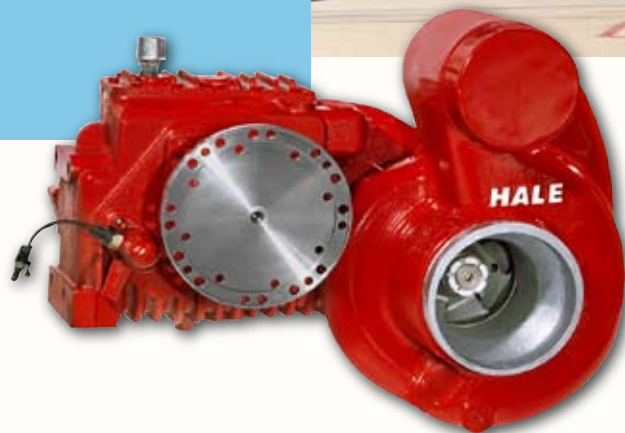




## 6DG Self Priming Centrifugal Pump

High performance split shaft pump for fuel and de-mineralized water. Pump includes split shaft integral gearbox transmission, air to oil cooler, and integral oil pump. Suitable for a variety of tanker applications for water and aircraft fuel service in heavy duty environments with air to oil gearbox cooling.



### Performance

- Compatible with low volatility fuel and demineralized water
- Flows in excess of 1000 US GPM (3785 LPM)
- Pressures in excess of 150 PSI (10 BAR)

### Connections

6 Inch Victaulic Intake  
4 Inch Victaulic Discharge

### Pump Construction

Aluminum alloy pump body and head  
Hard anodized dynamically balanced aluminum impeller  
Renewable cadmium plated bronze clearance rings  
Silicon carbide and sintered carbon self adjusting mechanical pump shaft seal  
Full flow, high efficiency volute and impeller

