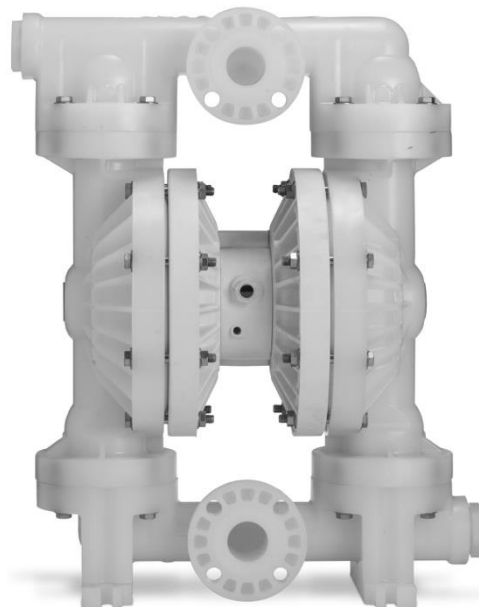


EOM

ENGINEERING OPERATION
& MAINTENANCE

P800 Bolted Plastic Pump



Where Innovation Flows

WILDEN®

WIL-11251-E-02

Contents

Section 1: Precautions - Read First!	4
Section 2: Wilden Pump Designation System	5
Section 3: How It Works—Pump & Air Distribution System	6
Section 4: Dimensional Drawings	7
P800 Polypropylene Center-Ported.....	7
P800 PVDF Center-Ported.....	7
P800 Polypropylene Side-Ported.....	8
P800 PVDF Side-Ported.....	8
Section 5: Performance	9
P800 Plastic Rubber-Fitted.....	9
P800 Plastic TPE-Fitted.....	9
P800 Plastic Reduced-Stroke PTFE-Fitted.....	10
P800 Plastic Full-Stroke PTFE-Fitted.....	10
P800 Plastic Ultra-Flex™-Fitted.....	11
Suction-Lift Curves.....	12
Section 6: Suggested Installation, Operation, Maintenance and Troubleshooting	13
Section 7: Disassembly / Reassembly	16
Pump Disassembly.....	16
Air Valve / Center Section Disassembly.....	19
Reassembly Hints & Tips.....	21
Section 8: Exploded View and Parts List	22
P800 Plastic Full-Stroke Diaphragm-Fitted.....	22
P800 Plastic Reduced-Stroke Diaphragm-Fitted.....	23
Section 9: Elastomer Options	25

Copyright

Copyright 2018 PSG[®], a Dover Company. All rights reserved.

PSG reserves the right to modify the information and illustrations in this document without prior notice. The product described in this document is furnished under a license agreement or nondisclosure agreement. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or any means electronic or mechanical, including photocopying and recording, without the written permission of PSG, a Dover Company, except as described by the terms of those agreements.

This is a non-contractual document. 01-2019.

Trademarks

PSG and the PSG logo are registered trademarks of PSG. Wilden[®] is a registered trademark of PSG California LLC. Pro-Flo[®] SHIFT and Pro-Flo[®] are registered trademarks of PSG California LLC. Wil-Flex[®] is a trademark of PSG California LLC. Saniflex[™] is a trademark of PSG California LLC.

All trademarks, names, logos and service marks (collectively "trademarks") in this document are registered and unregistered trademarks of their respective owners. Nothing contained in this document should be construed as granting any license or right to use any trademark without the prior written permission of the trademark owner.

Warranty

Each and every product manufactured by Wilden is built to meet the highest standards of quality. Every pump is functionally tested to insure integrity of operation. Wilden warrants that pumps, accessories and parts manufactured or supplied by it to be free from defects in material and workmanship for a period of five (5) years from date of installation or six (6) years from date of manufacture, whichever comes first.


For more information, and to register your Wilden pump for warranty, please visit <https://www.psgdover.com/wilden/support/warranty-registration>.


Certifications



Section 1

Precautions - Read First!

 **CAUTION:** Do not apply compressed air to the exhaust port — pump will not function.


 **CAUTION:** Do not over-lubricate air supply — excess lubrication will reduce pump performance. Pump is pre-lubed.


 **TEMPERATURE LIMITS*:**


Acetal	-29°C to 82°C	-20°F to 180°F
Buna-N	-12°C to 82°C	10°F to 180°F
Geolast®	-40°C to 82°C	-40°F to 180°F
Neoprene	-18°C to 93°C	0°F to 200°F
Nordel® EPDM	-51°C to 138°C	-60°F to 280°F
Nylon	-18°C to 93°C	0°F to 200°F
PFA	-7°C to 107°C	45°F to 225°F
Polypropylene	0°C to 79°C	32°F to 175°F
Polyurethane	-12°C to 66°C	10°F to 150°F
PVDF	-12°C to 107°C	10°F to 225°F
Saniflex™	-29°C to 104°C	-20°F to 220°F
SIPD PTFE with EPDM-backed	4°C to 137°C	40°F to 280°F
SIPD PTFE with Neoprene-backed	4°C to 93°C	40°F to 200°F
PTFE 1	4°C to 104°C	40°F to 220°F
FKM	-40°C to 177°C	-40°F to 350°F
Wil-Flex™	-40°C to 107°C	-40°F to 225°F


*14°C to 149°C (40°F to 300°F) - 13 mm (1/2") and 25 mm (1") models only..


NOTE Not all materials are available for all models. Refer to Section 2 for material options for your pump.


 **CAUTION:** When choosing pump materials, be sure to check the temperature limits for all wetted components. Example: FKM has a maximum limit of 177°C (350°F) but polypropylene has a maximum limit of only 79°C (175°F).


 **CAUTION:** Maximum temperature limits are based upon mechanical stress only. Certain chemicals will significantly reduce maximum safe operating temperatures. Consult Chemical Resistance Guide for chemical compatibility and temperature limits.


 **WARNING :** Prevent static sparking— If static sparking occurs, fire or explosion could result. Pump, valves, and containers must be grounded to a proper grounding point when handling flammable fluids and whenever discharge of static electricity is a hazard.


 **CAUTION:** Do not exceed 8.6 bar (125 psig) air supply pressure.


 **CAUTION:** The process fluid and cleaning fluids must be chemically compatible with all wetted pump components. Consult Chemical Resistance Guide.


 **CAUTION:** Always wear safety glasses when operating pump. If diaphragm rupture occurs, material being pumped may be forced out air exhaust.

 **CAUTION:** Before any maintenance or repair is attempted, the compressed air line to the pump should be disconnected and all air pressure allowed to bleed from pump. Disconnect all intake, discharge and air lines. Drain the pump by turning it upside down and allowing any fluid to flow into a suitable container.


 **CAUTION :** Blow out air line for 10 to 20 seconds before attaching to pump to make sure all pipeline debris is clear. Use an in-line air filter. A 5µ (micron) air filter is recommended.

 **CAUTION:** If the pipe plug in the inlet or discharge manifold on the 51 mm (2") bolted plastic center-ported model is removed, a triple density (red) PTFE pipe tape is recommended to ensure adequate sealing

 **NOTE:** When installing PTFE diaphragms, it is important to tighten outer pistons simultaneously (turning in opposite directions) to ensure tight fit. (See torque specifications in Section 7.).

