



TECHNICAL SERVICE MANUAL

UNIVERSAL SEAL HEAVY DUTY PUMPS
 SERIES 124A, 4124A, 124AE, 4124AE AND 4124B CAST IRON
 SERIES 126A AND 4126A DUCTILE IRON
 SERIES 123A AND 4123A STEEL
 SERIES 127A AND 4127A STAINLESS STEEL
 SIZES H, HL, K, KK, L, LQ, LL

SECTION TSM 630
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INTRODUCTION

The illustrations used in this manual are for identification purposes only and cannot be used for ordering parts. Obtain a parts list from the factory or a Viking 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.

In the Viking model number system, basic size letters are combined with series number (124A, 4124A, 124AE, 4124B, 126A, 4126A, 123A, 4123A, 127A) indicating basic pump construction material.

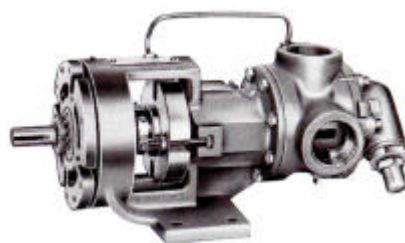


FIGURE 1
SIZES H AND HL

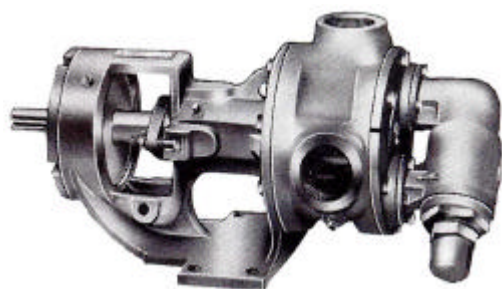


FIGURE 2
SIZES K, KK AND L

UNMOUNTED PUMP		UNITS
PACKED	MECH. SEAL	
H124A	H4124A	A = Universal Seal Pump B = Universal Seal Pump with mechanical seal behind the rotor AE = Universal Seal Pump with larger rotor shaft
	H4124B	
H126A	H4126A	
H123A	H4123A	
H127A	H4127A	Units are designated by the un-mounted pump model numbers followed by a letter indicating drive style.
HL124A	HL4124A	
	HL4124B	
HL126A	HL4126A	
HL123A	HL4123A	V = V-Belt D = Direct Connected R = Viking Speed Reducer P = Commercial Speed Reducer
HL127A	HL4127A	
K124A	K4124A	
	K4124B	
K126A	K4126A	
K123A	K4123A	
K127A	K4127A	
KK124A	KK4124A	
	KK4124B	
KK126A	KK4126A	
KK123A	KK4123A	
KK127A	KK4127A	
L124A	L4124A	
L124AE	L4124AE	
	L4124B	
L126A	L4126A	
LQ124A	LQ4124A	
LQ124AE	LQ4124AE	
	LQ4124B	
LQ126A	LQ4126A	
LQ123A	LQ4123A	
LQ127A	LQ4127A	
LL124A	LL4124A	
LL124AE	LL4124AE	
	LL4124B	
LL126A	LL4126A	
LL123A	LL4123A	
LL127A	LL4127A	

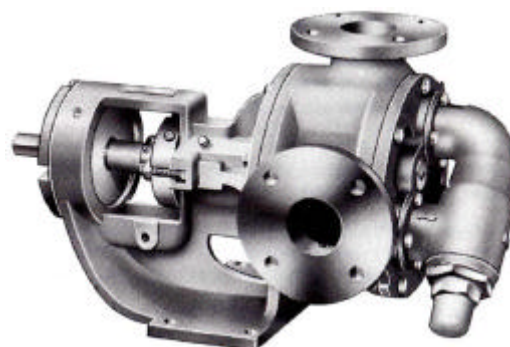


FIGURE 3
SIZES LQ AND LL

This manual deals only with Series 124A, 4124A, 124AE, 4124AE, 4124B, 126A, 4126A, 123A, 4123A, 127A, and 4127A Heavy Duty Bracket Mounted Pumps. **Refer to Figures 1 through 13** for general configuration and nomenclature used in this manual. Pump specifications and recommendations are listed in Catalogue Section 630, Heavy Duty Bracket Mounted Pumps, with Universal Seal Type Bracket.

SPECIAL INFORMATION

DANGER

BEFORE OPENING ANY VIKING PUMP LIQUID CHAMBER (PUMPING CHAMBER, RESERVOIR, RELIEF VALVE ADJUSTING CAP FITTING ETC.) BE SURE:

1. THAT ANY PRESSURE IN CHAMBER HAS BEEN COMPLETELY VENTED THROUGH 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.

ROTATION: Viking pumps operate equally well in a clockwise or counterclockwise rotation. Shaft rotation determines which port is suction and which is discharge. Port in area where pumping elements (gear teeth) come out of mesh is suction port.

PRESSURE RELIEF VALVES:

1. Viking pumps are positive placement 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.
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 and a jacketed relief valve. Pumps equipped with a jacketed head plate are generally not available with a relief valve.
3. If pump rotation is to be reversed during operation, pressure protection must be provided on *both* sides of pump.
4. Relief valve adjusting screw cap must always point towards suction side of pump. If pump rotation is reversed, remove pressure relief valve and turn end for end.
5. Pressure relief valves cannot be used to control pump flow or regulate discharge pressure.

For additional information on pressure relief valves, **refer to Technical Service Manual TSM000 and Engineering Service Bulletin ESB-31.**

SPECIAL MECHANICAL SALES:

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

MAINTENANCE

Series 124A, 4124A, 126A, 4126A, 123A, 4123A, 127A, and 4127A pumps are designed for long, trouble-free service life under a wide variety of application conditions with a minimum of maintenance. The points listed below will help provide long service life.

