



**INSTRUCTION AND MAINTENANCE MANUAL:  
FPH/FPHP-Style Pumps**



**SANITARY HIGH PRESSURE CENTRIFUGAL PUMPS**

## DESCRIPTION

This manual contains installation, operation, assembly, disassembly and repair instructions for the Fristam “FPH & FPHP” pumps. Please read this manual in its entirety before operating the pump.

The FPH & FPHP pumps are mounted to a heavy duty cast iron bearing block. This bearing block is coupled to a motor and mounted on a solid stainless steel adjustable baseplate.

The motors used on FPH & FPHP pumps are standard NEMA totally enclosed fan cooled (TEFC) motors. Replacement motors are readily available from local motor distributors.

The open design of the impeller facilitates cleaning. Due to close clearance between the impeller and the housing and cover, these pumps are very efficient.

Fristam Pumps have an internal mechanical seal which allows the pumped product to cool, lubricate and clean the front seal. The FPH & FPHP Series have similar operating characteristics to standard single impeller centrifugal pumps. The unit is NOT self-priming, it requires a flooded suction.

DANGER:



BEGIN ALL PUMP MAINTENANCE BY DISCONNECTING THE ENERGY SOURCE TO THE PUMP. OBSERVE ALL LOCK OUT/TAG OUT PROCEDURES AS OUTLINED BY ANSI Z244.1-1982 AND OSHA 1910.147 TO PREVENT ACCIDENTAL START-UP AND INJURY.

**Note: Check alignment between bearing block shaft and motor shaft before start-up.**

**See pages 7-8.**

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## TECHNICAL INFORMATION

### SPECIFICATIONS

Maximum Inlet Pressure – FPHP 3542 & FPHP 722 .....	1000 PSI
– FPH 3542 & FPH 3552 .....	600 PSI
Temperature Range .....	-40°F - 400°F
Noise Level.....	60 - 85 dB(A)

### MATERIALS

Primary Product Contact Components .....	AISI 316L
Casing Gasket .....	BUNA (standard)
Also Available in.....	Viton, EPDM
Surface Finish for Product Contact Surfaces .....	32 Ra (standard)

### SHAFT SEALS

Seal Types.....	Double Mechanical
Water Flush Pressure .....	1-2 PSI
Water Consumption (seal flush) .....	12 gph
Primary Stationary Seal Ring Material .....	Silicon Carbide
For FPHP 722 only .....	Tungsten Carbide
Primary Rotating Seal Ring Material.....	Silicon Carbide
For FPHP 722 only .....	Tungsten Carbide
O-ring Material .....	Viton (standard)
Also Available in.....	BUNA-N, EPDM

### MOTOR INFORMATION

Uses standard NEMA rigid base motors. Options include washdown, high efficiency, explosion proof, chemical duty and IEC.

#### *Voltage and Frequency*

3 phase, 50 Hz, 208-220/330-415 VAC .....	3000 RPM
3 phase, 60 Hz, 208-230/460 VAC .....	3500 RPM
3 phase, 60 Hz, 575 VAC.....	3500 RPM

### RECOMMENDED TORQUE VALUES

	<u>FPH and FPHP 3542/3552</u>	<u>FPHP 720</u>
Impeller nut	40 ft.-lb.	40 ft.-lb.
Seal retaining ring bolts	4.5 ft.-lb.	4.5 ft.-lb.
Housing bolts	55 ft.-lb.	25 ft.-lb.
Bearing cap bolts	15 ft.-lb.	4 ft.-lb.
Bearing lock nut	50 ft.-lb.	50 ft.-lb.
Cover nut	45 ft.-lb.	45 ft.-lb.

### IMPELLER GAP (IMPELLER TO HOUSING MEASUREMENT)

<u>PUMP SERIES</u>	<u>FEELER GAUGE</u>	<u>GAP TOLERANCE</u>
FPHP 700	.020" (.5 mm)	+/- .004" (.1 mm)
FPH/FPHP 3400 & 3500	.040" (1mm)	+/- .004" (.1 mm)

## PREVENTIVE MAINTENANCE

### LUBRICATION RECOMMENDATIONS

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#### Bearing Block Oil

- #1 Bearing Block ..... ISO VG 46
- 3VR Bearing Block..... ISO VG 68

The oil level should be maintained to the center of the sight glass on the side of the bearing block. It is recommended that when the pump is first installed the oil is changed after the initial 20 hours of operation. After this, the oil should be changed every 2,000 hours or 3 months under normal operating conditions. Make sure the oil drain pipe and cap are properly tightened to prevent any oil leakage from the bearing block.

### MAXIMUM OPERATING CONDITIONS FOR FPH AND FPHP SERIES PUMPS

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#### FPH 3542

- Inlet Pressure:..... 600 PSI (41 Bar)
- Capacity:..... 700 gpm (159 m<sup>3</sup> /Hr.)
- Discharge Head:..... 120 psi (8.2 Bar)
- Power: ..... 50 HP

#### FPH 3552

- Inlet Pressure:..... 600 PSI (41 Bar)
- Capacity:..... 750 gpm (170 m<sup>3</sup> /Hr.)
- Discharge Head:..... 190 psi (12.9 Bar)
- Power: ..... 75 HP

#### FPHP 722

- Inlet Pressure: ..... 1000 PSI (68 Bar)
- Capacity: ..... 150 gpm (34 m<sup>3</sup> /Hr.)
- Discharge Head: ..... 60 psi (4.1 Bar)
- Power:..... 10 HP

#### FPHP 3542

- Inlet Pressure: ..... 1000 PSI (68 Bar)
- Capacity: ..... 700 gpm (159 m<sup>3</sup> /Hr.)
- Discharge Head: ..... 120 psi (8.2 Bar)
- Power:..... 50 HP

### RECOMMENDED SEAL MAINTENANCE

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- Visually inspect mechanical seal daily for leakage.
- Replace mechanical seal annually under normal duty.
- Replace mechanical seal as often as required under heavy duty.

### ELASTOMER INSPECTION

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Inspect all elastomers when performing pump maintenance. We recommend replacing elastomers (o-rings and gaskets) during seal replacement.

