris and apply lubricant. Push it into the casing as far as it will go.

TABLE 1: GASKETS

| Pump Size | Normal (A) End Clearance | Set of Gaskets Includes |
|------------|--------------------------|-------------------------|
| GG | .003 | (1) .015 |
| HJ, HL | .005 | (2) .007 |
| AS, AK, AL | .005 | (2) .005 |

4. If the old gaskets are not reusable, refer to “**Adjusting Head Gasket End Clearance**” on page 13. Otherwise, place the head gaskets on the head. The proper amount of gaskets should be used to provide the correct end clearance. “**Table 1**” on page 5 gives the quantity of gaskets available in a gasket set along with standard end clearance. Refer to Technical Reference TR-807 for detailed instructions on setting end clearance.

5. Coat the idler pin with a suitable lubricant and place the idler on the idler pin in head.

6. The head can now be assembled onto the pump. Tilt the top of the pump head away from the pump slightly until the crescent enters the inside diameter of the rotor and rotate the idler until its teeth mesh with the rotor teeth.

The Pump head and casing should have been marked before disassembly to ensure proper reassembly. If not, be sure the idler pin, which is offset in the pump head, is positioned toward and an equal distance from the port connections to allow for proper flow of liquid through the pump.

7. Place the key into shaft keyway and then follow the instructions listed for assembling the appropriate size coupling, see “**Coupling Assembly**” on page 11.

CHANGING PUMP ROTATION

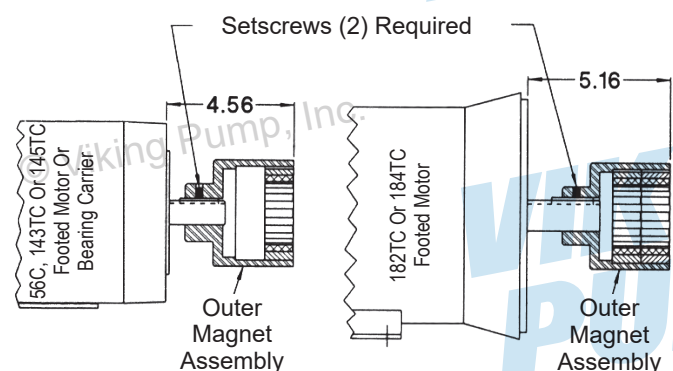
Cooling circulation in the pump is designed to take fluid from the discharge side of the pump and channel it down the idler pin into the shaft and out the far end of the shaft into the bottom of the canister. The fluid is returned through a hole in the casing back to the suction side of the pump. There are generally three parts, which may need replacing or adjusting. Technical Reference TR-112 provides additional information about changing rotation. Contact your Viking Pump® representative to request a copy.

HEAD & PIN: The open hole should be located on the discharge side of head to the pin. Some sizes are tapped on both sides and the pipe plug may be moved to the other side of the head but other models will require a new part.

BALANCE PLATE: Most designs currently are directional and require a new part.

CASING: Some are drilled and tapped for either direction but most feature a single hole and require a second hole for proper return of the cooling fluid. The initial casing hole is generally plugged or restricted with an orifice or by the new balance plate. Contact your Viking Pump® representative to determine which parts are required.

FIGURE 24



CAUTION !

Follow these directions exactly to avoid injury to self or damage to pumping unit. Be careful to keep inner and outer magnets at least (1) foot apart until step 5. Do not engage magnets in any other fashion.

COUPLING ASSEMBLY

MD-A4 & MD-A9 COUPLING

1. Inspect the magnets for any steel objects, which may be attached. Remove any foreign material. Apply Loctite and tighten the setscrews onto the motor or bearing carrier key and shaft. Locate outer magnet assembly on the motor shaft per dimension. See **"Figure 24" on page 10**.
2. Mount the coupling bracket to the motor (or bearing carrier) and secure with the 4 capscrews. See **"Figure 25" on page 11**. Reach in and rotate the magnets by hand to make sure there is no interference. If rubbing occurs check dimension in **"Figure 24" on page 10** or contact your Viking Pump® representative.
3. Install the first external retaining ring (in the groove closest to the casing) and the key on the pump shaft. Slide the inner magnet assembly onto the shaft, (the counterbore of the magnet is pointed away from the pump) so that it butts against the snap ring. Install the second external retaining ring (closest to end of shaft) to secure magnet. See **"Figure 26" on page 11**.
4. Check to make sure the pump rotates freely by turning the inner magnet assembly. Inspect the magnet to make sure it has not picked up any foreign particles, which could damage the pump. Make sure the static o-ring is in good condition and in place. Place the canister onto pump and press on until the canister is in contact with the pump mounting flange.

CAUTION !

Do not place fingers onto front of pump mounting flange. Align canister into bore of bracket and gently slide in. When magnets start to engage, the unit will finish engagement on its own very rapidly. Make sure fingers are not on the front of the pump (see **"Figure 27" on page 11**).

5. Be certain that the power supply to the pump is "Locked-out". Check that pump rotates freely by spinning motor fan blades or bearing carrier shaft. Finish the assembly by securing the pump to bracket (See **"Figure 28" on page 11**). Be certain that the power supply to the pump is "Locked-out". Check that pump rotates freely by spinning motor fan blades or bearing carrier shaft. Coupling

