

**TECHNICAL SERVICE MANUAL: INSTALLATION, OPERATION & MAINTENANCE**



LIQUID-SPECIFIC PRODUCT LINE: *THIN LIQUID*  
 LVP SERIES™  
 SIZES: 01, 02, 05, 08, 19, 23

TSM	1761
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Issue	A

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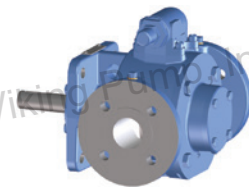
**MODEL NUMBER CHART**

LVP40017
LVP41017
LVP40027
LVP41027
LVP41057
LVP41087
LVP41197
LVP41237

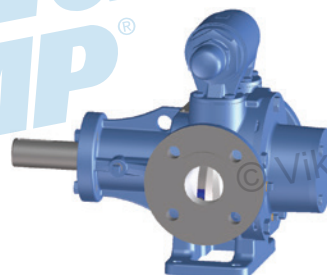
**INTRODUCTION**

*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.

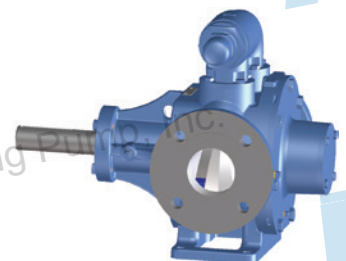
**FIGURE 1: MODELS LVP40017 & LVP40027**



**FIGURE 2: MODELS LVP41057 & LVP41087**



**FIGURE 3: MODELS LVP41197 & LVP41237**



**⚠ ATTENTION !**

To ensure safe handling and operating situations, please **THOROUGHLY** review "Safety Information & Instructions" on page 2.

**NOTE: METRIC PUMP DESIGN DISCONTINUED AS OF 1Q16.**

# 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.

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

## **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**

**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 LVP Series™ pumps are clockwise rotation (from shaft to end) standard, but they operate well in a clockwise or counterclockwise rotation, with some simple rearrangement of parts. The relief valve and internal plugs must be rearranged for counterclockwise rotation. Refer to **"Special Requirements for Reverse Rotation"** on page 7.

Shaft rotation determines which port is suction and which is discharge. Viking LVP Series™ pumps have internal casing/head lubrication lines. Ensure these lines are setup correctly prior to operation. Refer to **"Pump Assembly"** on page 5.

### PRESSURE RELIEF VALVES

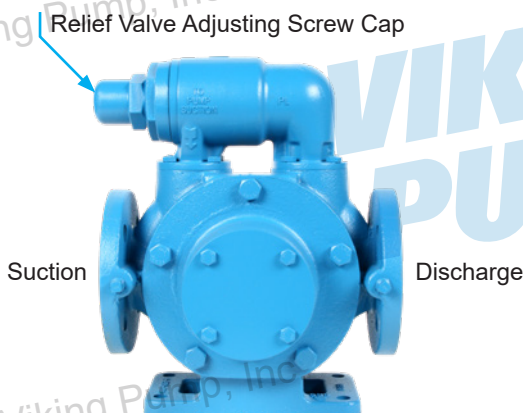
1. Viking pumps are positive displacement pumps and must be provided with some sort of pressure protection. This may be a relief valve mounted directly on the pump, an inline pressure relief valve, a torque-limiting device, or a rupture disk, or other method.
2. There are relief valve options available on those pump models designed to accept a relief valve. Options may include a return to tank relief valve.  
**NOTE:** Pump can be operated in reverse direction for short duration at low differential pressure to clean/flush out lines.
3. If pump rotation is to be reversed during operation, pressure protection must be provided on both sides of the pump.
4. The relief valve adjusting screw cap must always point towards suction side of pump, see **"Figure 4"** on page 3. If pump rotation is reversed, remove pressure relief valve and turn end for end or use external pressure relief means.
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.

### MECHANICAL SEALS

Extra care should be taken in the repair of these pumps. Be sure to read and follow all special instructions supplied with your pump.

**FIGURE 4**



## ⚠ 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.

## 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.

Pumps that are mounted directly to the motor will need to be removed from the mounting bracket to perform mechanical seal maintenance or replacement.

### CLEANING PUMP

Keep the 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 shaft extension. Viking suggests rotating pump shaft by hand one complete revolution every 30 days to circulate the oil. Tighten all pump assembly bolts before putting pump in service after being stored.