 **NOTE:** Before starting disassembly, mark a line from each liquid chamber to its corresponding air chamber. This line will assist in proper alignment during reassembly.

 **CAUTION:** Pro-Flo® pumps cannot be used in submersible applications.

 **CAUTION :** Tighten all hardware prior to installation.

Section 2

WILDEN PUMP DESIGNATION SYSTEM

P800 PLASTIC

**51 mm (2") Pump
Maximum Flow Rate:
624 lpm (165 gpm)**

LEGEND

P800 / X X X X X /XXX/ XX / X XX / XXXX

MODEL

O-RINGS

VALVE SEAT

VALVE BALLS

SPECIALTY CODE

(if applicable)

DIAPHRAGMS

AIR VALVE

CENTER BLOCK

AIR CHAMBERS

OUTER PISTON

WETTED PATHS

MATERIAL CODES

MODEL

P800 = PRO-FLO®

WETTED PATH

K = PVDF

P = POLYPROPYLENE

OUTER PISTON

K = PVDF

P = POLYPROPYLENE

Z = NO OUTER PISTON

AIR CHAMBERS

P = POLYPROPYLENE

CENTER BLOCK

P = POLYPROPYLENE

AIR VALVE

P = POLYPROPYLENE

DIAPHRAGMS

BNS = BUNA-N (Red Dot)

BNU = BUNA-N, ULTRA-FLEX™

EPS = EPDM (Blue Dot)

EPU = EPDM, ULTRA-FLEX™

FSS = SANIFLEX™

[Hytrel® (Cream)]

FWL = FULL-STROKE SANITARY

WIL-FLEX™ IPD

FWS = SANITARY WIL-FLEX™,

EZ-INSTALL [Santoprene®
(Two Black Dots)]

NES = NEOPRENE (Green Dot)

NEU = NEOPRENE, ULTRA-FLEX™

PUS = POLYURETHANE (Clear)

TEU = PTFE W/EPDM

BACKUP (White)

TNU = PTFE W/NEOPRENE

BACK-UP (White)

TSU = PTFE W/SANIFLEX™

BACKUP (White)

TSS = FULL-STROKE PTFE

W/SANIFLEX™ BACK-UP

TWS = FULL-STROKE PTFE

W/WIL-FLEX™ BACKUP

VTS = FKM (White Dot)

VTU = FKM, ULTRA-FLEX™

WFS = WIL-FLEX™ [Santoprene®

(Three Black Dots)]

ZGS = GEOLAST®, EZ-INSTALL

(Black)

ZPS = POLYURETHANE,

EZ-INSTALL

ZSS = SANIFLEX™, EZ-INSTALL

ZWL = WIL-FLEX™, INTEGRAL
PISTON

ZWS = WIL-FLEX™, EZ-INSTALL

[Santoprene® (Three Black Dots)]

VALVE BALLS

BN = BUNA-N (Red Dot)

EP = EPDM (Blue Dot)

FS = SANIFLEX™

[Hytrel® (Cream)]

FW = SANITARY WIL-FLEX™

[Santoprene® (Two Black
Dots)]

NE = NEOPRENE (Green Dot)

PU = POLYURETHANE (Brown)

TF = PTFE (White)

VT = FKM (White Dot)

WF = WIL-FLEX™ [Santoprene®
(Three Black Dots)]

VALVE SEATS

K = PVDF

P = POLYPROPYLENE

VALVE SEAT & FLANGE O-RINGS

BN = BUNA-N

TV = PTFE ENCAP. FKM

WF = WIL-FLEX (Santoprene®)

SPECIALTY CODES

0100 Wil-Gard 110V

0102 Wil-Gard sensor wires ONLY

0103 Wil-Gard 220V

0206 PFA-coated hardware, Wil-Gard II™ sensor wires ONLY

0480 Pump Cycle Monitor (sensor & wires)

0483 Pump Cycle Monitor (module, sensor & wires)

0485 Pump Cycle Monitor (module, sensor & wires),

DIN flange

0502 PFA-Coated

0504 DIN Flange

0506 DIN Flange, PFA-Coated

0513 SS outer pistons

0604 DIN flange Wil-Gard II™

0608 PFA-coated hardware, Wil-Gard II™ 220V

0690 Center-Ported ANSI/DIN Combo

0691 Center-Ported, ANSI/DIN combo
flange, PFA-coated fasteners

NOTE: Most elastomeric materials use colored dots for identification.

NOTE: Not all models are available with all material options.

Hytrel® is a registered trademark of DuPont Dow Elastomers.

Section 3

HOW IT WORKS — PUMP

The Wilden diaphragm pump is an air-operated, positive displacement, self-priming pump. These drawings show the flow pattern through the pump upon its initial stroke. It is assumed the pump has no fluid in it prior to its initial stroke.

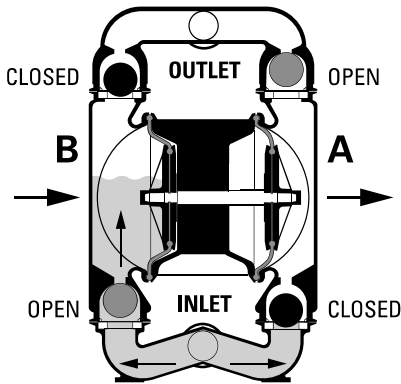


FIGURE 1 The air valve directs pressurized air to the back side of diaphragm A. The compressed air is applied directly to the liquid column separated by elastomeric diaphragms. The diaphragm acts as a separation membrane between the compressed air and liquid, balancing the load and removing mechanical stress from the diaphragm. The compressed air moves the diaphragm away from the center section of the pump. The opposite diaphragm is pulled in by the shaft connected to the pressurized diaphragm. Diaphragm B is on its suction stroke; air behind the diaphragm has been forced out to the atmosphere through the exhaust port of the pump. The movement of diaphragm B toward the center section of the pump creates a vacuum within chamber B. Atmospheric pressure forces fluid into the inlet manifold forcing the inlet valve ball off its seat. Liquid is free to move past the inlet valve ball and fill the liquid chamber (see shaded area).

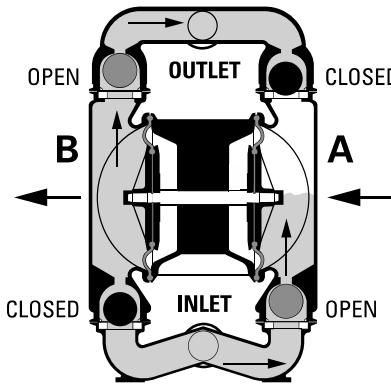


FIGURE 2 When the pressurized diaphragm, diaphragm A, reaches the limit of its discharge stroke, the air valve redirects pressurized air to the back side of diaphragm B. The pressurized air forces diaphragm B away from the center section while pulling diaphragm A to the center section. Diaphragm B is now on its discharge stroke. Diaphragm B forces the inlet valve ball onto its seat due to the hydraulic forces developed in the liquid chamber and manifold of the pump. These same hydraulic forces lift the discharge valve ball off its seat, while the opposite discharge valve ball is forced onto its seat, forcing fluid to flow through the pump discharge. The movement of diaphragm A toward the center section of the pump creates a vacuum within liquid chamber A. Atmospheric pressure forces fluid into the inlet manifold of the pump. The inlet valve ball is forced off its seat allowing the fluid being pumped to fill the liquid chamber.