## INSTALLATION

### UNPACKING

Check the contents and all wrapping when unpacking the pump. Inspect the pump carefully for any damage that may have occurred during shipping. Immediately report any damage to the carrier. Remove the shaft guard and rotate the pump shaft by hand to make sure the impeller rotates freely. Keep the protective caps over the pump inlet and outlet in place until you are ready to install the pump.

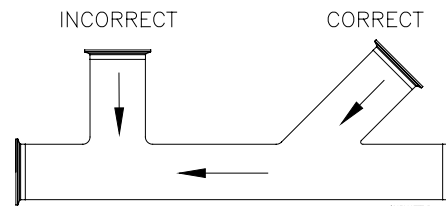
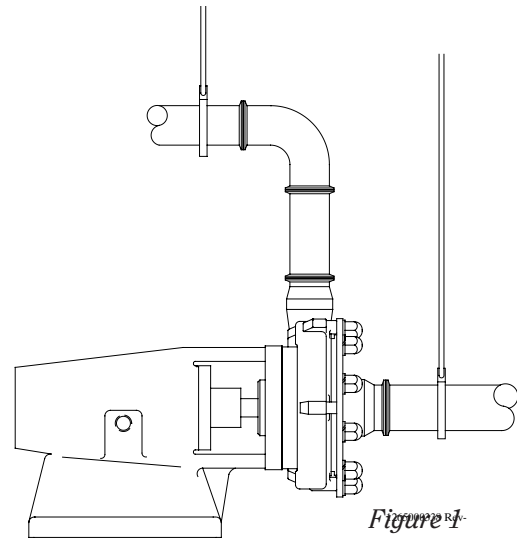
### INSTALLING

Prior to actually installing the pump, ensure that:

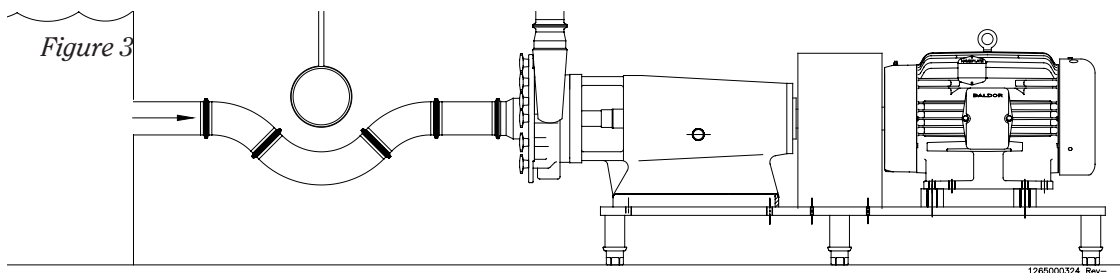
- the pump will be readily accessible for maintenance, inspection and cleaning.
- adequate ventilation is provided for motor cooling.
- the drive and motor type is suitable for the environment where it is to be operated. Pumps intended for use in hazardous environments e.g., explosive, corrosive, etc., must use a motor and drive with the appropriate enclosure characteristics. Failure to use an appropriate motor type may result in serious damage and/or injury.
- check alignment between the motor and bearing block.

### PIPING GUIDELINES

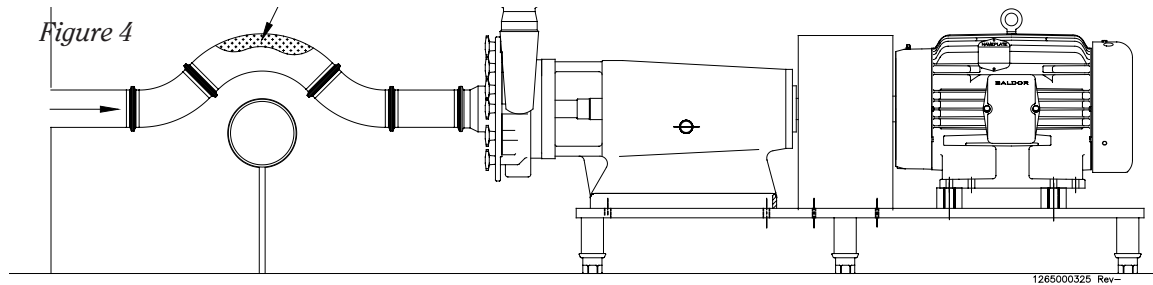
- Ensuring proper piping support and alignment at both the suction inlet and discharge outlet can help prevent serious damage to the pump housing (Figure 1).
- Avoid abrupt transitions in the piping system (Figure 2).
- Avoid throttling valves in the suction piping.
- Keep suction lines as short and direct as possible.
- Ensure that the NPSH available in the system is greater than NPSH required by the pump.
- Avoid sump areas where sediments may collect (Figure 3).



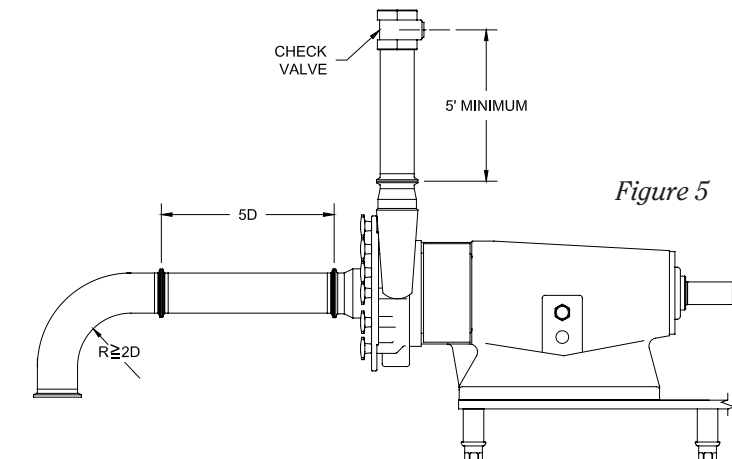
*Figure 2*



- Avoid the formation of air pockets in the piping (Figure 4).