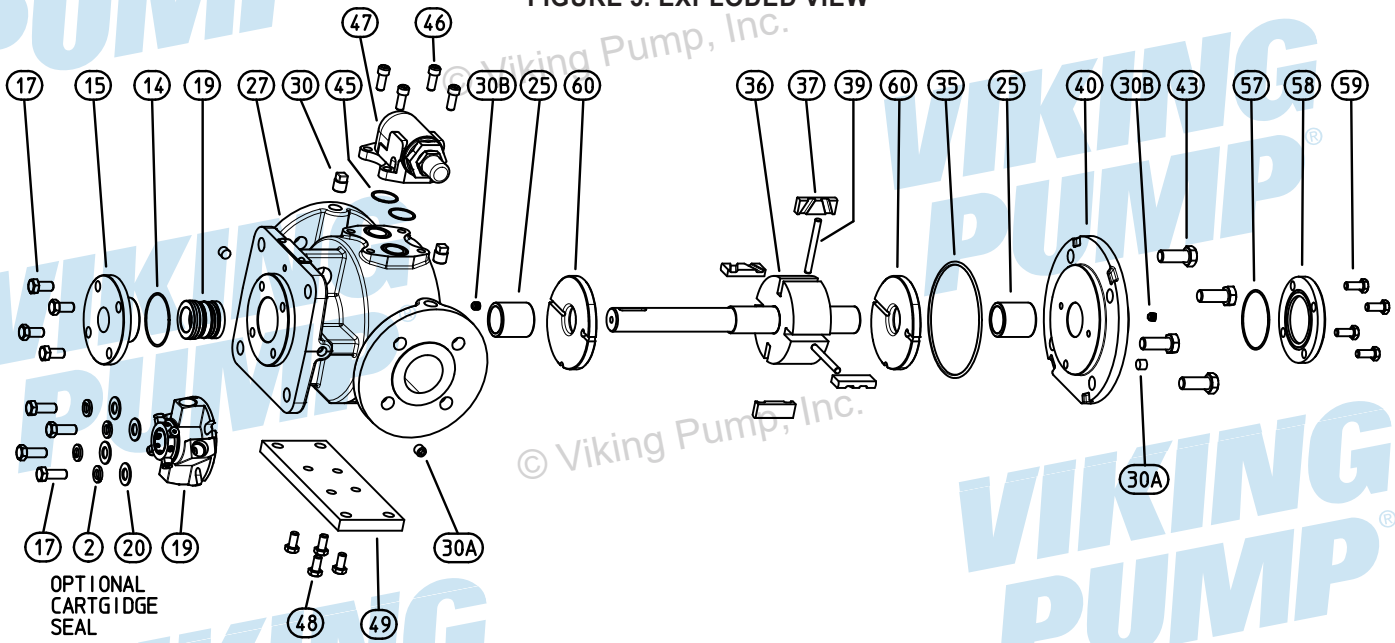
### SUGGESTED REPAIR TOOLS

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 (some mechanical seals and set collars)
3. Brass bar
4. Arbor press



FIGURE 5: EXPLODED VIEW



Item	Name Of Part	Item	Name Of Part	Item	Name Of Part
2	Split Lock Washer (4 Req'd) (Use With Cartridge Seal Only)	30A	Pipe Plug (3 Req'd)	46	Capscrew, for Valve (4 Req'd) LVP01 & LVP02 (8 Req'd) LVP05 thru LVP23
14	O-Ring Gasket for Seal Gland	30B	Set Screw 5/16" x 1/2" Lg. (2 Req'd)	47	Internal Relief Valve - High Temp (Complete)
15	Seal Gland	35	O-Ring Gasket for Head	48	Capscrew, for Foot (4 Req'd) (Optional on LVP01 & LVP02)
17	Capscrews for Seal Gland (4 Req'd)	36	Rotor and Shaft	49	Bolt on Foot (Optional on LVP01 & 02)
19	Sealing Option, Mechanical Seal or Cartridge Seal	37	Vanes (4 Req'd) LVP01 & LVP02 (6 Req'd) LVP05 thru LVP23	57	O-Ring Gasket for Head Cover Plate
20	Flat Washer (4 Req'd) (Use With Cartridge Seal Only)	39	Push Rods (2 Req'd) LVP01 & LVP02 (3 Req'd) LVP05 thru LVP23	58	Head Cover Plate
25	Bushing (2 Req'd)	40	Head / Bushing Assembly	59	Capscrew, 5/16" NC 3/4" Lg. for Head Cover Plate (4 Req'd)
27	Casing / Bushing Assembly	43	Capscrew, 1/2" NC 1.00" Lg. for head (4 Req'd) LVP01 & LVP02 (5 Req'd) LVP05 & 08 (7 Req'd) LVP19 & 23	60	Disc (2 Req'd)
30	Pipe Plug - 1/4" (2 Req'd)	45	O-Ring Gasket for Relief Valve (2 Req'd)		

**⚠ 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.

**PUMP DISASSEMBLY**

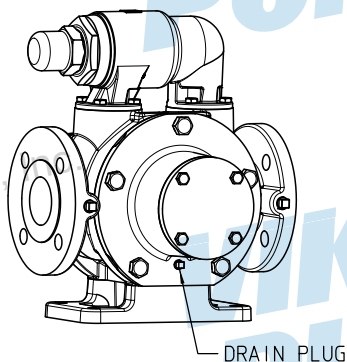
1. Mark the head and casing before disassembly to ensure proper reassembly.
2. Relieve pressure and drain fluid by removing the drain plug as shown in "Figure 6" on page 5.
3. Remove the head from the pump. If the pump is furnished with a pressure relief valve, it need not be removed from casing or disassembled at this point. Refer to "Pressure Relief Valve Instructions" on page 9.
4. Remove the first carbon disc using caution not to break. See "Figure 7" on page 5.
5. Remove the top vane from the rotor. Ensure the pushrod is not obstructing the vane being removed. Rotate the shaft and remove the other vanes in the same manner.