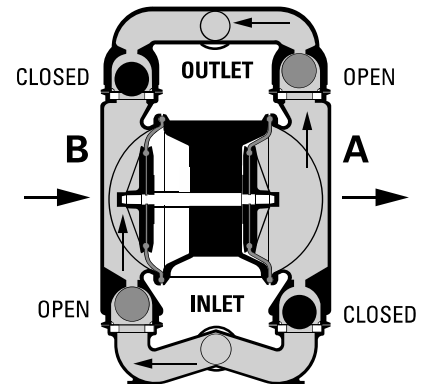
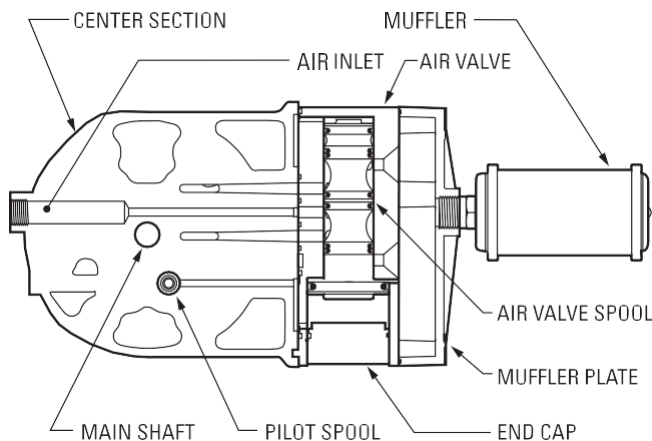


FIGURE 3 At completion of the stroke, the air valve again redirects air to the back side of diaphragm A, which starts diaphragm B on its exhaust stroke. As the pump reaches its original starting point, each diaphragm has gone through one exhaust and one discharge stroke. This constitutes one complete pumping cycle. The pump may take several cycles to completely prime depending on the conditions of the application.

HOW IT WORKS — AIR DISTRIBUTION SYSTEM

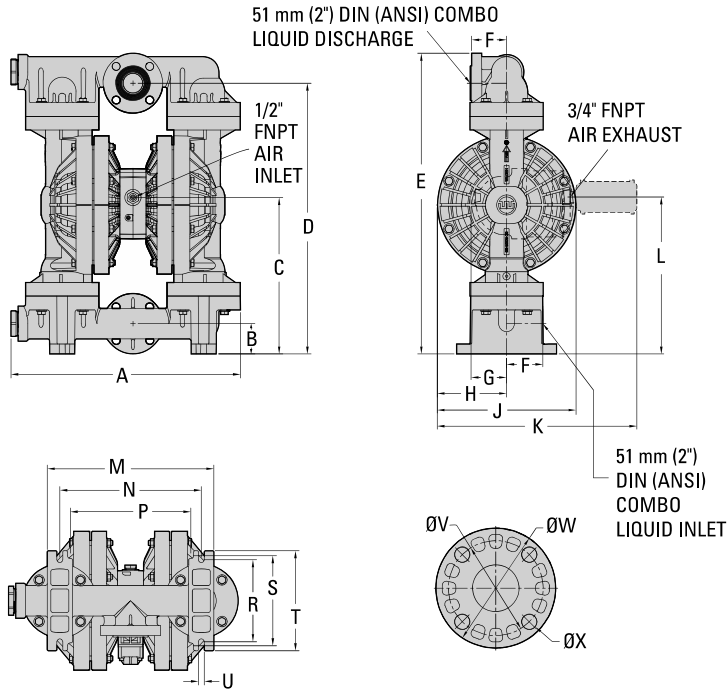


The Pro-Flo® patented air distribution system incorporates three moving parts: the air valve spool, the pilot spool, and the main shaft/diaphragm assembly. The heart of the system is the air valve spool and air valve. This valve design incorporates an unbalanced spool. The smaller end of the spool is pressurized continuously, while the large end is alternately pressurized then exhausted to move the spool. The spool directs pressurized air to one air chamber while exhausting the other. The air causes the main shaft/diaphragm assembly to shift to one side — discharging liquid on that side and pulling liquid in on the other side. When the shaft reaches the end of its stroke, the inner piston actuates the pilot spool, which pressurizes and exhausts the large end of the air valve spool. The repositioning of the air valve spool routes the air to the other air chamber.

Section 4

DIMENSIONAL DRAWING

P800 Polypropylene Center-Ported

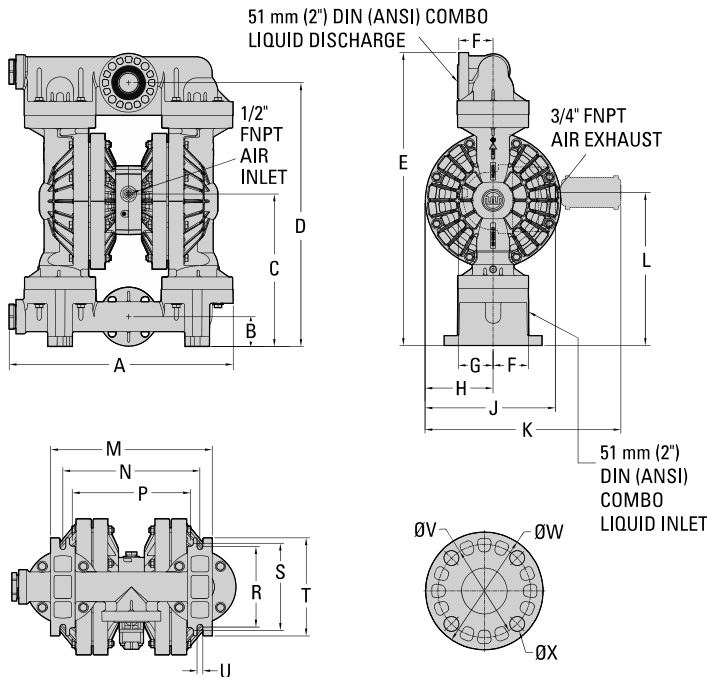


DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	584	23.0
B	77	3.0
C	396	15.6
D	688	27.1
E	765	30.1
F	89	3.5
G	91	3.6
H	175	6.9
J	353	13.9
K	508	20.0
L	399	15.7
M	423	16.7
N	360	14.2
P	306	12.1
R	208	8.2
S	226	8.9
T	254	10.0
U	15	0.6
DIN / ANSI COMBO		
V	121 DIA.	4.8 DIA.
W	152 DIA.	6.0 DIA.
X	21 DIA.	0.8 DIA.

