IOM

INSTALLATION OPERATION & MAINTENANCE

S100

METAL 1 INCH

AIR-OPERATED DOUBLE-DIAPHRAGM PUMP



PSG a DOVER company

ALL-FLO

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CAUTIONS — READ FIRST!

READ THESE WARNINGS AND SAFETY PRECAUTIONS PRIOR TO INSTALLATION OR OPERATION. FAILURE TO COMPLY WITH THESE INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND OR PROPERTY DAMAGE. RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE.

WARNING = Hazards or unsafe practices which could result in severe personal injury, death or substantial property damage

CAUTION = Hazards or unsafe practices which could result in minor personal injury, product or property damage.

CAUTION Always wear safety glasses when operating a pump to avoid eye injury. If diaphragm rupture occurs, material being pumped may be forced out of the air exhaust.

CAUTION Do not connect a compressed air source to the exhaust port of the pump.

CAUTION Do not lubricate air supply.

CAUTION Do not exceed 120 psig (8.3 bar) air-inlet pressure.

CAUTION Do not exceed 10 psig (0.7 bar) or 23 ft-H_2O suction pressure.

CAUTION The temperature of the process fluid and air input must be no more than the maximum temperature allowed for the appropriate non-metallic material. See the list of temperatures below for each material's maximum recommended temperature:

Buna-N (Nitrile):	10°F to 180°F (-12°C to 82°C)
Geolast®:	10°F to 180°F (-12°C to 82°C)
Bunalast™:	-40°F to 266°F (-40°C to 130°C)
EPDM:	-40°F to 280°F (-40°C to 138°C)
FKM:	-40°F to 350°F (-40°C to 177°C)
Hytrel®:	-20°F to 220°F (-29°C to 104°C)
Nylon:	0°F to 200°F (-18°C to 93°C)
PTFE:	40°F to 220°F (4°C to 104°C)
Polyethylene:	32°F to 158°F (0°C to 70°C)
Polypropylene:	32°F to 180°F (0°C to 82°C)
Polyurethane:	10°F to 150°F (-12°C to 66°C)
PVDF:	0°F to 250°F (-18°C to 121°C)
Santoprene®:	-40°F to 225°F (-40°C to 107°C)
Urethane:	-65°F to 220°F (-54°C to 104°C)

Temperature limits are solely based upon mechanical stress and certain chemicals will reduce the maximum operating temperature. The allowable temperature range for the process fluid is determined by the materials in contact with the fluid being pumped. Consult a chemical resistance guide for chemical compatibility and a more precise safe temperature limit. Aways use minimum air pressure when pumping at elevated temperatures.

CAUTION It is the end user's responsibility to maintain the process fluid's temperature during use.

CAUTION Ensure all wetted components are chemically compatible with the process fluid and the cleaning fluid.

WARNING Prior to servicing the pump, ensure that the air and fluid lines are closed and disconnected. While wearing personal protective equipment, flush, drain and process liquid from the pump in a safe manner.

WARNING Maintenance must not be performed when a hazardous atmosphere is present.

CAUTION The equipment must be inspected for visible damage prior to use.

CAUTION Ensure pump is thoroughly cleaned and flushed prior to installation into a process line.

CAUTION Blow out all compressed air lines in order to remove any debris, prior to pump installation. Ensure that the muffler is properly installed prior to pump operation.

CAUTION Ensure air exhaust is piped to atmosphere prior to a submerged installation.

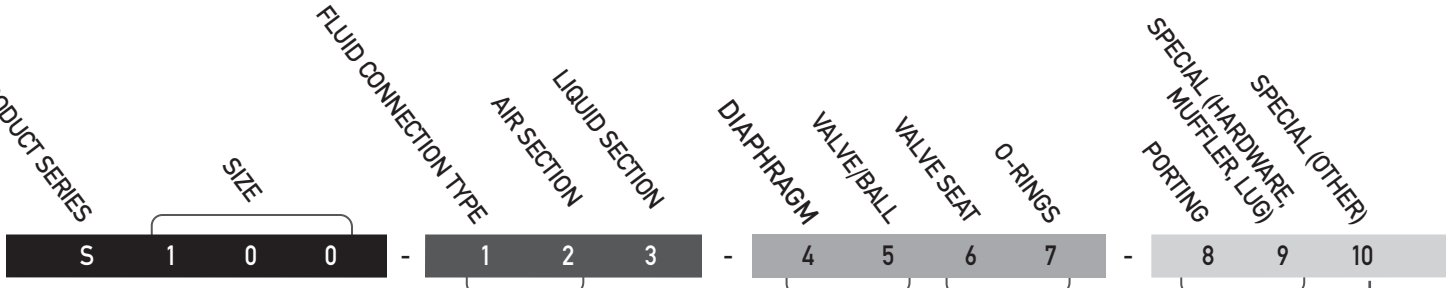
CAUTION Ensure all hardware is set to correct torque values prior to operation.

WARNING Pump, valves and all containers must be properly grounded prior to handling flammable fluids and/or whenever static electricity is a hazard.

WARNING The Safety Supplement document is a part of the manual. Please refer to the Safety Supplement document for a complete list of safety considerations including considerations for safe operation and maintenance of pumps marked for ATEX environments before starting the pump.

WARNING This product can expose you to chemicals including Nickel, Chromium, Cadmium, or Cobalt, which are known to the State of California to cause cancer and/or birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov.

MODEL DESIGNATION MATRIX & REPAIR KITS- ALUMINUM



1 FLUID CONNECTION TYPE

- **N = NPT**
- **B = BSPT**

2 AIR SECTION

- **A = Aluminum**

3 LIQUID SECTION

- **A = Aluminum**

4 DIAPHRAGMS

- **G = Bunalast™**
- **H = Hytrel®**
- **S = Santoprene®**
- **T = PTFE with Santoprene® Backup**
- V = FKM

5 VALVE/BALL

- **N = Buna–N Max-Pass™**
- **E = EPDM Max-Pass™**
- **5 = FDA FKM Max-Pass™**

6 VALVE SEAT/BACKUP

- **A = Aluminum**

7 O-RINGS

- **N = Buna-N**
- **E = EPFM**
- **V = FKM**
- T = PTFE

8 PORTING

- **B = Standard (Suction Center Front/Discharge Center Rear)**
- **A = Suction Center Front / Discharge Center Front**
- D = Suction Center Front / Discharge Right
- E = Suction Center Front / Discharge Left
- F = Suction Center Rear / Discharge Center Front
- **G = Suction Center Rear / Discharge Center Rear**
- I = Suction Center Rear / Discharge Right
- J = Suction Center Rear / Discharge Left
- P = Suction Right / Discharge Center Front
- Q = Suction Right / Discharge Center Rear
- S = Suction Right / Discharge Right
- T = Suction Right / Discharge Left
- U = Suction Left / Discharge Center Front
- V = Suction Left / Discharge Center Rear
- X = Suction Left / Discharge Right
- Y = Suction Left / Discharge Left
- 1 = Dual Suction
- 2 = Dual Suction / Dual Discharge
- 3 = Dual Discharge
- 4 = All Ports Open (Standard ports will be left un-plugged)

9 SPECIAL OPTION (HARDWARE, MUFFLER, LUG)

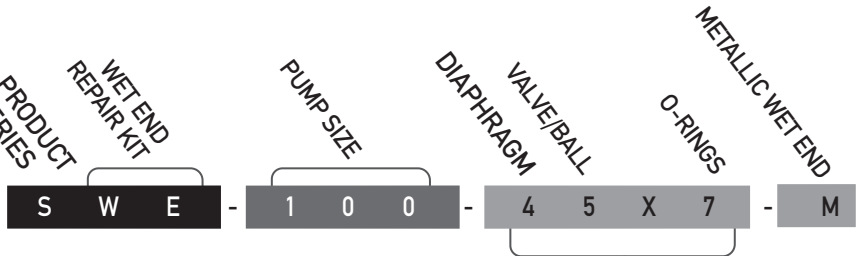
- **3 = Standard (Zinc Plated Steel Hardware, Plastic Muffler)**
- 4 = Zinc Plated Steel Hardware, Metal Muffler
- 7= Stainless Steel Hardware, Plastic Muffler
- 8 = Stainless Steel Hardware, Metal Muffler
- B = PTFE Coated Stainless Steel Hardware, Plastic Muffler
- C = PTFE Coated Stainless Steel Hardware, Metal Muffler
- D = Zinc Plated Steel Hardware, Plastic Muffler, Grounding Lug Installed
- E = Zinc Plated Steel Hardware, Metal Muffler, Grounding Lug Installed
- F = Stainless Steel Hardware, Plastic Muffler, Grounding Lug Installed
- G = Stainless Steel Hardware, Metal Muffler, Grounding Lug Installed
- H = PTFE Coated Stainless Steel Hardware, Plastic Muffler, Grounding Lug Installed
- I = PTFE Coated Stainless Steel Hardware, Metal Muffler, Grounding Lug Installed

10 SPECIAL OPTION (OTHER)

- **0 = Standard (None)**
- 1 = Cycle Counter Valve
- A = Grease Free (No Lubrication Assembly)

WET END REPAIR KIT

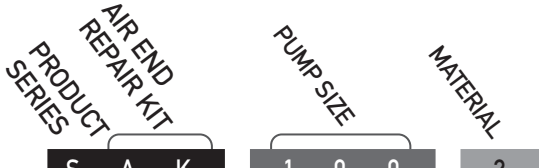
Wet end kits are available and consist of 2 diaphragms, (back-up diaphragms if required), 4 Max-Pass™ valves and 4 seat O-rings. See matrix below.