LUBRICATION: External lubrication must be applied slowly with a hand gun to all lubrication fittings every 500 hours of operation with multi-purpose grease, NLGI # 2. Do not over-grease. Applications involving very high or low temperatures will require other types of lubrication. **Refer to Engineering Service Bulletin ESB-515.** Consult factory with specific lubrication questions.

PACKING ADJUSTMENT: New packed pumps require initial packing adjustment to control leakage as packing "runs in". Make initial adjustments carefully and do not over-tighten packing gland. After initial adjustment, inspection will reveal need for packing gland adjustment or packing replacement. **Refer to instructions under "Disassembly," and "Assembly," page 6,** regarding repacking pump.

CLEANING PUMP: Keep pump as clean as possible. This will facilitate inspection, adjustment and repair work and help prevent overlooking a dirt covered grease fitting.

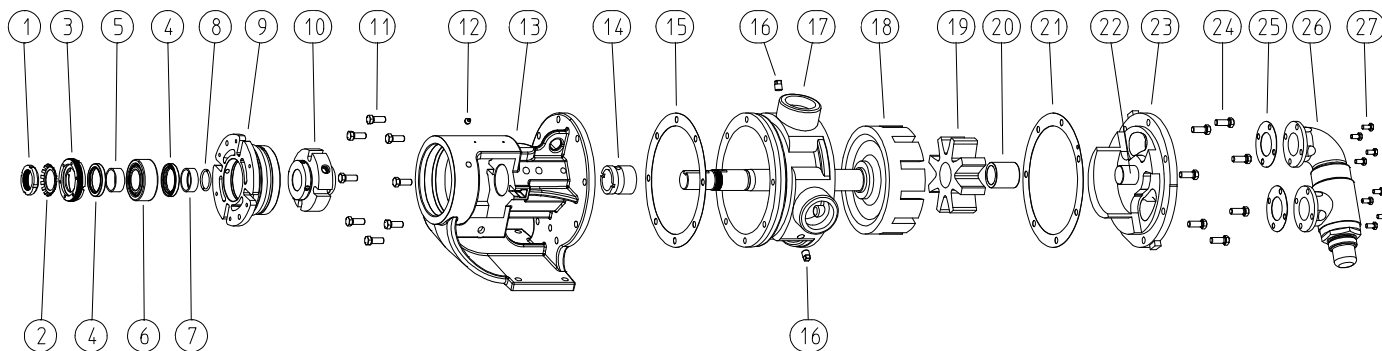
STORAGE: If pump is to be stored, or not used for six months or more, pump must be drained and a light coat of light oil must be applied to all internal pump parts.

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. 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 series 124A, 4124A, 126A, 4126A, 123A, 4123A, 127A, and 4127A 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. Packing hooks, flexible (packed pumps)
4. Mechanical seal installation sleeve.
2-751-002-900 for 1.125 inch seal; H-HL pumps.
2-751-003-900 for 1.4375 inch seal; K-LL pumps.
5. Bearing locknut spanner wrench
(Source: # 471 J.H. Williams & Co. or equal)
6. Spanner wrench, adjustable pin type for use on bearing housing.
(Source: # 482 J.H. Williams & Co. or equal)
7. Brass bar
8. Arbor press

REPAIR: MODEL H, HL, K, KK, L, LQ and LL CARTRIDGE MECHANICAL SEAL PUMPS



ITEM	NAME OF PART	ITEM	NAME OF PART	ITEM	NAME OF PART
1	Locknut	10	Cartridge Seal	19	Idler and Bushing
2	Lockwasher	11	Capscrew for Bracket	20	Idler Bushing
3	End Cap	12	Grease Fitting	21	Head Gasket
4	Lip Seal	13	Bracket and Bushing	22	Idler Pin
5	Bearing Spacer Collar (Outer)	14	Bracket Bushing	23	Head and Idler Pin
6	Ball Bearing	15	Bracket Gasket	24	Capscrew for Head
7	Bearing Spacer Collar (Inner)	16	Pipe Plug	25	Relief Valve Gasket
8	Ring Half Round (Not H, HL)	17	Casing (Tapped or Flanged)	26	Internal Relief Valve
9	Bearing Housing	18	Rotor and Shaft	27	Capscrew for Valve

FIGURE 4
(EXPLODED VIEW PARTS FOR SERIES 4123A, 4124A, 4124AE, 4126A, AND 4127A MODELS)

DANGER

BEFORE OPENING ANY VIKING PUMP LIQUID CHAMBER (PUMPING CHAMBER, RESERVOIR, RELIEF VALVE ADJUSTING CAP FITTING ETC.) BE SURE:

1. THAT ANY PRESSURE IN CHAMBER HAS BEEN COMPLETELY VENTED THROUGH 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.

CARTRIDGE MECHANICAL SEAL REPLACEMENT

MODELS:

H, HL, K, KK, L, LQ, LL4124A AND LL4124AE CAST IRON
H, HL, K, KK, L, LQ, AND LL4126A DUCTILE IRON
H, HL, K, KK, LQ, AND LL4123A STEEL
H, HL, K, KK, LQ, AND LL4127A STAINLESS STEEL

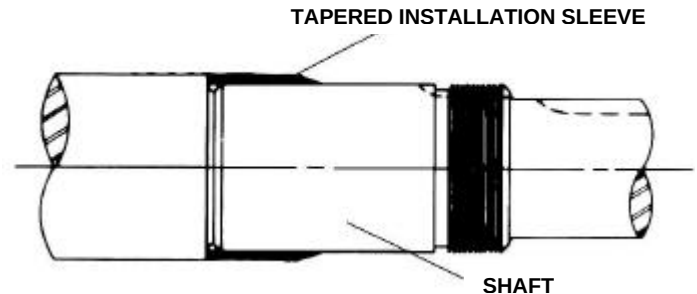
For complete pump disassembly and assembly see pages 5 and 6.

