Precision Shop Acceptance Inspection Impco 300 Thick Stock Pump SAP# 1115851, PO# 4206250 Eq. # 7538, S.N. 2612R

This unit was rebuilt by Schur and Company. We found the following measurements:

- 1. Input shaft- .0015 runout; .002" deflection; .0005" axial play; diameter is 4.000" at the end, and 4.002" in eight inches. Keyway is 1".
- 2. Runout at sleeves- input end drive, .001"; input end driven, .0015"; gear end drive, .0005"; gear end driven, .0005" (maximum allowable runout is .003".
- 3. Suction side rotor clearances- Drive, coupling side, .016"; gear, .022"; driven, coupling side, .015"; gear, .023"
- 4. Discharge side rotor clearances- drive, coupling side, .023"; gear, .017"; driven, coupling side, .022"; gear, .017"

The measurements did not change with rotation, so the case is slightly out of square- should not be an issue. Standard range is .010" to .020"

There was paint overspray on all four sleeves, which we cleaned off with solvent. The gear end gland toggle bolt had been hit by a truck fork and bent. Took it off and repaired it, then packed unit with ML2240.

The gland water ports on the coupling side are 3/4" NPT, all the way to the stuffing box bore, which leaves the first ring of packing unsupported for about an inch. We'll have to watch this for squeeze-out. The gear side ports are 3/8" NPT.

The bolts in both covers and the main case are a hodge-podge of Gr2, 5, 8, 304 & 316 ss. We don't have torque specs, and the old manuals don't speak to the issue.

We had to turn the gear end cover 180° to put the sight glass at the proper level for horizontal operation. We called Schur, who said the orientation of the cover doesn't matter, unless the pump has a back-stop clutch. They said not to re-pin it. We reassembled with new bolts.

It is not practical to store this unit in run position, so we moved the sight glasses and installed plugs in the drain and breather ports, and added a pint of Vaprotect oil in each end. We also greased the four inboard seals and coupling shaft seal.

Brian Abbott

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