Bold indicates recommended options

AIR END REPAIR KIT

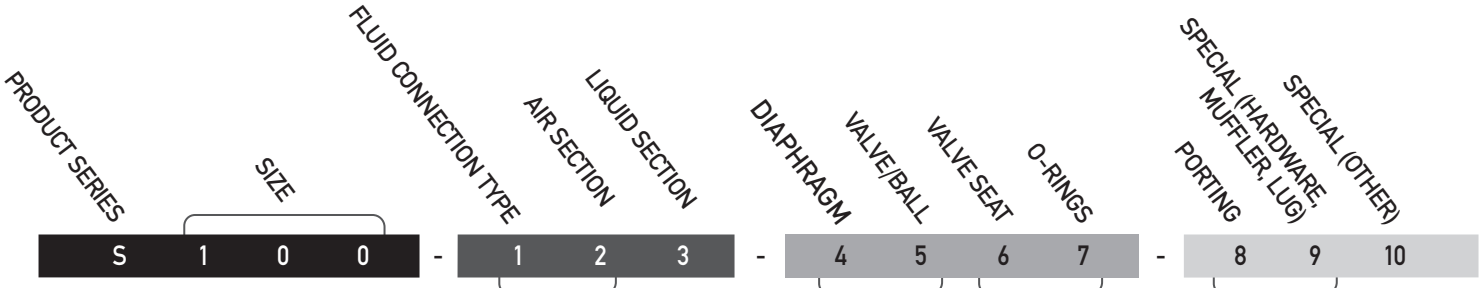
Air end repair kit contains pilot sleeve assembly and main air valve.



AIR SECTION

- **A = Aluminum**

MODEL DESIGNATION MATRIX & REPAIR KITS - STAINLESS STEEL



1 FLUID CONNECTION TYPE

- **N = NPT**
- **B = BSPT**

2 AIR SECTION

- **A = Aluminum**

3 LIQUID SECTION

- **3 = Stainless Steel**

4 DIAPHRAGMS

- **H = Hytrel®**
- **S = Santoprene®**
- **T = PTFE with Santoprene® Backup**
- G = Bunalast™
- V = FKM

5 VALVE/BALL

- **N = Buna–N Max-Pass™**
- **E = EPDM Max-Pass™**
- **5 = FDA FKM Max-Pass™**

6 VALVE SEAT/BACKUP

- **3 = Stainless Steel**

7 O-RINGS

- **N = Buna-N**
- **E = EPFM**
- **V = FKM**
- T = PTFE

8 PORTING

- **B = Standard (Suction Center Front/Discharge Center Rear)**
- A = Suction Center Front / Discharge Center Front
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- F = Suction Center Rear / Discharge Center Front
- G = Suction Center Rear / Discharge Center Rear
- I = Suction Center Rear / Discharge Right
- J = Suction Center Rear / Discharge Left
- P = Suction Right / Discharge Center Front
- Q = Suction Right / Discharge Center Rear
- S = Suction Right / Discharge Right
- T = Suction Right / Discharge Left
- U = Suction Left / Discharge Center Front
- V = Suction Left / Discharge Center Rear
- X = Suction Left / Discharge Right
- Y = Suction Left / Discharge Left
- 1 = Dual Suction
- 2 = Dual Suction / Dual Discharge
- 3 = Dual Discharge
- 4 = All Ports Open (Standard ports will be left un-plugged)

9 SPECIAL OPTION (HARDWARE, MUFFLER, LUG)

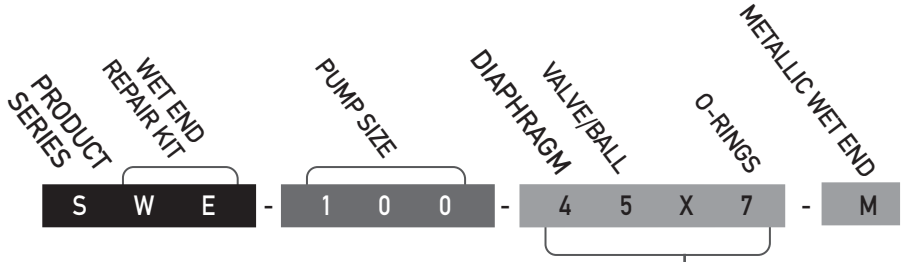
- **7 = Standard (Stainless Steel Hardware, Plastic Muffler)**
- 8 = Stainless Steel Hardware, Metal Muffler
- B = PTFE Coated Stainless Steel Hardware, Plastic Muffler
- C = PTFE Coated Stainless Steel Hardware, Metal Muffler
- F = Stainless Steel Hardware, Plastic Muffler, Grounding Lug Installed
- G = Stainless Steel Hardware, Metal Muffler, Grounding Lug Installed
- H = PTFE Coated Stainless Steel Hardware, Plastic Muffler, Grounding Lug Installed
- I = PTFE Coated Stainless Steel Hardware, Metal Muffler, Grounding Lug Installed

10 SPECIAL OPTION (OTHER)

- **0 = Standard (None)**
- 1 = Cycle Counter Valve
- A = Grease Free (No Lubrication Assembly)

WET END REPAIR KIT

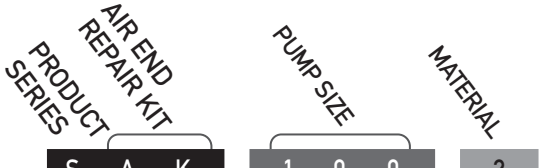
Wet end kits are available and consist of 2 diaphragms, (back-up diaphragms if required), 4 Max-Pass™ valves and 4 seat O-rings. See matrix below.



Bold indicates recommended options

AIR END REPAIR KIT

Air end repair kit contains pilot sleeve assembly and main air valve.

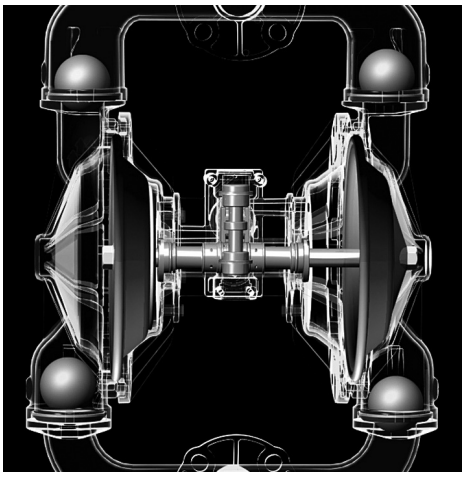


AIR SECTION

- **A = Aluminum**

PRINCIPLES OF OPERATION

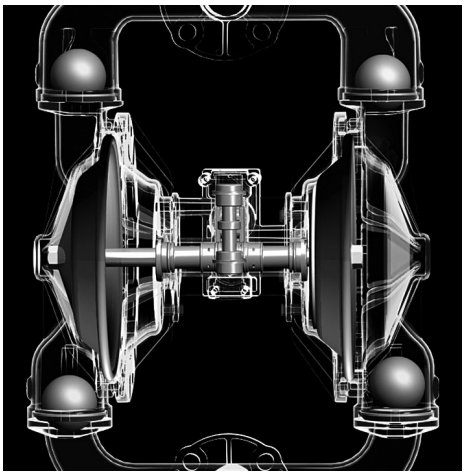
HOW AN AIR OPERATED DOUBLE DIAPHRAGM PUMP WORKS



The air-valve directs pressurized air behind the diaphragm on the right, causing the diaphragm on the right to move outward (to the right).

Since both the right diaphragm and the left diaphragm are connected via a diaphragm rod, when the right diaphragm moves to the right, the left diaphragm (through the action of the diaphragm rod) moves to the right also.

When the diaphragm on the left side is moving to the right, it is referred to as suction stroke. When the left diaphragm is in its suction stroke, the left suction ball moves upward (opens) and the left discharge ball moves downward (closes). This action creates suction and draws liquid into the left side chamber.