LW0332 REV. A

P800 PVDF Center-Ported



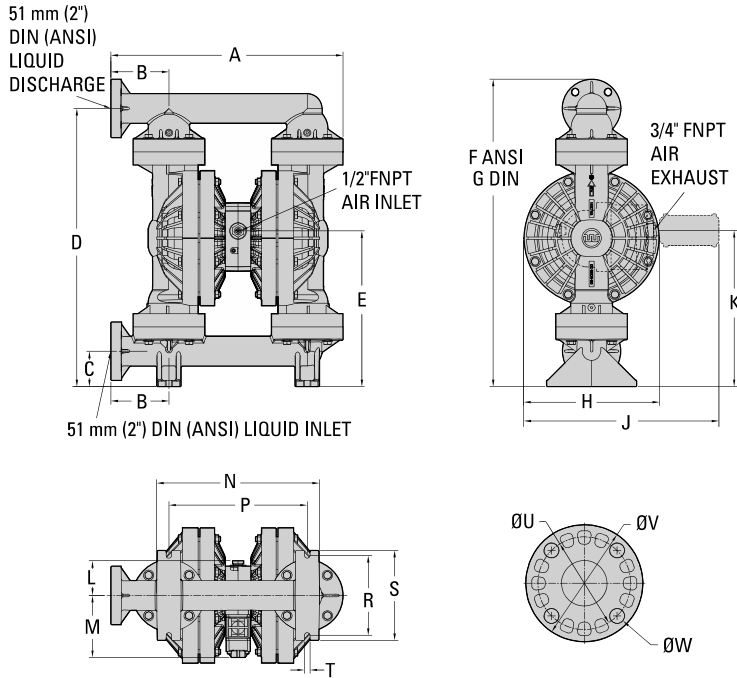
DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	582	22.9
B	77	3.0
C	394	15.5
D	683	26.9
E	759	29.9
F	89	3.5
G	91	3.6
H	175	6.9
J	358	13.3
K	508	20.0
L	396	15.6
M	419	16.5
N	356	14.0
P	306	12.1
R	208	8.2
S	226	8.9
T	254	10.0
U	15	0.6
DIN / ANSI COMBO		
V	121 DIA.	4.8 DIA.
W	152 DIA.	6.0 DIA.
X	21 DIA.	0.8 DIA.

LW0333 REV. A

DIMENSIONAL DRAWING

P800 Polypropylene Side-Ported

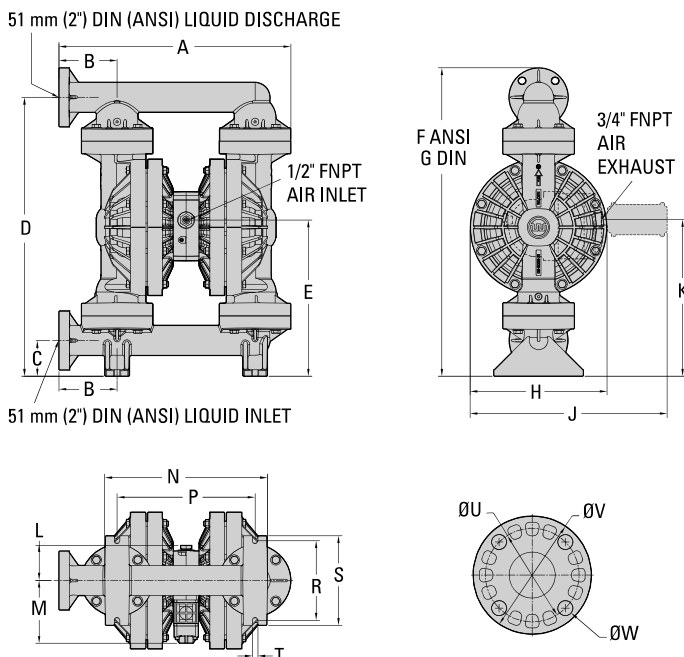


DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	604	23.8
B	151	5.9
C	92	3.6
D	729	28.7
E	406	16.0
F	800	31.5
G	807	31.8
H	353	13.9
J	508	20.0
K	406	16.0
L	84	3.3
M	122	4.8
N	423	16.7
P	360	14.2
R	208	8.2
S	234	9.2
T	14	0.6
DIN FLANGE		
U	121 DIA.	4.9 DIA.
V	165 DIA.	6.5 DIA.
W	18 DIA.	0.7 DIA.
ANSI FLANGE		
U	121 DIA.	4.8 DIA.
V	152 DIA.	6.0 DIA.
W	19 DIA.	0.8 DIA.

LW0330 REV. A

P800 PVDF Side-Ported



DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	476	18.7
B	66	2.6
C	257	10.1
D	376	14.8
E	429	16.9
F	99	3.9
G	104	4.1
H	122	4.8
J	257	10.1
K	288	11.3
L	32	1.3
M	353	13.9
N	310	12.2
P	124	4.9
R	157	6.2
S	10	0.4
DIN FLANGE		
T	84 DIA.	3.3 DIA.
U	114 DIA.	4.5 DIA.
V	15 DIA.	0.6 DIA.
ANSI FLANGE		
T	79 DIA.	3.1 DIA.
U	109 DIA.	4.3 DIA.
V	15 DIA.	0.6 DIA.

LW0331 REV. A

Section 5

PERFORMANCE

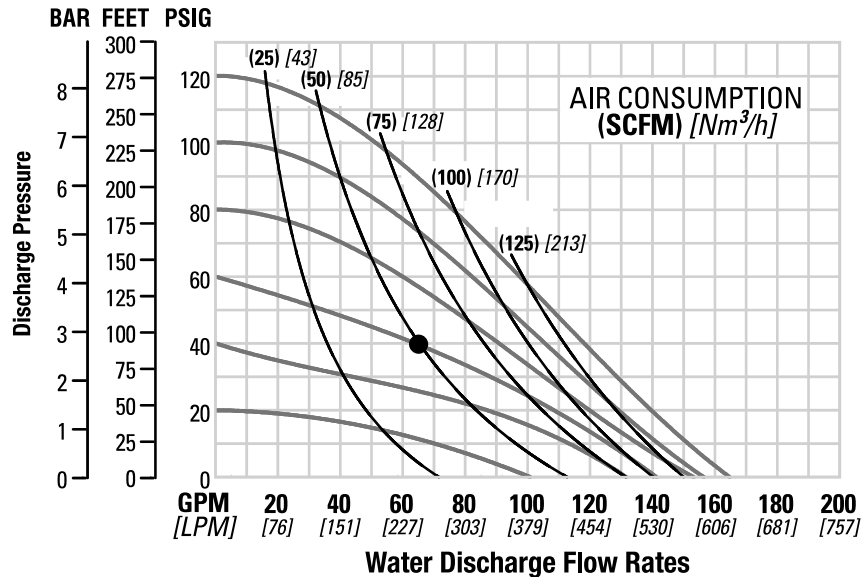
P800 PLASTIC RUBBER-FITTED

Ship Weight.....Polypropylene 32 kg (70 lb)
PVDF 45 kg (99 lb)
Air Inlet..... 13 mm (1/2")
Inlet..... 51 mm (2")
Outlet..... 51 mm (2")
Suction Lift6.23 m Dry (20.4')
8.65 m Wet (28.4')
Disp. Per Stroke¹2.75 L (0.73 gal)
Max. Flow Rate..... 624 lpm (165 gpm)
Max. Size Solids.....6.4 mm (1/4")

¹Displacement per stroke was calculated at 4.8 bar (70 psig) air inlet pressure against a 2.1 bar (30 psig) head pressure.