CARTRIDGE MECHANICAL SEAL REMOVAL:

1. Bend up tang of lockwasher and with a spanner wrench, remove locknut and lockwasher from shaft.
2. Loosen two set screws in the face of the bearing housing and remove the bearing housing assembly from the bracket.
3. Remove the pair of half round rings under the inner spacer collar from the shaft. There are no half round rings on the "H" and "HL" size pumps.
4. If flush or barrier fluid tubes are connected to the seal gland, disconnect before removing seal. Loosen the set screws on the cartridge seal collar to free the cartridge seal from the shaft. Remove the two gland capscrews and slide cartridge seal out through bearing housing opening.

CARTRIDGE MECHANICAL SEAL INSTALLATION

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



COAT ROTOR SHAFT, TAPERED INSTALLATION SLEEVE AND INNER DIAMETER OF MECHANICAL SEAL WITH LIGHT OIL BEFORE ASSEMBLY.

FIGURE 5

2. Clean rotor shaft and face of seal chamber.
3. Place tapered installation sleeve on shaft. Coat rotor shaft, tapered installation sleeve, and O-ring in the inside diameter of cartridge seal sleeve with a generous amount of light oil. **Refer to figure 5.**
4. Slide cartridge seal over installation sleeve on shaft until it contacts the seal chamber face. Remove tapered installation sleeve from shaft.
5. Place pair of half round rings in groove on shaft and turn bearing housing assembly into bracket. There are no half round rings on the "H" and "HL" size pumps.
6. Put lockwasher and locknut on shaft. Tighten locknut and bend one tang of lockwasher into slot of locknut.
7. Adjust pump end clearance as in "**Thrust Bearing Adjustment**" page 11.
8. Insert gland capscrews and secure gland to bracket face. **NOTE:** turn shaft several turns while gland is loose to center seal; then tighten gland tight enough to compress gasket. Tighten only enough to contain leakage and not to distort gland.
9. Lock cartridge seal drive collar to shaft and remove or turn centering clips out of the way so as to clear the drive collar.
10. Turn shaft by hand or jog motor to check drive collar for runout.
11. Connect flush line or vent stuffing box seals without flush line until liquid is present on start up.

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

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.

ASSEMBLY OPTIONAL MECHANICAL SEAL

MODELS:

H, HL, K, KK, L, LQ, AND LL4124A CAST IRON

L, LQ AND LL 4124AE CAST IRON

H, HL, K, KK, L, LQ, AND LL4126A DUCTILE IRON

H, HL, K, KK, LQ, AND LL4123A STEEL EXTERNALS

H, HL, K, KK, LQ AND LL4127A STAINLESS STEEL

This seal type can be installed as an alternate to the cartridge mechanical seal. The seal is setscrew driven, is simple to install and good performance will result if care is taken during installation.

For complete pump disassembly and assembly **see pages 6 and 7**. For Step 6., disassembly, remove the appropriate nuts, capscrews, seal holder and seal seat. Remove the pipe plug in the bracket and loosen the setscrews holding the mechanical seal rotary member to the shaft. This must be done before the rotor is removed to avoid damage to the seal and the rotor shaft.

The following steps are for mechanical seal assembly.

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

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

2. Place tapered installation sleeve on the shaft. Coat tapered sleeve and inside of the rotary member with a generous quantity of light oil. Grease is not recommended. Start rotary member on shaft and over tapered sleeve. **Refer to Figure 6.**
3. Move rotary member so setscrews are directly below seal access holes on side of bracket. Tighten all setscrews securely to shaft. Some Teflon® seals are equipped with holding clips which compress the seal springs. Remove holding clips to release springs after seal is installed on shaft.

4. FOR "O-RING" GASKET TYPE MECHANICAL SEAL SEAT: Lubricate outer diameter of O-Ring seal gasket with oil. Flush sealing faces of both rotary member and seal seat with oil and press seal seat in to bore until back, unlapped face, is flush with bore. Install seal holder, capscrews, and nuts and tighten securely. Remove tapered installation sleeve.

FOR "CLAMPED-IN" TYPE MECHANICAL SEAL SEAT: Flush sealing faces of both rotary member and seal seat with oil and install seal seat and seat gasket over end of shaft against machined bracket face. Install other seal gasket, seal holder, capscrews, and nuts and tighten securely. Remove tapered installation sleeve.