The air-valve directs pressurized air behind the left diaphragm, causing the left diaphragm to move outward (to the left).

Since both the left diaphragm and the right diaphragm are connected via a diaphragm rod, when the left diaphragm moves to the left, the right diaphragm (through the action of the diaphragm rod) moves to the left also.

When the diaphragm on the left side moves outward, the left discharge ball moves upward (opens) and the left suction ball moves downward (closes). This causes the liquid to leave the left side liquid outlet of the pump.

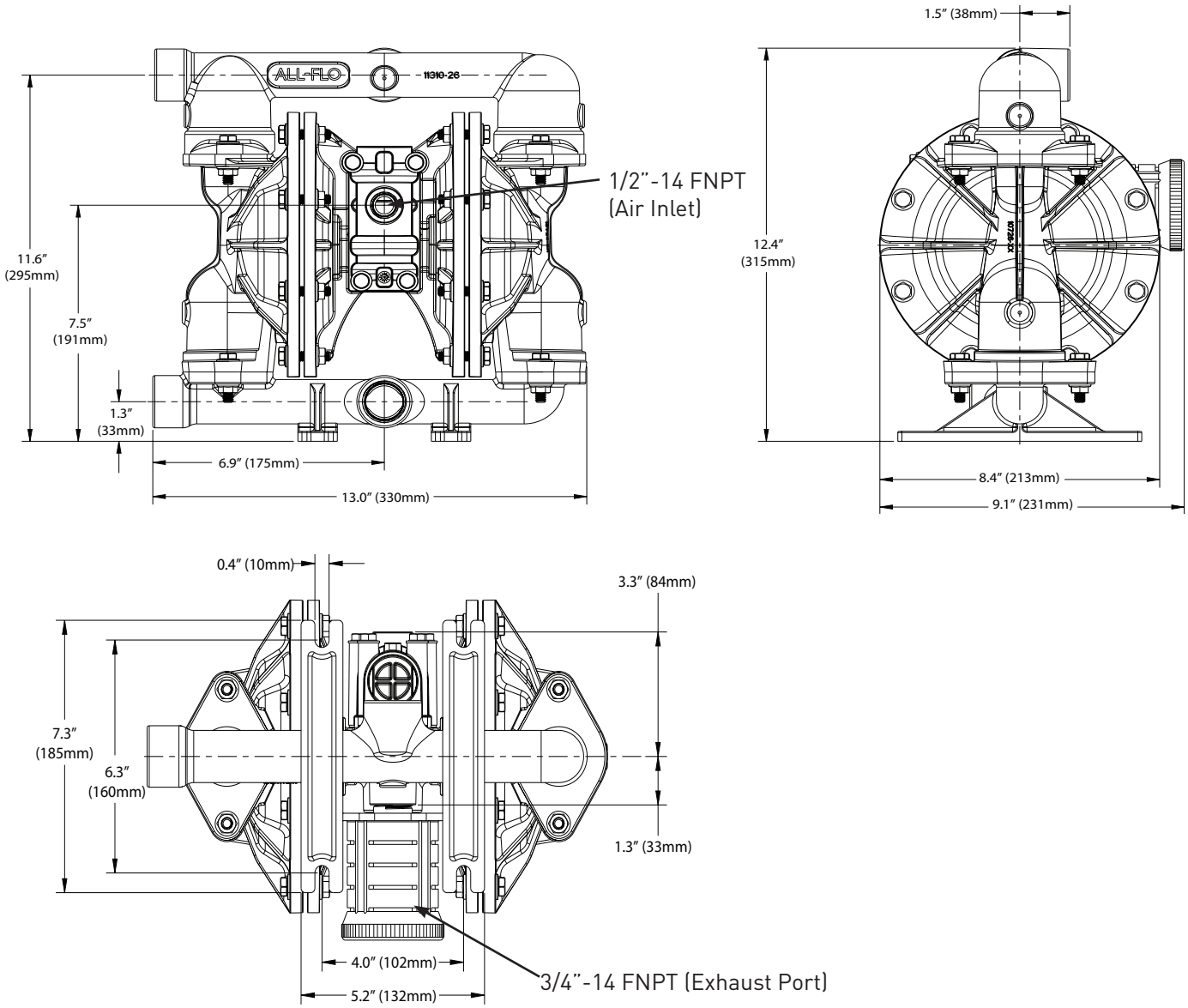
Simultaneously, the right diaphragm moves inward (to the left), which causes the right suction ball to open and the right discharge to close, which in turn causes suction, drawing liquid into the right chamber.

The process of alternating right suction / left discharge (and vice-versa) continues as long as compressed air is supplied to the pump.

Note: The graphics show ball valves, which are replaced with Max-Pass™ valves for these pump models.

1" PUMP DIMENSIONS

ALUMINUM & STAINLESS STEEL

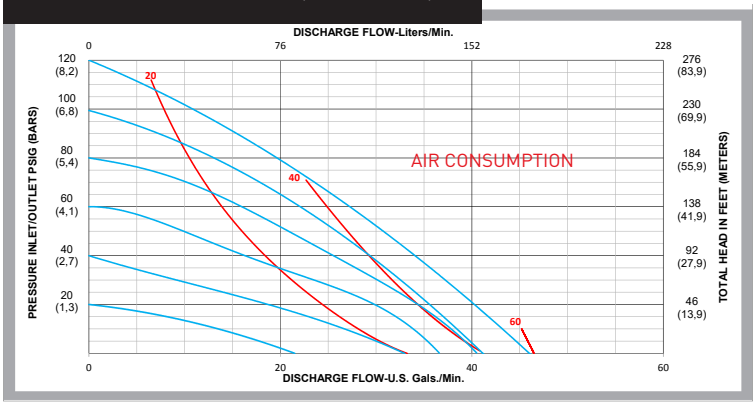


*Note - Suction Center Front / Discharge Center Rear are default ports. See part number matrix option code for additional porting options.

**Note - Standard Muffler Shown

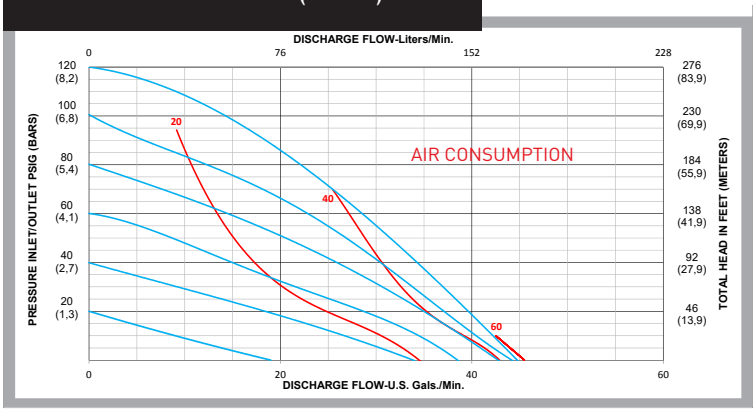
PERFORMANCE CURVES

PERFORMANCE CURVE (1" RUBBER)*



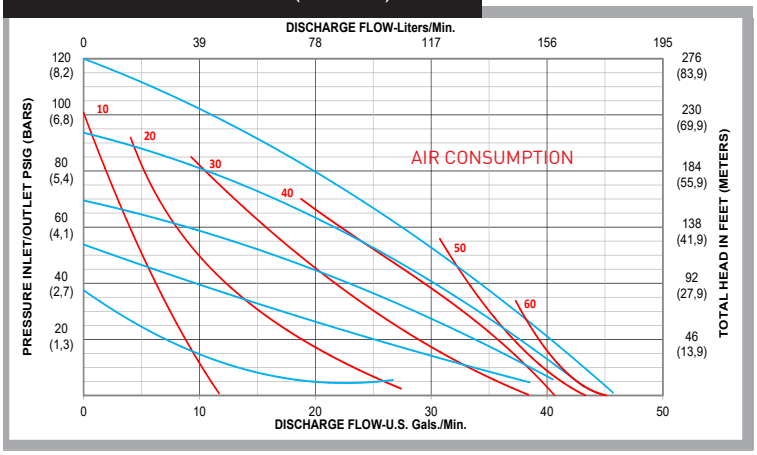
Performance Specifications	
Max. Flow:	46 gpm (174 lpm)
Max. Air Pressure:	120 psi (8.3 bar)
Max. Solids:	1/2" (12.7 mm)
Max. Suction Lift Dry:	18 ft-H_2O (5.5 m-H_2O)
Max. Suction Lift Wet:	27.5 ft-H_2O (8.4 m-H_2O)
Weight:	AL-18 lbs (8 kg) / SS-38 lbs (17 kg)
Air Inlet:	1/2" FNPT
Liquid Inlet:	1" FNPT or 1" FBSPT
Liquid Outlet:	1" FNPT or 1" FBSPT
Height:	12.4" (315 mm)
Width:	13.0" (330 mm)
Depth:	8.4" (213 mm)