FIGURE 25

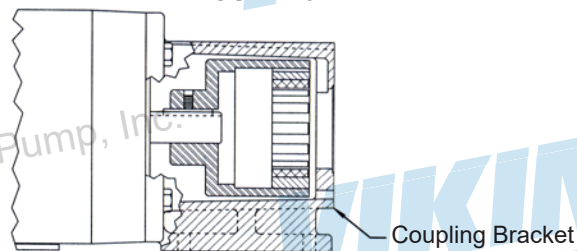


FIGURE 26

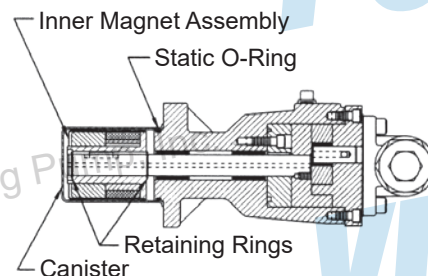


FIGURE 27

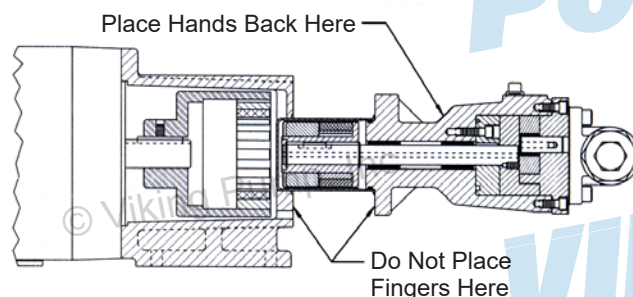


FIGURE 28

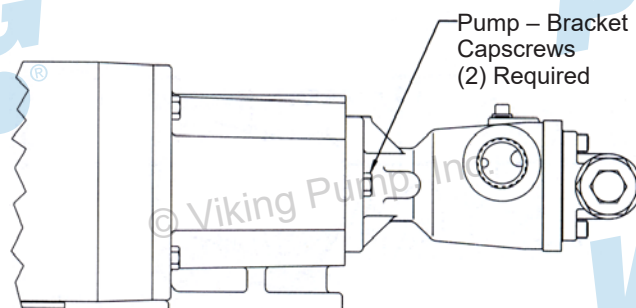


FIGURE 29

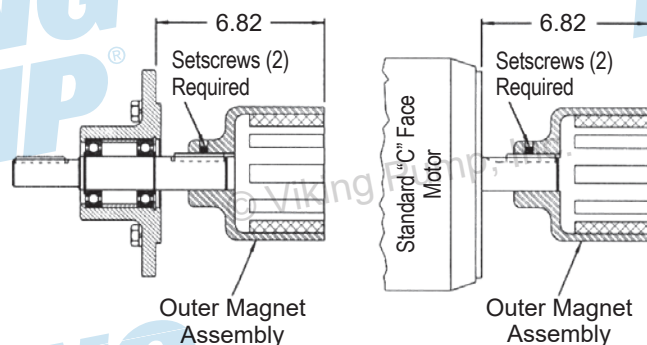


FIGURE 30

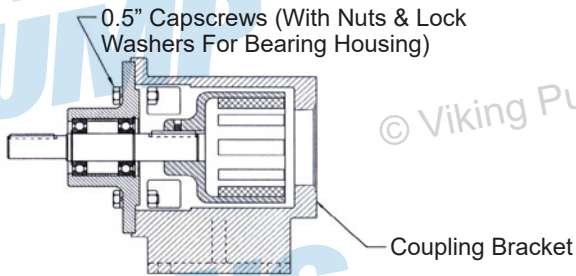
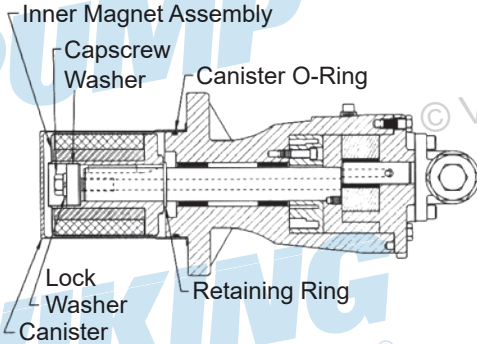


FIGURE 31



CAUTION !

Follow these directions exactly to avoid injury to self or damage to pumping unit. Be careful to keep inner and outer magnets at least (1) foot apart until step 4. Do not engage magnets in any other fashion.

MD-B15 & MD-B40 COUPLING

1. Inspect the magnets for any steel objects, which may be attached. Remove any foreign material. Locate the outer magnet assembly per dimension See "Figure 29" on page 11. Apply Loctite and tighten the setscrews onto motor or bearing carrier key and shaft.
2. If the bracket is not fastened to a base, clamp it down See "Figure 30" on page 12. Mount the motor or bearing carrier to the bracket and secure with (4) 0.5" capscrews. Reach in and rotate the magnets by hand to make sure there is no interference. If rubbing occurs check the dimension in "Figure 29" on page 11 or contact your Viking Pump® representative.
3. Install the external retaining ring and key on the pump shaft. Slide the inner magnet assembly onto the shaft so that it butts against the retaining ring. Install the washer, lock washer and capscrew to secure the magnet See "Figure 31" on page 12. Insert a brass bar through a port between two rotor teeth and tighten capscrew.
4. Check to make sure the pump rotates freely by turning the inner magnet assembly. Inspect the magnet to make sure it has not picked up any foreign particles, which could damage the pump. Make sure the static o-ring is in good condition and in place. Place the canister onto the pump and press on until it is in contact with the pump mounting flange.

CAUTION !

Do not place fingers onto front of pump mounting flange. Align canister into bore of bracket and gently slide in. When magnets start to engage, the unit will finish engagement on its own very rapidly. Make sure fingers are not on the front of the pump (see "Figure 32" on page 12).

5. Be certain that the power supply to the pump is "Locked-out". Finish assembly by securing the pump to the bracket. See "Figure 33" on page 12. Check that pump rotates freely by spinning the motor fan blades or the bearing carrier shaft.

FIGURE 32

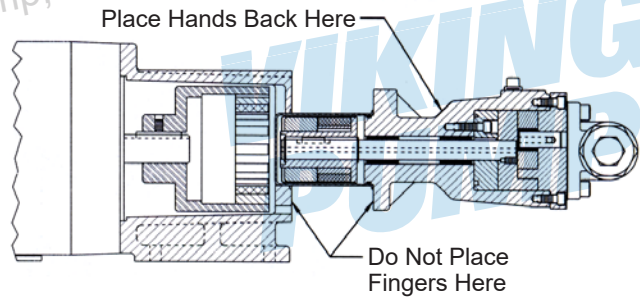


FIGURE 33

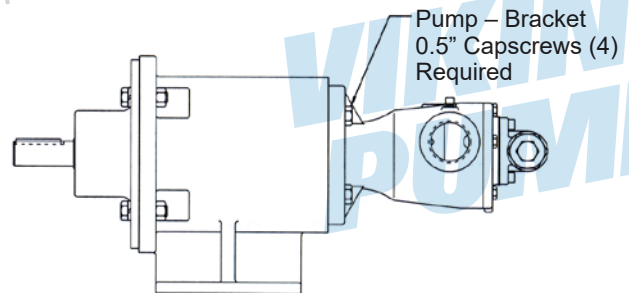


FIGURE 34

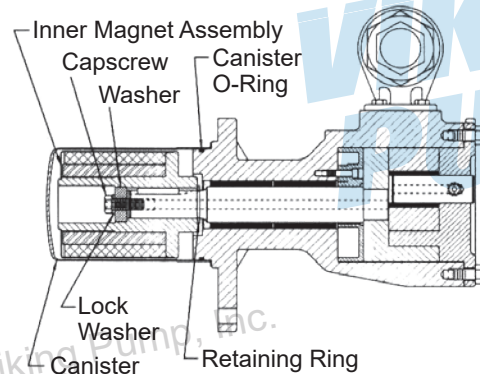


FIGURE 35

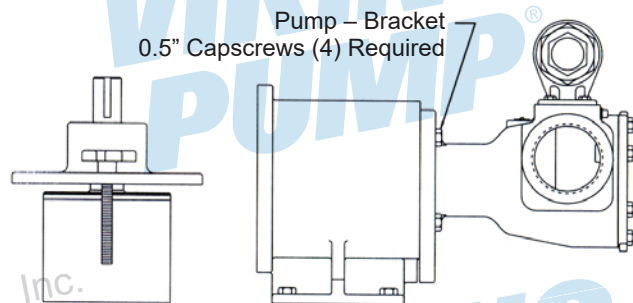
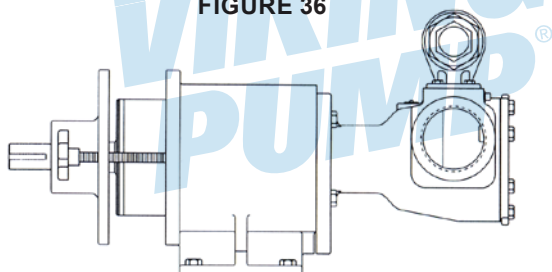


FIGURE 36



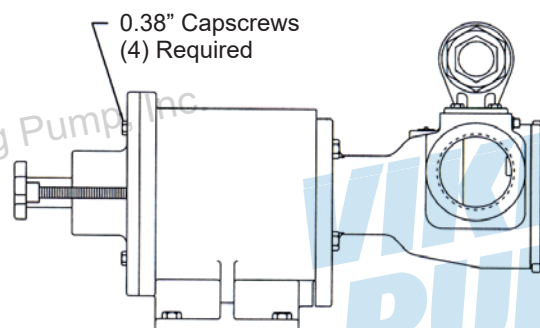
⚠ CAUTION !