6. Remove the seal gland capscrews, slide packing gland out of the seal box, and remove the seal.
7. Loosen the mechanical seal setscrews for applicable seals.
8. Ensure the pushrods are not lodged in ports prior to removing the rotor.

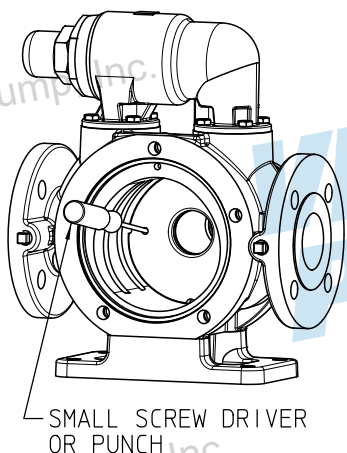
**NOTE:** When disassembling a pump with a cartridge seal, reference **"Removal: Cartridge Mechanical Seal"** on page 7.

9. Carefully remove the rotor and shaft to avoid damaging the bracket bushing. One or more pushrods may fall out of the rotor upon removal from the casing. Take care to not jam the pushrods between the casing and rotor during the rotor removal.
10. Carefully remove the second carbon disc from the casing. If the casing disc is jammed, a small screwdriver or punch may be used as shown in **"Figure 7"** on page 5. Use the screwdriver to help guide the disc out of the casing cam bore as shown in **"Figure 8"** on page 5.
11. Press the bushings out of the casing and head if replacement is needed. For the head bushing, remove the head cover plate before pressing out the bushing.
12. Clean all parts thoroughly and examine for wear and damage. Check the bushings, carbon discs, vanes, pushrods and replace if necessary. Check all other parts for nicks, burrs, excessive wear and replace if necessary.

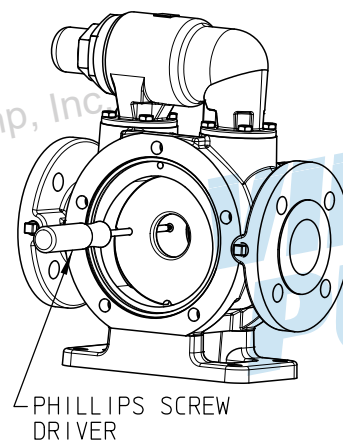
**FIGURE 6: LOCATION OF DRAIN PLUG**



**FIGURE 7: REMOVAL OF DISC**



**FIGURE 8: USE SCREWDRIVER TO GUIDE DISC OUT**

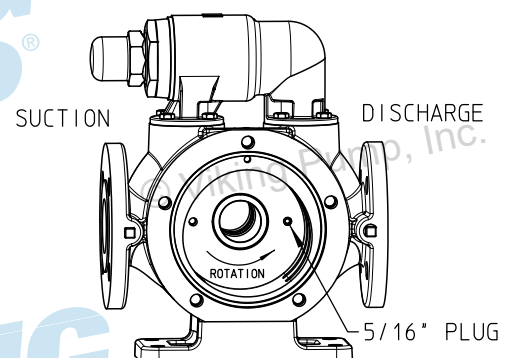


## PUMP ASSEMBLY

(For Standard Pump Construction, clockwise rotation)

1. Install the casing bushing. If the casing bushing has a lubrication groove, install the bushing with the groove at the 12:00 position in bracket. Refer to **"Installation: Bushings"** on page 8.
2. Ensure the suckback/flush hole is plugged per **"Figure 9"** on page 5.
3. Ensure the seal access holes are plugged unless they are being used for an external flush line.
4. Ensure the gauge ports are plugged unless being used for gauges or external flush lines.
5. Install one carbon disc into casing, being careful to line up the disc hole with the suction side lubrication holes per **"Figure 10"** on page 6.
6. Coat the shaft with light oil. Install the pushrods and two or three vanes into the rotor as shown in **"Figure 11"** on page 6.
7. Install the rotor/shaft assembly into casing. Rotate rotor by turning the shaft so that one of the remaining open rotor slots is at the 12:00 position. Install a vane. Rotate to the remaining open slots and install the remaining vanes.
8. Ensure the grooves on the vanes are open in the direction of rotation and the rounded edge of the vanes are pointed out from the shaft as shown in **"Figure 12"** on page 6. Turn shaft by hand to ensure the vanes and pushrods can move freely.