5. Connect flush line or vent stuffing box for seals without flush line until liquid is present on start up.

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

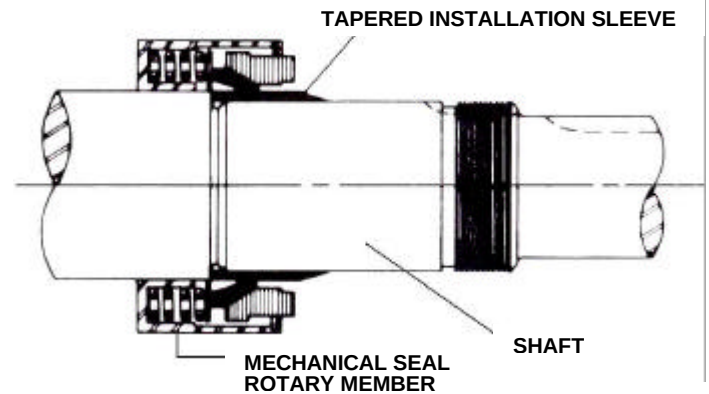
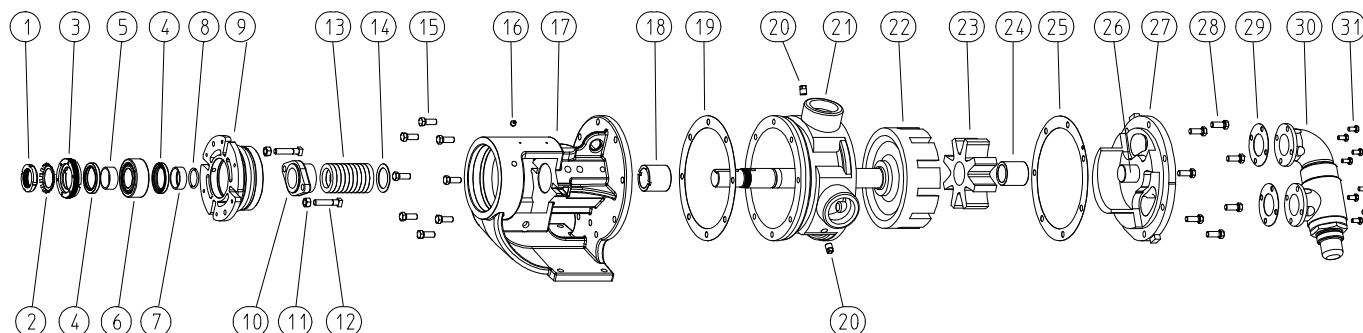


FIGURE 6

REPAIR: MODEL H, HL, K, KK, L, LQ, AND LL

PACKED PUMPS



ITEM	NAME OF PART	ITEM	NAME OF PART	ITEM	NAME OF PART
1	Locknut	12	Packing Gland Capscrew	23	Idler and Bushing
2	Lockwasher	13	Packing	24	Idler Bushing
3	End Cap	14	Packing Retainer Washer	25	Head Gasket
4	Lip Seal	15	Capscrew for Bracket	26	Idler Pin
5	Bearing Spacer Collar (Outer)	16	Grease Fitting	27	Head and Idler Pin
6	Ball Bearing	17	Bracket and Bushing	28	Capscrew for Head
7	Bearing Spacer Collar (Inner)	18	Bracket Bushing	29	Relief Valve Gasket
8	Ring Half Round (Not H, HL)	19	Bracket Gasket	30	Internal Relief Valve
9	Bearing Housing	20	Pipe Plug	31	Capscrew for Valve
10	Packing Gland	21	Casing (Tapped or Flg.)		
11	Packing Gland Nut	22	Rotor and Shaft		

FIGURE 7
(EXPLODED VIEW PARTS FOR SERIES 123A, 126A, 124A AND 127A MODELS)

DISASSEMBLY

DANGER

BEFORE OPENING ANY VIKING PUMP LIQUID CHAMBER (PUMPING CHAMBER, RESERVOIR, RELIEF VALVE ADJUSTING CAP FITTING ETC.) BE SURE:

1. THAT ANY PRESSURE IN CHAMBER HAS BEEN COMPLETELY VENTED THROUGH 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.

1. Mark head and casing before disassembly to insure proper reassembly. The idler pin, which is offset in pump head, must be positioned toward and equal distance between port connections to allow for proper flow of liquid through the pump.

Remove head from pump. Do not allow idler to fall from idler pin. Tilt top of head back when removing to prevent this. Avoid damaging head gasket. If pump is furnished with pressure relief valve, it need not be removed from head or disassembled at this point. **Refer to Pressure Relief Valve Instruction, page 10.**

If pump has jacketed head plate, it will separate from head when it is removed. The gasket between head and jacket head plate must be totally removed. Use new gasket when assembling pump.

2. Remove idler and bushing assembly.
3. Insert length of hardwood or brass through port opening between rotor teeth to keep shaft from turning. Bend up tang of lockwasher and with a spanner wrench, remove locknut and lockwasher from shaft.
4. Loosen two setscrews in the face of the bearing housing and remove the bearing housing assembly from the bracket. **Refer to Figure 8.**
5. Remove pair of half round rings under the inner spacer collar from the shaft. There are no half round rings on the "H" and "HL" size pumps.

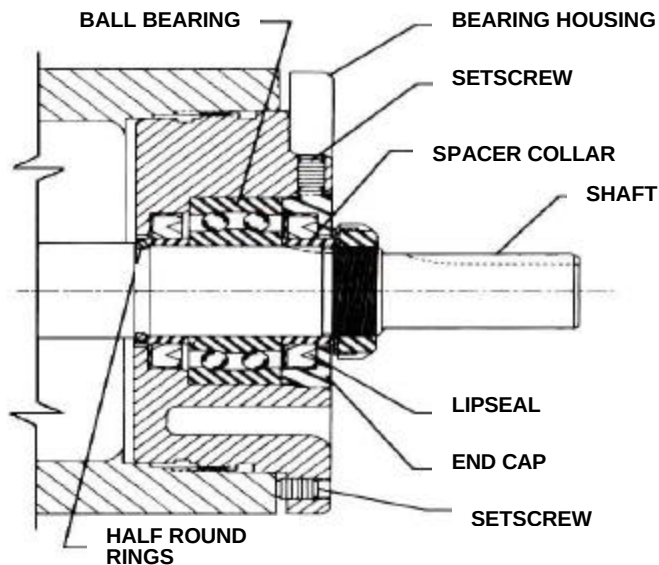


FIGURE 8

6. Remove packing gland capscrews, slide packing gland out of stuffing box, and remove packing.

NOTE: Reference cartridge seal replacement beginning on page 3 when disassembling seal pump.

