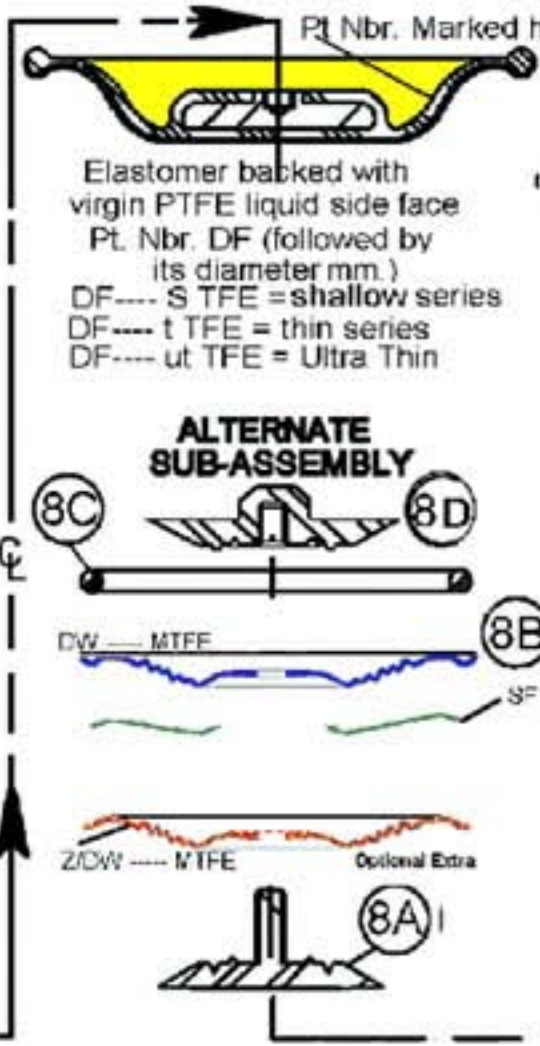
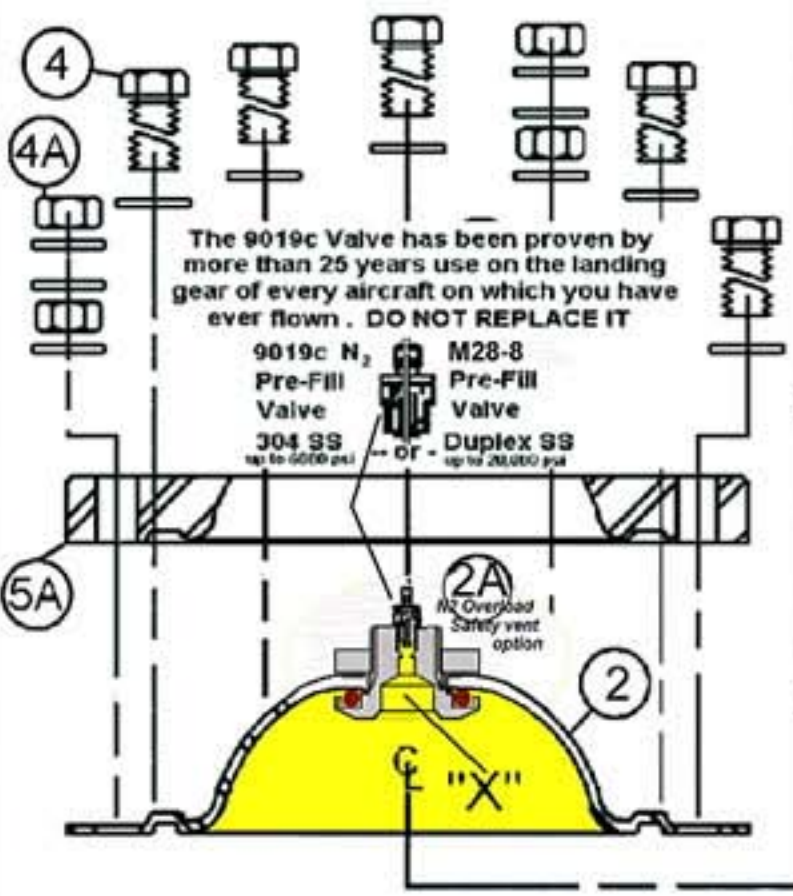
