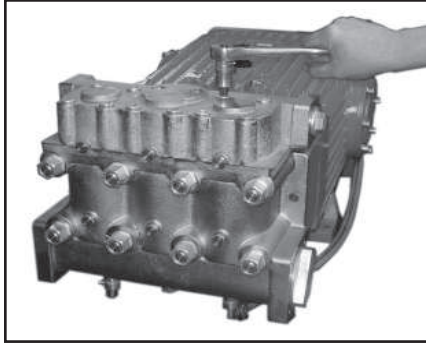
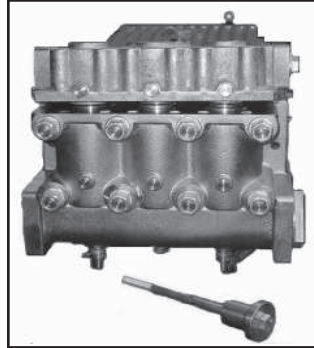


GP8055(-1000)/GP8060(-1000)/GP8065(-1000) PUMP REPAIR INSTRUCTIONS

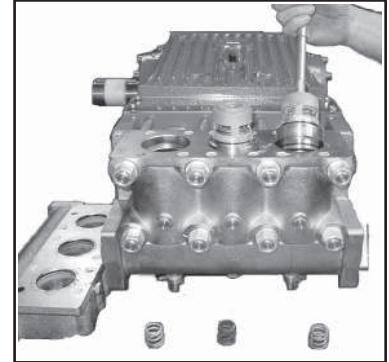
Valve Inspection and Repair



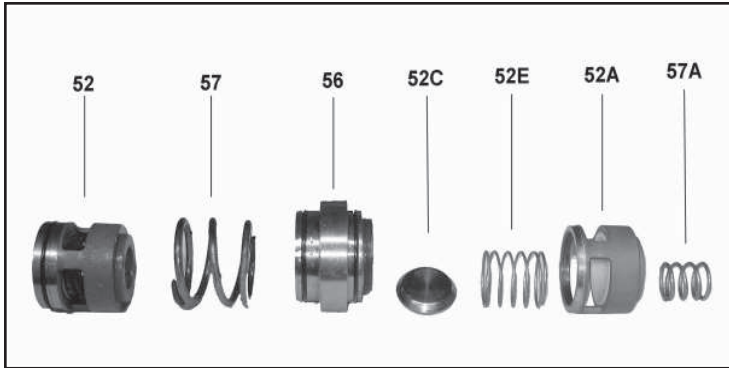
1) Remove bolts (58).



2) Remove discharge casing (50B) up and away.

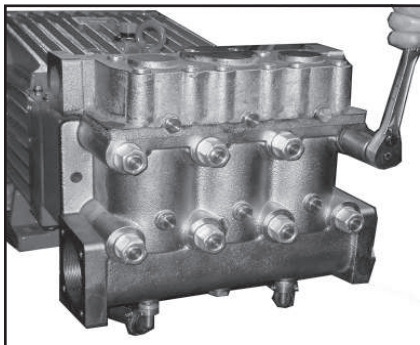


3) Take out pressure springs (57A). Pull out assembled valves (51 & 52) with valve pulling tool (07662).



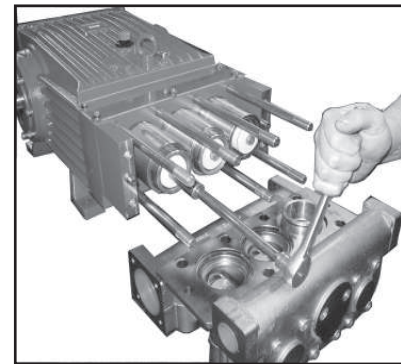
4) The spring tension cap (51A, 52A) is screwed together with the valve seat (51B or 52B). Remove spring tension cap. Take-out springs (51E, 52E) and valve plate (51C, 52C). Check sealing surfaces and O-rings (51D, 52D). Replace worn parts. When reassembling, coat threads of valve seat with silicon grease or molycote anti-seize Cu-7439. Before refitting the valves, clean the sealing surfaces in the casing and check for any damage. Tighten bolts (58) to 133 Ft-lbs (180 Nm); check torque tension after 8-10 operating hours.