PERFORMANCE CURVE (1" TPE)*



Performance Specifications	
Max. Flow:	46 gpm (174 lpm)
Max. Air Pressure:	120 psi (8.3 bar)
Max. Solids:	1/2" (12.7 mm)
Max. Suction Lift Dry:	18 ft-H_2O (5.5 m-H_2O)
Max. Suction Lift Wet:	27.5 ft-H_2O (8.4 m-H_2O)
Weight:	AL-18 lbs (8 kg) / SS-38 lbs (17 kg)
Air Inlet:	1/2" FNPT
Liquid Inlet:	1" FNPT or 1" FBSPT
Liquid Outlet:	1" FNPT or 1" FBSPT
Height:	12.4" (315 mm)
Width:	13.0" (330 mm)
Depth:	8.4" (213 mm)

PERFORMANCE CURVE (1" PTFE)*



Performance Specifications	
Max. Flow:	45 gpm (170 lpm)
Max. Air Pressure:	120 psi (8.3 bar)
Max. Solids:	1/2" (12.7 mm)
Max. Suction Lift Dry:	17 ft-H_2O (5.2 m-H_2O)
Max. Suction Lift Wet:	30 ft-H_2O (9.1 m-H_2O)
Weight:	AL-18 lbs (8 kg) / SS-38 lbs (17 kg)
Air Inlet:	1/2" FNPT
Liquid Inlet:	1" FNPT or 1" FBSPT
Liquid Outlet:	1" FNPT or 1" FBSPT
Height:	12.4" (315 mm)
Width:	13.0" (330 mm)
Depth:	8.4" (213 mm)

*Flow rates indicated on all three charts shown were determined by pumping water at flooded suction. For optimum life and performance, pumps should be specified so that daily operation parameters will fall in the center of the pump performance curve.

SECTION 6

INSTALLATION, TROUBLESHOOTING AND MAINTENANCE

INSTALLATION

PIPING

Whenever possible ensure the pump is installed using the shortest possible pipe lengths with the minimum amount of pipe fittings. Ensure all piping is supported independent of the pump.

Suction and discharge piping should not be smaller than the connection size of the pump. When pumping liquids of high viscosity, larger piping may be used, in order to reduce frictional pipe loss.

Employ flexible hoses in order to eliminate the vibration caused by the pump. Mounting feet can also be used to reduce vibration effects.

All hoses should be reinforced, non-collapsible and be capable of high vacuum service. Ensure that all piping and hoses are chemically compatible with the process and cleaning fluid.

For processes where pulsation effects should be reduced, employ a pulsation dampener on the discharge side of the pump.

For self-priming applications, ensure all connections are airtight and the application is within the pumps dry-lift capability. Refer to product specifications for further details.

For flooded suction applications, install a gate valve on the suction piping in order to facilitate service.

For unattended flooded suction operation, it is recommended to pipe the exhaust air above the liquid source. In the event of a diaphragm failure this will reduce or eliminate the possibility of liquid discharging through the exhaust onto the ground.

LOCATION

Ensure that the pump is installed in an accessible location, in order to facilitate future service and maintenance.

AIR

Ensure that the air supply is sufficient for the volume of air required by the pump. Refer to product specifications for further details. For reliable operation, install a 5 micron air filter, air-valve and pressure regulator. Do not exceed the pumps maximum operating pressure of 120 psig.

REMOTE OPERATION

Utilize a three way solenoid valve for remote operation. This ensures that air between the solenoid and the pump is allowed to "bleed off," ensuring reliable operation. Liquid transfer volume is estimated by multiplying displacement per stroke times the number of strokes per minute

NOISE

Correct installation of the muffler reduces sound levels. Refer to product specifications for further details.

SUBMERGED OPERATION

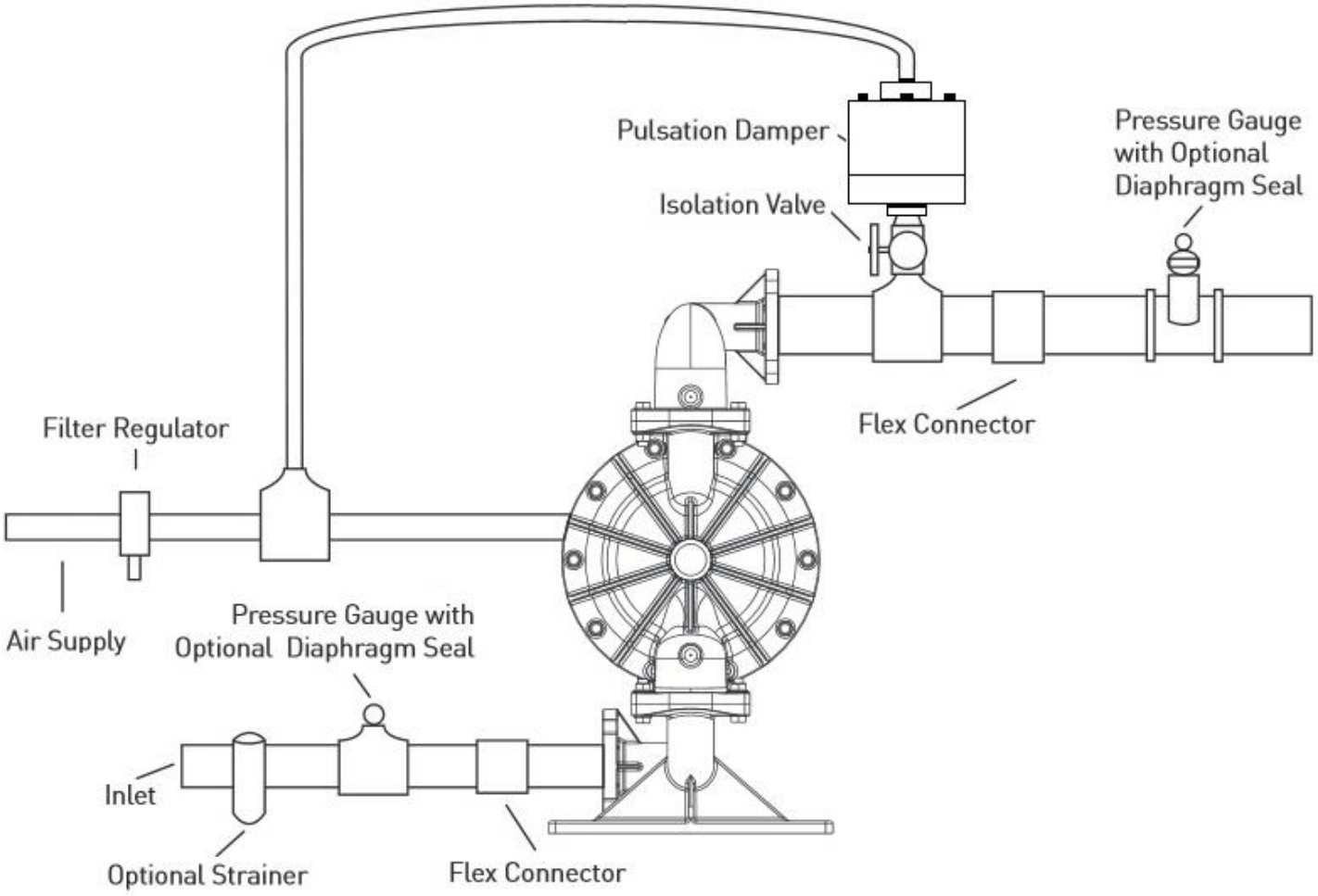
For submersible operation, pipe the air exhaust to atmosphere

GROUNDING THE PUMP

Loosen grounding screw and install a grounding wire. Tighten grounding screw. Wire size should be a 12 gauge wire or larger. Connect the other end of the wire to a true earth ground. Equipment must be grounded to achieve ATEX rating and it is recommended to configure the pump with a grounding lug option.



SUGGESTED INSTALLATION



This illustration is a generic representation of an air operated double-diaphragm pump.