Follow these directions exactly to avoid injury to self or damage to pumping unit. Be careful to keep inner and outer magnets at least (1) foot apart until step 3. Do not engage magnets in any other fashion.

MD-C80 COUPLING

1. Inspect the magnets for any steel objects attached to the magnets. Remove any foreign material. Place the external retaining ring and key on the pump shaft. Slide the inner magnet assembly onto shaft so it butts against retaining ring. Install the washer, lock washer and capscrew to secure the magnet. See **“Figure 34” on page 12**. Insert a brass bar through a port between two rotor teeth and tighten the capscrew.
2. Inspect the canister o-ring for signs of wear and replace if necessary. Slide the canister over the inner magnet and press it over the o-ring until the canister meets the pump-mounting flange.
3. Support the pump from overhead and secure the coupling bracket to avoid tipping when the pump is attached. Using the canister as a guide, slide the pump and magnet assembly up to the coupling bracket through the smaller opening. Secure with the four 0.5” capscrews. See **“Figure 35” on page 13**.
4. The outer magnet should be installed into the bearing housing, if not refer to **“Assembly: Bearing Housing” on page 9**. Install the hand knobs so that 4” of threads are projecting below housing. Support the bearing housing from over head and gently position the magnet over the canister so the magnet assemblies start to engage. Evenly back out the hand knobs. See **“Figure 36” on page 13**. The bearing housing should move toward the bracket as the hand knobs are removed.
5. Install the (4) 0.38” capscrew. Turn the output shaft over by hand to make sure the pump rotates freely. See **“Figure 37” on page 13**.

FIGURE 37



ADJUSTING HEAD GASKET END CLEARANCE

Use the following procedure to properly adjust the end clearance when replacing gaskets.

With the balance plate in position, slide the rotor and shaft into the casing. Insert a feeler gage of the proper thickness into the port and between the face of the rotor and the face of the idler (See **“Figure 38” on page 13**). Install one 0.015” and one 0.007” gasket onto the head. With the idler on the idler pin, place the head into the pump casing. With the capscrews tight, the feeler gage should fit snugly; otherwise gaskets should be added or removed until the proper clearance is attained.

Contact your Viking Pump® representative to obtain a copy of Technical Reference TR-807, which will provide additional information about setting clearances on an internal gear pump.

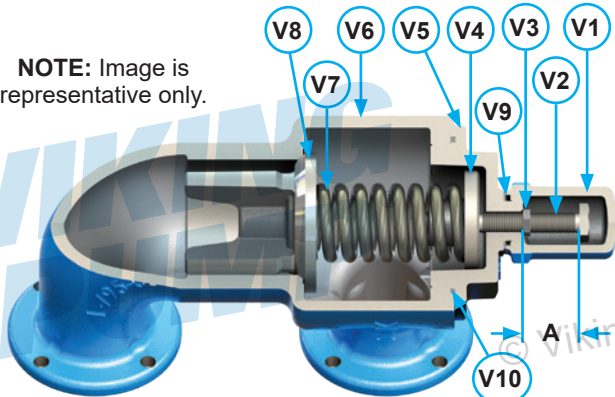
FIGURE 38



PRESSURE RELIEF VALVE INSTRUCTIONS

FIGURE 39: RELIEF VALVE - ALL SIZES

NOTE: Image is representative only.



Valve - List Of Parts

| | | | |
|-----|-----------------|------|----------------|
| V1. | Valve Cap | V6. | Valve Body |
| V2. | Adjusting Screw | V7. | Valve Spring |
| V3. | Lock Nut | V8. | Poppet |
| V4. | Spring Guide | V9. | Cap Gasket |
| V5. | Bonnet | V10. | Bonnet Gasket* |

* AS, AK, AL sizes only

⚠ DANGER !

Before opening any Viking pump liquid chamber (pumping chamber, reservoir, relief valve adjusting cap fitting, etc.) be sure:

1. That any pressure in the chamber has been completely vented through the suction or discharge lines, or other appropriate openings or connections.
2. That the driving means (motor, turbine, engine, etc.) has been "locked out" or made non-operational, so that it cannot be started while work is being done on pump.
3. That you know what liquid the pump has been handling and the precautions necessary to safely handle the liquid. Obtain a material safety data sheet (MSDS) for the liquid to be sure these precautions are understood.

Failure to follow above listed precautionary measures may result in serious injury or death.

DISASSEMBLY

Mark valve and head before disassembly to ensure proper reassembly.

1. Remove valve cap.
2. Measure and record length of extension of adjusting screw. Refer to "A" on "Figure 39" on page 14.
3. Loosen locknut and back out adjusting screw until spring pressure is released.
4. Remove bonnet, spring guide, spring and poppet from valve body. Clean and inspect all parts for wear or damage and replace if necessary.

ASSEMBLY

Reverse procedures outlined under "Disassembly" on page 14. If valve is removed for repairs be sure to replace in same position. Relief valve adjusting screw cap must always point towards suction side of pump. If pump rotation is reversed, remove relief valve and turn end for end.

PRESSURE ADJUSTMENT

If a new spring is installed or if pressure setting of pressure relief valve is to be changed from that which the factory has set, the following instructions must be carefully followed.

1. Carefully remove valve cap which covers adjusting screw.
Loosen locknut which locks adjusting screw so pressure setting will not change during operation of pump.
2. Install a pressure gauge in discharge line for actual adjusting operation.
3. Turn adjusting screw CW (in) to increase pressure and CCW (out) to decrease pressure. For guidance dimensions, contact your Viking Pump® representative for Engineering Standard ES-37.
4. Close the discharge line at a point beyond the pressure gauge. Limit the amount of time the pump is being operated at this condition. The temperature inside the pump will rise rapidly. Gauge will show maximum pressure that valve will allow while pump is in operation.
5. Once pressure is set, tighten locknut and replace cap gasket and valve cap.

IMPORTANT ORDERING INFORMATION

In ordering parts for pressure relief valve, always give model number and serial number of pump as it appears on nameplate and name of part wanted. When ordering springs, be sure to give pressure setting desired.

APPENDIX (FORMERLY TSM 000)

NOTE: This Appendix section is for reference only. Not all pump construction features apply to pumps within this Technical Service Manual.

GENERAL INSTALLATION NOTES

Before installation is started, a few items of a general nature should be considered.

1. **Location** - always locate the pump as close as possible to the supply of liquid to be pumped. Locate it below the liquid supply if at all practical. Viking pumps are self priming but the better the suction conditions the better the performance.
2. **Accessibility** - the pump should be located where it is accessible for inspection, maintenance, and repair. For large pumps, allow room to remove the rotor and shaft without removing the pump from the base.
3. **Port Arrangement** - since the pumps have different port arrangements depending on the model, port location should be checked before starting the installation. The ports may be upright, opposite or at right angles to each other, see **Figure A1**. The right angle ports are normally right-hand, see **Figure A2**; some models are available with left-hand arrangements; still other models are available with the right angle ports located in any one of eight positions including right-hand and left-hand.
4. **Suction/Discharge** - shaft rotation will determine which port is suction and which is discharge. A look at **Figure A3** will show how rotation determines which port is which. As the pumping elements (gears) come out of mesh, point "A" on **Figure A3**, liquid is drawn into the suction port. Then at point "B" the gears come into mesh, and the liquid is forced out the discharge port. Reversing the rotation reverses the flow through the pump. When determining shaft rotation, always look from the shaft end of the pump. Unless otherwise specified, rotation is assumed to be clockwise (CW), which makes the suction port on the right side of the pump. The idler pin, which is offset in the pump head, should be properly positioned toward and an equal distance between the port connections. See **Figure A3** for correct idler pin location in relation to pump ports.