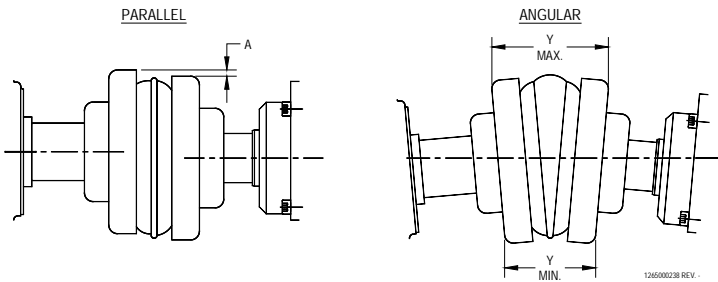
- Avoid abrupt closure of shut-off valves, this may cause hydraulic shock which can cause severe damage to the pump and system.
- Avoid elbows in the suction line if possible. When necessary they should be located 5 pipe diameters away from the pump inlet, and have a bend radius greater than 2 pipe diameters (Figure 5).
- Check valves in discharge line should be a minimum of 5 ft. away from the pump outlet (Figure 5).



**ALIGNMENT**

In most cases, the pump will be shipped with a drive unit mounted on a common base-plate. The drive and pump are aligned at the factory; however, this alignment should be checked after installation (Figure 6). Misalignment between the pump and drive can result in premature bearing failure or other damage. If the pump is not shipped with a drive unit, use a flexible coupling between the pump and drive unit. Align the pump and drive unit according to the coupling requirements.

Figure 6



**CHECKING ALIGNMENT**

Remove the wire ring from the coupling sleeve and let it hang between the sleeve and one of the flanges.

To check the parallel alignment place a straight edge across the two coupling flanges and measure the maximum offset at various points around the periphery of the coupling without rotating the coupling. If the maximum offset exceeds the figure shown under “Parallel” in the table, realign the shafts.

Check the angular alignment with a micrometer or caliper. Measure from the outside of one flange to the outside of the other (“Y”) at intervals around the periphery of the coupling. Determine the maximum and minimum dimensions without rotating the coupling. The difference between the maximum and minimum must not exceed the figure given under “Angular” in the table. If a correction is necessary, be sure to recheck the parallel alignment.

Sleeve Size	Type E			Type H		
	Parallel A	Angular Y <sub>max</sub> - Y <sub>min.</sub>	Y*	Parallel A	Angular Y <sub>max</sub> - Y <sub>min.</sub>	Y*
6	.015	.070	2.375	.010	.016	2.375
7	.020	.081	2.563	.012	.020	2.563
8	.020	.094	2.938	.015	.025	2.938
9	.025	.109	3.500	.017	.028	3.500
10	.025	.128	4.063	.020	.032	4.063
11	.032	.151	4.875	.022	.037	4.875
12	.032	.175	5.688	.025	.042	5.688
13	.040	.195	6.688	.030	.050	6.625
14	.045	.242	7.750	.035	.060	7.750

Dimensions are in inches.  
\*The “Y” dimension is chosen for reference

Replace the wire ring on the O.D. of the coupling sleeve.

**TABLE 1: SURE-FLEX COUPLING MAXIMUM ALLOWABLE MISALIGNMENT**

**ELECTRICAL INSTALLATION**

We use standard duty TEFC motors unless otherwise specified. Many motor options are available: wash-down, flameproof, explosion proof, hostile duty or chemical duty.

Have an electrician connect the motor using sound electrical practices. Provide adequate protection. Pumps fitted with mechanical seals must not run dry, not even momentarily. Determine the direction of rotation by watching the motor fan, which must turn clockwise.

The selected motor should meet the requirements of the specified operating conditions. A change in conditions (for example, higher viscosity, higher specific gravity, lower head losses) can overload the motor. When changing operating conditions or whenever there is any doubt, please contact Fristam Pumps, Inc., for technical assistance.

## PUMP OPERATIONS

### START-UP INSTRUCTIONS

- Remove any foreign matter that may have entered the pump.
- Do not use the pump to flush the system!
- Fill bearing block with oil, as directed on page 5, before starting the pump.

Check pump for proper rotation as indicated on the pump. Proper motor direction is clockwise when looking at the fan end of the motor. (NOTE: When checking the direction of rotation, the pump must be full of liquid.)

- Never run the pump dry, even momentarily. Seal damage can result.

Note: Maximum inlet pressure to the pump should not exceed 600 psi for the FPH 3542 and FPH 3552. Maximum inlet pressure to the pump should not exceed 1000 psi for the FPHP 722 and FPHP 3542 models.

### SHUT-DOWN INSTRUCTIONS

- Shut off the power supply to the pump.
- Close the shut-off valves in the suction and discharge piping.
- Drain and clean the pump as required.
- Protect the pump against dust, heat, moisture and impact damage.

### INSTALLATION OF SEAL FLUSH FOR DOUBLE MECHANICAL SEAL

Set up the seal flush for the mechanical seal as shown in (Figure 7). Use only about 12 gallons per hour of water at a pressure of 1-2 PSI. Excessive flow of water through the seal increases the pressure inside the seal, causing the seal to wear prematurely.

Pipe the exit side of the water flush with 2-5 feet physical height of tubing. This ensures that some water is always in the stationary seal and the seal never runs dry.

It is possible to inject steam through the stationary seal (within the pressure requirements). We do not recommend using steam alone for the cooling/lubricating of the seal.

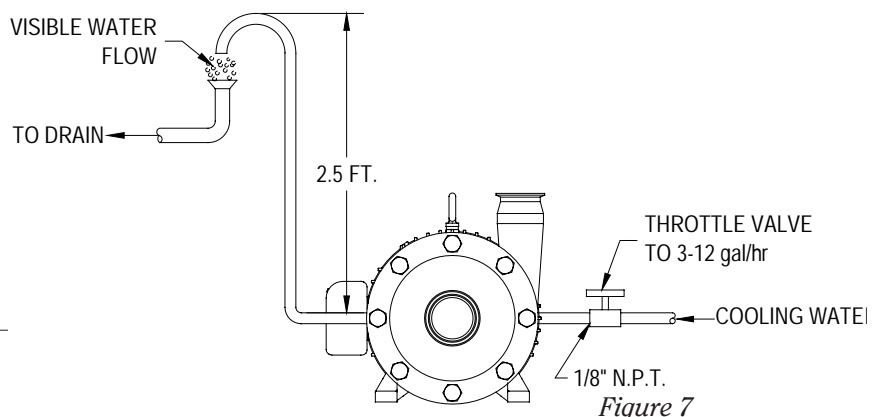


Figure 7

## SEAL REPLACEMENT



Begin all pump maintenance by disconnecting the energy source to the pump. Observe all lock out/tag out procedures as outlined by ANSI Z244.1-1982 and OSHA 1910.147 to prevent accidental start-up and injury.