TROUBLESHOOTING

PROBLEM	EFFECT/SOLUTION
Pump Will Not Cycle	
	Discharge line closed or plugged
	Discharge filter blocked
	Check valve stuck
	Air filter blocked
	Air supply valve closed
	Air supply hooked up to muffler side of pump
	Compressor not producing air or turned off
	Muffler iced or blinded
	Diaphragm ruptured
	Plant air supply line ruptured
	Air valve wear/debris
	Pilot sleeve wear/debris
	Diaphragm rod broken
	Diaphragm plate loose
Pumped Fluid Coming Out of Muffler	
	Diaphragm ruptured
	Diaphragm plate loose
	Inlet liquid pressure excessive (above 10 psig)
Pump Cycles but no Flow	
	Inlet strainer clogged
	Suction valve closed
	Suction line plugged
	No liquid in the suction tank
	Suction lift excessive
	Debris stuck in valves
	Excessive wear of check valves
	Air leak on suction side with suction lift
Pump Cycles with Closed Discharge Valve	
	Debris stuck in check valve
	Excessive wear of check valves
Pump Running Slowly/Not Steady	
	Air compressor undersized
	Leak in air supply
	Air-line, filter regulator or needle valve undersized
	Muffler partially iced or blinded
	Air valve gasket leak or misalignment
	Air valve wear/debris
	Pilot sleeve wear/debris
	Liquid fluid filter blocked
	Pump may be cavitating, reduce speed of operation
	Suction strainer clogged
Pump Will Not Prime	
	Air leak in suction pipe
	Air leak in pump manifold connections
	Suction strainer and lines clogged
	Excessive lift conditions
	Check valve wear
	Debris in check valve

OPERATION

The Air-Operated Double Diaphragm Pump requires a minimum of 20 psig of air to operate, with some variation according to diaphragm material. Increasing the air pressure results in a more rapid cycling of the pump and thus a higher liquid flow rate. In order to not exceed 120 psig of inlet air pressure, and for accurate control of the pump, it is suggested to use a pressure regulator on the air inlet.

An alternate means of controlling the flow-rate of the pump is to use an inlet air valve and partially open or close accordingly. When the air valve is completely in the closed position, the pump will cease to operate.

A third method of controlling the flow rate of the pump is to use a liquid discharge valve. Closing the liquid discharge valve will cause a decrease in the flow rate since the pump will operate against a higher discharge pressure.

Solenoid control of the inlet air may also be used in order to facilitate remote operation. A three way solenoid valve is recommended, in order to allow the air to "bleed off" between the solenoid and the pump.

Do not use valves for flow control on the suction side of the pump. (Closing or partially closing a liquid suction valve restrict the suction line and may cause damage to the diaphragms.) Suction strainers may be employed to reduce or eliminate larger solids, but routine maintenance is necessary in order to prevent a restriction on the suction.

MAINTENANCE

Due to the unique nature of each application, periodic inspection of the pump is the best method to determine a proper maintenance schedule. A record should be kept of all repairs made to an installed pump. This will serve as the best predictor of future maintenance.

Typical maintenance involves replacing of "wear-parts" such as the diaphragms, balls, valve seats and O-rings. Proper maintenance can ensure trouble-free operation of the pump. Refer to repair and assembly instructions for further details.

⚠ WARNING Maintenance must not be performed when a hazardous atmosphere is present.

MAINTENANCE SCHEDULE

WEEKLY (OR DAILY)

Make a visual check of the pump. If pumped fluid is leaking out of the pump, pipe fittings or muffler turn off pump and schedule maintenance.

EVERY THREE MONTHS

Inspect fasteners and tighten any loose fasteners to recommended torque settings.

Schedule pump service based on pump's service history.

REPAIR AND ASSEMBLY

PUMP WET END REMOVAL

TOOLS NEEDED

1) One Wrench, $^{7}/_{16}$ Inch
2) Two Wrenches, ½ Inch
3) Two Wrenches, ¾ Inch

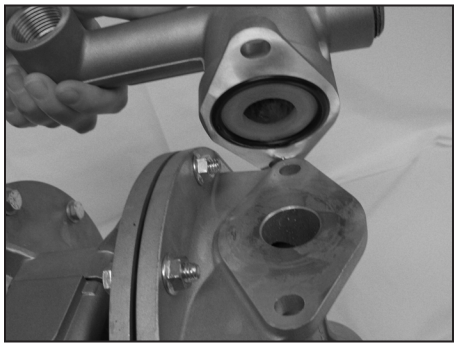
WARNING Prior to servicing the pump, ensure that the air and fluid lines are closed and disconnected. While wearing personal protective equipment, flush, drain and process liquid from the pump in a safe manner.

WARNING Maintenance must not be performed when a hazardous atmosphere is present.



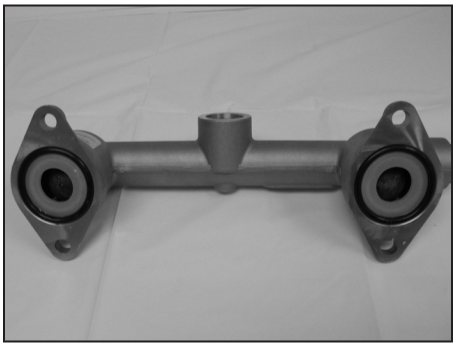
STEP 1

Using the 1/2 inch wrenches remove four "Hex-Head Cap Screws (5/16"-18 x 1-1/2")", four "Flat and Lock Washers (5/16")" and four "Flanged hex nuts (5/16"-18)" from the "Discharge Manifold".



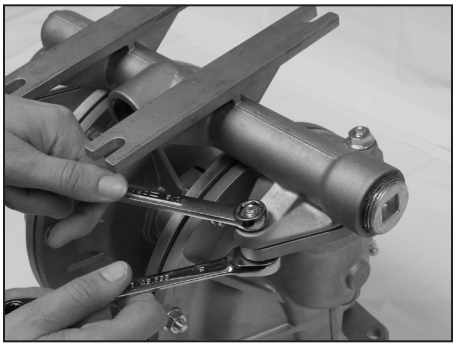
STEP 2

Remove the "Discharge Manifold".



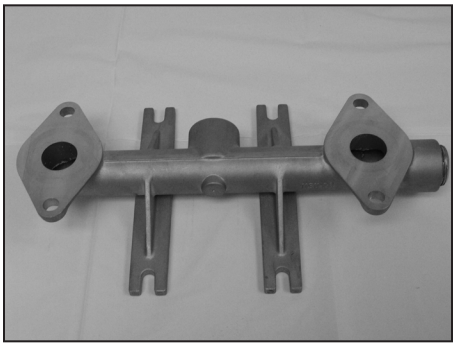
STEP 3

Remove the "O-ring", "Max-Pass™ backups", and "Max-Pass™ valve" from the "Discharge Manifold".



STEP 4

Using the 1/2 inch wrenches remove four "Hex-Head Cap Screws (5/16"-18 x 1-1/2")", four "Flat and Lock Washers (5/16")" and four "Flanged hex nuts (5/16"-18) from the "Suction Manifold".



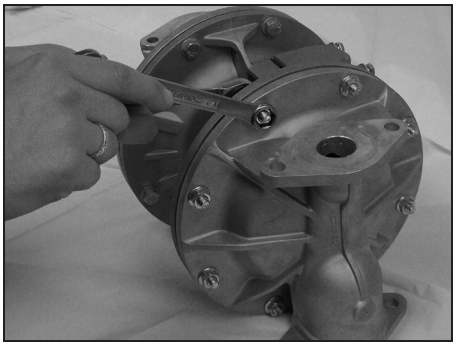
STEP 5

Remove the "Suction Manifold".



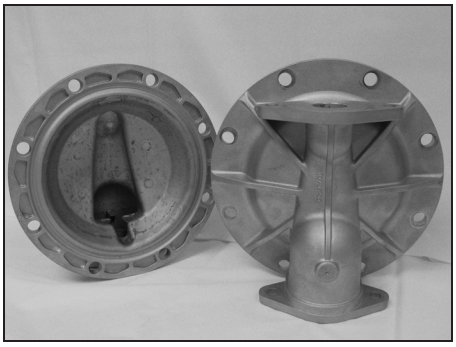
STEP 6

Remove the "O-ring", "Max-Pass ™ backups", and "Max-Pass™ valve" from the "Outer Chamber".



STEP 7

In order to remove both "Outer Chambers", using two ½ inch wrenches, remove eight "Hex Head Cap Screws (5/16"–18 x 1-3/8")", eight Compression Washers (5/16") and eight "Hex Flange Nuts (5/16"-18)".



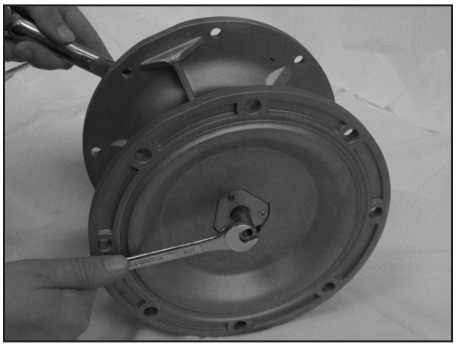
STEP 8

Remove both "Outer Chambers" from the "Intermediate".



STEP 9

Using two ¾ Inch wrenches, remove "Outer Diaphragm Plate", "Diaphragm", "Inner Diaphragm Plate" and "Bumper" from one side of the pump.