7. Carefully remove rotor and shaft to avoid damaging bracket bushing.
8. Loosen two radial setscrews in flange of bearing housing and with a spanner wrench remove the outer end cap with closure and outer bearing spacer collar.
9. Remove the double row ball bearing, closure and inner bearing spacer collar from the bearing housing.
10. Clean all parts thoroughly and examine for wear and damage. Check lip seals, ball bearing, bushings, and idler pin and replace if necessary. Check all other parts for nicks, burrs, excessive wear and replace if necessary.

Wash bearings in clean solvent. Blow out bearings with compressed air. Do not allow bearings to spin; turn them slowly by hand. Spinning bearings will damage race and balls. Make sure bearings are clean, then lubricate with light oil and check for roughness. Roughness can be determined by turning outer race by hand.

11. Casing can be checked for wear or damage while mounted on bracket.

ASSEMBLY

1. Install bracket bushing. If bracket bushing has a lubrication groove, install bushing with groove at 6.00 o'clock position in bracket. If carbon graphite, **Refer to Installation of Carbon Graphite Bushings, page 11.**
2. Coat shaft of rotor shaft assembly with light oil. Start end of shaft in bracket bushing turning from right to left, slowly pushing rotor in casing.
3. Coat idler pin with light oil and place idler and bushing on idler pin in head. If replacing with carbon graphite bushing, **Refer to installation of Carbon Graphite Bushings, page 11.**
4. Using a .010 to .015 inch head gasket, install head and idler assembly on pump. Pump head and casing were marked before disassembly to insure proper reassembly. If not, be sure idler pin, which is offset in pump head, is positioned toward the equal distance between port connections to allow for proper flow of liquid through pump. If pump is equipped with jacketed headplate, install at this time along with new gasket.

Tighten head capscrews evenly.

5. When assembling packed pump, use packing suitable for liquid being pumped. Install packing, staggering the joints from one side of shaft to other. Lubricate packing rings with oil, grease, or graphite to aid assembly. Install packing gland, capscrews, and nuts. Make sure gland is installed square and nuts are tightened evenly. Tighten nuts until packing gland is snug against packing.
6. Slide inner spacer collar over shaft with recessed end facing rotor. H and HL size bearing spacer collars are not recessed.

Place pair of half round rings on shaft and slide inner bearing spacer collar over half round rings to lock them in place. There is no pair of half round rings on the H and HL size pumps.

7. Install the lip seal (lip toward end of shaft) in the bearing housing and turn the bearing housing into the bracket.
8. Pack the ball bearing with grease, place on the shaft and push or drive into place in housing.
9. Install the lipseal (with lip toward end of shaft) and bearing spacer collar in the outer end cap and turn the end cap into the bearing housing until tight against the bearing. Lock in place with two set screws in the flange of the bearing housing.
10. Put lockwasher and locknut on shaft. Insert length of hardwood or brass through port opening between rotor teeth to keep shaft from turning. Tighten locknut to 50-70 ft.-lbs. Torque (H, HL) or 100-130 ft. - lbs. Torque (K, KK, L, LQ, LL) . Bend one tang of lockwasher into slot of locknut. If tang does not line up with slot, tighten locknut until it does. Failure to tighten locknut or engage lockwasher tang could result in early bearing failure and cause damage to pump.
Remove length of hardwood or brass from port opening.

11. Adjust pump end clearance as in "Thrust Bearing Adjustment" page 11.

12. Lubricate all grease fittings with multi-purpose grease, NLGI #2.

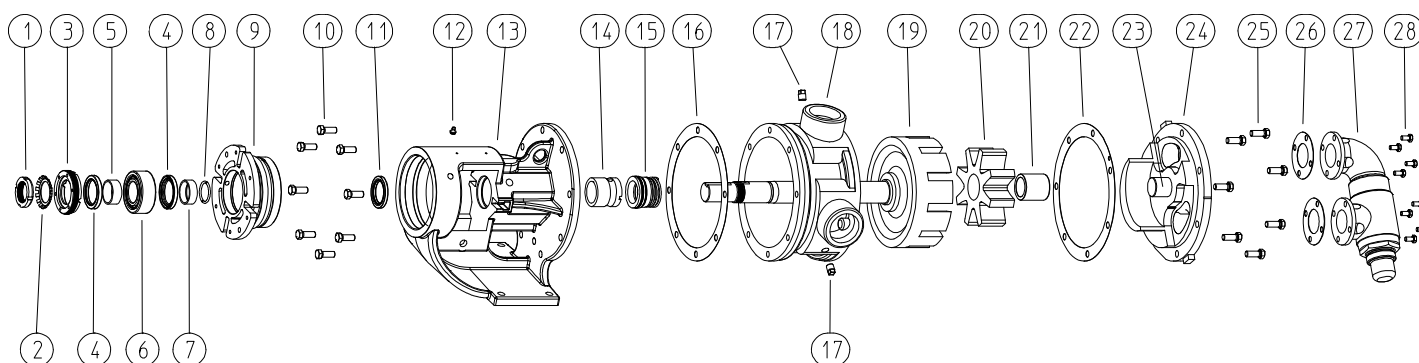
DANGER

BEFORE STARTING PUMP, BE SURE ALL DRIVE EQUIPMENT GUARDS ARE IN PLACE.

