

PENGUIN

Installation & Maintenance

Series PX

EXTENDED VERTICAL

Penguin Pumps are designed to handle a large range of chemicals without difficulty. Completely constructed of CPVC where in contact with the solution being pumped, Series PX pumps have an upper working temperature of 180 degrees and thus can handle slurries, and most corrosive and abrasive solutions. Series PX pumps are easy to install and operate, and are virtually maintenance-free. All pumps have been tested for proper operation before leaving the factory. To obtain optimum service life, please follow all installation and operating instructions.

Models:

PX-3

PX-5

Materials:

A - CPVC



Installation & Operating Instructions

ELECTRICAL

All models are supplied with three phase dual voltage, 208-230/460V, 50/60c motors, which are not wired at the factory. When changing from 230V wiring to 460V wiring, follow the motor manufacturer's wiring instructions, which can generally be found either on or in the motor junction box. Since direction of rotation cannot be determined without operating the pump, the pump head and snap ring must be removed prior to bump starting. It is imperative that the motor rotation be checked before operation. Attach leads to motor and bump start for a maximum of a couple of seconds as if you were turning a light switch on/off as fast as possible. Do not leave motor running. As viewed from the suction entrance of the pump, check for counterclockwise rotation. If clockwise rotation, change any two hot leads and again check rotation. Replace head and snap ring as described in Assembly. Many options are available on the PX Series motors including explosion-proof, larger horsepower to 15, and 575V motors. If any of these options are required, please check the motors carefully or consult the factory.

PLUMBING

The suction side piping of the pump is extremely important. Mistakes can usually be compensated for if made on the discharge piping. However, piping problems on the suction side can be, and usually are, the source of ongoing and expensive difficulties, which could be very difficult to track. If a suction line or suction extension is required, enlarge the suction line/extension by one size larger than the suction entrance. Never reduce plumbing on the suction. Avoid 90-degree elbows and never use a 180-degree elbow. The suction piping needs to be arranged in such a way as to allow a straight, even flow of liquid into the eye of the impeller. This requires that all elbows, valves, or strainers be located at the straight and uninterrupted distance equal to at least 5-10 times the pipe diameter. Remember, elbows create turbulence and air entrapment. Make sure every suction coupling/connection is airtight. The bottom of the suction extension should always be at least 2 pipe diameters above the bottom of the tank. In either flooded suction or non-flooded suction conditions the use of a check valve on the

PLUMBING CONTINUATION

discharge of the pump is recommended. In the case of a non-flooded suction, a flapper check valve on the end of the submerged suction line must be installed. To facilitate priming the pump, install a T-connection with a small valve between the pump case and check valve. It is advisable to use a discharge valve after the check valve. All plumbing and accessories must be supported other than by the pump, in order to prevent possible distortion of the pump case. The use of some hose in the discharge plumbing close to the discharge nozzle of the pump will absorb any movement of the solid plumbing if vibrations exist. Also a good rule of thumb is that the source solution tank volume should be three times the flow rate of the pump.

LIQUID LEVEL

The correct liquid level is very important. A liquid level which is too high could cause motor damage. A liquid level that is too low, below the wear ring, may cause severe impeller damage, THIS PUMP CANNOT RUN DRY. CHECK THE LIQUID LEVEL. The correct liquid level is halfway between the bung hole and the centerline of the discharge nozzle.

PRIMING

Under flooded conditions, open all the valves in the suction and discharge lines. Wait a few minutes to let entrapped air out. Throttle the discharge valve 2/3 closed. Leave suction valves wide open. A closed suction or discharge valve could cause damage to the impeller and the shaft. Start the pump and open the valve to the desired flow. Under non-flooded conditions, fill up the pump slowly from the T-connection and valve. See recommended installation. Then throttle the discharge valve 2/3 closed. Start the pump and continue as flooded conditions.

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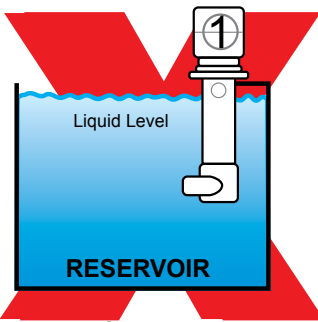
Installation & Maintenance

RECOMMENDATIONS

Always make sure there is enough liquid in the reservoir and that the level is high enough, considering the capacity of the pump unit. Inadequate liquid will cause a vortex in the reservoir. A vortex occurs when air mixes from the surface into the fluid, which can disturb the flow and also can prevent the pump from priming. Therefore, a rule of thumb is to maintain a minimum of 2ft. of suction pipe submergence in order to prevent the formation of vortices. Suction pipe velocities should not exceed 5ft/sec. In cases where the pump is installed outside the reservoir, do not run against a closed discharge valve for more than 1 minute. This will cause overheating of the fluid in the pump and will damage the CPVC parts. Temperature in this case will increase up to 220 degrees. If the pump is being run against a closed discharge valve for a long duration of time, install a small bleed line back into the reservoir before the discharge valve of the pump. If the line is small, there is a minimum pressure loss. This prevents overheating by recirculating the fluid.