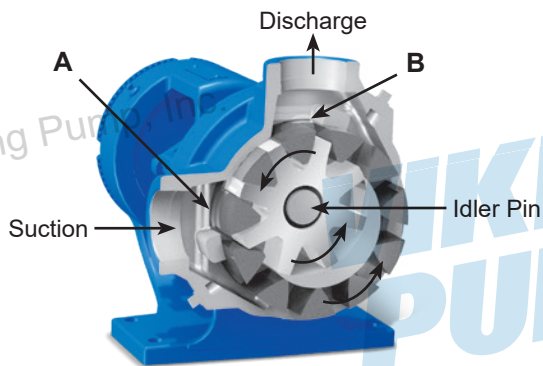
FIGURE A1



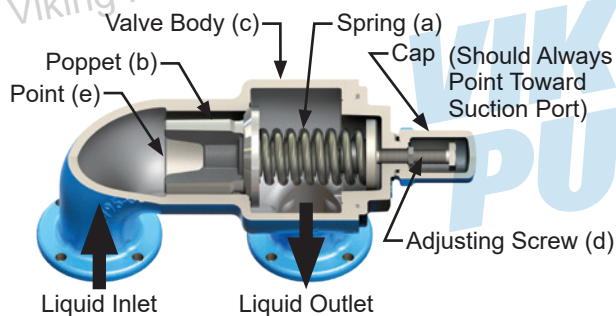
FIGURE A2



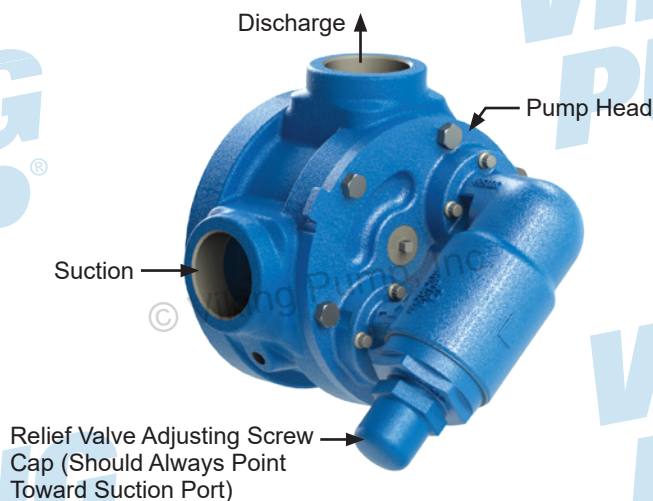
FIGURE A3



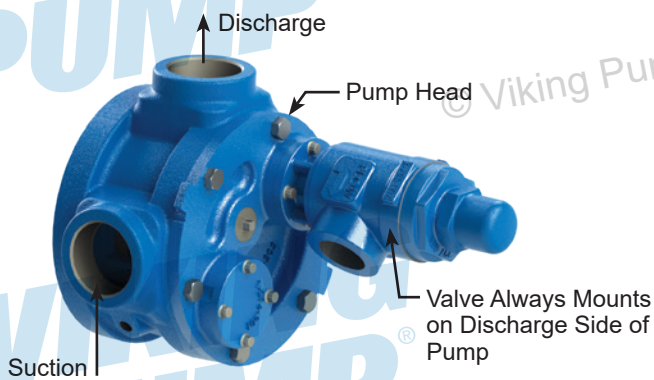
**FIGURE A4:
CUTAWAY OF VIKING INTERNAL
PRESSURE RELIEF VALVE**



**FIGURE A5-A:
INTERNAL PRESSURE RELIEF VALVE**



**FIGURE A5-B:
RETURN-TO-TANK PRESSURE RELIEF VALVE**



CAUTION !

Internal type relief valves mounted on Viking pumps should always have the cap or bonnet pointed toward the suction side of the pump. Return-to-tank type relief valves should always be mounted on the discharge side of the pump. If pump rotation is reversed, change the relief valve. Turn the internal type end for end; move the return-to-tank type to the other port. If on a particular installation rotation is reversed, e.g., using one pump to fill a tank, and then by use of a reversing switch or other means of changing the rotation to permit the same pump to circulate the liquid through a heater or to load out, then pressure protection must be provided on both sides of the pump for both rotations. This may be a combination of relief valves, torque limiting devices or rupture disks.

CAUTION !

Pumps or systems without relief valves should have some form of pressure protection, e.g. torque limiting devices or rupture disks.

5. Pressure Protection - Viking pumps are positive displacement pumps. This means that when the pump is rotated, liquid will be delivered to the discharge side of the pump. If there is no place for this liquid to go, i.e. the discharge line is blocked or closed, pressure can build up until the motor stalls, the drive equipment fails, a pump part breaks or ruptures, or the piping bursts. Because of this, some form of pressure protection must be used with a positive displacement pump. This may be a relief valve mounted directly on the pump, an inline relief valve, a torque limiting device or a rupture disk.

The pressure relief valve mounted on most Viking pumps and most in-line valves are of the spring-loaded poppet design. See **Figure A4**. The spring (a) holds poppet (b) against the seat in the valve body (c) with a given force determined by the spring size and by how tightly it is compressed by the adjusting screw (d). The pump discharge pressure pushes against the underside of the poppet at point (e). When the force exerted by the liquid under the poppet exceeds that exerted by the spring, the poppet lifts and liquid starts to flow through the valve.

As the discharge pressure builds up, more and more of the liquid flows through until a pressure is reached at which all of the liquid being pumped is going through the valve. This pressure is the relief valve setting.

Viking pumps can be furnished with either an internal pressure relief valve - one which directs the flow from the valve back to the suction side of the pump - or a return-to-tank valve - which directs the flow through piping back to the supply tank. See **Figure A5-A** and **Figure A5-B**. An inline relief valve mounted in the discharge piping also directs the flow back to the supply tank. This type of valve should be mounted close to the pump so that the pressure drop through the piping between the pump and the valve is at a minimum. Be sure there are no shutoff valves between the pump and relief valve. Piping from a return-to-tank or an in-line valve to the supply tank should also be as short and as large as possible.

NOTE: On some models, the relief valve is mounted on the pump casing instead of the pump head.

The spring-loaded poppet-type valve is strictly a differential valve, sensing only those pressures on each side of the poppet. It should not be used as a pressure or flow control device. It is intended strictly as a relief valve.

The pressure at which either the return-to-tank or internal relief valve bypasses can be changed by turning the adjusting screw. Do not back the adjusting screw all the way out. Stop when spring tension is off the screw (the screw starts to turn easily). For details on maintenance of the relief valve, refer to the Technical Service Manual covering your model series.

- 6. Motor** - follow local electrical codes when hooking up motors.

FOUNDATION

Every pump should have a solid foundation. It may be any structure sufficiently strong to hold the pump rigid and to absorb any strain or shock that may be encountered.

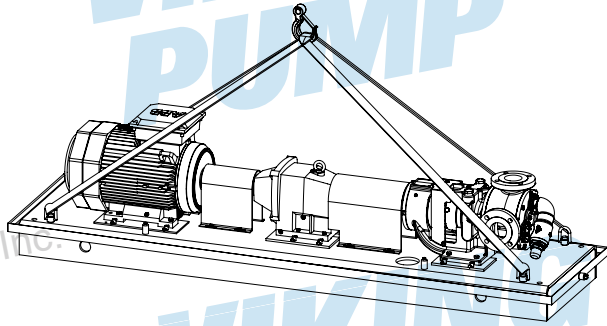
A certified print of the pumping unit should be used in preparing the foundation. If a separate foundation is provided, make it at least four inches wider and longer than the base of the unit.

