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ARMSTRONG

INSTALLATION AND OPERATING INSTRUCTIONS
6 SERIES BEARING/CAP ASSEMBLY REPLACEMENT

PART NUMBER 874112-000

NOTE: Part Number B74112-000 is a one piece bearing/cap assembly replacing Part Numbers 816352-000 bearing and 816907-000 cap. When replacing these two parts with 874112-000, four capscrews (instead of two) will need to be removed from the bearing cap when following steps 5 & 6 under DISASSEMBLY, and the cap and bearing will slide off of the shaft as two separate pieces.

These bearing/cap assemblies are used on bearing assembly (BA) Part Numbers 816366-041 (BF, AB), -071 (Al), -143 (BF, AB). Seal bearing assemblies (SBA) Part Numbers 816861-011 (STD), 816861-041 (BF), 816861-071 (Al), B&G Replacement, SBA Part Number 816133-000 (BF) and 816134-000 (AB).

DISASSEMBLY

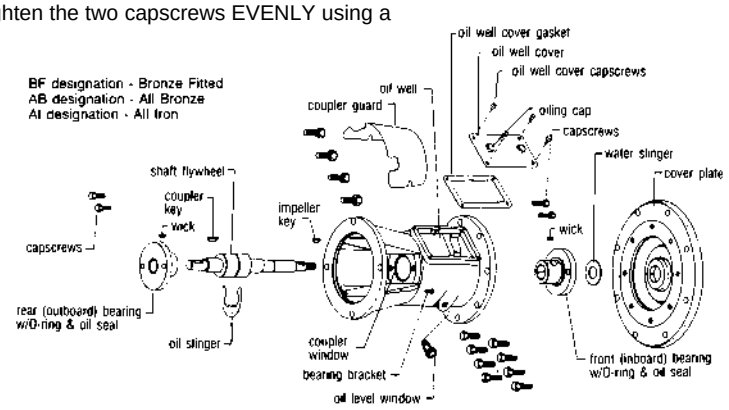
1. Isolate the pump from the system and drain the water. DISCONNECT THE POWER SUPPLY. Remove the motor and coupling, remove the bearing bracket from the pump body, remove the impeller, seal kit, water slinger and coverplate.
2. Remove the oil well cover and gasket from the bearing bracket (drain the remaining oil). Remove the oil wick from each bearing with needle nose pliers.
3. Remove the oil slinger from the shaft retension groove by using vise grips to grip the top of the oil slinger and pull it up out of the oil well.
4. Remove the coupler key from the shaft with a slotted head screwdriver or similar device accurately placed on the end of the coupler key and tap it out with a hammer.
5. Using a 7/16” socket, remove the two capscrews from the front (inboard) bearing/cap assembly and slide the assembly and O-ring off of the shaft.
6. Using a 7/16” socket with a 6” extension, remove the two capscrews from the rear (outboard) bearing/cap assembly. Pull the assembly and shaft out of the bearing bracket. Slide the bearing/cap assembly off of the shaft.

REPLACEMENT ASSEMBLY

(You may replace the shaft at this time as well as the bearing/cap assembly). Each bearing/cap assembly is equipped with an O-ring, oil wick and oil seal.

1. If the shaft is being replaced, the coupler key must be removed from the new shaft before assembling (refer to #4 in disassembly).
2. Place the front (inboard) bearing/cap assembly and O-ring in the bearing bracket. NOTE: the arrow on the back of the zinc housing MUST be pointing up. Tighten the two capscrews EVENLY using a 7/16” socket.
3. Slide the rear (outboard) bearing/cap assembly onto the coupler end of the shaft until it bottoms out on the shaft flywheel. Insert both the shaft and rear bearing/cap assembly into the bearing bracket. NOTE: the arrow on the back of the zinc housing MUST be pointing up. Tighten the two capscrews EVENLY using a 7/16” socket and 6” extension. There will be slight shaft endplay present, this is normal.
4. Reinstall the coupler key. With the bearing bracket positioned so that the shaft is horizontal, rotate the shaft until the keyway is facing out of the coupler window. Drop the key into the keyway and, placing a deep well socket, 3” extension or similar device over the key, tap key firmly into the keyway with a hammer. NOTE: the coupler end of the shaft MUST be supported with a block of wood to prevent damage to the bearings.
5. Place one oil wick inside each bearing hole. The wicks MUST be inserted length-wise by compressing them with a needle nose pliers. If the wicks are dropped into the holes diametrically, they will fall out.
6. Reinstall the oil slinger in the retension groove on the shaft flywheel. Hit the slinger sharply with a hammer, using caution as it may fly out of the bearing bracket if it is hit at an angle.
7. Replace the oil well cover and gasket, tightening the four screws into place (this cover will only fit one way).
8. Add one tube (3-3/4 oz.) of SAE 30 non-detergent oil through the oiling caps on the oil well cover. Oil should fill the well to the middle of the site glass.
9. Slide the water slinger over the impeller end of the shaft, sliding it all the way to the front bearing.
10. Reassemble the circulator.

• **WARNING** • If you are repairing an 816133-000 or 816134-000 SBA and the bearings are worn excessively, check the B&G Impeller for balance holes and balance ring. If the impeller does not have the balance holes or balance ring, it should be replaced with the new and current model impeller.



S.A. Armstrong Limited
23 Bertrand Avenue
Toronto, Ontario
Canada, M1L 2P3
Tel: (416) 755-2291
Fax: (416) 759-9101

Armstrong Pumps Limited
Peartree Road, Stanway
Colchester, Essex
United Kingdom, C03 5JX
Tel: 01206-579491
Fax: 01206-760532

Armstrong Pumps Inc.
93 East Avenue
Buffalo, New York
U.S.A. 14120-6594
Tel: (716) 693-8813
Fax: (716) 693-8970
1-800-FLOW-845

Armstrong Darling Inc.
2200 Place Transcanadienne
Montreal, Quebec
Canada, H9P 2X5
Tel: (514) 421-2424
Fax: (514) 421-2436

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