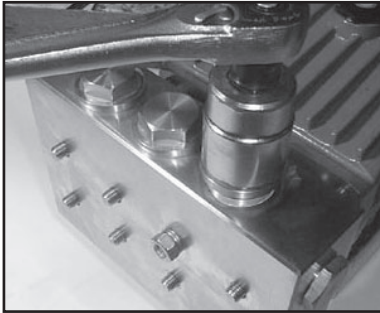


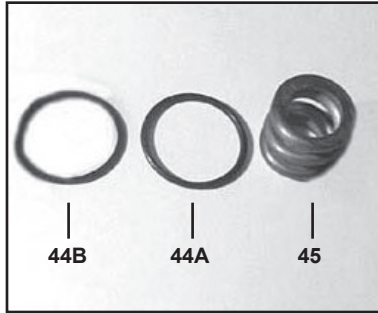
# LP200GBHS-5100-SS Repair Instructions

**NOTE:** Always take time to lubricate all metal and non-metal parts with a light film of oil before reassembling. This step will help ensure proper fit, at the same time protecting the pump non-metal parts (elastomers) from cutting and scoring.

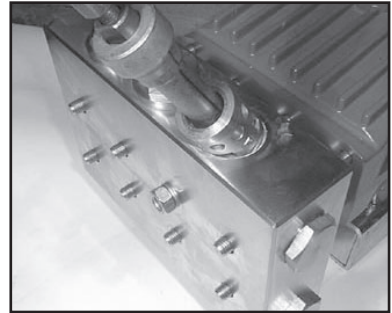
## TO CHECK VALVES



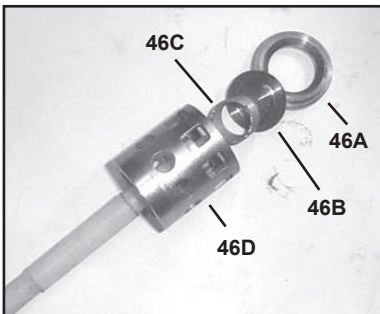
- 1) Loosen and remove tension plugs (48) with a 36mm socket wrench.



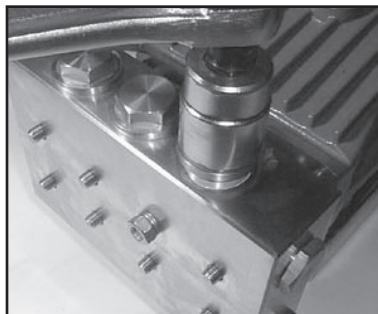
- 2) Remove the support ring (44B), O-ring (44A) and tension spring (45).



- 3) Take out discharge valve assemblies (46) by pulling them upwards out of the valve casing (43) with a snap-ring tongs or any other pull-off device. Then remove inlet valves in the same way.



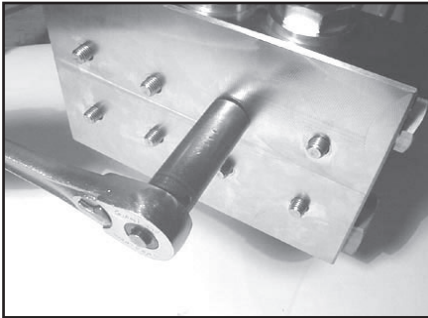
- 4) Loosen valve seats (46A) and valve spring (46C) from spacer pipe (46D) by lightly hitting the valve plate (46B) with a plastic stick. Check sealing surface and replace worn parts. Reassemble with new O-rings (44A) if possible and oil them before installing.



- 5) Tighten up tension plugs (48) to 107 ft.-lbs. (145 NM)