STEP 10

Placing the ¾ inch wrench on the remaining "Outer Diaphragm Plate", and the 7/16 inch wrench on the "Diaphragm Rod Assembly", remove the remaining "Outer Diaphragm Plate", "Diaphragm", "Inner Diaphragm Plate" and "Bumper" from the other side of the pump.

PUMP WET END ASSEMBLY

To assemble the wet end of the pump, reverse the order of disassembly. Ensure all hardware is fastened in accordance with torque specifications (see page 18). Inverting one of the diaphragms during reassembly will facilitate ease of assembly.

REPAIR AND ASSEMBLY

AIR VALVE REMOVAL

TOOLS NEEDED

1) One Wrench, $^{7}/_{16}$ Inch
2) One Pick, General Purpose
3) One Pair of Pliers

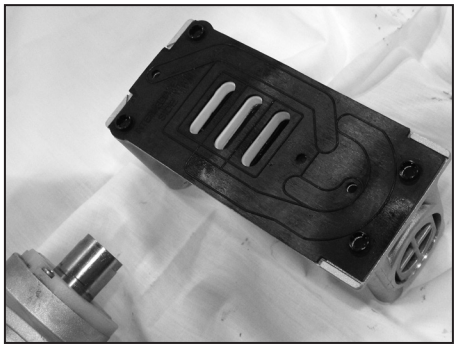
WARNING Prior to servicing the pump, ensure that the air and fluid lines are closed and disconnected. While wearing personal protective equipment, flush, drain and process liquid from the pump in a safe manner.

WARNING Maintenance must not be performed when a hazardous atmosphere is present.



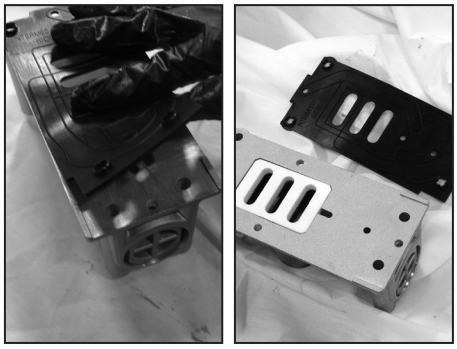
STEP 1

Using the $^{7}/_{16}$ inch wrench, remove four "Hex Head Cap Screws (1/4"–20 x 3")", four "Lock Washers" (1/4") and four flat washers (1/4")".



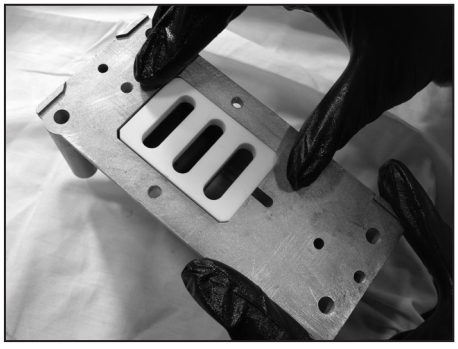
STEP 2

Remove the main "Air-Valve Assembly" from the pump.



STEP 3

Remove the "Air-Valve Gasket" from the main "Air-Valve Assembly".



STEP 4

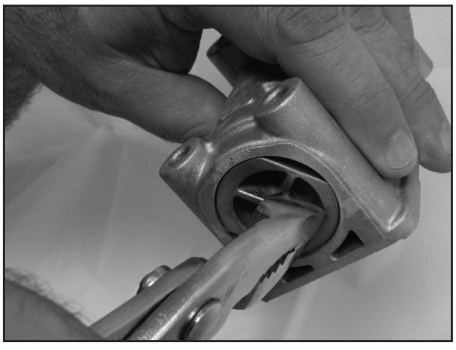
Remove the "Shuttle Plate" from the main "Air-Valve Assembly".

Note: The smooth shinny side of the shuttle plate should be toward the shuttle car.



STEP 5

Remove the "Shuttle" from the main "Air-Valve Assembly".



STEP 6

Using the pair of pliers, remove the "Air Valve End Plug" from the main "Air-Valve Assembly".

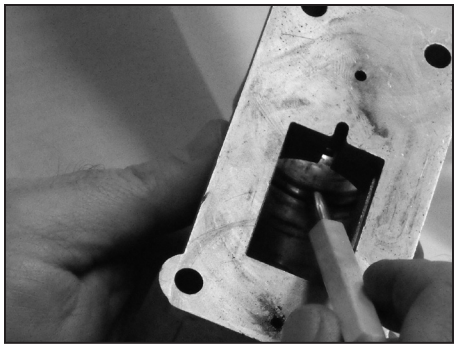
Ensure the "O-Ring" is installed when reassembling.



STEP 7

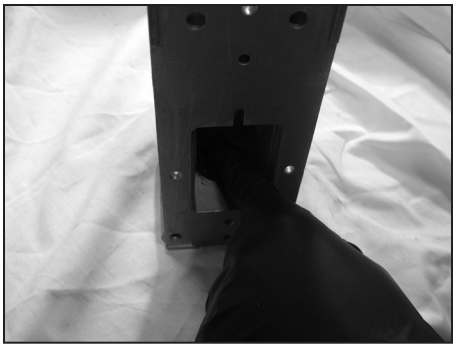
Remove the "Air Valve Spool" from the main "Air-Valve Assembly".

Note: The shorter piston is to be on the plug side.



STEP 8

Using the pick, remove the "Lip Seal (Air Valve)" from the main "Air-Valve Assembly".



STEP 9

Using the pick, remove the second "Lip Seal (Air Valve)" from the main "Air-Valve Assembly".

AIR VALVE ASSEMBLY

To assemble the air valve, reverse the order of disassembly. During assembly, ensure that the open side of the lip-seals are both facing each other inward. Install the shuttle plate with the smooth/shinny side toward the shuttle car. Lubrication of the air valve assembly, with a non-synthetic lubricant, is recommended. Magna-Lube or Magna-Plate are recommended for assembly lubrication (see detailed parts list for ordering information).

Note that if the lip-seals are installed incorrectly, they will be unable to rotate. Insert the spool, the spool's shorter piston is to be on the plug side, ensure O-ring is enstalled, and then the air-valve end plug into position.

REPAIR AND ASSEMBLY

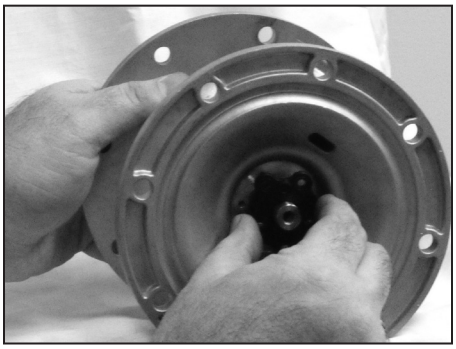
PILOT VALVE REMOVAL

TOOLS NEEDED

1) One Screwdriver, Phillips #2
2) Two Wrenches, $^{7}/_{16}$ Inch

WARNING Prior to servicing the pump, ensure that the air and fluid lines are closed and disconnected. While wearing personal protective equipment, flush, drain and process liquid from the pump in a safe manner.

WARNING Maintenance must not be performed when a hazardous atmosphere is present.



STEP 1

Using the screwdriver, remove three "Phillips Flat-Head Mach Screws" (#6-32 x 7/16) in order to remove the "Retaining Plate". Repeat for other side of the pump.



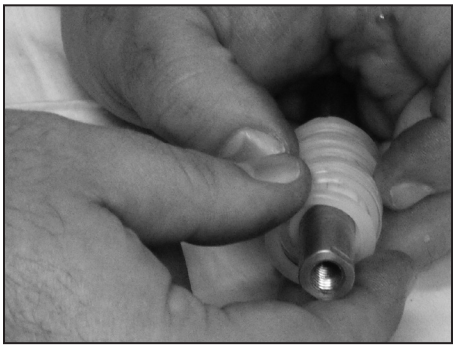
STEP 2

Remove the diaphragm rod and the pilot sleeve assembly from the "Intermediate".



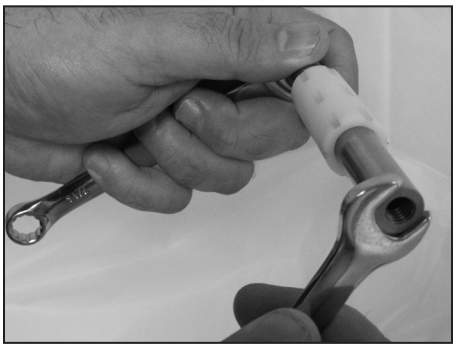
STEP 3

Remove both "Lip Seals (Diaphragm Rod)" and both "End Spacers (Pilot Sleeve)" from the pilot sleeve assembly. Remove both "O-Rings (End Spacer)" from both "End Spacers (Pilot Sleeve)".