To Check Seals and Plunger Pipe



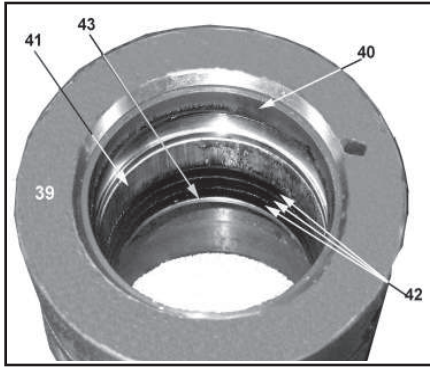
5) Remove hexagon nuts (49A) and valve casing together with seal case (38) from crankcase (1). If necessary, carefully tap the valve casing (50) past the centering stud (50A) using a rubber hammer.

IMPORTANT! If necessary, support the valve casing by resting it on wooden blocks or by using a pulley.

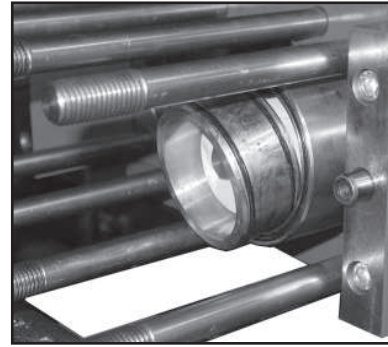


6) Remove tension screw (36C) and take seal sleeve (39) together with all mounted parts out of the drive. Pull plunger pipe out of the seal assembly and check for any damage. Carefully, remove seal rings (40) and sleeves (42) with a screw driver.

GP8055(-1000)/GP8060(-1000)/GP8065(-1000) PUMP REPAIR INSTRUCTIONS

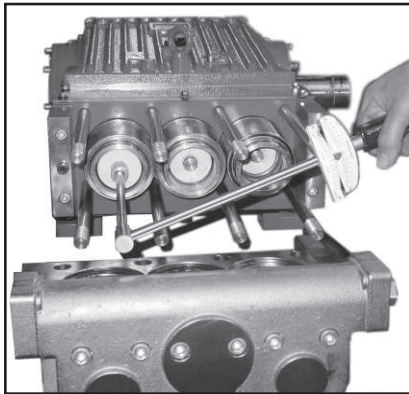


7) **Important!** Be careful not to damage the seal sleeve (39) and pressure ring (41). Check the inner diameter of the pressure ring for wear and if necessary replace together with seals (40) and (42). Clean all parts. New parts should be lightly coated with silicon grease before installation. Inert the seal unit (40, 41, 42 43) into the sleeve. Push the ceramic plunger carefully through the seals from the crankcase side. If necessary, the seals can be held tightly using a suitable pipe support held on the opposite side of the seal sleeve.



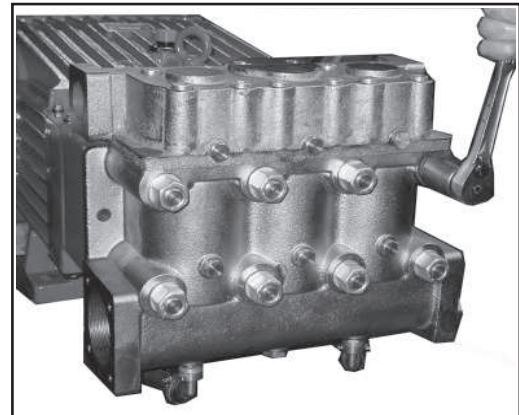
8) Take out the seal case (38) from the valve (if necessary secure 2 screwdrivers in the front O-ring groove to extract seal casing from valve casing). Coat seals with silicon grease before installing.

Important! Mounting surfaces of the crankcase and the valve casing must be clean and free of damage. The components must fit exactly and evenly on one another. The same exactness applies for all centering positions in the crankcase, pressure and valve casing.



9) Lightly coat the seal sleeve with anti-corrosive grease (e.g. molycote no. Cu-7439) in its fitted area towards the crankcase. Insert the seal sleeves in to their crankcase fittings. Lightly coat the threads of the tension screw (36C) with thread glue and insert it together with a new copper ring (36D) through the ceramic pipe. Turn the pump by hand until the plunger (25) rests against the plunger pipe. Tighten the tension screw at 30 Ft.-lbs. (40 Nm).

Important! Thread glue must never come between the plunger pipe (36B) and centering sleeve (36E). Overtensioning of the plunger pipe by excessive tightening of the tension screw and/or dirt or damage on the mounting surfaces can lead to plunger pipe breakage. Insert the seal tension spring (45) and O-ring (39A) in to the seal sleeve (39).