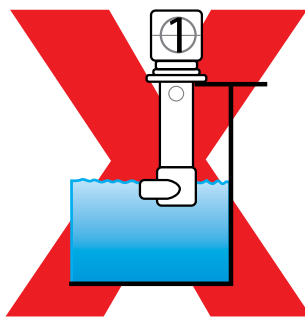
Recommended Installation

High Liquid Level



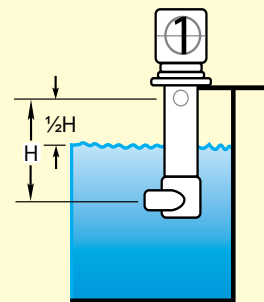
In Tank - Solution may pour out of weep hole during operation.

Low Liquid Level



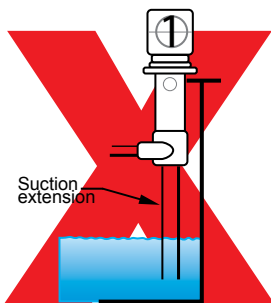
Non-flooded conditions. Pumps will not pump

Recommended

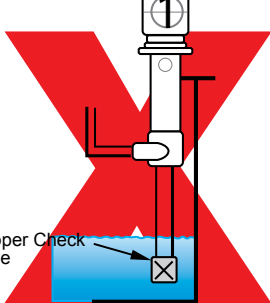


Liquid level halfway between discharge and weep hole

Suction Level

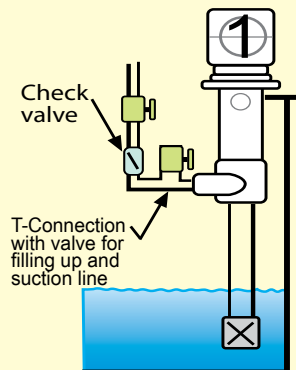


Solution level below impeller. Pumps will not pump



Check valves installed to maintain level. Not good to prime pumps

Recommended



Solution level below impeller with priming tee. Check valve and throttling valve

KEY



In-Tank Installation



Valve

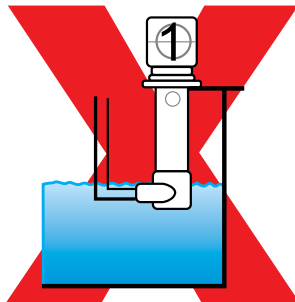


Check Valve



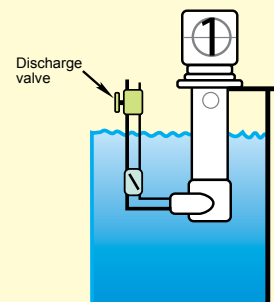
Flapper Check Valve

Suction Head



Solution level at impeller. No suction head available

Recommended



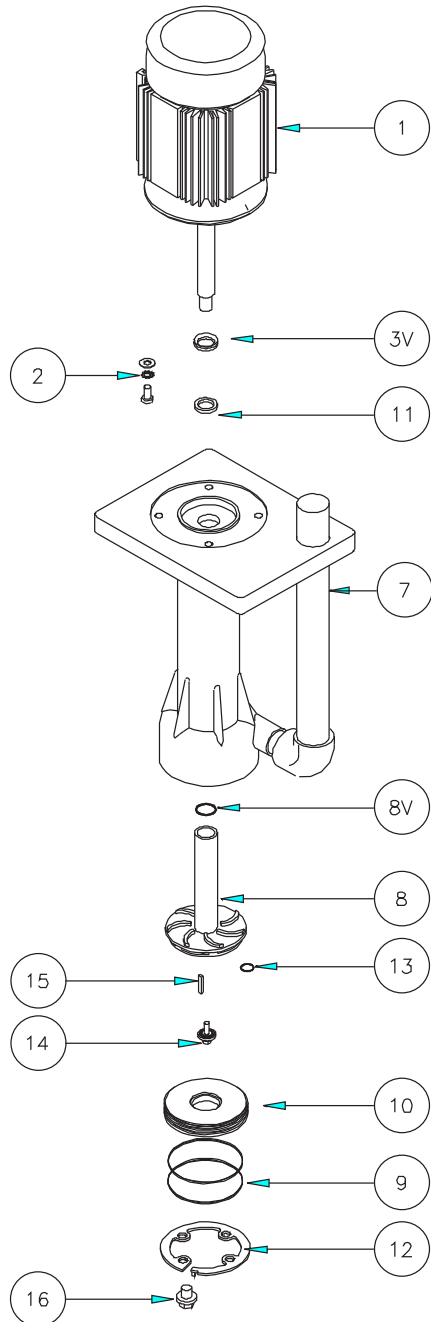
Solution level above impeller. Suction head available

Recommended installation for optimal performance and endurance.