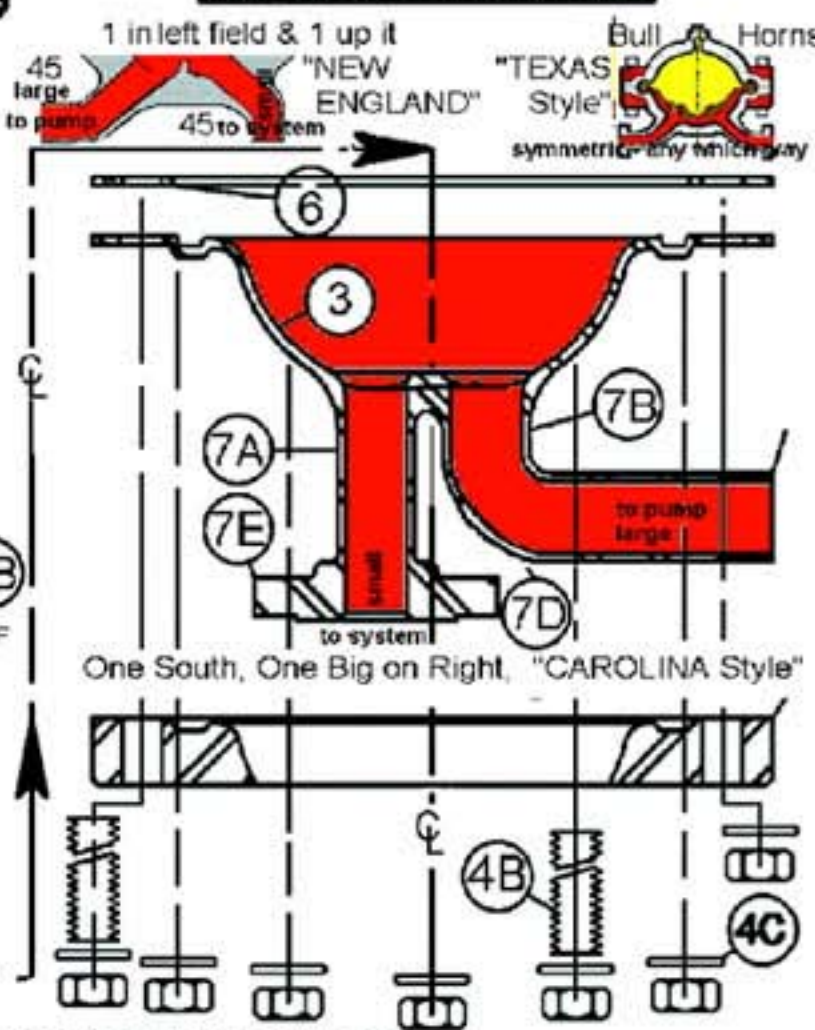