When the unit is placed on the foundation, it should be leveled and checked for position against the piping layout and then fastened down.

COMPONENT & UNIT LIFTING FEATURES

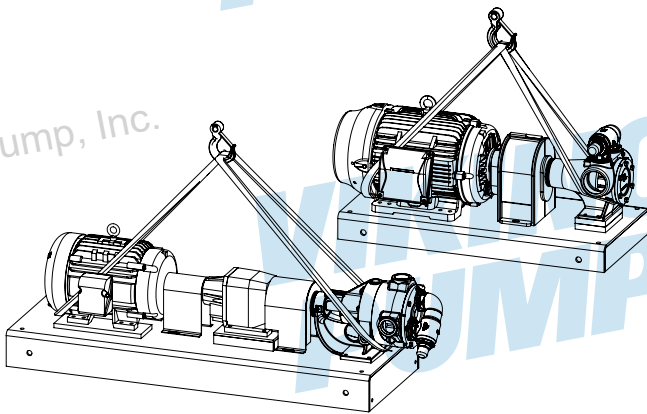
Removable lifting features, such as threaded eye bolts and hoist rings, installed in components (pumps, reducers, motors, etc.) and baseplates should be left on the components. These features are used to safely lift and move the individual components. Following are general guidelines for lifting Viking Pump® units.

**FIGURE A6:
EXAMPLE OF PROPER LIFTING METHOD**



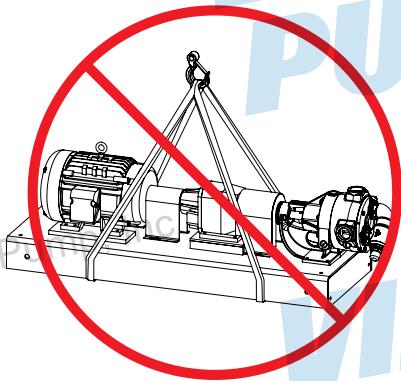
NOTE: Units should be lifted by the base lifting features using two or more lifting slings.

**FIGURE A7:
EXAMPLES OF PROPER LIFTING METHOD**



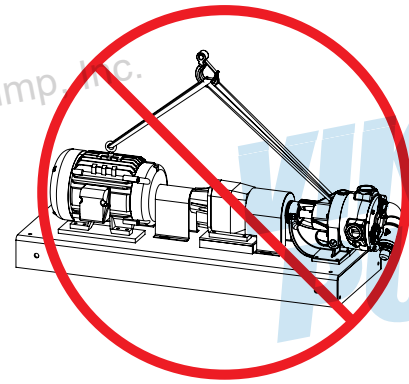
NOTE: Use two or more lifting slings around the pump and the motor when the base does not have lifting features. Make sure the slings are secure and the load is balanced before attempting to lift.

**FIGURE A8:
EXAMPLE OF IMPROPER LIFTING METHOD**



NOTE: NEVER lift the unit with slings unsecured under the base. The slings can slide, allowing the unit to tip and/or fall. Improper lifts can result in personal injury and/or damage to the unit.

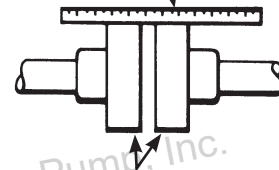
**FIGURE A9
EXAMPLE OF IMPROPER LIFTING METHOD**



NOTE: NEVER lift the unit with slings connected to the component lifting features. The lifting features are designed for the individual component and are not rated to lift the entire unit. Improper lifts can result in personal injury and/or damage to the unit.

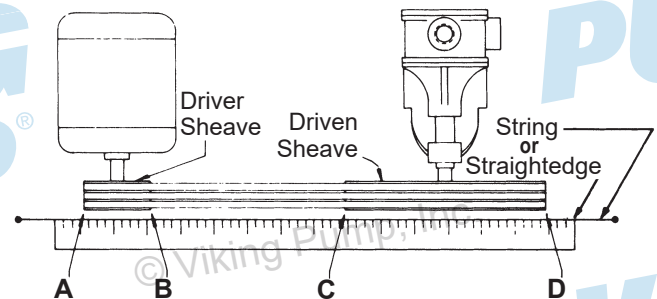
FIGURE A10-A

Use a straightedge. These surfaces must be parallel.



Check width between these surfaces with inside calipers to be certain the faces are equal distance apart and parallel.

FIGURE A10-B



When sheaves are properly aligned, all points A, B, C, D will touch string or straightedge.

ALIGNMENT

CHECK ALIGNMENT AFTER MOUNTING

For detailed coupling alignment procedures see coupling manufacturers' recommendations.

The pump, drive, and motor were properly aligned at the time they were assembled. During shipping and mounting the alignment is often disturbed. **BE SURE TO RECHECK ALIGNMENT AFTER THE PUMP UNIT IS INSTALLED!**

1. Check pump ports to be sure they are square and in the proper position; shim or move the pump as required. Do not force piping to line up with the ports.
2. If the pump is driven by a flexible coupling(s) either directly connected to the motor or through a reducer, remove any coupling guards or covers and check alignment of the coupling halves. At a minimum, a straightedge (such as a piece of key stock) across the coupling must rest evenly on both rims at the top, bottom, and sides. See **Figure A10-A**.
3. If the pump is driven by V-belts, check the alignment by using a long straightedge or tightly drawn string across the face of the sheaves. See **Figure A10-B**.
4. Make a final check on alignment after piping is hooked up. Refer to item 13 in **Piping** section.

Figure A11 and **Figure A12** show typical direct drive and gear reducer drive units.

5. For high temperature applications (those above 300°F) allow the pump to reach operating temperature, then recheck alignment.

FIGURE A11: DIRECT DRIVE

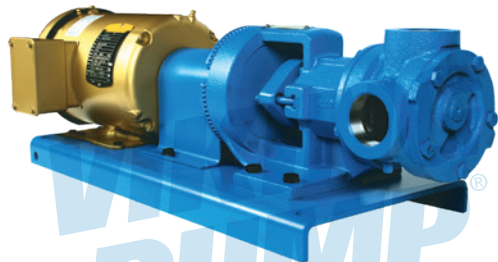
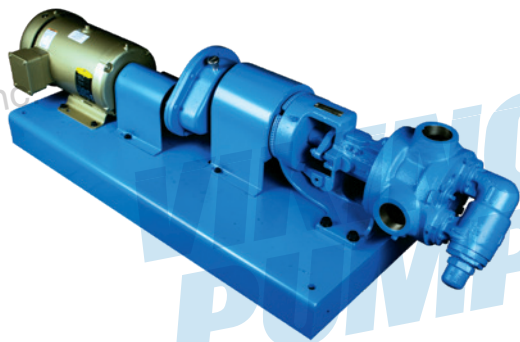


FIGURE A12: REDUCER DRIVE



PIPING

The cause of many pumping problems can be traced to suction piping. It should always be as large and short as practical. For help in selecting the proper size suction and discharge piping, refer to **Viking General Catalog Section 510**.