### TOOLS REQUIRED FOR SEAL REPLACEMENT:

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15/16" socket wrench	1" wrench
Pliers (channel locks)	Chain wrench
One pair tack pullers (impeller pullers)	Soft faced mallet
One set of feeler gauges	
7/16" wrench	
3/4" wrench	

Note: The reference numbers listed in the text (#) refer to the FPH & FPHP 3542 and FPH 3552 assembly drawing on pages 18-19 and the part lists on pages 20-21.

### PUMP HEAD DISASSEMBLY

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Disconnect the suction and discharge piping. Drain all fluid from the pump prior to disassembly.



#### WARNING

Loosen the cover nuts (2) with the 1" wrench. Remove cover nuts, flat washers (43) (if supplied), cover (45) and cover gasket (3).

Loosen the four guard screws (42) securing the coupling guard (41) to the baseplate. Remove the coupling guard. Place the chain wrench on the pump shaft near the coupling to keep the shaft from rotating while loosening the impeller nut (1) with the 15/16" socket wrench. Remove the impeller nut and impeller gasket (44). Remove the impeller (6) and impeller key (7) from the pump shaft.

Remove the rotating seal assembly which includes: the impeller gasket (44), seal driver (9), rotating seal (10), seal spring (11) and rotating seal o-ring (8). To remove this assembly from the shaft, place the tack pullers on both sides of the assembly and pull toward the end of the impeller shaft. Be careful not to drop this assembly as the seal face could be damaged. Remove the o-ring (46) and the gapping spacer (47) from the shaft.

To remove the stationary seal (48) and the flush seal components, the pump housing needs to be removed. First remove the two water pipes (54) on either side of the pump housing using pliers or channel locks. Next, remove the four pump housing bolts (13) and lock washers (12), which attach the pump housing (5) to the bearing block (55), using the 3/4" wrench. Carefully slide the pump housing off the end of the pump shaft, ensuring that the stationary seals (which are mounted in the pump housing) do not contact the pump shaft. Note: the stationary seals may be damaged if they make hard contact with the pump shaft.

Place the pump housing on its hub. Remove the stationary seal (48) by placing your fingers on the ID of the stationary seal and pulling it toward the front of the pump housing. The stationary seal o-ring (14) should come out with the stationary seal.

To remove the flush seal components, turn the housing over and place it on the housing studs. Remove the four retaining ring bolts (22) on the pump housing with the 7/16" wrench. Remove the retaining ring (21), stationary water seal (19) and flat gasket (18) from the pump housing.

Now remove the rotating water flush components from the pump shaft, which include: the rotating water seal ring (20), the water seal o-ring (23), the water seal spring (25) and the water seal drive ring

(24). The water seal driver (26) may be left on the pump shaft.

You are now ready to install the new seal and reassemble the pump head.

### **PUMP HEAD ASSEMBLY**

Note: when installing the new seal components make sure that you use all of the components supplied with the replacement seal kit. Using some of the old components may reduce seal life.

Start the seal assembly by sliding the new water seal drive ring (24) onto the pump shaft with the shorter tabs facing the water seal driver (26) as shown in Figure 8. Align the tabs with the slots in the seal driver. Slide the new water seal spring (25) onto the pump shaft and position it against the water seal drive ring. Lubricate the new water seal o-ring (23) with a food grade lubricant. Place the o-ring inside the rotating water seal ring (20) and slide the assembly onto the pump shaft. Align the tabs in the water seal drive ring with the slots in the water seal ring.

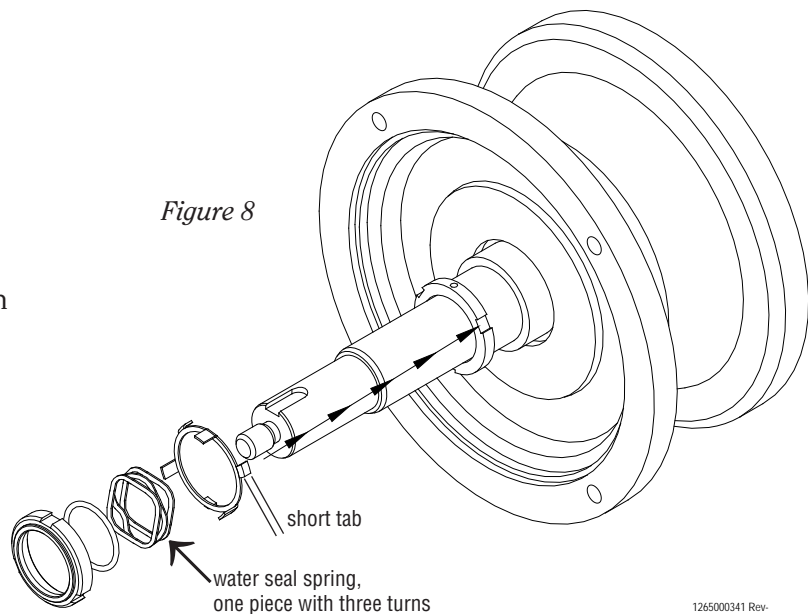
With the pump housing still sitting on the housing studs, place the new stationary seal flat gasket (18) and stationary water seal (19) into the pump housing. Replace the retaining ring (21) onto the hub of the pump housing and install the four retaining ring bolts (22). Tighten with the 7/16" wrench to recommended torque (see page 4).

Turn the pump housing over and place it on the pump housing hub. Lubricate the stationary seal o-ring (14) (if it is not EPDM) with a food grade lubricant and place it onto the stationary seal (48). Place the stationary seal and o-ring into the bottom of the pump housing. Align the notch in the stationary seal with the pin (49) in the pump housing and press the stationary seal into the pump housing until it snaps into place. Wipe the seal face clean with a soft cloth to remove any oil or grit.