Example: To pump 246 lpm (65 gpm) against a discharge head pressure of 2.8 bar (40 psig) requires 4.1 bar (60 psig) and 85 Nm³/h (50 scfm) air consumption.

Caution: Do not exceed 8.6 bar (125 psig) air supply pressure.



Flow rates indicated on chart were determined by pumping water.

For optimum life and performance, pumps should be specified so that daily operation parameters will fall in the center of the pump's performance curve.

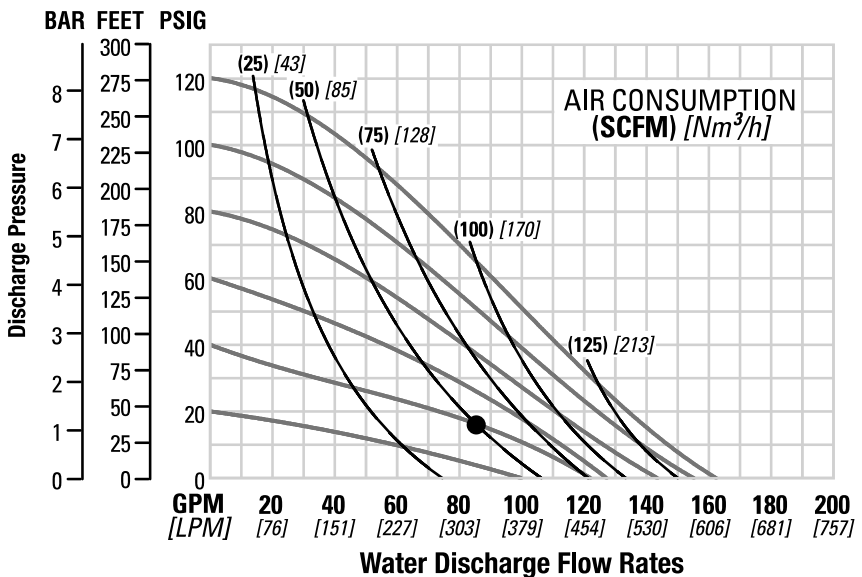
P800 PLASTIC TPE-FITTED

Ship Weight.....Polypropylene 32 kg (70 lb)
PVDF 45 kg (99 lb)
Air Inlet..... 13 mm (1/2")
Inlet..... 51 mm (2")
Outlet..... 51 mm (2")
Suction Lift 5.54 m Dry (18.16')
8.66 m Wet (28.4')
Disp. Per Stroke¹2.78 L (0.74 gal)
Max. Flow Rate..... 615 lpm (162 gpm)
Max. Size Solids..... 6.4 mm (1/4")

¹Displacement per stroke was calculated at 4.8 bar (70 psig) air inlet pressure against a 2.1 bar (30 psig) head pressure.

Example: To pump 322 lpm (85 gpm) against a discharge head pressure of 1.2 bar (17 psig) requires 2.8 bar (40 psig) and 85 Nm³/h (50 scfm) air consumption.

Caution: Do not exceed 8.6 bar (125 psig) air supply pressure.



Flow rates indicated on chart were determined by pumping water.

For optimum life and performance, pumps should be specified so that daily operation parameters will fall in the center of the pump's performance curve.

PERFORMANCE

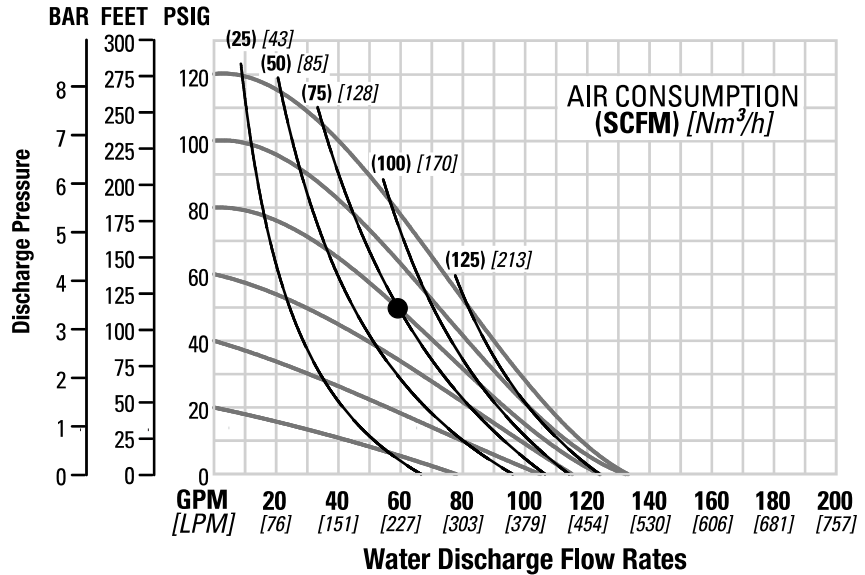
**P800 PLASTIC
REDUCED-STROKE
PTFE-FITTED**

Ship Weight..... Polypropylene 32 kg (70 lb)
PVDF 45 kg (99 lb)
Air Inlet..... 13 mm (1/2")
Inlet..... 51 mm (2")
Outlet 51 mm (2")
Suction Lift 4.15 m Dry (13.62')
8.65 m Wet (28.4')
Disp. Per Stroke¹ 1.73 L (0.457 gal)
Max. Flow Rate..... 504 lpm (133 gpm)
Max. Size Solids..... 6.4 mm (1/4")

¹Displacement per stroke was calculated at 4.8 bar (70 psig) air inlet pressure against a 2 bar (30 psig) head pressure.

Example: To pump 220 lpm (58 gpm) against a discharge head pressure of 3.4 bar (50 psig) requires 5.5 bar (80 psig) and 128 Nm³/h (75 scfm) air consumption.

Caution: Do not exceed 8.6 bar (125 psig) air supply pressure.



Flow rates indicated on chart were determined by pumping water.

For optimum life and performance, pumps should be specified so that daily operation parameters will fall in the center of the pump's performance curve.