Before starting the layout and installation of your piping system, consider the following points:

1. Never use piping smaller than the pump port connections.
2. Be sure the inside of the pipe is clean before hooking it to the pump.
3. **FOOT VALVE** - When pumping a light liquid with a suction lift, a foot valve at the end of the suction piping or a check valve in the first horizontal run will hold the liquid in the line and make it easier for the pump to prime. Be sure the foot or check valve is big enough so that it doesn't cause excessive line loss.
4. When approaching an obstacle in the suction or discharge line, go around the obstacle instead of over it. Going over it creates an air pocket. See **Figure A13**.
5. Where practical, slope the piping so no air or liquid pockets will be formed. Air pockets in the suction line make it hard for the pump to prime.
6. For a suction line with a long horizontal run, keep the horizontal portion below the liquid level if possible. This keeps the pipe full of liquid and reduces the amount of air the pump must evacuate at startup. This is most helpful when there is no foot valve. See **Figure A14**.
7. When piping a hot or cold system (liquid being handled is at a temperature different from the air surrounding the pump), be sure allowance is made for expansion and contraction of the piping. Loops, expansion joints, or unsecured (this does not mean unsupported) runs should be used so the pump casing is not distorted.
8. **STRAINER** - It is always good practice to consider a strainer on the suction side of a positive displacement pump. The strainer will keep foreign objects from going into the pump. Without a strainer objects can lock the pump, and damage the internals and drive. The strainer basket mesh or perforation size should be big enough so that it does not cause excessive pressure drop, but it should be fine enough to protect the pump. When in doubt as to the proper size, check with the manufacturer, giving pipe size, flow rate, and viscosity involved. Provision should be made for cleaning the strainer. If the pump operates continuously, a bypass should be built around the strainer, or two strainers should be put in parallel with proper valving so they can be isolated for cleaning. Use of a strainer is particularly important at start up to help clean the system of weld beads, pipe scale, and other foreign objects. For additional information, refer to **TSM 640**.
9. If the pump is not equipped with a relief valve, consideration should be given to mounting one in the discharge line. Refer to discussion on pressure protection under item 5 in **General Installation Notes** section.
10. The pump should not be used to support the piping. The weight of the piping should be carried by hangers, supports, stands, etc.
11. When fastening the piping to the pump it should not be necessary to impose any strain on the pump casing. "Springing" or "drawing" the piping up to the pump will

cause distortion, possible misalignment, and probable rapid wear of the pump. Do not use the pump to correct errors in piping layout or assembly.

12. All joints of the piping system should be tight; pipe sealer will help assure leak-free threaded joints. Leaks in the suction line permitting air to be drawn in may cause a noisy pump or a reduction in capacity. It is not recommended to use PTFE tape on NPT ports as a pipe sealer. This action can result in cracks in the pump.
13. **ALIGNMENT** - Check the alignment of the drive after the piping is hooked up. As a final check on pump alignment, remove the head of the pump and with a feeler gauge determine if there is clearance all the way around between the rotor and casing. Because of manufacturing tolerances, bushing clearances, etc., the rotor may not be centered in the casing, but it should not drag; dragging would indicate unit misalignment or casing distortion from piping strain. Making this check is most desirable on installations involving Q, M and N size general purpose pumps.
14. The auxiliary piping hooked to jackets, glands, etc. for heating, cooling, quenching, or for other purposes should receive the same attention as the piping handling the pumped liquid.
15. Provide a pressure relief device in any part of a pump and piping system that can be valved off and, thus, completely isolated. This is particularly important:
 - a. When handling a cold liquid such as refrigeration ammonia that can warm up to ambient temperatures when the pump is shut off.
 - b. When handling a liquid such as asphalt or molasses that has to be heated before it can be pumped.

The rise in temperature causes the liquid to expand; if there is no provision for pressure relief in the closed off section, there is a chance that the pump or piping will rupture.

FIGURE A13

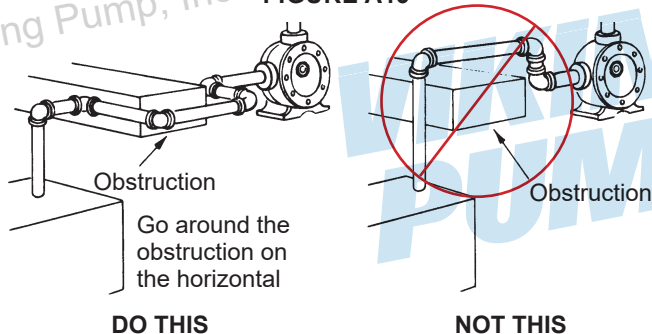
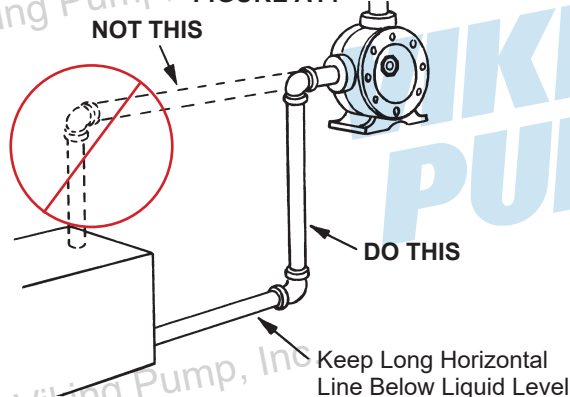


FIGURE A14



START UP

Before starting the pump, check the following:

1. Are there vacuum and pressure gauges on or near the pump? These gauges are the quickest and most accurate way of finding out what is happening in the pump.
 2. Check alignment - See suggestions in the Alignment section of this manual.
 3. Check piping to be sure there is no strain on the pump casing.
 4. Rotate the pump shaft by hand to be sure it turns freely. **MAKE SURE THE PUMP DRIVER IS LOCKED OUT OR CANNOT BE ENERGIZED BEFORE DOING THIS.**
 5. Jog motor to be sure it is turning in the right direction; refer to discussion on pump rotation under item 4 in **General Installation Notes** section.
 6. Check any relief valves to be sure they are installed correctly. Refer to discussion on relief valves in **General Installation Notes** section.
 7. Check suction piping to be sure:
 - a. It is all connected and tight
 - b. Valves are open
 - c. End of pipe is below liquid level
 8. Check discharge piping to be sure:
 - a. It is all connected and tight
 - b. Valves are open
 - c. There is a place for the liquid to go
 9. Lubricate any grease fitting on the pump using a #2 NLGI polyurea grease. Check any gear reducer, motor, coupling, etc. for instructions and lubricate as recommended. Contact your Viking Pump® representative for **Engineering Service Bulletin ESB-515**.
 10. For packed pumps, loosen packing gland nuts so gland can be moved slightly by hand. Adjust gland to reduce leakage only after pump has run long enough to reach constant temperature. Packing should weep a little to keep it cool and lubricated.
 11. Do not use the Viking pump to flush, pressure test or prove the system with water. Either remove the pump or run piping around it while flushing or testing. Pumping water, dirty or otherwise, can do more damage in a few minutes than months of normal service.
 12. Check to be sure all guards are in place.
 13. Check the pump to be sure it is heated to operating temperature (if jacketed or heat traced).
- If the pump begins to deliver liquid within 60 seconds, it can continue to be operated. If liquid is not leaving the discharge port, stop the pump. Running the pump longer than one minute without liquid inside it can damage the pump. Review the steps just outlined, consider what the suction and discharge gauges indicate, and see **Troubleshooting** section. If everything appears to be in order, put some liquid in the pump. This will help it prime.
- The pump can be restarted. If nothing is flowing within two minutes, stop the pump. The pump is not a compressor; it will not build up much air pressure. It may be necessary to vent the discharge line until liquid begins to flow.

If the pump still does not deliver flow, the cause may be one or more of the following:

1. Suction line air leaks. Vacuum gauge reading should help determine if this is the problem.
2. End of suction pipe not submerged deep enough in liquid.
3. Suction lift is too great or the suction piping is too small.
4. Liquid is vaporizing in the suction line before it gets to the pump.