**FIGURE 9: INSTALL PLUG ON DISCHARGE SIDE**

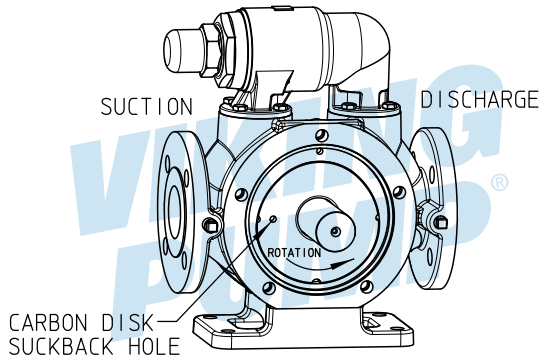


9. Install the head bushing. If the head bushing has a lubrication groove, install the bushing with the groove at the 12:00 position. Refer to "Installation: Bushings" on page 8.
10. Ensure the proper suckback/flush hole is plugged per "Figure 13" on page 6.
11. Install the second disc outside of rotor. Ensure the hole in disc is on suction side. See "Figure 10" on page 6.
12. Install the head O-ring onto the pilot on the head.
13. Install the head onto the casing, being careful to not pinch the o-ring.
14. Tighten the head capscrews evenly.
15. Install the head coverplate O-ring. Install the head coverplate and tighten the capscrews evenly.
16. Install the mechanical seal. Refer to "Installation: Cartridge Mechanical Seal" on page 7 or "Installation: Elastomeric Bellows & PTFE Wedge Type Seals" on page 8.
17. Install the seal gland, tighten the capscrews evenly.

**⚠ DANGER !**

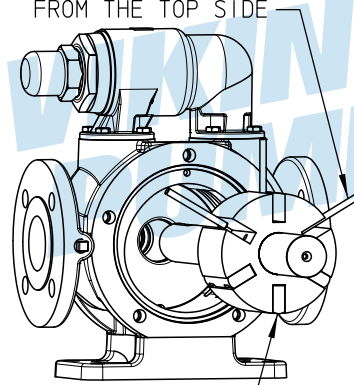
Before starting pump, be sure all drive equipment guards are in place.  
Failure to properly mount guards may result in serious injury or death.

**FIGURE 10: LINE UP DISC HOLE WITH SUCTION SIDE**



**FIGURE 11: ROTOR/SHAFT, VANES, PUSHROD INSTALLATION**

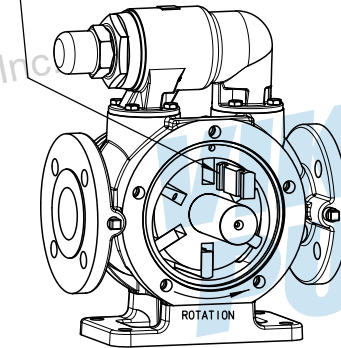
USE THE OTHER HAND TO INSTALL THE PUSHRODS FROM THE TOP SIDE



USE ONE HAND TO HOLD THE BOTTOM VANES IN PLACE

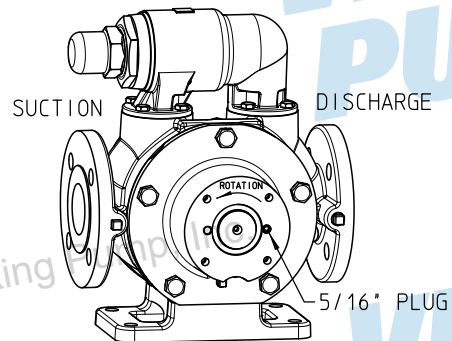
**FIGURE 12: VANE INSTALLATION**

MAKE SURE THE VANE SLOTS ARE FACING TOWARDS THE DIRECTION OF ROTATION



SLIDE REMAINING VANES IN FROM THE END OF THE PUMP. ROTATE SHAFT TO INSTALL EACH VANE IN THE TWELVE O'CLOCK POSITION

**FIGURE 13: PLUG HEAD CAP ON DISCHARGE SIDE**





## **⚠ 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.

## **SPECIAL REQUIREMENTS FOR REVERSE ROTATION**

Viking LVP Series™ vane pumps can be operated in reverse rotation after the following simple modifications:

1. Remove the relief valve and rotate 180 degrees. Reinstall the relief valve so the valve cap is pointing to the suction side of the pump. Refer to "Pressure Relief Valve Instructions" on page 9.
2. Remove the rotor/shaft assembly, taking care not to damage the mechanical seal or bushings. Refer to "Pump Disassembly" on page 4. The mechanical seal will need to come off the shaft in the process. Inspect the seal for damage. Seal replacement may be necessary. Refer to "Mechanical Seal Replacement," page 8.
3. Remove the plugs (item 30B) in the casing and head and install them in the opposite side.
4. Remove both discs and reverse so that the hole is lined up with the suction side of the pump.
5. Re-install the rotor/shaft assembly and pushrods as described in "Pump Assembly" on page 5. Install the vanes in the opposite direction shown in "Figure 12" on page 6. The vane grooves should now be open in the new direction. Ensure the rounded edge of the vane will contact the casing.

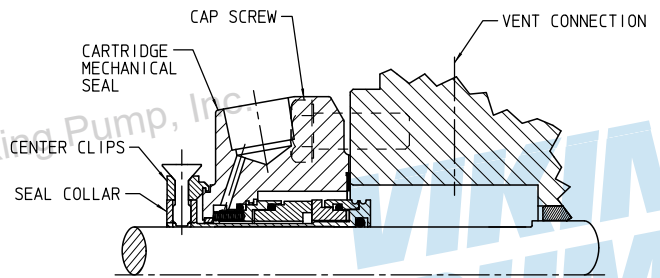
## **REMOVAL: CARTRIDGE MECHANICAL SEAL**

Cartridge mechanical seals are designed so that they may be replaced with minimal pump and piping disassembly.

