

# 80FC-M

## Pump End



Check valve and suction flange optional

**Close Coupled Pump** — Pump bolted direct to engine housing eliminating flexible couplings and assuring exact alignment.

**Efficiency** — Close tolerance machining of impeller and wear rings assures highest efficiency.

**Suction** — 8" NPT Flange

**Discharge** — 6" flange/6" NPT check valve

**Pump Shaft** — Heat treated stainless steel for corrosion resistance and high strength.

**Impeller** — Bronze enclosed type for maximum efficiency. Bronze impellers have higher strength and will not rust or seize to other parts.

**Clearance Rings** — Two easily renewable bronze clearings rings for hydraulic balance, long life, and lower maintenance.

**Seal** — Balanced mechanical seal with specially designed seal seat for maximum resistance to thermal shock, sand, and mud.

### PUMP END MODELS

Two heavy-duty ball bearings and pilot bearing, grease lubricated.

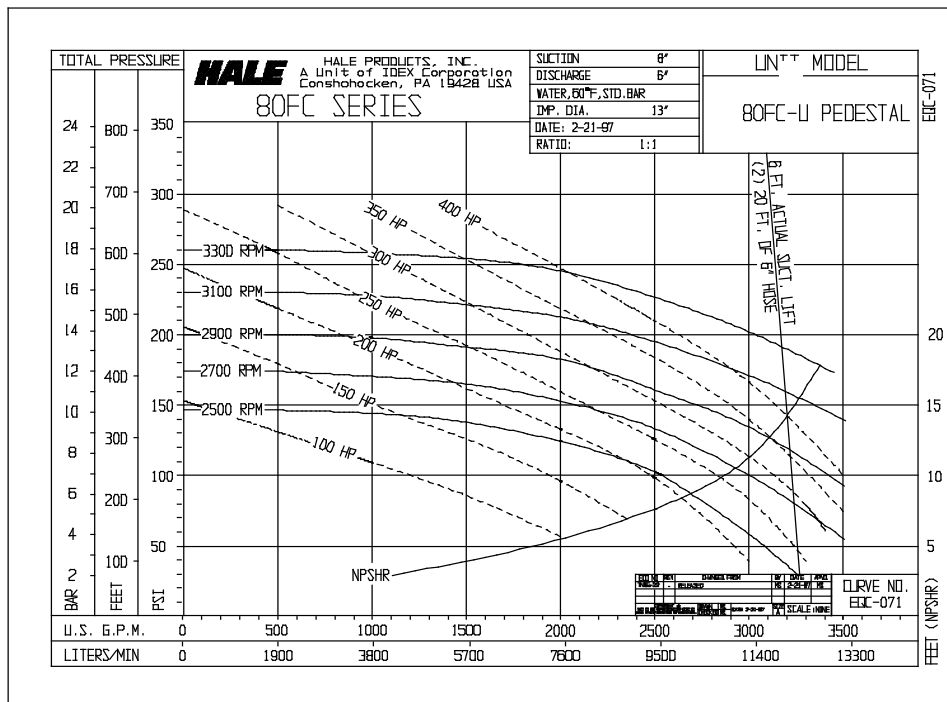
Large diameter stainless steel pump/drive shaft, splined to adapt to drive disc and end machined to fit pilot bearing.

Dampener type drive disc and pilot bearing included with pump end models. Disc is designed to prevent engine torsional vibration from being transmitted to pump.



Standard centrifugal pump with universal mounting bracket designed to bolt directly to either SAE #3 or #4 engine flywheel housing. Complete with drive disc and pilot bearing. Disc drive available for gasoline and diesel engines.

# PUMP ENDS



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