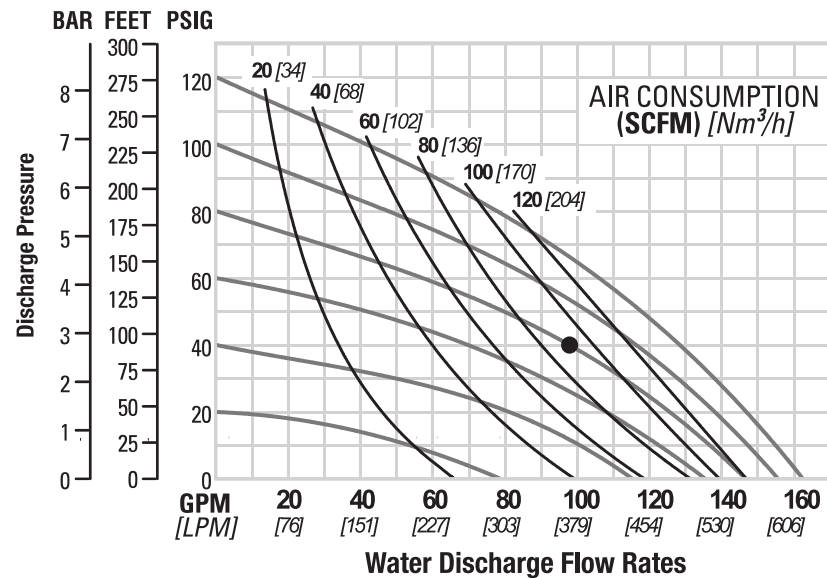
**P800 PLASTIC
FULL-STROKE
PTFE-FITTED**

Ship Weight..... Polypropylene 32 kg (70 lb)
PVDF 45 kg (99 lb)
Air Inlet..... 13 mm (1/2")
Inlet..... 51 mm (2")
Outlet 51 mm (2")
Suction Lift 5.9m Dry (19.5')
9.0 m Wet (29.5')
Disp. Per Stroke¹ 2.5 L (0.67 gal)
Max. Flow Rate..... 615 lpm (162 gpm)
Max. Size Solids..... 6.4 mm (1/4")

¹Displacement per stroke was calculated at 4.8 bar (70 psig) air inlet pressure against a 2.1 bar (30 psig) head pressure.

Example: To pump 371 lpm (98 gpm) against a discharge head of 2.8 bar (40 psig) requires 5.5 bar (80 psig) and 147.9 Nm³/h (92 scfm) air consumption.

Caution: Do not exceed 8.6 bar (125 psig) air supply pressure.



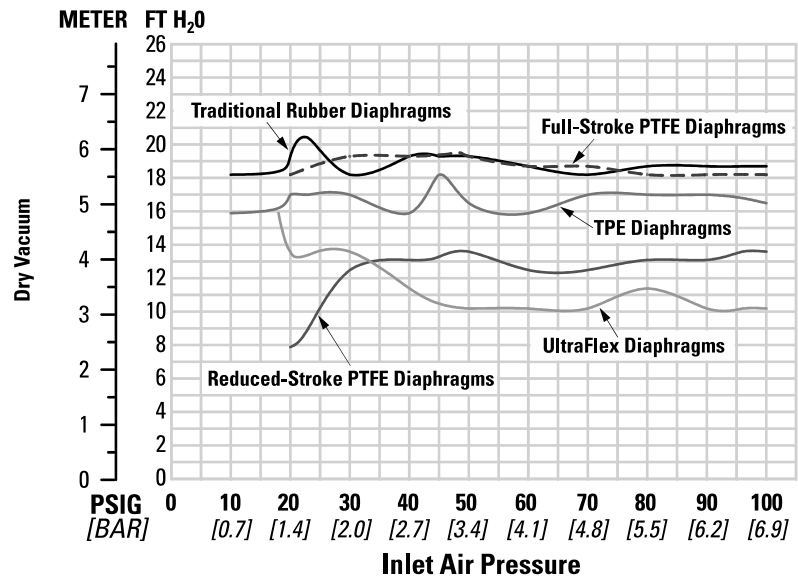
Flow rates indicated on chart were determined by pumping water.

For optimum life and performance, pumps should be specified so that daily operation parameters will fall in the center of the pump's performance curve.

SUCTION LIFT CURVES

P800 PLASTIC SUCTION - LIFT CAPABILITY

Suction-lift curves are calibrated for pumps operating at 305 m (1,000') above sea level. This chart is meant to be a guide only. There are many variables that can affect your pump's operating characteristics. The number of intake and discharge elbows, viscosity of pumping fluid, elevation (atmospheric pressure) and pipe friction loss all affect the amount of suction-lift your pump will attain.




Section 6

Suggested Installation, Operation, Maintenance and Troubleshooting

Wilden pumps are designed to meet the performance requirements of even the most demanding pumping applications. They have been designed and manufactured to the highest standards and are available in a variety of liquid-path materials to meet your chemical resistance needs. Refer to the performance section of this manual for an in-depth analysis of the performance characteristics of your pump. Wilden offers the widest variety of elastomer options in the industry to satisfy temperature, chemical compatibility, abrasion resistance and flex concerns.

The suction-pipe size should be at least the equivalent or larger than the diameter size of the suction inlet on your Wilden pump. The suction hose must be non-collapsible, reinforced type as these pumps are capable of pulling a high vacuum. Discharge piping should also be the equivalent or larger than the diameter of the pump discharge which will help reduce friction losses. It is critical that all fittings and connections are airtight or a reduction or loss of pump suction capability will result.

 **CAUTION:** All fittings and connections must be airtight. Otherwise, pump suction capability will be reduced or lost.

Months of careful planning, study and selection efforts can result in unsatisfactory pump performance if installation details are left to chance. You can avoid premature failure and long-term dissatisfaction by exercising reasonable care throughout the installation process.

Location

Noise, safety and other logistical factors usually dictate where equipment will be situated on the production floor. Multiple installations with conflicting requirements can result in congestion of utility areas, leaving few choices for additional pumps.

Within the framework of these and other existing conditions, every pump should be located in such a way that several key factors are balanced against each other to maximum advantage.

- **Access:** First of all, the location should be accessible. If it's easy to reach the pump, maintenance personnel will have an easier time carrying out routine inspections and adjustments. Should major repairs become necessary, ease of access can play a key role in speeding the repair process and reducing total downtime.

- **Air Supply:** Every pump location should have an air line large enough to supply the volume of air necessary to achieve the desired pumping rate. Use air pressure up to a maximum of 8.6 bar (125 psig) depending on pumping requirements.

For best results, the pumps should use a 5 μ (micron) air filter, needle valve and regulator. The use of an air filter before the pump will ensure that the majority of any pipeline contaminants will be eliminated.


- **Solenoid Operation:** When operation is controlled by a solenoid valve in the air line, three-way valves should be used. This valve allows trapped air between the valve and the pump to bleed off which improves pump performance. Pumping volume can be estimated by counting the number of strokes per minute and then multiplying the figure by the displacement per stroke.
- **Muffler:** Sound levels are reduced below OSHA specifications using the standard Wilden muffler. Other mufflers can be used to further reduce sound levels, but they usually reduce pump performance.

- **Elevation:** Selecting a site that is well within the pump's dynamic-lift capability will assure that loss-of-prime issues will be eliminated. In addition, pump efficiency can be adversely affected if proper attention is not given to site location.
- **Piping:** Final determination of the pump site should not be made until the piping challenges of each possible location have been evaluated. The impact of current and future installations should be considered ahead of time to make sure that inadvertent restrictions are not created for any remaining sites.

The best choice possible will be a site involving the shortest and straightest hook-up of suction and discharge piping. Unnecessary elbows, bends and fittings should be avoided. Pipe sizes should be selected to keep friction losses within practical limits. All piping should be supported independently of the pump. In addition, the piping should be aligned to avoid placing stress on the pump fittings.