1. Remove any flush or barrier fluid tubes connected to the seal gland.
2. Loosen the setscrews on the seal collar to free the cartridge seal from the shaft.
3. Remove the gland capscrews and slide the cartridge seal off the end of the shaft.

If the pump is to be disassembled further, refer to "Pump Disassembly" on page 4.

**FIGURE 14: CARTRIDGE MECHANICAL SEAL**



## **INSTALLATION: CARTRIDGE MECHANICAL SEAL**

**NOTE:** Burrs left on the shaft can damage the O-ring on the seal sleeve during installation. Inspect the shaft for burrs and remove with a fine grade of emery cloth.

1. Clean the shaft and the face of the seal chamber.
2. Coat the shaft and O-ring in the inside diameter of the cartridge seal sleeve with a generous amount of light oil. Refer to "Figure 14" on page 7.
3. Slide the cartridge seal on the shaft until it contacts the seal chamber face.

4. Insert the gland capscrews and secure the gland to the bracket face.

**NOTE:** Turn the shaft several turns while the gland is loose to center seal; then tighten gland tight enough to compress the gasket. Tighten only enough to contain leakage and not to distort the gland.

5. Lock the cartridge seal drive collar to the shaft and remove or turn the centering clips out of the way so as to clear the drive collar.
6. Turn the shaft by hand or jog the motor to check the drive collar for runout.
7. Connect the flush line or vent the stuffing box for seals without the flush line until liquid is present on start up.

**NOTE:** For maximum seal life, the flush line should be used.

## **REMOVAL: ELASTOMERIC BELLOWS & PTFE WEDGE TYPE SEALS**

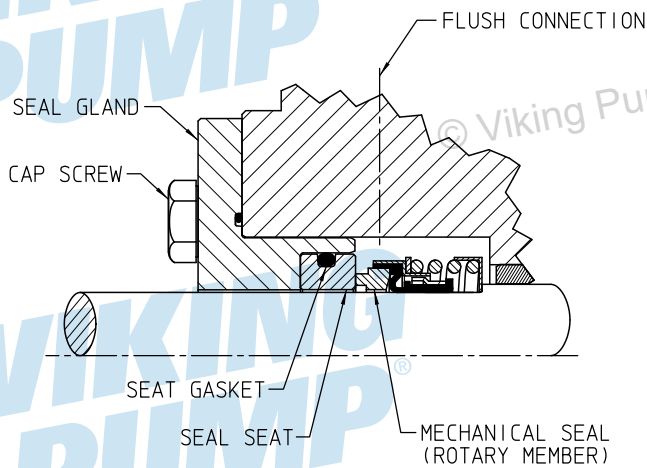
Elastomeric bellows and PTFE wedge seals generally require pump disassembly to be replaced (Refer to "Pump Disassembly" on page 4).

1. Loosen the nuts and remove the seal gland plate, seal plate holder, seal seat and seal gasket.
2. Loosen the setscrew in the set collar (bellows) or mechanical seal rotary member (wedge).

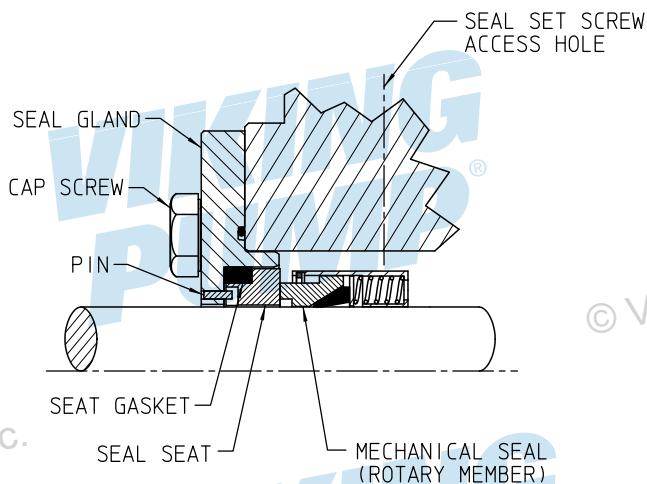
**NOTE:** Piping and/or plugs will need to be removed to access the setscrews.

3. To complete the removal of the mechanical seal refer to Step 6 of "Pump Disassembly" on page 4.

**FIGURE 15: ELASTOMERIC BELLOWS SEAL**



**FIGURE 16: PTFE WEDGE SEAL**



4. **FOR PTFE WEDGE SEAL:** Move the rotary member so the setscrews are directly below the seal access holes on the side of the bracket (See "Figure 16" on page 8). Tighten all setscrews securely to the shaft.
5. **FOR "O-RING" GASKET TYPE MECHANICAL SEAL SEAT (BELLOWS SEAL):** Lubricate the outer diameter of the O-ring seal gasket with oil. Flush the sealing faces of both rotary member and seal seat with oil and press the seal seat in to the bore until the back, unlapped face, is flush with the bore. Install the seal holder, seal plate, capscrews, and nuts and tighten securely.