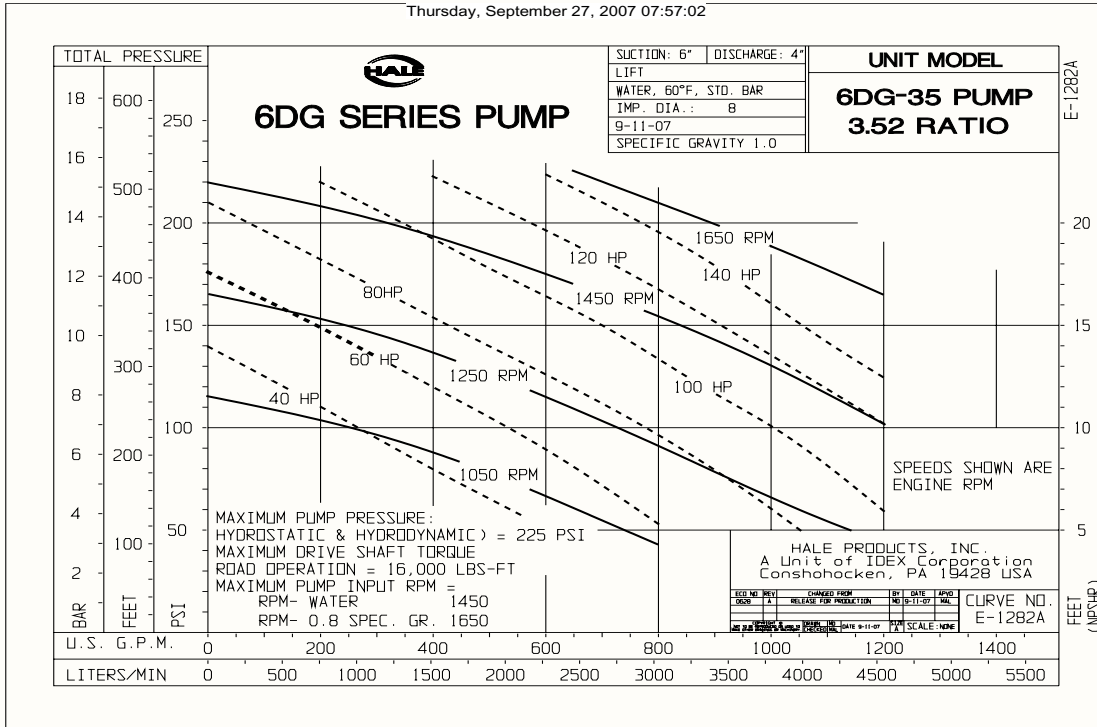
### Heavy Duty MG-Series Gearbox

- Air powered shift and shift valve supplied as standard equipment.
- 16000 pound feet maximum thru torque in the horizontal cast iron alloy gearcase.
- Precision ground heat treated spur gears for zero thrust
- Heavy duty tapered pump shaft bearings
- 3.52 speed up gear ratio for lower engine speeds
- Oil pump directly driven from pump shaft
- Combination drive flanges 1600/1700/1800 for easy driveline installation
- Aluminum finned air to oil cooler mounts in front of engine radiator for heavy duty cooling in extreme environments
- Vertically split pump case with 1/4 NPT drain port. Pump casing has recirculation port to allow self priming when pump case is filled with fluid and properly plumbed to allow self priming.
- Mechanical Tachometer drive cable connection included as standard equipment.

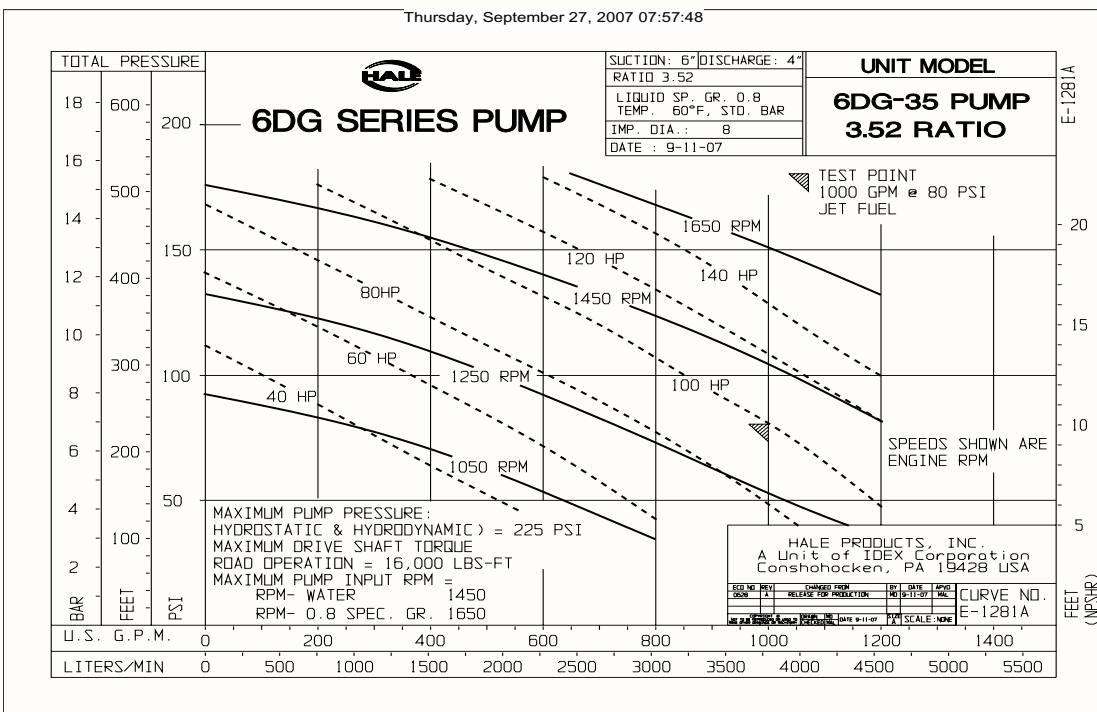
**High Flow Technology Leader**

# 6DG Self Priming Centrifugal Pump

6DG Water Curve



6DG Fuel Curve



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Class 1®

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