FAILURE TO PROPERLY MOUNT GUARDS MAY RESULT IN SERIOUS INJURY OR DEATH.

REPAIR: MODELS H, HL, K, KK, L, LQ, AND LL

BEHIND THE ROTOR COMPONENT MECHANICAL SEAL PUMPS



ITEM	NAME OF PART	ITEM	NAME OF PART	ITEM	NAME OF PART
1	Locknut	11	Lip Seal	21	Idler Bushing
2	Lockwasher	12	Grease Fitting	22	Head Gasket
3	End Cap	13	Bracket and Bushing	23	Idler Pin
4	Lip Seal	14	Bracket Bushing	24	Head and Idler Pin
5	Bearing Spacer Collar (Outer)	15	Mechanical Seal	25	Capscrew for Head
6	Ball Bearing	16	Bracket Gasket	26	Relief Valve Gasket
7	Bearing Spacer Collar (Inner)	17	Pipe Plug	27	Internal Relief Valve
8	Ring Half Round (Not H, HL)	18	Casing (Tapped or Flg.)	28	Capscrew for Relief Valve
9	Bearing Housing	19	Rotor and Shaft		
10	Capscrew for Bracket	20	Idler and Bushing		

FIGURE 9
(EXPLODED VIEW PARTS FOR SERIES 4124B MODELS)

DISASSEMBLY

DANGER

BEFORE OPENING ANY VIKING PUMP LIQUID CHAMBER (PUMPING CHAMBER, RESERVOIR, RELIEF VALVE ADJUSTING CAP FITTING ETC.) BE SURE:

1. THAT ANY PRESSURE IN CHAMBER HAS BEEN COMPLETELY VENTED THROUGH 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.

1. Mark head and casing before disassembly to insure proper reassembly. The idler pin, which is offset in pump head, must be positioned toward and equal distance between port connections to allow for proper flow of liquid through the pump.

Remove head from pump. Do not allow idler to fall from idler pin. Tilt top of head back when removing to prevent this. Avoid damaging head gasket. If pump is furnished with pressure relief valve, it need not be removed from head or disassembled at this point. **Refer to Pressure Relief Valve Instruction, page 12.**

If pump has jacketed head plate, it will separate from head when it is removed. The gasket between head and jacket head plate must be totally removed. Use new gasket when assembling pump.

2. Remove idler and bushing assembly.
3. Insert length of hardwood or brass through port opening between rotor teeth to keep shaft from turning. Bend up tang of lockwasher and with a spanner wrench, remove locknut and lockwasher from shaft.
4. Loosen two setscrews in the face of the bearing housing and remove the bearing housing assembly from the bracket. **Refer to Figure 10.**
5. Remove pair of half round rings under the inner spacer collar from the shaft. There are no half round rings on the "H" and "HL" size pumps.

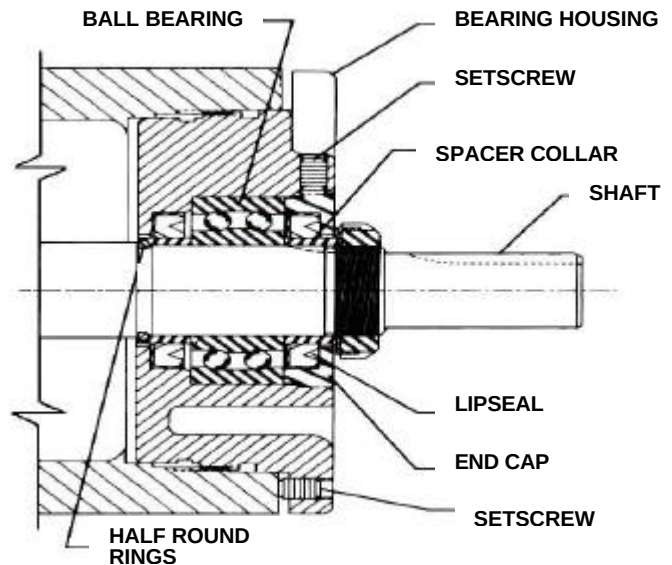


FIGURE 10

6. Carefully remove rotor and shaft to avoid damaging bracket bushing.
 7. Loosen two radial setscrews in flange of bearing housing and with a spanner wrench remove the outer end cap with closure and outer bearing spacer collar.
 8. Remove the double row ball bearing, closure and inner bearing spacer collar from the bearing housing.
 9. Remove the rotary member of the mechanical seal from the rotor shaft. Remove the seal seat from the bracket.
 10. Clean all parts thoroughly and examine for wear and damage. Check lip seals, ball bearing, bushings, and idler pin and replace if necessary. Check all other parts for nicks, burrs, excessive wear and replace if necessary.
- Wash bearings in clean solvent. Blow out bearings with compressed air. Do not allow bearings to spin; turn them slowly by hand. Spinning bearings will damage race and balls. Make sure bearings are clean, then lubricate with light oil and check for roughness. Roughness can be determined by turning outer race by hand.
10. Casing can be checked for wear or damage while mounted on bracket.

ASSEMBLY

1. Install bracket bushing. If bracket bushing has a lubrication groove, install bushing with groove at 6.00 o'clock position in bracket. If carbon graphite, **Refer to Installation of Carbon Graphite Bushings, page 11.** Make sure slots in the face of the bushing are towards rotor end of the bracket.