**FOR "CLAMPED-IN" TYPE MECHANICAL SEAL SEAT (WEDGE SEAL):** Flush the sealing faces of both the rotary member and seal seat with oil and install the seal seat and seal gasket over the end of the shaft against the machined bracket face. Install the other seal gasket, seal holder, seal plate, capscrews and nuts and fasten securely.

**NOTE:** For component seals, LVP Series™ pumps come standard with an internal suction lubrication line.

To complete assembly, refer to "Pump Assembly" on page 5.

## INSTALLATION: BUSHINGS

When installing the silicon carbide or 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.

Carbon graphite bushings with extra interference fits are frequently furnished for high temperature operation. These bushings must be installed by a shrink fit.

1. Heat bracket or idler to 750°F.
2. Install cool bushing with a press.
3. If facilities are not available to reach 750°F. temperature, it is possible to install with 450°F. temperature; however the lower the temperature the greater the possibility of cracking the bushing.

Consult your Viking Pump® representative with specific questions on high temperature applications.

## INSTALLATION: ELASTOMERIC BELLOWS & PTFE WEDGE TYPE SEALS

For complete pump assembly instructions, refer to "Pump Assembly" on page 5.

1. Clean the rotor shaft and seal housing bore. Make sure they are free of dirt, grit and scratches. Gently radius the leading edge of the shaft diameter over which the seal is to be placed.

**NOTE:** Never touch the mechanical seal faces with anything except clean hands or a clean cloth. Minute particles can scratch the seal faces and cause leakage.

2. Coat the shaft and the inside of the rotary member of the seal with a generous quantity of light oil. Grease is not recommended.
3. Start the rotary member on the shaft (including the seat collar and screws on the bellows seal) and ease over the shaft.

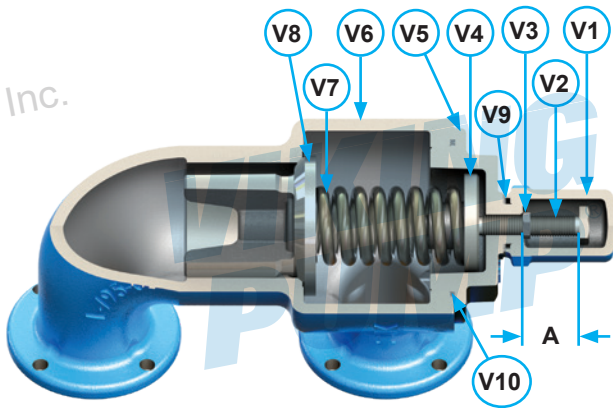
**NOTE:** Some PTFE wedge seals are equipped with holding clips, which compress the seal springs. Remove the holding clips to release the springs after the seal is installed on the shaft.



# PRESSURE RELIEF VALVE INSTRUCTIONS

FIGURE 17: 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(s)
V3.	Lock Nut	V8.	Poppet
V4.	Spring Guide	V9.	Cap Gasket
V5.	Bonnet	V10.	Bonnet Gasket*

\* LVP 05, 08, 19, 23 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 17" on page 9.
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. 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)

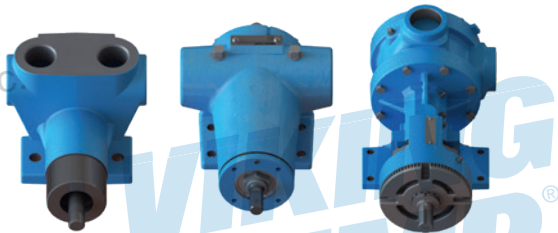
**NOTE:** This Appendix section is for reference only. Not all pump construction features apply to pumps within this Technical Service Manual.