Flexible hose can be installed to aid in absorbing the forces created by the natural reciprocating action of the pump. If the pump is to be bolted down to a solid location, a mounting pad placed between the pump and the foundation will assist in minimizing pump vibration. Flexible connections between the pump and rigid piping will also assist in minimizing pump vibration. If quick-closing valves are installed at any point in the discharge system, or if pulsation within a system becomes a problem, a surge suppressor (SD Equalizer®) should be installed to protect the pump, piping and gauges from surges and water hammer.


If the pump is to be used in a self-priming application, make sure that all connections are airtight and that the suction lift is within the model's ability.


 **NOTE:** Materials of construction and elastomer material have an effect on suction-lift parameters. Please refer to the performance section for specifics.

When pumps are installed in applications involving flooded suction or suction-head pressures, a gate valve should be installed in the suction line to permit closing of the line for pump service.

Pumps in service with a positive suction head are most efficient when inlet pressure is limited to 0.5–0.7 bar (7–10 psig). Premature diaphragm failure may occur if positive suction is 0.7 bar (10 psig) and higher.

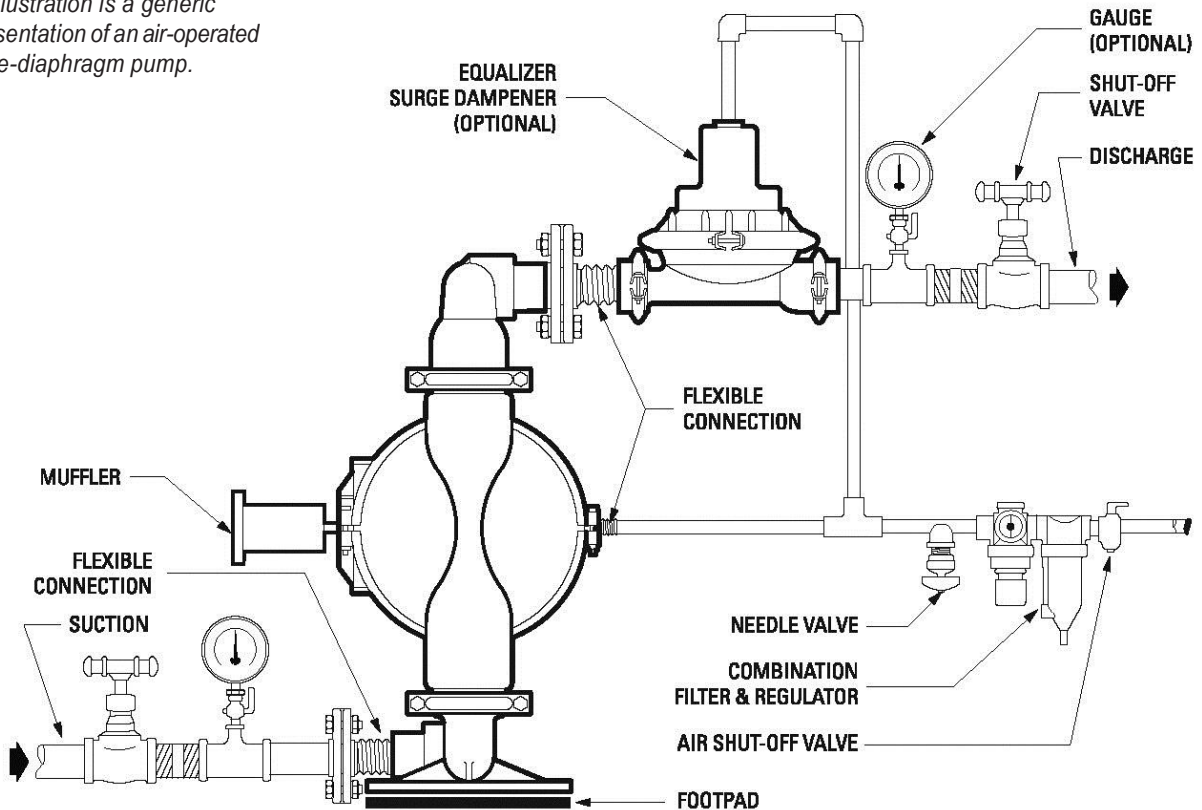
 **CAUTION:** All Wilden pumps are capable of passing solids. A strainer should be used on the pump intake to ensure that the pump's rated solids capacity is not exceeded.

 **CAUTION:** Do not exceed 8.6 bar (125 psig) air supply pressure.

 **NOTE:** Pro-Flo pumps cannot be used in submersible applications

Suggested Installation, Operation, Maintenance and Troubleshooting

This illustration is a generic representation of an air-operated double-diaphragm pump.



NOTE: In the event of a power failure, the shut-off valve should be closed, if the restarting of the pump is not desirable once power is regained.

Air-Operated Pumps: To stop the pump from operating in an emergency situation, simply close the “shut-off” valve (user-supplied) installed in the air supply line. A properly functioning valve will stop the air supply to the pump, therefore stopping output. This shut-off valve should be located far enough away from the pumping equipment such that it can be reached safely in an emergency situation.

Operation

The P800 pumps are pre-lubricated and do not require in-line lubrication. Additional lubrication will not damage the pump, however if the pump is heavily lubricated by an external source, the pump’s internal lubrication may be washed away. If the pump is then moved to a non-lubricated location, it may need to be disassembled and re-lubricated as described in the **DISASSEMBLY/REASSEMBLY INSTRUCTIONS**.

Pump discharge rate can be controlled by limiting the volume and/or pressure of the air supply to the pump. An air regulator is used to regulate air pressure. A needle valve is used to regulate volume. Pump discharge rate can also be controlled by throttling the pump

discharge by partially closing a valve in the discharge line of the pump. This action increases friction loss which reduces flow rate. (See Section 5.) This is useful when the need exists to control the pump from a remote location. When the pump discharge pressure equals or exceeds the air supply pressure, the pump will stop; no bypass or pressure relief valve is needed, and pump damage will not occur. The pump has reached a “deadhead” situation and can be restarted by reducing the fluid discharge pressure or increasing the air inlet pressure. Wilden Pro-Flo® pumps run solely on compressed air and do not generate heat; therefore, your process fluid temperature will not be affected.

Maintenance and Inspections

Since each application is unique, maintenance schedules may be different for every pump. Frequency of use, line pressure, viscosity and abrasiveness of process fluid all affect the parts life of a Wilden pump. Periodic inspections have been found to offer the best means for preventing unscheduled pump downtime. Personnel familiar with the pump’s construction and service should be informed of any abnormalities that are detected during operation.

Suggested Installation, Operation, Maintenance and Troubleshooting

Troubleshooting

Pump will not run or runs slowly.

1. Ensure that the air inlet pressure is at least 0.4 bar (5psig) above start up pressure and that the differential pressure (the difference between air inlet and liquid discharge pressures) is not less than 0.7 bar (10psig).
2. Check air inlet filter for debris (see SUGGESTED INSTALLATION).
3. Check for extreme air leakage (blow by) that would indicate worn seals/bore in the air valve, pilot spool and main shaft.
4. Disassemble pump and check for obstructions in the air passageways or objects that would obstruct the movement of internal parts.
5. Check for sticking ball check valves. If material being pumped is not compatible with pump elastomers, swelling may occur. Replace ball check valves and seals with proper elastomers. Also, as the check valve balls wear out, they become smaller and can become stuck in the seats. In this case, replace balls and seats.
6. Check for broken inner piston that will cause the air valve spool to be unable to shift.
7. Remove plug from pilot spool exhaust.