You are now ready to install the pump housing (5). Carefully slide the pump housing over the pump shaft (39) and push it against the bearing block, (55) ensuring that the stationary seals (which are mounted in the pump housing) do not contact the shaft. Note: the stationary seals may be damaged if they make hard contact with the pump shaft.

Install the four pump housing bolts (13) with lock washers (12) through the bearing block into the pump housing. Tighten them with the 3/4" wrench to recommended torque (see page 4).

Next install the gapping spacer (47) and the new o-ring (46). (Note: it is important to use the same gapping spacer that was removed, as this is unique to your pump.) Lubricate the new seal driver o-ring with a food grade lubricant and place it on the gapping spacer. Slide the gapping spacer and the o-ring on to the pump shaft. Note: for the FPHP 722, the seal driver o-ring is installed into the I.D. of the seal driver and not placed on the shaft at this time.



Now install the new rotating seal assembly (Figure 9) which includes: the impeller gasket (44), seal driver (9), rotating seal (10), seal spring (11) and rotating seal o-ring (8) (and the seal driver o-ring on the FPHP 722). First install the seal spring into the rotating seal between the pins and the front seal face. Next, install the rotating seal o-ring into the rotating seal. Align the pins on the rotating seal with the grooves on the seal driver and press the two components together. Lubricate the impeller gasket (if it is not EPDM) with a food grade lubricant such as Haynes CIP-Lube and place it into the groove on the seal driver. Slide the rotating seal assembly onto the shaft so the face of the rotating seal meets the face of the stationary seal.

Place the impeller key (7) into the shaft keyway and slide the impeller (6) onto the pump shaft. Locate the new impeller nut gasket (44) and lubricate it (if it is not EPDM) with a food grade lubricant such as Haynes CIP-Lube and place it onto the impeller nut (1). Thread the impeller nut with gasket onto the shaft. Place the chain wrench on the shaft (39) near the coupling to keep the shaft from rotating while tightening the impeller nut with the 15/16" socket wrench to recommended torque (see page 4).

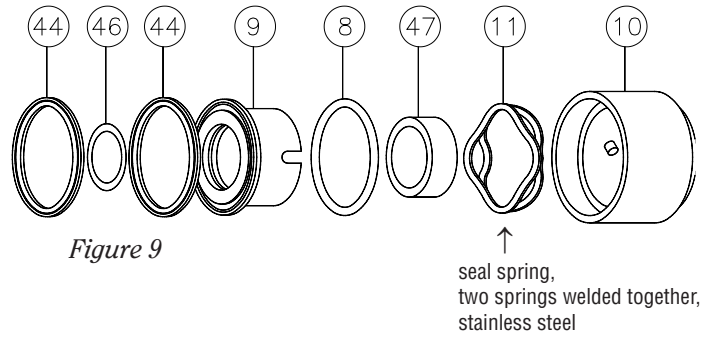


Figure 9

Place the new cover gasket (3) into the groove on the pump cover and install them onto the pump housing. Thread the cover nuts (2) and lock washers (12) onto the housing studs. Tighten the cover nuts by tapping on them with the soft faced mallet. Use the cross tightening technique shown in Figure 10. Note: the FPHP and FPH 3542 and FPH 3552 models have 10 cover nuts and the FPHP 722 have eight.

Remove the chain wrench and rotate the impeller shaft to ensure the impeller moves freely. If it does not, recheck your assembly to make sure gaskets aren't pinched and everything is seated properly.

Replace the coupling guard and tighten the guard screws. Reconnect the suction and discharge piping.

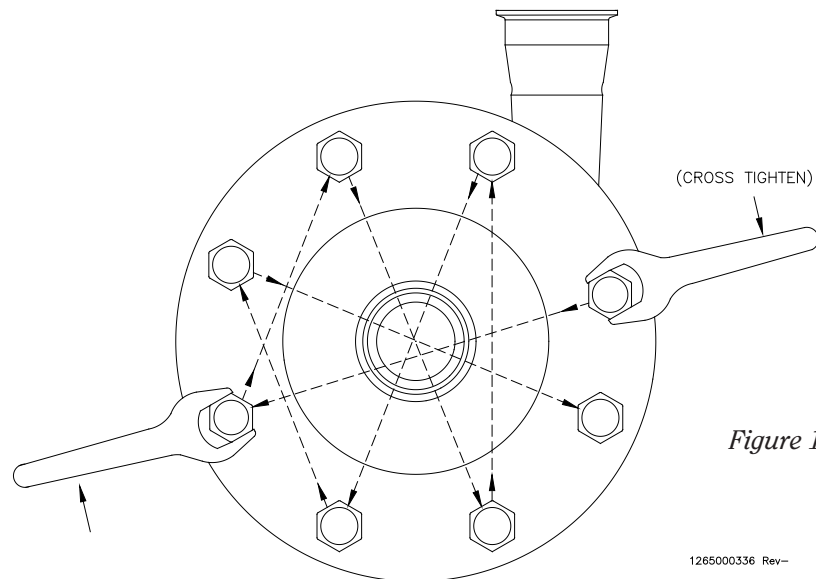
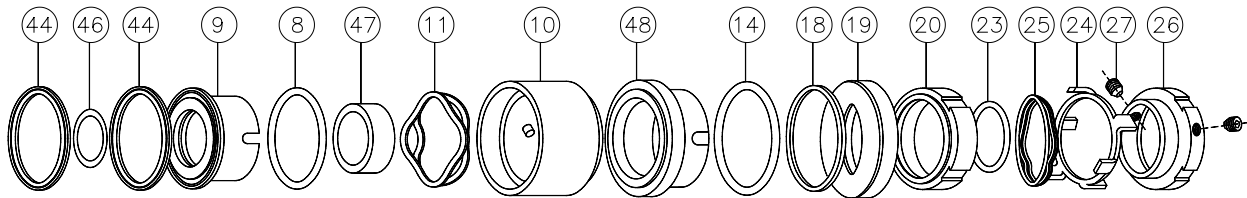