### 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.

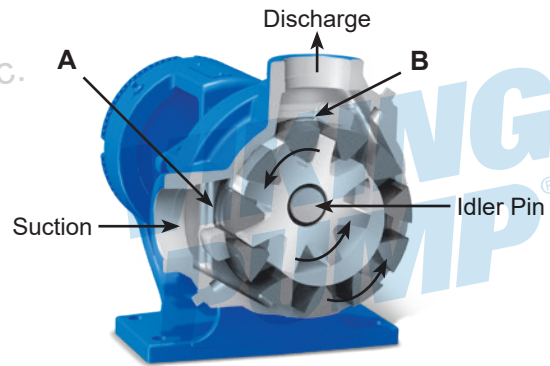
**FIGURE A1**



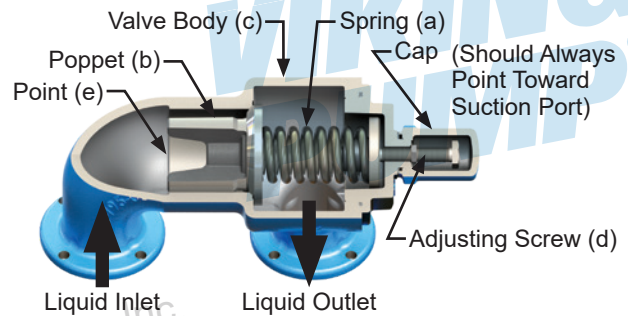
**FIGURE A2**



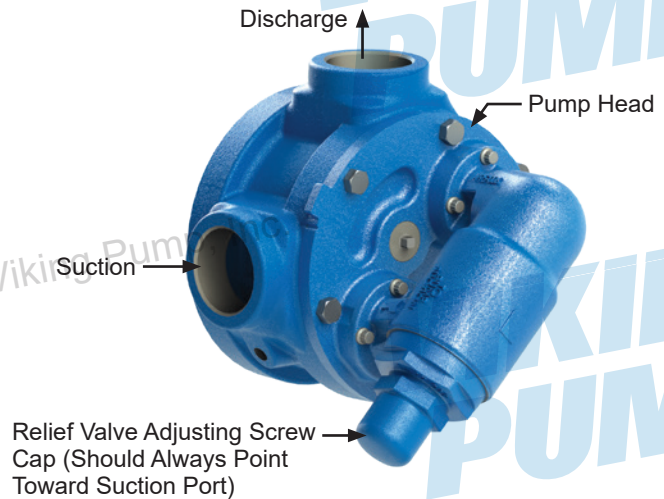
**FIGURE A3**



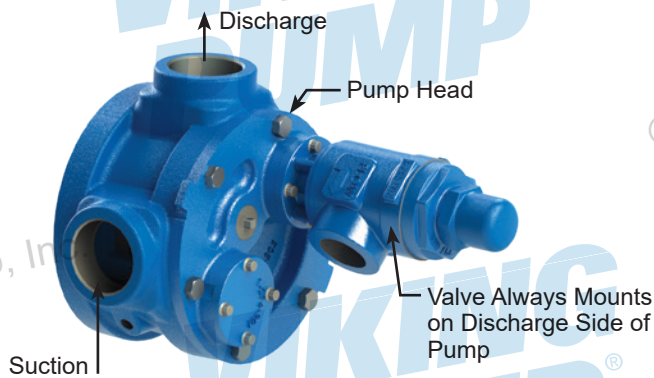
**FIGURE A4: CUTAWAY OF VIKING INTERNAL PRESSURE RELIEF VALVE**



**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.

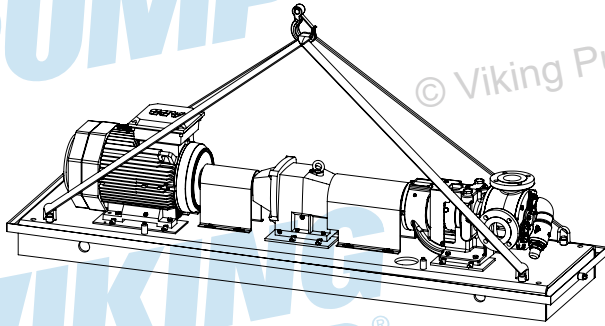
When the unit is placed on the foundation, it should be leveled and checked for position against the piping layout and then fastened down.

**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.

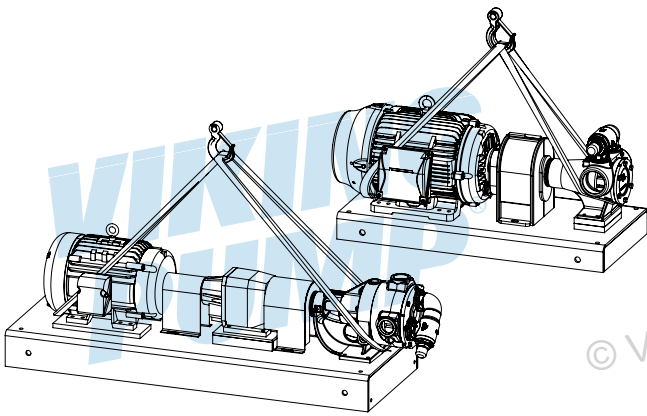


**FIGURE A6:  
EXAMPLE OF PROPER LIFTING METHOD**



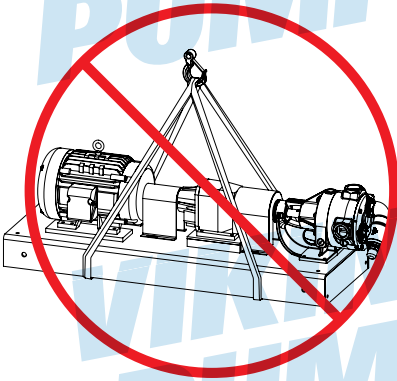
**NOTE:** Units should be lifted by the base lifting features using two or more lifting slings.

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



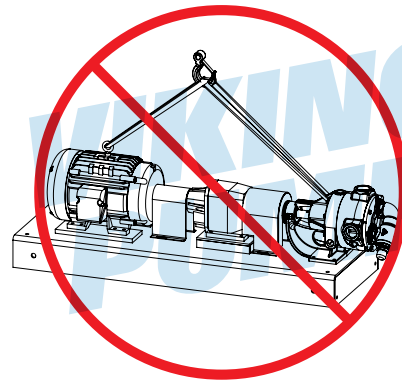
**NOTE:** Use two or more lifting slings around the pump and the motor when the base does not have lifting features. Make sure the slings are secure and the load is balanced before attempting to lift.