If after consideration of these points it still does not pump, review again all points under **START UP**. Read through **Troubleshooting** in this manual and try again. If it still does not pump, contact your Viking Pump® representative.

TROUBLESHOOTING

A Viking pump that is properly installed and maintained will give long and satisfactory performance.

NOTE: Before making any pump adjustment or opening the pump liquid chamber in any manner, make sure that:

1. Any pressure in the pumping chamber has been vented through the suction or discharge lines or other openings provided for this purpose.
2. The driver has been “locked out” so that it cannot inadvertently be started while work is being done on the pump.
3. The pump has been allowed to cool down to the point where there is no chance of anyone being burned.

If trouble does develop, one of the first steps toward finding the difficulty is to *install a vacuum gauge in the suction port and a pressure gauge in the discharge port*. Readings on these gauges often will give a clue as to where to start looking for the trouble.

VACUUM GAUGE - SUCTION PORT

1. High reading would indicate:

- a. Suction line is blocked by a stuck foot valve, stuck gate valve, or plugged strainer.
- b. Liquid is too viscous to flow through the piping.
- c. Lift is too high.
- d. Line is too small.

2. Low reading would indicate:

- a. Air leak in suction line.
- b. End of pipe is not in liquid.
- c. Pump is worn.
- d. Pump is dry - should be primed.

3. Fluttering, jumping, or erratic reading:

- a. Liquid is vaporizing.
- b. Liquid is coming to pump in slugs, possibly an air leak, insufficient liquid above the end of the suction pipe.
- c. Vibrating from cavitation, misalignment, or damaged parts.

PRESSURE GAUGE - DISCHARGE PORT

1. High reading would indicate:

- a. High viscosity, small diameter discharge line or long discharge line.
- b. Gate valve is partially closed.
- c. Filter is plugged.
- d. Vertical head did not consider a high specific gravity liquid.
- e. Line is partially plugged from build up on inside of pipe.
- f. Liquid in the pipe is not up to temperature.
- g. Liquid in the pipe has undergone a chemical reaction and has solidified.
- h. Relief valve is set too high.

2. Low reading would indicate:

- a. Relief valve is set too low.
- b. Relief valve poppet is not seating properly.
- c. Bypass around the pump is partially open.
- d. Too much extra clearance.
- e. Pump is worn.

3. Fluttering, jumping, or erratic reading:

- a. Cavitation.
- b. Liquid is coming to the pump in slugs.
- c. Air leak is in the suction line.
- d. Vibrating from misalignment or mechanical problems.

Some of the following may also help pinpoint the problem:

A. Pump does not pump.

1. Pump has lost its prime due to air leak, low level in tank, foot valve stuck.
2. Suction lift is too high.
3. Rotating in wrong direction.
4. Motor does not come up to speed.
5. Suction and discharge valves not open.
6. Strainer is clogged.
7. Bypass valve open, relief valve set too low, relief valve poppet stuck open.
8. Pump is worn out.
9. Any changes in the liquid system or operation that would help explain the trouble, e.g. new source of supply, added more lines, inexperienced operators, etc.
10. Too much end clearance.
11. Head position is incorrect. See **Figure A3**.
12. Temperature changes either in the liquid or environment.
13. **Mag Drive pumps ONLY:** The magnetic coupling is decoupling. Changes in application (temperature, pressure, viscosity, etc.) may require torque beyond coupling capabilities.

B. Pump starts, then loses its prime.

1. Supply tank is empty.
2. Liquid is vaporizing in the suction line.
3. Air leaks or air pockets in the suction line; leaking air through packing or mechanical seal.
4. Pump is worn out.

C. Pump is noisy.

1. Pump is being starved (heavy liquid cannot get to pump fast enough). Increase suction pipe size or reduce length.
2. Pump is cavitating (liquid vaporizing in the suction line). Increase suction pipe size or reduce length. If pump is above the liquid, raise the liquid level closer to the pump. If the liquid is above the pump, increase the head of liquid.
3. Check alignment.
4. May have a bent shaft or rotor tooth. Straighten or replace.
5. Relief valve chatter. Increase pressure setting.
6. May have to anchor base or piping to eliminate or reduce vibration.
7. May be a foreign object trying to get into the pump through the suction port.
8. **Mag Drive pumps ONLY:** The magnetic coupling has decoupled. Shut off and let cool, then restart.

D. Pump not up to capacity.

1. Starving or cavitating. Increase suction pipe size or reduce length.
2. Strainer partially clogged.
3. Air leak in suction piping or along pump shaft.
4. Running too slowly. Check the motor is running at the correct speed and that it is wired correctly.
5. Bypass line around pump partially open.
6. Relief valve set too low or stuck open.
7. Pump is worn out.
8. Too much end clearance.
9. Head position incorrect. See **Figure A3**.

E. Pump takes too much power.

1. Running too fast. Verify the motor speed, reducer ratio, sheave size, and other drive components are correct for the application?
2. The liquid is too viscous for the size of the unit. Heat the liquid to reduce viscosity, increase the pipe size, slow down the pump, or use a larger motor.
3. Discharge pressure higher than calculated. Verify with a pressure gauge. Increase size or reduce length of pipe, reduce speed (capacity), or get bigger motor.
4. Packing gland drawn down too tight.
5. Pump misaligned.
6. Extra clearance on pumping elements may not be sufficient for operating conditions. Check parts for evidence of drag or contact in pump and increase clearance where necessary.
7. System pressure relief valve is set too high.
8. Bushings have locked to shaft or pin, or the liquid has set up in the pump.

F. Rapid Wear.

On most applications the pump will operate for many months or years before it gradually loses its ability to deliver capacity or pressure. Examination of such a pump would show a smooth wear pattern on all parts. Rapid wear, occurring in a few minutes, hours or days, shows up as heavy grooving, galling, twisting, breaking or similar severe signs of trouble. See **Rapid Wear Table**.

RAPID WEAR

RAPID WEAR TABLE

| CAUSE | EVIDENCE | POSSIBLE SOLUTION |
|-----------------------------------|--|---|
| 1 ABRASIVES | Gouges or marks made by large, hard particles; a rapid wearing away of bushings from very small abrasives; or anything in between. | Flush the system with the pump removed. Install strainer in suction line. Most abrasive objects and particulate is removed after a few cycles (or days) of flushing. |
| 2 CORROSION | Rust, pitting or metal appears to be "eaten" away. | Check the Viking General Catalog Liquid List for materials of construction recommendation. Consider whether all of the materials used in pump construction were attacked; consider other materials used in the system to determine how they resisted the liquid. Check to see whether or not the liquid has been contaminated to make it more corrosive than anticipated. |
| 3 EXCEEDING OPERATING LIMITS | Noisy operation, broken bushings, twisted shaft, parts show evidence of high heat (discoloration). | Review General Catalog for operating limits on particular model involved. |
| 4 INSUFFICIENT EXTRA CLEARANCE | Pump may stall. Evidence of heavy contact between end of rotor teeth and head or other parts. | Increase end clearance and/or contact your Viking Pump® representative with details of the application, so that information regarding proper extra clearance may be provided. |
| 5 LACK OF LUBRICATION | Noisy bearings, localized heating at bearings or lip seal, smoke, rapid bushing wear. | Be sure all grease fittings are greased before starting, and instructions for lubrication of drive equipment are followed; consider use of auxiliary lubricating equipment. |
| 6 MISALIGNMENT | Wear on only one part of a surface, e.g., one side of the casing, one side of the packing gland, only a portion of the face of the head. | Double check alignment of drive equipment and piping. Check the alignment under conditions as close to operating conditions as possible. |
| 7 RUN DRY | Pump stalls because parts have uneven expansion caused by frictional heat; galling between surfaces having relative motion; seal seats and idler pins changing color because of high heat. | Be sure there is liquid in the system at the time of start up. Provide some kind of automatic alarm or shut-off if supply tank runs dry. |

PREVENTATIVE MAINTENANCE

Performing a few preventative maintenance procedures will extend the life of your pump and reduce the overall cost of ownership.