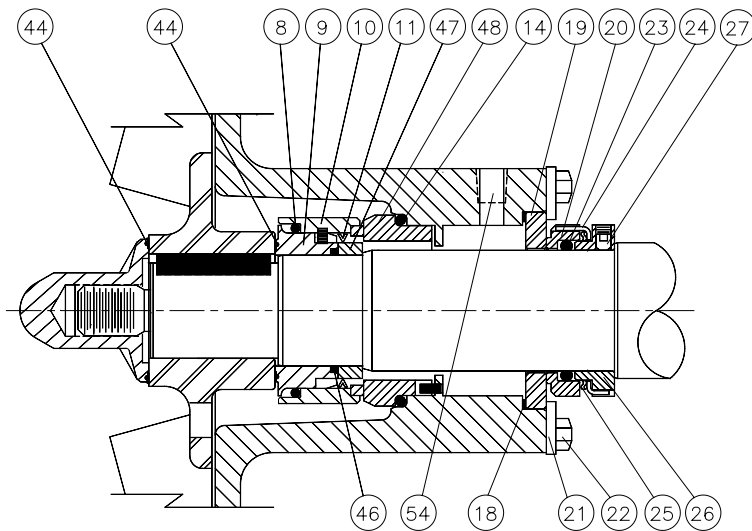
Figure 10

## FPH & FPHP 3542 and FPH 3552 Seal Assembly



### DESCRIPTION

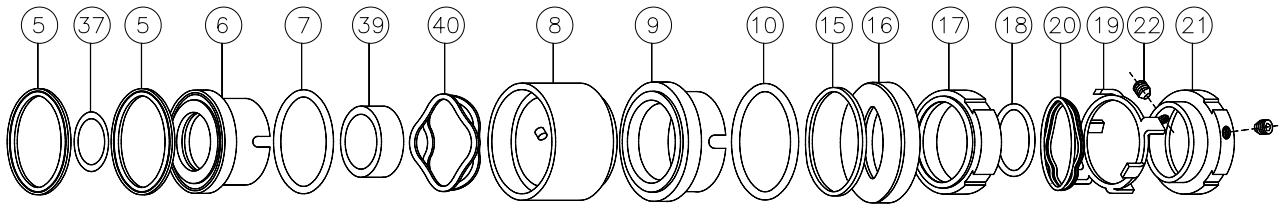
44	IMPELLER NUT GASKET	18	FLAT GASKET	21	RETAINING RING
46	SEAL DRIVER O-RING	19	STATIONARY WATER SEAL	22	RETAINING RING BOLTS
9	SEAL DRIVER	20	ROTATING WATER SEAL RING		
8	ROTATING SEAL O-RING	23	WATER SEAL O-RING		
47	GAPPING SPACER	25	SEAL SPRING		
11	SEAL SPRING	24	WATER SEAL DRIVE RING		
10	ROTATING SEAL	27	SET SCREW		
48	STATIONARY SEAL	26	SEAL DRIVER		
14	STATIONARY SEAL O-RING	54	WATER PIPE		



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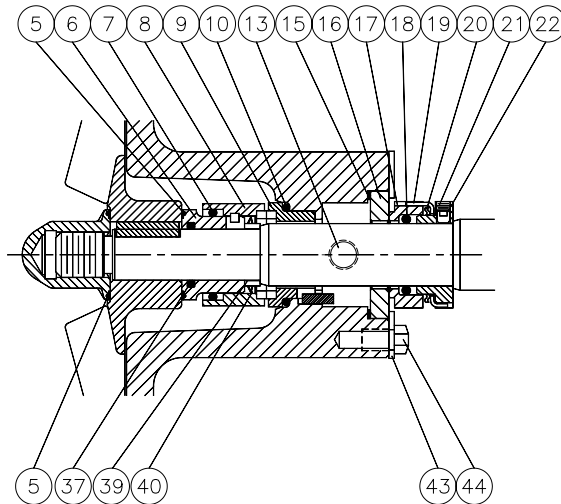
Figure 11: FPH & FPHP 3542 and FPH 3552 Seal Assembly

## FPHP 722 Seal Assembly



### DESCRIPTION

5 IMPELLER NUT GASKET	15 FLAT GASKET	43 RETAINING RING
37 SEAL DRIVER O-RING	16 STATIONARY WATER SEAL	44 RETAINING RING BOLTS
6 SEAL DRIVER	17 ROTATING WATER SEAL RING	
7 ROTATING SEAL O-RING	18 WATER SEAL O-RING	
39 GAPPING SPACER	20 SEAL SPRING	
40 SEAL SPRING	19 WATER SEAL DRIVE RING	
8 ROTATING SEAL	22 SET SCREW	
9 STATIONARY SEAL	21 SEAL DRIVER	
10 STATIONARY SEAL O-RING	13 WATER PIPE	



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Figure 12: FPHP 722 Seal Assembly

## SHAFT OR BEARING REPLACEMENT



Begin all pump maintenance by disconnecting the energy source to the pump. Observe all lock out/tag out procedures as outlined by ANSI Z244.1-1982 and OSHA 1910.147 to prevent accidental start-up and injury.

### TOOLS REQUIRED FOR SHAFT OR BEARING REPLACEMENT:

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- 3/32" Allen wrench
- 3/16" Allen wrench
- Pliers (channel locks)
- Snap-ring pliers
- Soft-faced hammer (5 lb. dead blow)
- 1/2" wrench
- 15/16" socket wrench
- Spanner wrench
- Shaft alignment tool
- Flame torch (optional)
- Bearing heater (optional)
- Arbor press (optional)

### BEARING BLOCK DISASSEMBLY

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To replace the bearings or pump shaft in the bearing block, first disassemble the pump head as described under pump head disassembly in the seal replacement section (pages 10-11).

Next, drain the oil from the bearing block by removing the drain plug cap (32) with the pliers or channel locks. Unbolt the bearing block from the baseplate by removing the bearing block mounting bolts (53) with the 15/16" wrench. Slide the bearing block away from the motor and remove the rubber coupling sleeve. Loosen the set screws on the coupling flange (40) with the 3/16" Allen wrench. Remove the coupling flange and coupling key from the pump shaft.

Remove the water seal driver (26) by loosening the two set screws (27) with the 3/32" Allen wrench and sliding the water seal driver off the shaft.

Remove the front and rear bearing block caps by removing the bearing cap bolts (15) with the 1/2" wrench. Discard the used bearing cap O-rings.