**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.

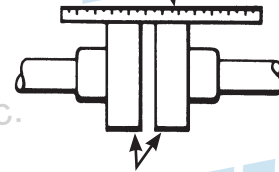
**FIGURE A9  
EXAMPLE OF IMPROPER LIFTING METHOD**



**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.

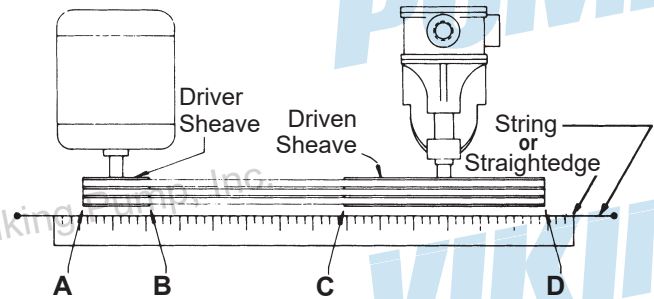
**FIGURE A10-A**

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.*

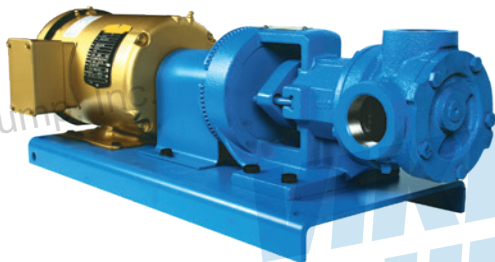
The pump, drive, and motor were properly aligned at the time they were assembled. During shipping and mounting the alignment is often disturbed. **BE SURE TO RECHECK ALIGNMENT AFTER THE PUMP UNIT IS INSTALLED!**

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.

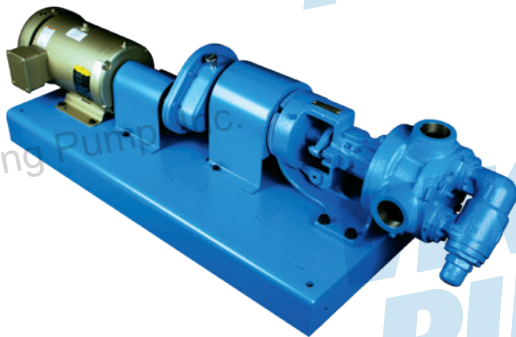
**Figure A11** and **Figure A12** show typical direct drive and gear reducer drive units.

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

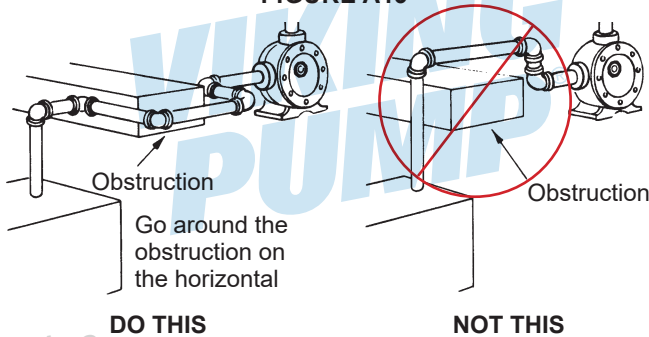
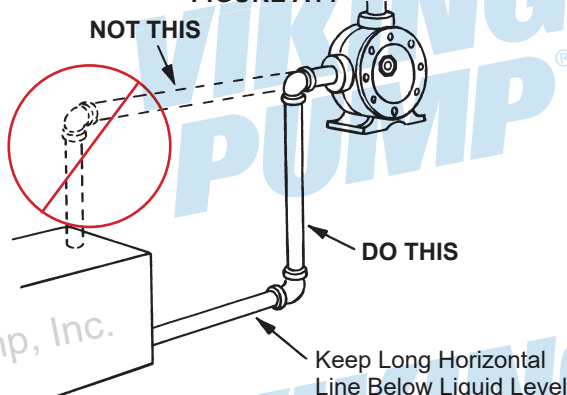


FIGURE A14



## 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.

## RAPID WEAR

### 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 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.



**TECHNICAL SERVICE MANUAL: INSTALLATION, OPERATION & MAINTENANCE****VIKING  
PUMP®**LIQUID-SPECIFIC PRODUCT LINE: *THIN LIQUID*

LVP SERIES™

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**MAINTENANCE**

- 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.
- 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.
- 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.
- 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.
- DO** obtain, read and keep maintenance instructions furnished with your pump.
- DO** have spare parts, pumps or standby units available, particularly if the pump is an essential part of a key operation or process.
- 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.
- DON'T** stick fingers in the ports of a pump. Serious injury may result.
- DON'T** spin the idler on the idler pin. Fingers may be jammed between teeth and crescent.

**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](http://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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**NOTE: METRIC PUMP DESIGN DISCONTINUED AS OF 1Q16.**

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