# LP200GBHS-5100-SS Repair Instructions

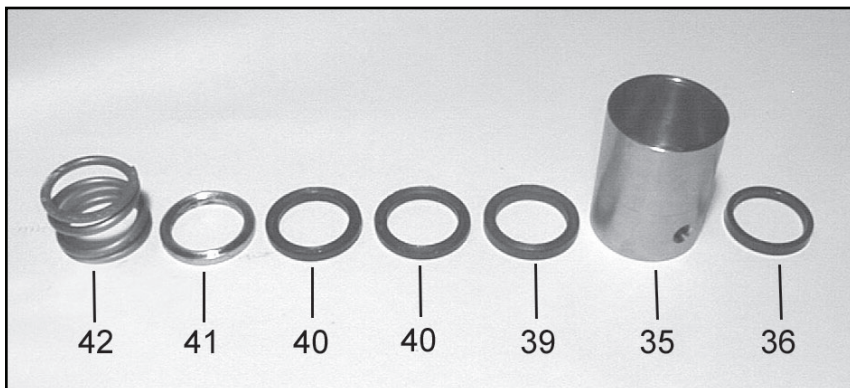
## TO CHECK SEALS



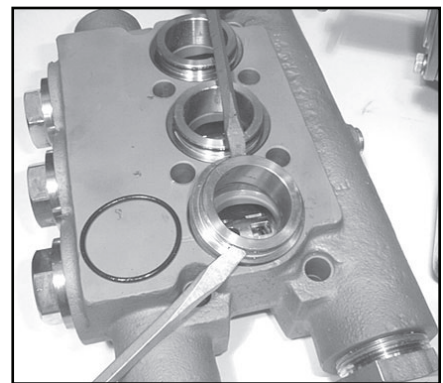
- 6) Loosen the 8 nuts (49A) with a 19mm socket and pull off valve casing (43) to the front.



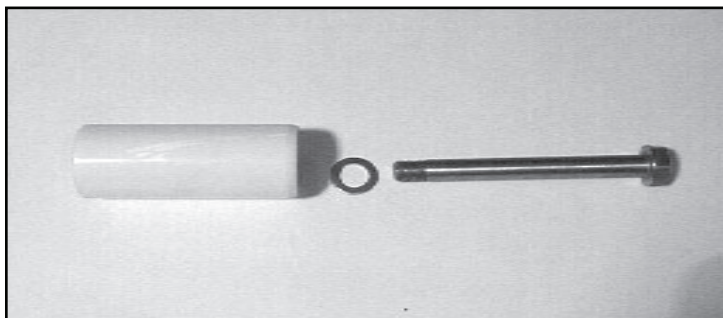
- 7) Pull seal sleeves (35) out of guides in crankcase (1).



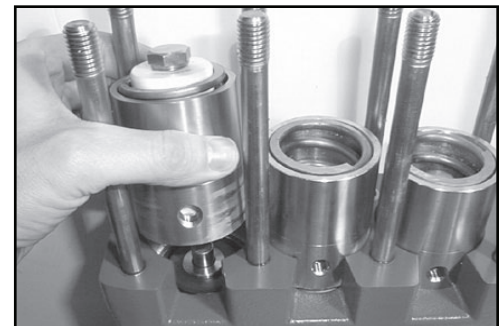
- 8) Remove the tension spring (42), support ring (41), v-sleeves (40), pressure ring (39), from the seal sleeve (35). Examine seals (36) carefully and replace if worn. Clean all parts.



- 9) Remove seal case (37) from valve casing (43) and inspect O-rings (38/38A).

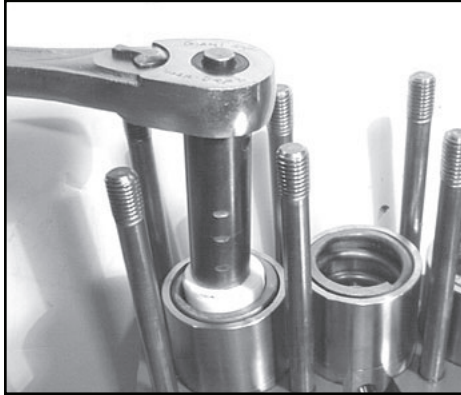


- 10) Check plunger surface (29B). If plunger pipe is worn, loosen tension screws (29C) and pull off plunger pipe to the front. Clean front surface of plunger (25) thoroughly. Apply a thin coat of Loctite to the tension screw threads (29C). **Note: Care must be taken that no glue gets between the plunger pipe (29B) and the centering sleeve (29A).** Add new steel ring (29D).

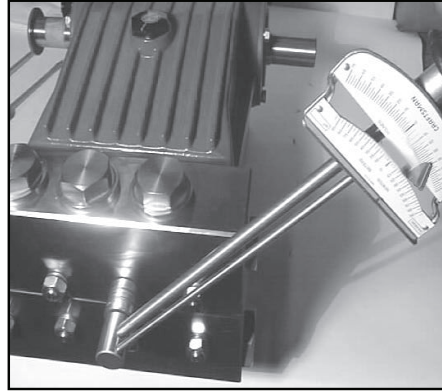


- 11) Place new plunger pipe (29B) carefully through the oiled seals and push seal sleeve (35) with plunger pipe into the crankcase guide. **Note: Make sure weep hole is facing down.**

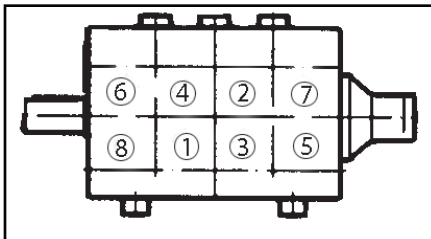
# LP200GBHS-5100-SS Repair Instructions



12) Tighten the tension screws (29C) to 26 ft.-lbs. (35NM). The plunger pipe (29B) should not be strained by over tightening of the tension screw (29C) or through damage to the front surface of the plunger; otherwise, it will probably break.