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Installation & Maintenance

Spare Parts List - PX-3AK and PX-5AK



Spare Parts List - PX-3AK and PX-5AK

Item	Description	PX-3AK	PX-5AK
1	Motor/Shaft Ass'y phase - volt - cycle 3 208-230/460 50/60	PX-300-3103K	PX-500-3103K
1BS	Bearing Set	PHF-712-01BS	
1EF*	External Fan w/Set Screw	PHF-712-01EF	
1FC*	Fan Cover (w/Drip Shield)	PHF-712-01FC	
2	Motor Screw/Standoff Ass'y	PX-300-05(4)	
3	V-Seal	PHF-712-02	
7A	Pump Housing Ass'y - CPVC	PX-300-06A	
8	Impeller - CPVC	PX-300-07AK	PX-500-07AK
8V	Impeller Sleeve O-Ring - Viton	PHF-712-07AV	
8E	Impeller Sleeve O-Ring - EPR	PHF-712-07AE	
9V	Head O-Ring -Viton	PHF-712-11V	
9E	Head O-Ring -EPR	PHF-712-11E	
10	Head Ass'y - CPVC	PX-300-10A	
11V	Lip Seal Ass'y-Teflon	PHF-712-13T	
12A	Snap Ring - CPVC	PHF-712-12A	
13V	Impeller Nut O-Ring - Viton	PHF-712-08V	
14A	Impeller Nut Ass'y - CPVC	PHF-712-09A	
15T	Shaft Key - Titanium	PHF-712-15K	
16A	Snap Ring Bolts - CPVC	PHF-712-16A(4)	
18A	Discharge Plumbing - CPVC	PHF-712-18A	
19A	Pump Head Ass'y - CPVC	PX-712-14AK	PX-1000-14AK
* Specify Motor Manufacturer			

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PX-3A and PX-5A

DISASSEMBLY

1. Remove the four (4) snap ring screws. Now the snap ring can be removed using a screwdriver or a pair of pliers.
2. Insert a 2 inch threaded pipe through the center hole at the end of the housing to remove the head. Pull with a rocking motion to remove. Caution must be used because of the close tolerance between the impeller and wear O-ring. Head O-rings can easily be replaced.
3. Unscrew the fan cover screws and remove the fan cover and drip shield. Place the screwdriver between fan blades and unscrew the impeller nut using a $\frac{3}{4}$ inch open wrench in a counter-clockwise rotation. Impeller nut O-ring can be replaced.
4. With the pump in a vertical position, impeller up, place a screwdriver through the discharge port, wedging between the impeller top and the housing. Carefully lift the impeller and remove. If impeller does not remove easily, proceed to step 5.
5. Remove the four (4) motor bolts located beneath the motor bracket. Motor and housing are now separated. Do not try to remove shaft as this is an integral piece with the motor rotor. Slinger and lip seal can be replaced. Using a rubber mallet, hit the pump bracket lightly, top side facing motor, until the impeller and keyway pop loose.

ASSEMBLY

1. With the motor in a vertical position, shaft upwards, place the four motor spacers over the motor bolt holes. Place housing over shaft, lining up motor bolt holes in the mounting bracket with holes in the motor. Be sure the V-Seal slinger is properly in place. Screw the motor bolts into the holes beneath the mounting bracket in a diagonal sequence.
Be sure motor screws are tight.
2. Insert the impeller into the housing until it bottoms out. Do not hammer the impeller and sleeve down on the shaft. Line up the keyway and insert key by lightly tapping it with a hammer. Screw the impeller nut clockwise holding impeller. Be sure impeller nut O-ring is properly in place. After handtight, turn with wrench 180 degrees.
DO NOT OVERTIGHTEN.
3. Replace the fan cover and drip shield. Insert the fan cover screws and tighten. Be sure fan is not rubbing against fan cover.
4. Place the pump upright resting on the motor. Look down into the housing and, while rotating the impeller, check to see that the impeller is centered. The impeller must not be touching the side of the housing.
5. Wet head and head O-rings. Be sure head O-rings are properly in place. Insert 2 inch threaded pipe into the head and replace in housing. The threaded pipe should be tapped with a mallet, pushing the head into the housing until the snap ring groove is exposed. Remove pipe and replace snap ring. Line up through holes in snap ring with the threaded holes in the head by rotating the snap ring counterclockwise. Insert and tighten the four (4) snap ring screws.



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