STEP 4

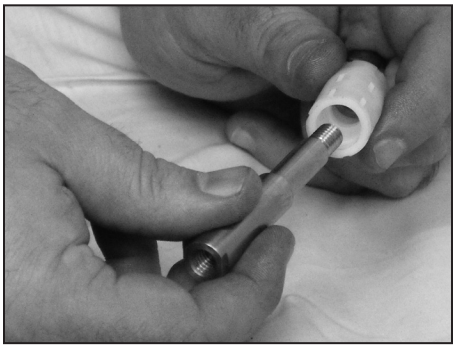
Remove three "Inner Spacers (Pilot Sleeve)" and four "O-Rings (Pilot Sleeve)" from the pilot sleeve assembly.



STEP 5

Using two 7/16 inch wrenches, disassemble the "Diaphragm Rod Assembly" into its two parts.

Note they are installed with thread locker.



STEP 6

Remove the "Pilot Sleeve" from the disassembled "Diaphragm Rod Assembly".

PILOT VALVE ASSEMBLY

To assemble the pilot valve, reverse the order of disassembly. Should process fluid have contact with the pilot valve O-rings, they should be replaced as swelling may occur and cause irregular operation. During assembly, ensure that the open side of the lip-seals are facing outward. Lubrication of the pilot sleeve assembly, with a non-synthetic lubricant, is recommended in order to facilitate re-assembly into the intermediate. Magna-Lube or Magna-Plate are recommended for assembly lubrication (see detailed parts list for ordering information).

TORQUE SPECIFICATION CHART

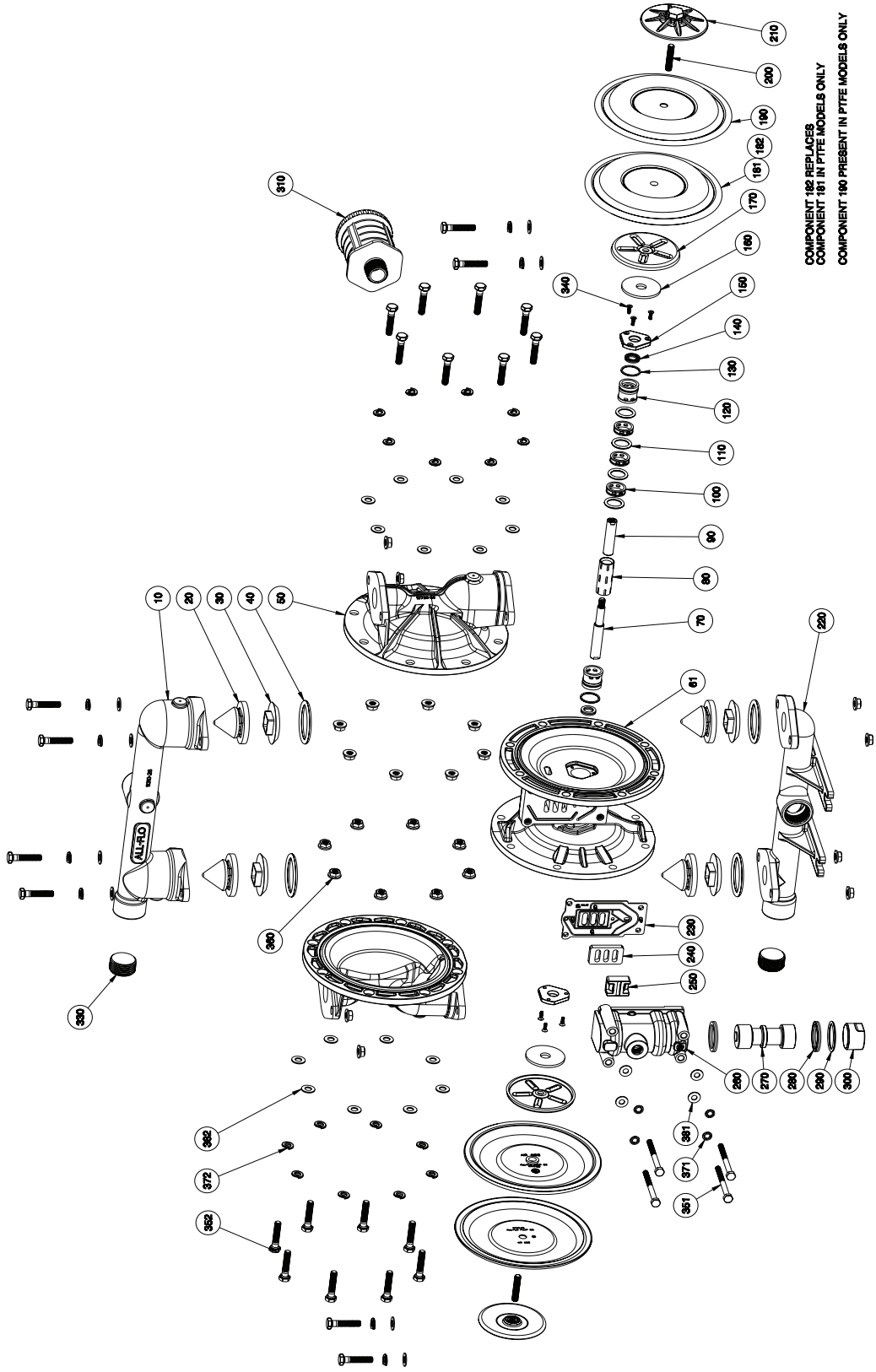
RECOMMENDED TORQUE SPECIFICATIONS

	1" Pumps	Wrench Size
Manifold Bolts	90 in-lbs (10.2 N-m)	1/2"
Chamber Bolts	60 in-lbs (6.8 N-m)	1/2"
Air Valve Bolts	40 in-lbs (4.5 N-m)	7/16"
Diaphragm plate	Hand tight then 1/4 turn more	3/4"
Diaphragm plate (PTFE)	Hand tight then 1/4 turn more	3/4"

EXPLODED VIEW & PARTS LIST

ALUMINUM & STAINLESS STEEL

S100-*A*-****-***



PARTS LIST - ALUMINUM & STAINLESS STEEL
S100-*A*-****-***

ITEM	DESCRIPTION	QTY	PUMP MODEL	PART NO.	MATERIAL
10	DISCHARGE MANIFOLD	1	S100-NAA-****-***	11310-20-NPT-MP	Aluminum
			S100-BAA-****-***	11310-20-BSPT-MP	Aluminum
			S100-NA3-****-***	11310-26-NPT-MP	Stainless Steel
			S100-BA3-****-***	11310-26-BSPT-MP	Stainless Steel
20	MAX PASS VALVE	4	S100-BA3-*N**-***	10911-11	Nitrile
			S100-BA3-*E**-***	10911-15	EPDM
			S100-BA3-*V**-***	10911-82	FKM
30	MAX PASS BACKUP	4	S100-BA3-**A*-***	10912-20	Aluminum
			S100-BA3-**3*-***	10912-26	Stainless Steel
40	O-RING (VALVE SEAT)	4	S100-*A*-***N-***	11947-11	Nitrile
			S100-*A*-***V-***	11947-13	FKM
			S100-*A*-***E-***	11947-15	EPDM
			S100-*A*-***T-***	11947-17	PTFE
50	OUTER CHAMBER	2	S100-*AA-****-***	10726-20-MP	Aluminum
			S100-*A3-****-***	10726-26-MP	Stainless Steel
61	INTERMEDIATE	1	ALL MODELS	11526-20	Aluminum
70 & 90	DIAPHRAGM ROD ASSEMBLY	1	ALL MODELS	35005-00	Stainless Steel
80	PILOT SLEEVE	1	ALL MODELS	10105-31 Δ	Acetel
100	INNER SPACER (PILOT SLEEVE)	3	ALL MODELS	10203-40 Δ	Polyproplyene
110	O-RING (PILOT SLEEVE)	4	ALL MODELS	11920-16 Δ	Urethane
120	END SPACER (PILOT SLEEVE)	2	ALL MODELS	10209-40 Δ	Polyproplyene
130	O-RING (END SPACER)	2	ALL MODELS	11923-16 Δ	Urethane
140	LIP SEAL (DIAPHRAGM ROD)	2	ALL MODELS	12000-76 Δ	Nitrile
150	RETAINING PLATE	2	ALL MODELS	12718-54	Nylon
160	BUMPER	2	ALL MODELS	12325-16	Urethane
170	INNER DIAPHRAGM PLATE	2	ALL MODELS	11104-25	Plated Steel
181	DIAPHRAGM	2	S100-*A*-N***-***	10612-11	Buna-N
			S100-*A*-V***-***	10612-13	FKM
			S100-*A*-E***-***	10612-15	EPDM
			S100-*A*-H***-***	10612-18	Hytrel®
			S100-*A*-G***-***	10612-19	Bunalast™
			S100-*A*-S***-***	10612-23	Santoprene®
182	DIAPHRAGM, BACKUP (PTFE ONLY)	2	A100-*A*-T***-***	10613-23	Santoprene®
190	PTFE OVERLAY (PTFE ONLY)	2	A100-*A*-T***-***	11409-59	PTFE
200&210	OUTER DIAPHRAGM PLATE W/ STUD	2	S100-*AA-****-***	11220-20	Aluminum
			S100-*A3-****-***	11220-26	Stainless Steel
220	SUCTION MANIFOLD	1	S100-NAA-****-***	11311-20-NPT	Aluminum
			S100-BAA-****-***	11311-20-BSPT	Aluminum
			S100-NA3-****-***	11311-26-NPT	Stainless Steel
			S100-BA3-****-***	11311-26-BSPT	Stainless Steel
230	AIR VALVE GASKET	1	ALL MODELS	12125-19 ‡	Nitrile
240	SHUTTLE PLATE	1	ALL MODELS	10451-77 ‡	Ceramic
250	SHUTTLE	1	ALL MODELS	10431-32 ‡	Special
260	AIR VALVE BODY	1	ALL MODELS	11619-20 ‡	Aluminum
270	AIR VALVE SPOOL	1	ALL MODELS	10482-31 ‡	Acetel
280	LIP SEAL (AIR VALVE)	2	ALL MODELS	12003-76 ‡	Nitrile

