



8FKF and 8FKR High Volume Pump 1500 - 3000 NFPA 1901 Rating

The closer you look, the more you will appreciate our quality and design. Because we build our pumps with nothing but the finest materials and components, assembled as only the most experienced craftsmen know how.

- Maintenance-free mechanical seal eliminates pump packing adjustments and maintenance
- Very compact design requires less space in your truck
- High quality fine grain bronze impeller
- Available with Split Shaft or PTO gearbox

Features and Benefits

Performance

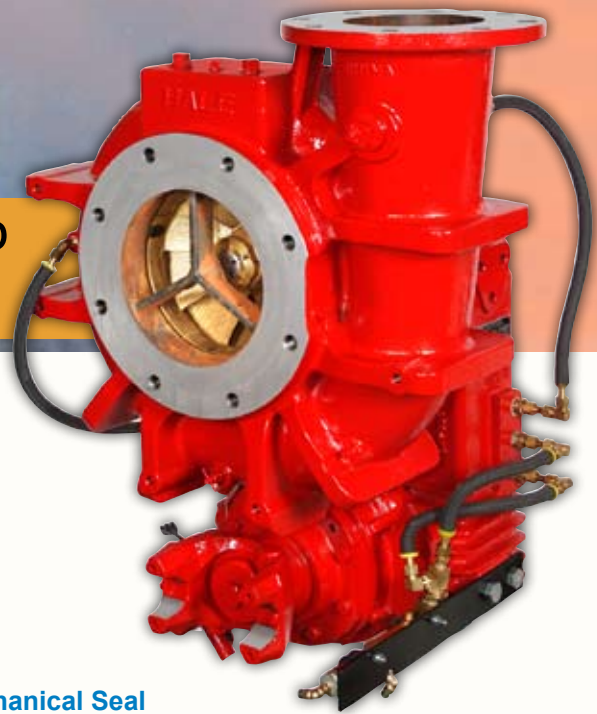
- 3000 GPM NFPA rating (11,355 LPM) - the largest rating in the industry
- Designed specifically for high volume fire fighting applications
- Designed for fire trucks

Cast Iron One-Piece Pump Volute

- Compact design requires less space in truck
- ASA flange connections for discharge and suction
- Volute position to front (for industrial ratings) or rear (for fire ratings)

Split Shaft Gearbox

- Truck mountable
- No separate engine is required resulting in cost savings
- Reliable Air Shift for pump to road gear changes



Mechanical Seal

Self-adjusting, self-lubricated maintenance-free mechanical seal

Gear Drive

- Hale "K" Gearbox - 18,500 Lb. FT of drive torque is ideal for high powered engines
- Highest horsepower rating — rated for up to 550 HP engines.
- Utilizes all available horsepower
- Flexible gear ratio combinations to match various engines
- Dependable
- Water cooled with pump water via triple cooling tubes
- High contact ratio gearing transfers more power with less noise
- Low maintenance

Bronze Impeller with Replaceable Bronze Clearance Rings

High quality fine grain mixed flow bronze impeller, hand ground and individually balanced with front and rear replaceable bronze clearance rings.

Serving Side-By-Side

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Pump

Pump Type

Single cutwater end suction centrifugal pump mounted on a gearbox.

Pump Body and Head

Fine grain alloy cast iron standard with bronze alloy available upon request. Ruggedly constructed and accurately machined. Hydrostatically tested to 500 psi to ensure safe high pressure operation. Carefully engineered smooth waterways for maximum pumping efficiency.

Impeller

Fully enclosed, high strength bronze impeller fully machined and hand balanced. Smooth internal waterways and mixed flow impeller vanes for highest efficiency and lift capacity. Balanced for reduced bearing loads.

Clearance Rings

Two renewable bronze clearance rings, one front, and one rear of impeller for higher efficiency.

Pump Shaft

Heat treated stainless steel for corrosion resistance and high strength. Pump shaft supported by high capacity roller bearings for maximum life and minimum wear.

Suction

8 x 13 ASA flange connection provided as standard.

Discharge

6 x 9 ASA flange connection provided as standard.

Pump Seal

Balanced mechanical seal with special design silicon carbide and carbon pump shaft seal seats for maximum resistance to thermal shock, sand and mud. Self lubricating and self adjusting mechanical seal for long life.

Gearbox

Shall be designed and tested at the pump manufacturer's factory. (No exceptions). Pump Gearbox shall be of sufficient size to withstand up to 18,500 Lb. FT of drive torque of the engine in both road and pump operating conditions. The gearbox shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature. Gearbox shall be close coupled to the pump. (No exceptions)

Gearbox Drive Shafts

Shall be of heat treated chrome nickel steel and at least 2-3/4 inches in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine in both road and pump operating conditions.

All Drive and Pump Gears

Shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated crown-shaved and hardened, to give an extremely accurate gear for long life, smooth, quiet running and higher load carrying capability. An accurately cut high contact ratio helical design shall be provided. (No exceptions).

Pump Ratio

Shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.



Class 1

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