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

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

3. Place tapered installation sleeve on the shaft. Coat tapered sleeve and inside of the rotary member with a generous quantity of light oil. Grease is not recommended. Start rotary member on shaft and over tapered sleeve. **Refer to Figure 11.**

4. Move rotary member all the way on the rotor shaft until it is against the rotor hub. If the seal uses setscrews to secure the seal to the shaft, tighten the set screws once the seal is in place. Some Teflon® seals are equipped with holding clips which compress the seal springs. Remove holding clips to release springs after seal is installed on shaft.

5. Lubricate outer diameter of seal seat gasket with oil. Press seal seat into bore until back, unlapped face bottoms in bore. Make sure the seat anti-rotation pins are aligned with slots in the bracket bushing.

6. Coat rotor shaft and face of mechanical seal with light oil. Start end of shaft in bracket bushing turning from right to left, slowly pushing rotor in casing.

7. Coat idler pin with light oil and place idler and bushing on idler pin in head. If replacing with carbon graphite bushing, **Refer to installation of Carbon Graphite Bushings, page 11.**

8. Using a .010 to .015 inch head gasket, install head and idler assembly on pump. Pump head and casing were marked before disassembly to insure proper reassembly. If not, be sure idler pin, which is offset in pump head, is positioned toward the equal distance between port connections to allow for proper flow of liquid through pump. If pump is equipped with jacketed headplate, install at this time along with new gasket.

9. Tighten head capscrews evenly.

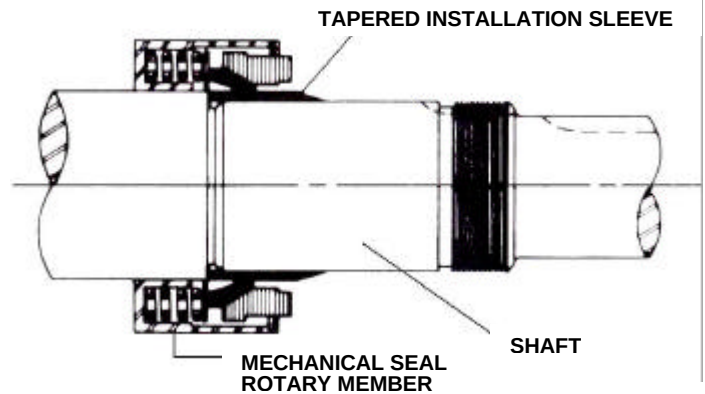


FIGURE 11

10. Slide inner spacer collar over shaft with recessed end facing rotor. H and HL size bearing spacer collars are not recessed.

Place pair of half round rings on shaft and slide inner bearing spacer collar over half round rings to lock them in place. There is no pair of half round rings on the H and HL size pumps.

11. Install the lip seal (lip toward end of shaft) in the bearing housing and turn the bearing housing into the bracket.
12. Pack the ball bearing with grease, place on the shaft and push or drive into place in housing.
13. Install the lipseal (with lip toward end of shaft) and bearing spacer collar in the outer end cap and turn the end cap into the bearing housing until tight against the bearing. Lock in place with two set screws in the flange of the bearing housing.
14. Put lockwasher and locknut on shaft. Insert length of hardwood or brass through port opening between rotor teeth to keep shaft from turning. Tighten locknut to 50-70 ft.-lbs. Torque (H, HL) or 100-130 ft.-lbs. Torque (K, KK, L, LQ, LL). Bend one tang of lockwasher into slot of locknut. If tang does not line up with slot, tighten locknut until it does. Failure to tighten locknut or engage lockwasher tang could result in early bearing failure and cause damage to pump.

Remove length of hardwood or brass from port opening.

THRUST BEARING ADJUSTMENT SIZE H, HL, K, KK, L, LQ, LL PUMPS

1. Loosen the two set screws in the outer face of the bearing housing and turn this thrust bearing assembly clockwise until it can no longer be turned by hand. Back off counter-clockwise until the rotor shaft can be turned by hand with a slight noticeable drag.
2. For standard end clearance, back off the thrust bearing assembly the required length measured on the outside diameter of the bearing housing. **See Table 1.**
3. Tighten the two self-locking type "Allen" set screws, in the outboard face of the bearing housing, with equal force against the bracket. Your pump is now set with standard end clearances and locked.

NOTE: Be sure the shaft can rotate freely. If not, back off additional length on outside diameter and check again.

4. High viscosity liquids required additional end clearances. The amount of extra end clearance depends on the viscosity of the liquid pumped. For specific recommendations, consult the factory. Each additional ¼" turn on the outside diameter of the bearing housing is equivalent to an extra end clearance of .001".

PUMP SIZE	MODEL	STANDARD END CLEARANCE (Inch)	TURN BRG. HOUSING C.C.W. LENGTH ON O.D. (Inch)	ADDITIONAL LENGTH ON O.D. BRG. HOUSING FOR .001" END CL. (Inch)
H HL	124A 4124A 4124B 126A 4126A 123A 4123A	0.003	.75	.22
	127A 4127A			
K, KK L, LQ LL	124A 4124A 124AE 4124AE 4124B 126A 4126A 123A 4123A	0.005	1.25	.25
	127A 4127A			
	127A 4127A	0.008	2	

TABLE 1

INSTALLATION OF CARBON GRAPHITE BUSHINGS

When installing 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 for 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 factory with specific questions on high temperature applications. **Refer to Engineering Service Bulletin ESB-3.**