PARTS LIST - ALUMINUM & STAINLESS STEEL
S100-*A*-****-***

ITEM	DESCRIPTION	QTY	PUMP MODEL	PART NO.	MATERIAL
290	O-RING (AIR VALVE END PLUG)	1	ALL MODELS	11913-11 ‡	Nitrile
300	AIR VALVE END PLUG	1	ALL MODELS	11706-20 ‡	Aluminum
310	MUFFLER	1	ALL MODELS	13001-00	Standard
	MUFFLER (METAL)		OPTIONAL	13009-00	Metal
320	N/A				
330	PIPE PLUG	2	S100-NAA-****-***	12265-20-NPT	Aluminum
			S100-BAA-****-***	12265-20-BSPT	Aluminum
			S100-NA3-****-***	12265-26-NPT	Stainless Steel
			S100-BA3-****-***	12265-26-BSPT	Stainless Steel
340	SCREW, FLAT HEAD (#6-32 X 7/16")	6	ALL MODELS	12578-26	Stainless Steel
351	SCREW, HEX HEAD CAP (1/4"-20 X 3")	4	S100-*AA-****-***	12516-25	Plated Steel
			S100-*A3-****-***	12516-26	Stainless Steel
352	SCREW, HEX HEAD CAP	24	S100-*AA-****-***	12584-25	Plated Steel
	(5/16"-18 X 1-1/2")		S100-*A3-****-***	12584-26	Stainless Steel
360	NUT, HEX FLANGE (5/16"-18)	24	S100-*AA-****-***	12608-25	Plated Steel
			S100-*A3-****-***	12608-26	Stainless Steel
371	WASHER, LOCK (1/4")	4	S100-*AA-****-***	12350-25	Plated Steel
			S100-*A3-****-***	12350-26	Stainless Steel
372	WASHER, SPLIT LOCK (5/16")	24	S100-*AA-****-***	12313-25	Plated Steel
			S100-*A3-****-***	12313-26	Stainless Steel
381	WASHER (1/4")	4	S100-*AA-****-***	12300-25	Plated Steel
			S100-*A3-****-***	12300-26	Stainless Steel
382	WASHER (5/16")	24	S100-*AA-****-***	12310-25	Plated Steel
			S100-*A3-****-***	12310-26	Stainless Steel
390	N/A				
400	GROUNDING LUG (NOT SHOWN)	1	OPTIONAL	13481-20	Aluminum
	Magnalube® .75 oz. (As Required)		ALL MODELS	13404-00	Grease

* Any Character

‡ , Δ Only sold as part of assembly

ASSEMBLY PART NUMBERS	PUMP MODEL	PART NO.	MATERIAL
‡ AIR VALVE ASSEMBLY 230, 240, 250, 260, 270, 280, 290, 300	ALL MODELS	AMK-100-A	Various
Δ PILOT SEEVE ASSEMBLY 80, 100, 110, 120, 130, 140	ALL MODELS	APK-100-A	Various
PILOT SEEVE ELASTOMER KIT 100 THROUGH 140	ALL MODELS	PEK-35005	Various

ELASTOMERS & REPAIR KITS

WETTED ELASTOMERS

BUNA-N (NITRILE)
is a general purpose elastomer used with water and many oils. Temperature range 10°F to 180°F (-12°C to 82°C).

BUNALAST™
is an injection molded thermoplastic material with characteristics similar to Santoprene®. Has excellent abrasion resistance. Temperature range -40°F to 266°F (-40°C to 130°C).

EPDM
is a general purpose elastomer with good resistance to many acids and bases. Temperature range -40°F to 280°F (-40°C to 138°C).

SANTOPRENE®
is an injection molded material with characteristics similar to EPDM. Has excellent abrasion resistance. Temperature range -40°F to 225°F (-40°C to 107°C).

FKM
is an elastomer with good corrosion resistance to a wide variety of chemicals. Temperature range -40°F to 350°F (-40°C to 177°C).

PTFE (POLYTETRAFLUOROETHYLENE)
is a thermoplastic polymer that is inert to most chemicals. Temperature range 40°F to 220°F (4°C to 104°C).

Most of the above elastomers are available in FDA approved formulations.

Geolast® is a registered trademark of ExxonMobil Chemical Co.
Santoprene® is a registered trademark of ExxonMobil Chemical Co.
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Magnalube® is a registered trademark of Carleton-Stuart Corp.

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MATERIALS SOLD ARE WARRANTED TO THE ORIGINAL USER AGAINST DEFECTS IN WORKMANSHIP OR MATERIALS UNDER NORMAL USE (RENTAL USE EXCLUDED) FOR FIVE YEARS AFTER PURCHASE DATE. ANY PUMP WHICH IS DETERMINED TO BE DEFECTIVE IN MATERIAL AND WORKMANSHIP AND RETURNED TO ALL-FLO, SHIPPING COSTS PREPAID, WILL BE REPAIRED OR REPLACED AT ALL-FLO'S OPTION. CUSTOMER SHALL NOTIFY ALL-FLO IN WRITING WITHIN 30 DAYS OF ANY CLAIMED DEFECTS. NO MATERIALS CAN BE RETURNED WITHOUT THE PRIOR CONSENT OF ALL-FLO, AND IF APPROVED SHALL BE RETURNED TO ALL-FLO FREIGHT PREPAID. ALL-FLO'S LIABILITY FOR ANY BREACH OF THIS WARRANTY SHALL BE LIMITED TO EITHER REPLACEMENT OF THE MATERIALS OR, AT ALL-FLO'S SOLE OPTION, THE REFUND OF THE PURCHASE PRICE. ALL-FLO SHALL NOT BE HELD LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES CAUSED BY BREACH OF THIS WARRANTY. THIS EXCLUSION APPLIES WHETHER SUCH DAMAGES WERE SOUGHT BASED ON BREACH OF WARRANTY, BREACH OF CONTRACT, NEGLIGENCE, STRICT LIABILITY IN TORT, OR ANY OTHER LEGAL THEORY. FURTHER, ALL-FLO SHALL NOT BE LIABLE FOR LOSSES, DELAYS, LABOR COSTS, OR ANY OTHER COST OR EXPENSE DIRECTLY OR INDIRECTLY ARISING FROM THE USE OF MATERIALS. ALL-FLO'S LIABILITY IS EXPRESSLY LIMITED TO THE REPLACEMENT OR REPAIR OF DEFECTIVE GOODS, OR THE TOTAL VALUE OF SUCH GOODS. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS, IMPLIED, OR ORAL INCLUDING THE IMPLIED WARRANTY OF MERCHANTABILITY, ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, AND ANY IMPLIED WARRANTIES OTHERWISE ARISING FROM A COURSE OF DEALING OR TRADE. All-Flo will not, in ANY event, be liable for any loss of profit, interruption of business or any other special, consequential or incidental damages suffered or sustained by Customer. All-Flo's total maximum liability to the customer in respect of sale of materials or services rendered by All-Flo is limited to the total monies received by All-Flo from the customer for the particular materials described in Customer's order.

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REGISTRATION FORM

Pump Model _____ Pump Serial Number _____

Company Name _____

Name _____ Email _____

Phone # _____ City _____ State _____ Zip _____

Qty of Pumps _____ Fluid Pumping _____

How did you hear about us? Existing All-Flo user,
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_____

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