13) Place entire manifold/ seal sleeve assembly over the studs and push firmly until seated against the crankcase.



14) Tighten hex nuts (49A) in a crosswise pattern (shown above) to 59 ft.-lbs.

LP200GBHS-5100-SS Torque Specifications				
Position	Item #	Description	Lubrication Info	Torque Amount
1	03190	Crankcase	Molycote Cu-Paste	
6	05943	Oil Sight Glass	Loctite 572	29 ft.-lbs. (40 Nm)
10	01010-0100	Cylinder Screw		221 in.-lbs. (25 Nm)
12	07109-0400	Plug, 1/2" BSP		29 ft.-lbs. (40 Nm)
17	07114-0100	Hexagon Screw		221 in.-lbs. (25 Nm)
24	13340	Inner Hex Screw, Connecting Rod		22 ft.-lbs. (30 Nm)
29C	07131-0100	Tension Screw, Plunger	Loctite 243	26 ft.-lbs. (35 Nm)
29D	07161A-0100	Seal Sleeve	Loctite 577	
31	07133	Radial Shaft Seal	Loctite 403	
48	06077-0100	Plug, Discharge		107 ft.-lbs. (145 Nm)
49	07157	Stud Bolt	Loctite 270	
49A	07158	Hexagon Nut, Stud Bolts		59 ft.-lbs (80 Nm)

# LP200GBHS-5100-SS - Repair Instructions

## TO DISMANTLE GEAR END

After removing valve casing (43) and plunger pipe (29B), drain the oil. Remove the gear cover (4) and bearing cover (14). Loosen connecting rod screws (24A) and push the front of the connecting rod (24) forward as far as possible into the crosshead guide.

**IMPORTANT!** Connecting rods (24) are marked for identification. Do not twist connecting rod halves. Connecting rod is to be reinstalled in the same position on shaft journals.

**IMPORTANT!** Do not bend the connecting rod (24) shanks. Check crankshaft (22) and connecting rod (24) surfaces, radial shaft seals (15) and taper roller bearings (20).

To remove the oil seals (31) use a wooden rod and sharply hit down on the oil seals from the crankcase (1). Note: when replacing the oil seals, apply a small amount of locktight to the outside edges of each oil seal before re-inserting them into the crankcase.

### To Dismantle Reduction Gear

Remove screws (69). Remove bottom casing (58); it may be necessary to use a rubber mallet. Remove screw (76) and disc (75). Pull gear wheel (62) off of the shaft. Remove screws (71), top casing (58) and centering ring (61).

Turning the crankshaft (22) slightly, hit it out carefully to the side with a rubber hammer.

### To Reassemble

Using a soft tool, press in the outer bearing ring until the outer edge lines up with the outer edge of the bearing hole. Remove bearing cover (14) together with radial shaft seal (15) and o-ring (16). Fit crankshaft (22) through bearing hole on the opposite side. Press in outer bearing and tighten it inwards with the bearing cover, keeping the crankshaft in vertical position and turning slowly so that the taper rollers of the bearings touch the edge of the outer bearing ring. Adjust axial bearing clearance to at least 0.1mm and maximum 0.15mm by placing fitting discs (20A, 20B and 20C) under the bearing cover.

**IMPORTANT!** After assembly has been completed, the crankshaft should turn easily with very little clearance. Tighten connecting rod screws (24A) to 22 ft.-lbs. (30 Nm) Re-assemble the fluid end (see instructions above).

If cylinder roller bearing (65) was removed, heat them up (before pressing onto the pinion shaft). Slightly press the gearwheel (62) onto the crankshaft (22) so that remaining portion of the gearwheel set can be positioned in the correct manner. Carefully, tap the gearwheel and the pinion (simultaneously) onto the crankshaft and into the bearing seat. Reassemble remaining gearbox parts making sure not to damage the radial shaft seal (67) or the o-ring (60).

Important! Before putting the pump into operation, turn the reduction gear (by hand) at least four times in each direction (to ensure proper alignment).

Reassemble connecting rods (24), shaft cover (14) and crankcase cover (4) and properly torque screws (17 & 10).