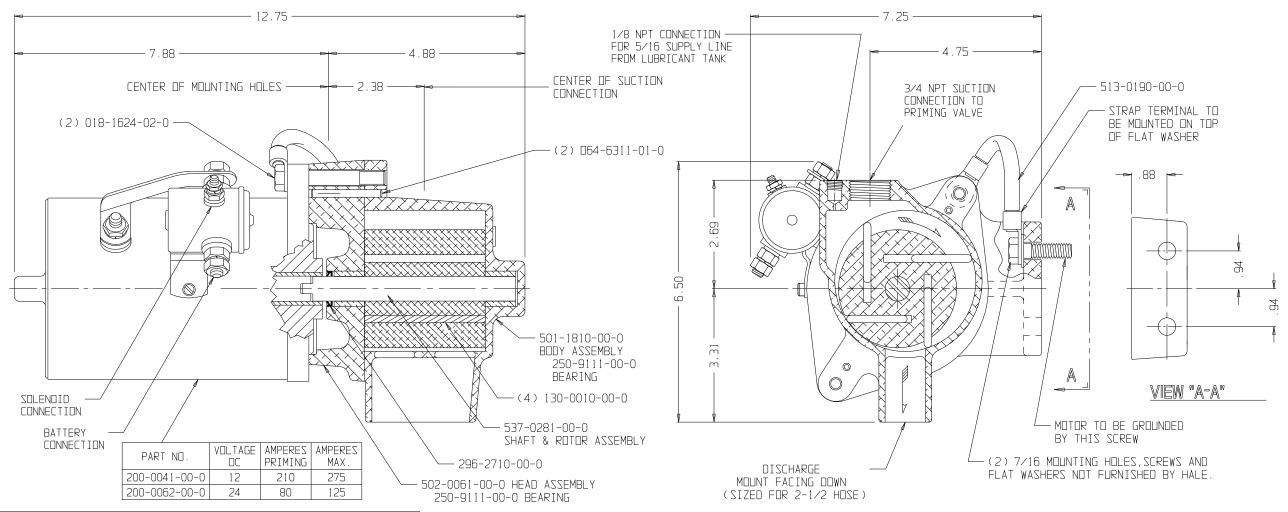
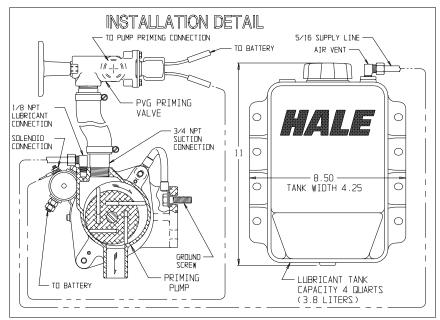
## HALE TYPE SMP-12 PRIMING PUMP





## NOTES:

- 1) MOTOR ROTATION IS THE SAME FOR BOTH NEGATIVE AND POSITIVE GROUND SYSTEMS.
- 2) WEIGHT OF PRIMING PUMP AND MOTOR IS 27 LBS. (12.2Kg). 3) THEORETICAL DISPLACEMENT IS .066 GAL. (.25 LITERS) PER REVOLUTION OR 50,000 CU. IN. (819,350 CU. CM) AIR PER MINUTE.
- 4) VACUUM CAPABILITY: 26 IN. Hg (660 MM Hg).
- 5) SEE PLATE NO. 480F FOR HALE PVG PRIMING VALVE DETAILS.
- 6) LUBRICANT TANK PART NO. 108-0012-00-0 IS FURNISHED WITH PRIMING PUMP. CAPACITY: 4 U.S. QUARTS (3.8 LITERS). DIMENSIONS: APPROXIMATELY 11 HIGH x 8-1/2 WIDE x 4-1/4 DEEP. USE ONLY HALE APPROVED LUBRICANT(S).
- 7) DO NOT USE WATER ONLY IN FREEZING CLIMATES
- 8) THE PROPYLENE GLYCOL MUST BE THE TYPE THAT INCLUDES CORROSION INHIBITORS AN EXAMPLE WOULD BE THE ANTIFREEZE RECOMMENDED FOR AUTOMOTIVE COOLING SYSTEMS.

## HALE APPROVED LUBRICANT(S)

- 1) PROPYLENE GLYCOL AND WATER MIXTURE (SEE NOTE 8)
- 2) WATER (SEE NOTE 7)

## INSTRUCTIONS:

- 1) DO NOT OPERATE PRIMING PUMP WITHOUT LUBRICANT IN TANK
- 2) USE A MINIMUM OF 1/2 TUBING FOR BOOSTER PUMPS.
- 3) USE A MINIMUM OF 3/4 PIPE FOR MIDSHIP PUMPS. 4) CONNECT TO HIGHEST POINT ON DISCHARGE OF
- PLMP IF PRIMING WHILE PLMP IS STATIONARY 5) CONNECT TO HIGHEST POINT ON THE SUCTION
- NEAR THE IMPELLER EYE IF PRIMING WHEN PUMP IS RUNNING.
- 6) A SHUT-OFF VALVE, SUCH AS HALE PVG PRIMING VALVE, MUST BE LOCATED IN THE PRIMING LINE BETWEEN THE PRIMING PUMP AND THE MAIN PUMP
- 7) THE PRIMING PUMP MUST BE MOUNTED SO THAT THE MOTOR SHAFT IS IN A HORIZONTAL PLANE WITH THE PRIMING PUMP DISCHARGE FACING DOWN.
- 8) DURING THE PRIMING OPERATION (EVACUATING AIR), DO NOT RUN THE MOTOR FOR MORE THAN 90 SECONDS.

CHANGED FROM BY DATE APVD 95-34 A ADDED REVISION BLOCK AJD 5-18-95 RDT 96-40 B INSTRUCTION NO. 8 ADDED AJD 3-1-96 MAL

HALE PRODUCTS, INC. A Unit of IDEX Corporation Conshohocken, PA 19428 USA

COPYRIGHT © DRAWN ROT TO BE REPRODUCED OR USED TO DATE: 2-19-95 STZE
MAKE DTHER DRAWINGS OR MACHINERY. CHECKED ROT DATE: 2-19-95 35 X 25 SCALE: FULL

LATE NO. 492EB