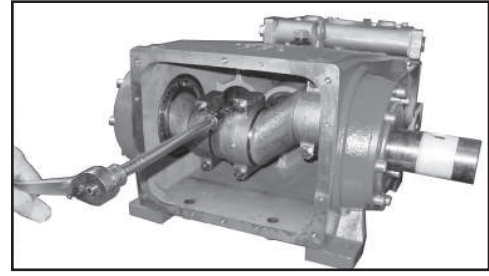
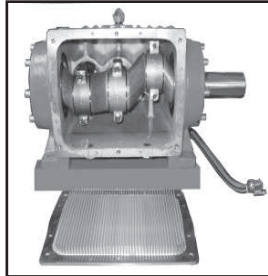
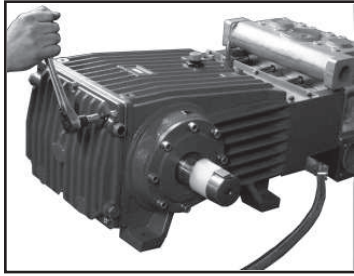
Replacing Valve Casing:

10) Put seal cases (38) in the centering holes of the valve casing, then push valve casing carefully on to centering studs (50A). Tighten hexagon screws (49A) evenly and crosswise at 266 Ft.-lbs. (360 Nm).

Important! The torque tension on the screws (49A) must be checked after 8-10 operating hours; the pump must be at zero pressure. Thereafter, the tension is to be checked every 200 operating hours.

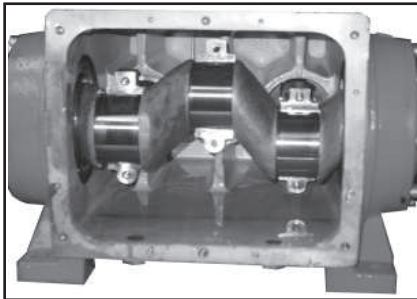
GP8055(-1000)/GP8060(-1000)/GP8065(-1000) PUMP REPAIR INSTRUCTIONS

To Dismantle Crankcase Gear

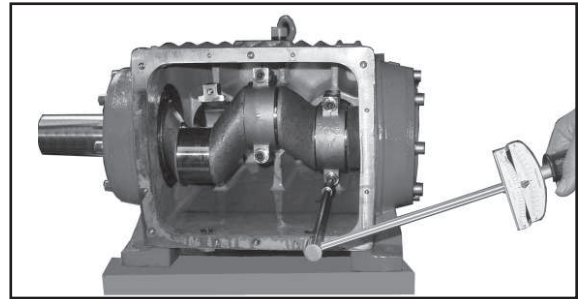


11) Take out plungers and seal sleeves as described above. Drain the oil by taking off the plug (12). After removing the clip ring (33B), pry out the seal retainer (33) with a screwdriver. Open hose adaptor (K11) and remove gear cover (K3) and the cooling vane plate (K1) by removing the screws (K4).

12) Remove the connecting rod screws (24). **Important!** Connecting rods are marked 1 to 3 for identification. Do not twist connecting rod halves or interchange them. When reassembling, the connecting rod must be fitted in their exact original position on the crankshaft journals.



13) Push connecting rod halves together with the crosshead as far as possible into the crosshead guide. Take out bearing cover (14/14A) and push out crankshaft taking particular care that the con rod doesn't get bent. Check surfaces on the connecting rods (24), crankshaft (22) and crossheads (25). Check the surfaces of the crosshead guides in the crankcase for any unevenness.



14) Reassemble in reverse order. Thread the long end of the crankshaft together with the inner bearing rings into the crankcase; then mount outer bearing ring (20) and spacer ring (22A). Mount connecting rod halves in their exact original position and tighten at 37 Ft-lbs. (50 Nm). **Important!** Connecting rods must be able to move slightly sideways on the stroke journals.

15) Mount bearing cover (14A) and tighten screws (17) to 64 Ft-lbs. (87 Nm). Adjust axial play (clearance) on the crankshaft to minimum 0.1 mm / max. 0.15 mm using shims (21A/21B). The shaft should turn easily with little clearance. Connecting rod must sit exactly in the middle of each crankshaft pin. Fit the bearing cover (14) and tighten the screws (17) at 64 Ft-lbs. (87 Nm). Seal (32A) must always be installed so that the seal lip on the inside diameter faces the oil.

Important! Possible axial float of the seal adaptor (33) is compensated with shims (33C).

Mount cooling plate (K1) and gear cover (K3) with their respective seals (K2). When assembling the cooling circuit line, make sure that the oil cooler connection (K7) is always joined to the upper connection (K3) of the gear cover.