Remove the snap ring (50), which secures the radial bearing (52) from the shaft with the snap-ring pliers. Tap the impeller end of the pump shaft with the soft-faced hammer to remove the shaft assembly from the bearing block. Support the shaft while tapping so that it does not fall and become damaged.

Stand the pump shaft on end (impeller end down) and slowly heat the inner race of the radial bearing (52) with the flame torch until it drops off the shaft. Loosen the bearing lock nut (35) with the spanner wrench. Remove the bearing lock nut and lock nut washer (34) from the shaft. Press the thrust bearings (33) off the shaft using caution to prevent damaging the shaft in the process (Figure 13). Remove the outer race of the radial bearing from the bearing block.

## BEARING BLOCK ASSEMBLY

Replace the pump shaft if necessary. Heat the new thrust bearings (33) on a bearing heater to 230°F (Do not heat the bearing above 250°F or bearing damage may result) and slide onto the shaft in a back-to-back arrangement (see assembly drawing page 18-19 or 22-23). Slide the bearings onto the shaft quickly as the bearings cool rapidly when they come in contact with the shaft. A light film of oil on the shaft may ease assembly. Replace bearing lock nut washer (34) and lock nut (35). Note that the tab on the bearing lock nut washer fits into the slot on the shaft. Tighten the bearing lock nut with the spanner wrench to 70 ft.-lbs. The bearings should be able to rotate freely but not wobble. (Do not overtighten.)

Heat the inner race of the radial bearing (52) to 230°F and slide onto the shaft. Allow the shaft/bearing assembly to cool to room temperature while keeping the assembly covered to prevent dirt from getting into the bearings. Recheck tightness of the bearing lock nut (35) to ensure thrust bearings (33) are tight and still rotate freely. Bend one of the tabs on the bearing lock nut washer (34) into a slot of the bearing lock nut with a screw driver. This keeps the bearing lock nut secure during pump operation.

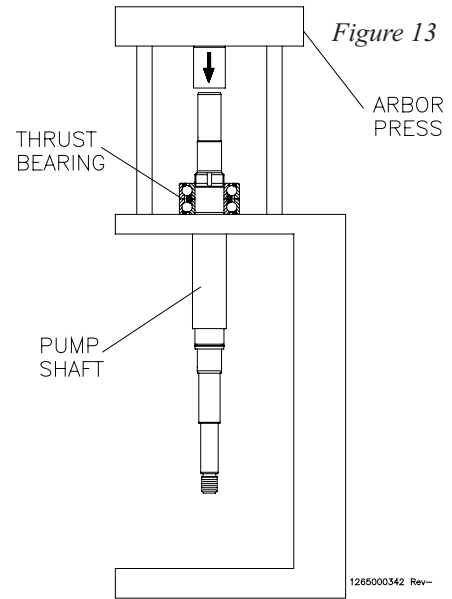
Press the outer race of the new radial bearing (52) into the bearing block. Now you are ready to install the shaft assembly into the bearing block. Slide the impeller end of the shaft into the motor end of the bearing block. Move the shaft forward until the thrust bearings meet the bearing block. Press or tap the outer race of the thrust bearings (33) into the bearing block. Support the impeller end of the shaft so the inner race of the radial bearing clears the rollers secured in the outer race. Do not press on the shaft or the inner race of the thrust bearings or bearing damage may result. It may be easier to install the shaft assembly into the bearing block with the bearing block standing on end. Allow clearance for the impeller end of the shaft to protrude through the face of the bearing block. Replace the snap ring (50) for the radial bearing with the snap-ring pliers.

With the pump shaft assembly installed, you are now ready to install the bearing caps (37 & 51). Inspect the labyrinth seals (16) and replace if damaged or worn. The labyrinth seals are press fit into the bearing caps. Press the old seals out and press the new labyrinth seals into the bearing cap, preferably with an Arbor press. Make sure the drain port on the labyrinth seals will be in the downward position when the bearing caps are mounted on the bearing block.

Note: it is normal for some of the outer o-ring on the labyrinth seal to shear off when it is pressed into the bearing cap.

Generously lubricate the inside O-rings on the labyrinth seals with a food grade lubricant and press the labyrinth seal/bearing cap assemblies onto the pump shaft. Replace the bearing cap bolts and tighten with the 1/2" wrench to 30 ft.-lbs. Ensure the rotating part (rotor) of the labyrinth is positioned against the stationary part (stator) as you finish cross-tightening the bearing cap bolts. Replace the oil plug cap and fill the bearing block with oil to the center of the sight glass. See lubrication recommendations, page 5.

Replace the coupling key and the coupling flange (40).



## SHAFT ALIGNMENT

The bearing block can now be returned to the baseplate and aligned with the motor. Align the bearing block over the bearing block mounting holes in the baseplate and loosely thread the bearing block mounting bolts (53). Mount the shaft alignment tool between the pump and motor and align the shafts. Note that shims may be required under the mounting feet of the motor. The shafts should not have more than .020" parallel misalignment and .094" angular misalignment. Once the shafts are aligned, tighten the bearing block mounting bolts securely with the 15/16" wrench to 70 ft.-lb. Replace the rubber coupling sleeve and slide the two coupling flange halves together. Tighten the set screws on the coupling flange (40) with the 3/16" Allen wrench. Slide the water seal driver (26) onto the pump shaft. Make sure that it is tight against the shaft step and tighten the two set screws with the 3/32" Allen wrench.

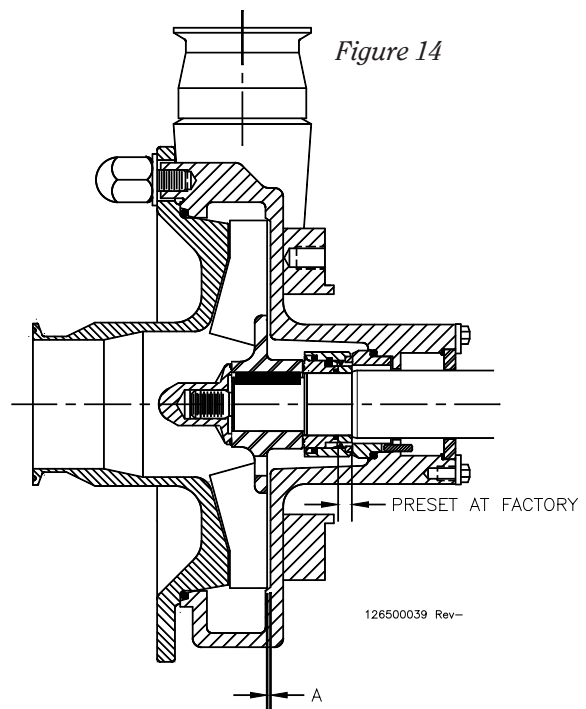
The pump head may now be assembled as described on pages 11-12.