CUSHION PREFILL DRIVE BONNET SIDE



LIQUID CHAMBER SIDE

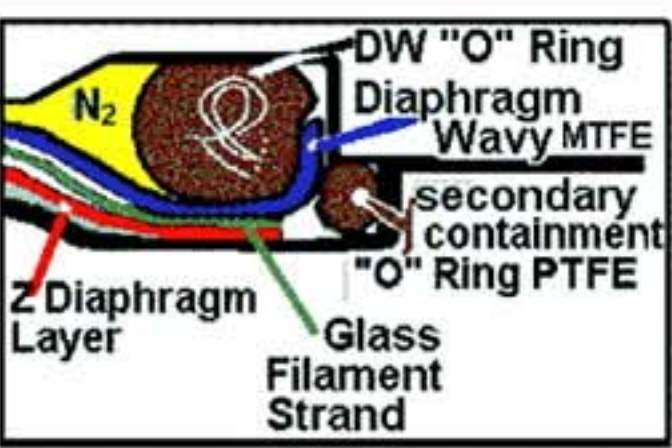


Recommended tightening torque values, by bolt diameter and bolt grade. Using anti-seize, these figures produce a preload aprox. 70% of min. yield

Class	Torque	Metric	Std.M10	M12	M16	M20	M24	M27	M30	1 3/8"	1 1/2"
UNC		5/16"	3/8"	1/2"	5/8"	3/4"	1.0"	1 1/8"	1 1/4"		
316ss	Nm	16	30	46	100	184	223	308	380	470	610
B8M & A4	Ft.Lbs	12	22	34	80	135	165	230	280	350	454
304ss	Nm	20	40	60	130	240	290	400	495	610	791
B8 & A2	Ft.Lbs	16	28	44	100	175	214	300	365	455	590
8.8	Nm	18	34	60	146	287	500	736	1000	1356	1760
	Ft.Lbs.	13	25	44	108	212	370	543	734	1000	1230
SA 193 Gr7											
10.9	Nm.	25	49	85	209	407	720	1040	1356	2206	2856
	Ft.Lbs.	18	35	63	154	300	518	766	1000	1280	1661
Din. 912	Nm.	29	60	103	251	488	839	1246	1627	2206	2863
US "gr.12.9"	Ft.Lbs.	21	44	76	185	360	619	919	1200	1535	1992

For Hazard Class applications

DOUBLE LAYER DIAPHRAGM AND SECONDARY CONTAINMENT SEALING



COST REDUCTION & LIFE INCREASE - SPARES

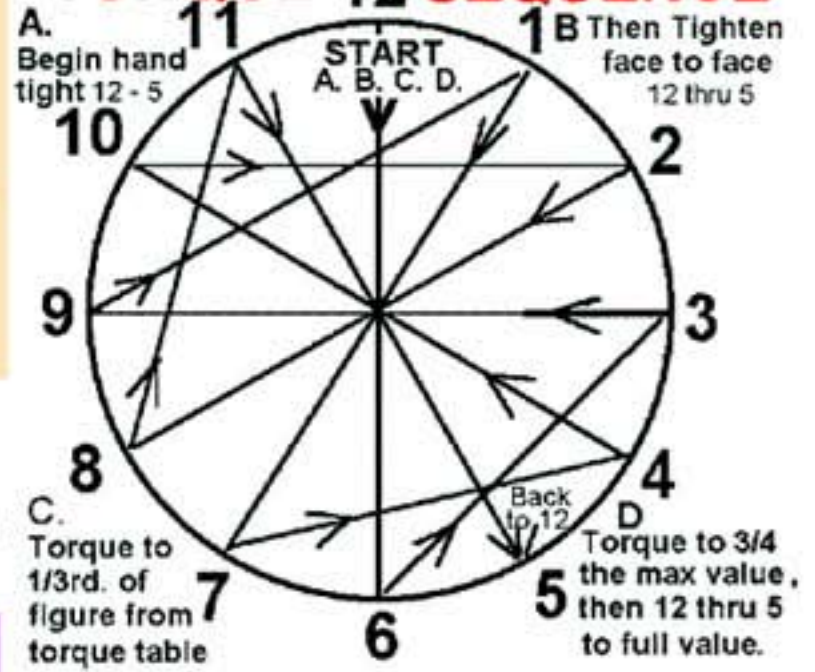
"X" shown marked in the prefill drive bonnet is a counterbore into which the dome of Pt Nbr. 8D will enter. With this modification to pre 1997 units, it is possible to change to the MTFE alternate sub-assembly from the virgin PTFE, that was specified by pump vendors. The flex life, impermeability, and stroke length ability of the DW---MTFE diaphragms is a multiple of the Virgin PTFE diaphragm. The cost of spare DW---MTFE is half that of the original diaphragms.

ADDITION OF SECONDARY CONTAINMENT SEALING AND optional Z-CLASS DIAPHRAGM LAYER

This is not an universally available upgrade, and only offered for units returned to the factory for re-certification and service.

The company will service any of its product FOR THE SAME PRICE AS THE SPARES KIT.

TORQUE 12 SEQUENCE



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