PRESSURE RELIEF VALVE INSTRUCTIONS

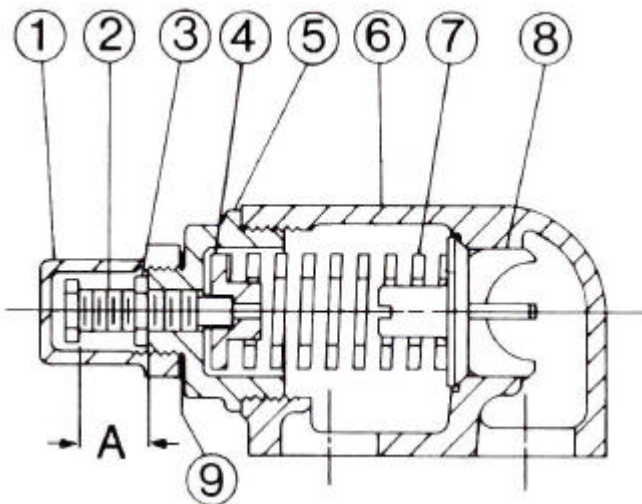


FIGURE 12
SIZE H AND HL

LIST OF PARTS

- | | |
|--------------------|-----------------|
| 1. Valve Cap | 6. Valve Body |
| 2. Adjusting Screw | 7. Valve Spring |
| 3. Lock Nut | 8. Poppet |
| 4. Spring Guide | 9. Cap Gasket |
| 5. Bonnet | |

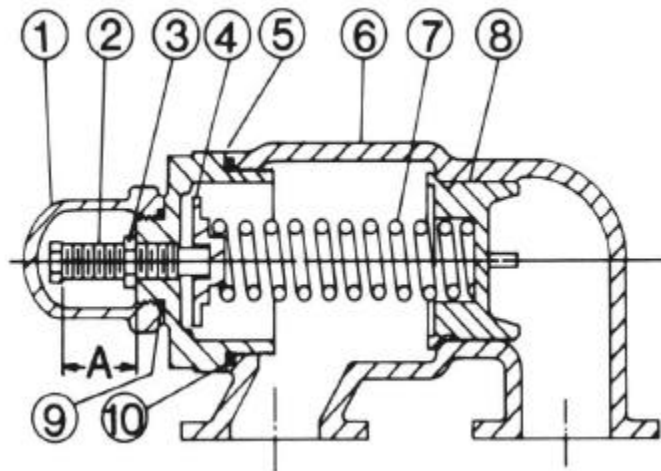


FIGURE 13
SIZE K, K, L, LQ AND LL

LIST OF PARTS

- | | |
|--------------------|-------------------|
| 1. Valve Cap | 6. Valve Body |
| 2. Adjusting Screw | 7. Valve Spring |
| 3. Lock Nut | 8. Poppet |
| 4. Spring Guide | 9. Cap Gasket |
| 5. Bonnet | 10. Bonnet Gasket |

DISASSEMBLY

DANGER

BEFORE OPENING ANY VIKING PUMP LIQUID CHAMBER (PUMPING CHAMBER, RESERVOIR, RELIEF VALVE ADJUSTING CAP FITTING ETC.) BE SURE:

1. THAT ANY PRESSURE IN CHAMBER HAS BEEN COMPLETELY VENTED THROUGH 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.

Mark valve and head before disassembly to insure proper reassembly.

1. Remove valve cap.
2. Measure and record length of extension of adjusting screw. **Refer to "A" on Figure 12 and Figure 13.**
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.



TECHNICAL SERVICE MANUAL

UNIVERSAL SEAL HEAVY DUTY PUMPS
SERIES 124A, 4124A, 124AE, 4124AE AND 4124B CAST IRON
SERIES 126A AND 4126A DUCTILE IRON
SERIES 123A AND 4123A STEEL
SERIES 127A AND 4127A STAINLESS STEEL
SIZES H, HL, K, KK, L, LQ, LL

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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.

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.

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 in to increase pressure and out to decrease pressure.
4. With discharge line closed at point beyond pressure gauge, gauge will show maximum pressure valve will allow while pump is in operation.

IMPORTANT

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.



Warranty

Viking warrants all products manufactured by it to be free from defects in workmanship or material for a period of one (1) year from date of startup, provided that in no event shall this warranty extend more than eighteen (18) months from the date of shipment from Viking. The warranty period for Universal Seal series pumps ONLY, shipped after July 1, 2001 (Universal Seal models listed below is three (3) years from date of startup, provide that in no event shall this warranty extend more than forty-two (42) months from the date of shipment from Viking.

If, during said warranty period, any products sold by Viking prove to be defective in workmanship or material under normal use and service, and if such products are returned to Viking's factory at Cedar Falls, Iowa, transportation charges prepaid, and if the products are found by Viking to be defective in workmanship or material, they will be replaced or repaired free of charge, F.O.B. Cedar Falls, Iowa.

Viking assumes no liability for consequential damages of any kind and the purchaser by acceptance of delivery assumes all liability for the consequences of the use or misuse of Viking products by the purchaser, his employees or others. Viking will assume no field expense for service or parts unless authorized by it in advance.

Equipment and accessories purchased by Viking from outside sources which are incorporated into any Viking product are warranted only to the extent of and by the original manufacturer's warranty or guarantee, if any.

THIS IS VIKING'S SOLE WARRANTY AND IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, WHICH ARE HEREBY EXCLUDED, INCLUDING IN PARTICULAR ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. No officer or employee of IDEX Corporation or Viking Pump, Inc. is authorized to alter this warranty.

Universal Seal Pump Models: Sizes H, HL, K, KK, L, LQ, LL, LS, Q, QS, N and R in Series 124A, 4124A, 4124AE, 4124B, 224A, 4224A, 4224AE, 4224B, 324A, 4324A, 126A, 4126A, 226A, 4226A, 123A, 4123A, 223A, 4223A, 323A, 4323A, 127A, 4127A, 227A, 4227A, 327A and 4327A.



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