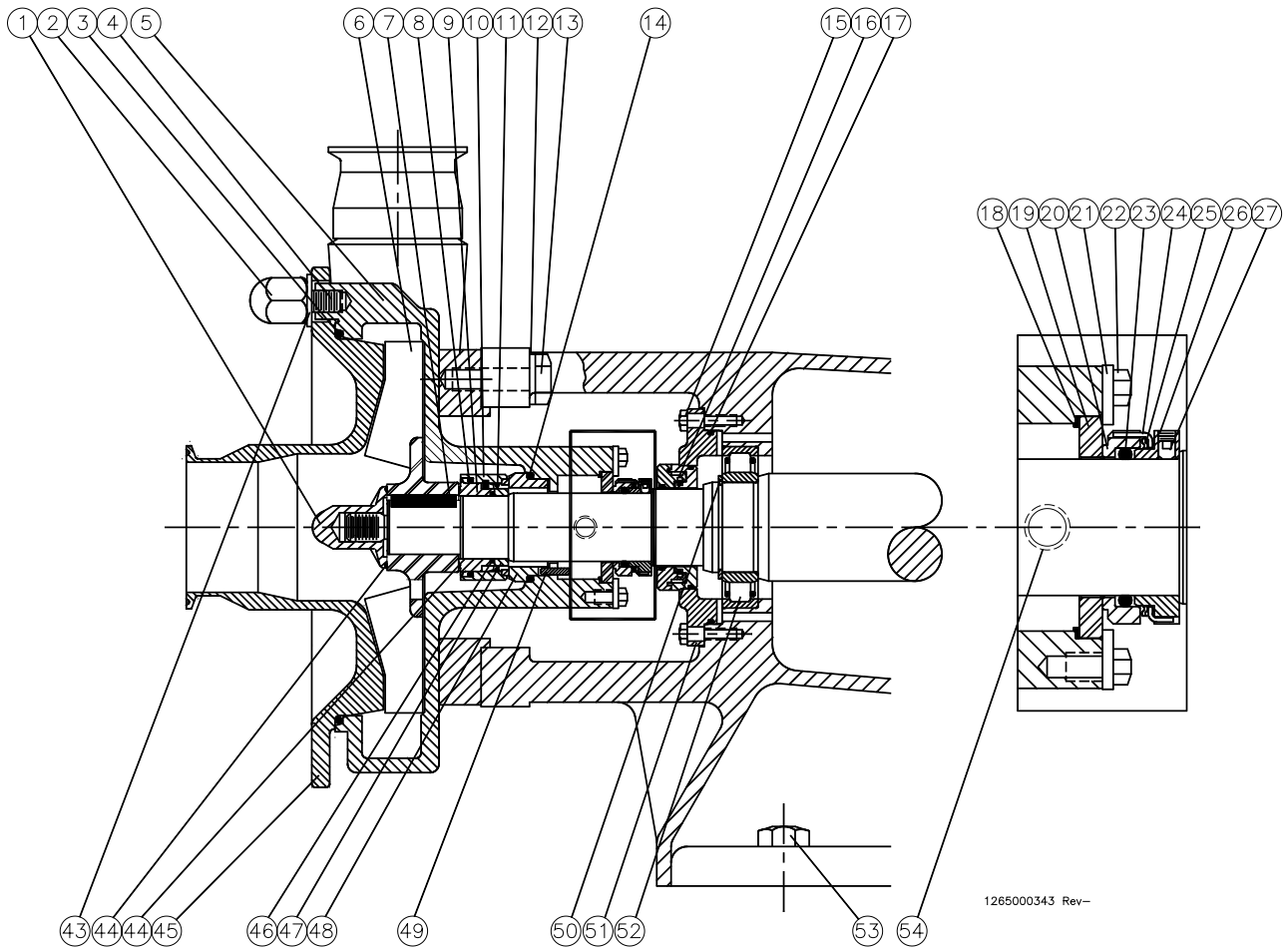
## SETTING THE IMPELLER GAP

If you have removed the pump shaft (39) from the bearing block for any reason (such as replacing the shaft or bearings), you must check the gap.

The gap is measured between the impeller (6) and pump housing (5) using feeler gauges. (NOTE: Due to polishing and balancing the impeller, the gap behind each impeller blade may vary. The gap should be checked behind each blade and the smallest value should be used as your gap setting.) The correct gap dimensions are listed below.

If the gap isn't correct please contact Fristam Pumps.





**FIGURE 15: FPH & FPHP 3542 AND FPH 3552 ASSEMBLY**

- |     |                        |     |                       |
|-----|------------------------|-----|-----------------------|
| 1.  | Impeller Nut           | 16. | Labyrinth Seal        |
| 2.  | Cover Nut              | 17. | O-ring                |
| 3.  | Cover Gasket           | 18. | Flat Gasket           |
| 4.  | Housing Stud           | 19. | Stationary Water Seal |
| 5.  | Pump Housing           | 20. | Rotating Water Seal   |
| 6.  | Impeller               | 21. | Seal Retaining Ring   |
| 7.  | Impeller Key           | 22. | Seal Housing Bolt     |
| 8.  | Rotating Seal o-ring   | 23. | Water Seal o-ring     |
| 9.  | Seal Driver            | 24. | Water Seal Drive Ring |
| 10. | Rotating Seal          | 25. | Seal Spring           |
| 11. | Seal Spring            | 26. | Seal Driver           |
| 12. | Lock Washer            | 27. | Set Screw             |
| 13. | Pump Housing Bolt      | 28. | Breather Cap          |
| 14. | Stationary Seal o-ring | 29. | Oil Breather          |
| 15. | Bearing Cap Bolt       | 30. | Sight Glass           |



