A. Lubrication - Grease all grease fittings after every 2000 hours of operation. If service is severe, grease more often. Do it gently with a hand gun until the grease exiting the lip seal or relief plug is similar in consistency and color to the new grease.

Use a NLGI #2 polyurea grease for normal applications. For hot or cold applications, use appropriate grease.

B. Packing Adjustment - Occasional packing adjustment may be required to keep leakage to a slight weep. If impossible to reduce leakage by gentle tightening, replace packing or use different type. *Refer to Technical Service Manual on particular model series for details on repacking.*

C. End Clearance Adjustment - After long service, the running clearance between the end of the rotor teeth and the head may have increased through wear. This wear may cause a loss of capacity or pressure. Resetting end clearance will normally improve pump performance. *Refer to TSM on particular model series for procedure on adjusting end clearance for pump involved.*

D. Examine Internal Parts - Periodically remove the head, examine idler and bushing and head and pin for wear. Replacing a relatively inexpensive idler bushing and idler pin after only moderate wear will eliminate the need to replace more expensive parts at a later date. *Refer to TSM on particular model series for procedure in removing head of the pump.* Be sure idler does not slide off the idler pin as the head is removed. If it does slide off the idler can cause personal injury or damage the part.

E. Cleaning the Pump - A clean pump is easier to inspect, lubricate, adjust, and runs cooler.

F. Storage - If pump is to be stored or not used for six months or more, pump must be drained, and a light coat of non-detergent SAE 30 weight oil must be applied to all internal pump parts. Lubricate fittings and apply grease to pump shaft extension. Viking suggests rotating pump shaft by hand one complete revolution every 30 days to circulate the oil. Retighten all gasketed joints before using the pump.

DO'S & DON'TS

Do's and Don'ts for installation, operation, and maintenance of Viking pumps to assure safe, long, trouble-free operation.

INSTALLATION

1. **DO** install pump as close to supply tank as possible.
2. **DO** leave working space around the pumping unit.
3. **DO** use large, short, and straight suction piping.
4. **DO** install a strainer in the suction line.
5. **DO** double check alignment after the unit is mounted and piping is hooked up.
6. **DO** provide a pressure relief valve for the discharge side of the pump.
7. **DO** cut out the center of gaskets used as port covers on flanged port pumps.
8. **DO** record pump model number and serial number and file for future reference.

OPERATION

1. **DON'T** run pump at speeds faster than shown in the catalog for your model.
2. **DON'T** require pump to develop pressures higher than those shown in the catalog for your model.
3. **DON'T** operate pumps at temperatures above or below limits shown in the catalog for your pump.
4. **DON'T** operate pumps without all guards being in place.
5. **DON'T** operate pump without a relief valve on the pump or in the discharge piping. Be sure valve is mounted and set correctly.
6. **DON'T** exceed catalog limits for temperature and pressures of fluids in jacketed areas of pump.
7. **DON'T** use the pump in a system which includes a steam, air, or vapor blow or purge **without** provision for over-speed shutdown, in case the pump starts to act as a turbine and over-speeds the drive.
8. **DON'T** operate the pump with all of the liquid bypassing through a pump mounted internal type relief valve, or without any flow of liquid going through the pump for more than a couple of minutes. Operation under either of these conditions may result in a heat build-up in the pump, which could cause hazardous conditions or happenings.

MAINTENANCE

1. **DO** make sure any pump that has residual system pressure in it, or that has handled high vapor pressure liquids, such as LP-gas, ammonia, Freons, etc., has been vented through the suction or discharge lines or other openings provided for this purpose.
2. **DO** make sure that if the pump is still hooked to the driver while maintenance is being performed that the driver has been "locked out", so that it cannot be inadvertently started while work is being done on the pump.
3. **DO** make sure any pump that has handled a corrosive, flammable, hot, or toxic liquid has been drained, flushed, vented and/or cooled before it is disassembled.
4. **DO** remember that a few simple preventative maintenance procedures such as periodic lubrication, adjustment of end clearance, examination of internal parts, etc., will extend the service life of your pump.
5. **DO** obtain, read and keep maintenance instructions furnished with your pump.
6. **DO** have spare parts, pumps or standby units available, particularly if the pump is an essential part of a key operation or process.
7. **DON'T** drop parts during disassembly, e.g., idler can slip from the pin as the head is removed from the pump. It may cause personal injury or damage the part.
8. **DON'T** stick fingers in the ports of a pump. Serious injury may result.
9. **DON'T** spin the idler on the idler pin. Fingers may be jammed between teeth and crescent.

TECHNICAL SERVICE MANUAL: INSTALLATION, OPERATION & MAINTENANCE**VIKING
PUMP®****MOTOR SPEED PRODUCT LINE: CAST IRON****895 SERIES™****SIZES: GG, HJ, HL, AS, AK, AL****TSM 1443****Page 24 of 24****Issue A****⚠ CAUTION !**

TO REDUCE THE RISK OF LEAKAGE WITH VIKING MAG DRIVE PUMPS, USERS SHOULD COMPLY WITH THE FOLLOWING GUIDELINES AND ADHERE TO THE FOLLOWING PROCEDURES:

- The pump configuration and materials used in a pump are tailored to the application for which it is ordered. Users should never use a pump for an application that is different from the application specified when the pump was ordered. This includes differences in liquid, speed, pressure, temperature or viscosity.
- Users must understand the characteristics of liquids they are pumping, and be especially aware of any particulates in the liquid. Particulates can cause rapid wear of the bushings, especially if carbon graphite bushings are used. Hard bushings and hard shafts can reduce the risk of rapid wear, but the use of hard materials is not always the optimal solution. In applications involving non-abrasive, non-self lubricating liquids, carbon graphite bushings are typically the preferred material.
- Users should periodically inspect their pump for wear. This is especially critical and should be carried out with greater frequency when carbon graphite bushings are used, or the same pump has not previously been used for the same application, including the same liquid, speed, pressure, temperature and viscosity. Users should promptly replace worn parts when they are discovered.
- Users should continuously monitor pumps that are handling hazardous liquids. This is especially critical for unmanned, remote locations. If a user does not have in-house expertise in the area of monitoring, it should contact a local engineering firm with monitoring experience.

VIKING PUMP®**WARRANTY**

Viking pumps, strainers and reducers are warranted to be free of defects in material and workmanship under normal conditions of use and service. The warranty period varies by type of product. A Viking product that fails during its warranty period under normal conditions of use and service due to a defect in material or workmanship will be repaired or replaced by Viking. At Viking's sole option, Viking may refund (in cash or by credit) the purchase price paid to it for a Viking product (less a reasonable allowance for the period of use) in lieu of repair or replacement of such Viking product. Viking's warranty is subject to certain restrictions, limitations, exclusions and exceptions. A complete copy of Viking's warranty, including warranty periods and applicable restrictions, limitations, exclusions and exceptions, is posted on Viking's website (www.vikingpump.com/warranty/warranty-info). A complete copy of the warranty may also be obtained by contacting Viking through regular mail at Viking Pump, Inc., 406 State Street, Cedar Falls, Iowa 50613, USA.

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