Pump runs but little or no product flows.

1. Check for pump cavitation; slow pump speed down to allow thick material to flow into liquid chambers.
2. Verify that vacuum required to lift liquid is not greater than the vapor pressure of the material being pumped (cavitation).

3. Check for sticking ball check valves. If material being pumped is not compatible with pump elastomers, swelling may occur. Replace ball check valves and seats with proper elastomers. Also, as the check valve balls wear out, they become smaller and can become stuck in the seats. In this case, replace balls and seats.

Pump air valve freezes.

1. Check for excessive moisture in compressed air. Either install a dryer or hot-air generator for compressed air. Alternatively, a coalescing filter may be used to remove the water from the compressed air in some applications.

Air bubbles in pump discharge.

1. Check for ruptured diaphragm.
2. Check tightness of outer pistons (refer to Section 7).
3. Check tightness of fasteners and integrity of O-rings and seals, especially at intake manifold.
4. Ensure pipe connections are airtight.

Product comes out air exhaust.

1. Check for diaphragm rupture.
2. Check tightness of outer pistons to shaft.

Section 7

Disassembly / Reassembly

Pump Disassembly

Tools Required:

- 3/4" Wrench
- Adjustable Wrench
- Vise equipped w/soft jaws (such as plywood, plastic or other suitable material)



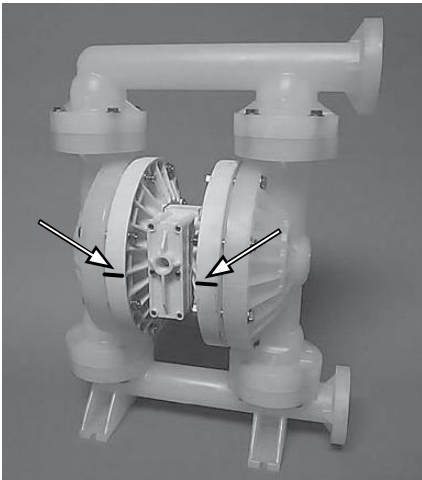
CAUTION: Before any maintenance or repair is attempted, the compressed air line to the pump should be disconnected and all air pressure allowed to bleed from the pump. Disconnect all intake, discharge and air lines. Drain the pump by turning it upside down and allowing any fluid to flow into a suitable container. Be aware of any hazardous effects of contact with your process fluid.



NOTE: The model photographed for these instructions incorporates PTFE diaphragms, balls and seats. Models with rubber diaphragms, balls and seats are the same except where noted.

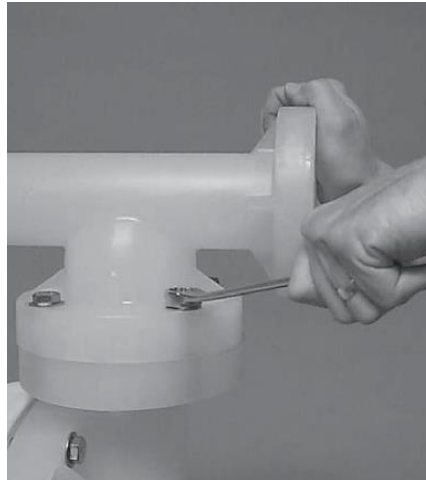


NOTE: Replace worn parts with genuine Wilden parts for reliable performance.



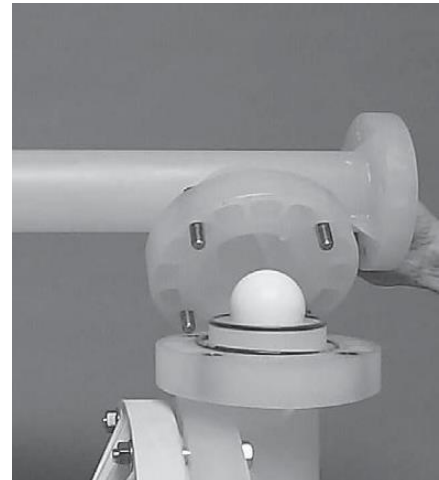
Step 1

Please note alignment marks on liquid chambers. Use to properly align center section with liquid chamber.



Step 2

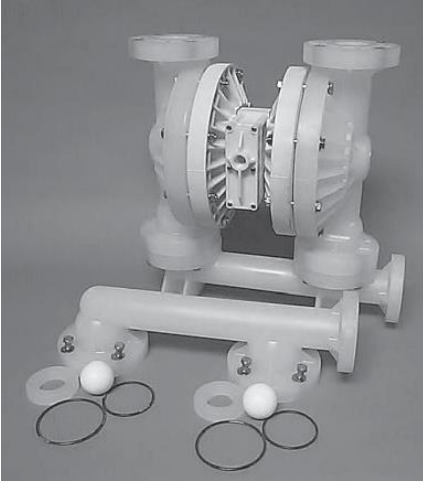
Using a 3/4" wrench, loosen the discharge manifold from the liquid chamber.



Step 3

Remove the discharge manifold to expose the valve balls, valve seats and valve seat O-rings.

Disassembly / Reassembly



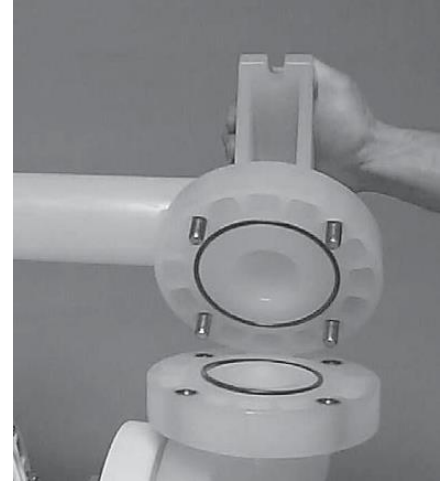
Step 4

Inspect valve balls, valve seats and valve seat O-rings for nicks, gouges, chemical attack or abrasive wear.



Step 5

Using a 3/4" wrench, loosen the inlet manifold from the liquid chambers.



Step 6

Remove the inlet manifold, valve balls, valve seats and valve seat O-rings and inspect for nicks, gouges, chemical attack or abrasive wear.



Step 7

Using a 3/4" wrench, remove the liquid chamber fasteners that secure the liquid chamber to the center section.



Step 8

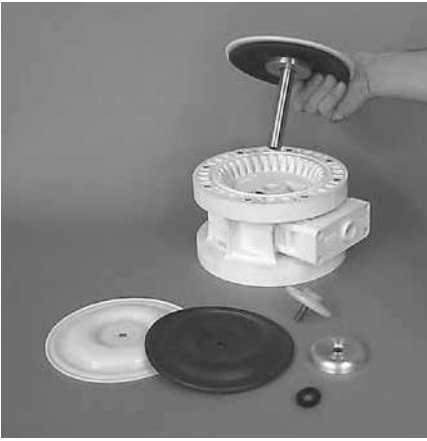
Remove the liquid chamber to expose the diaphragm and outer piston.



Step 9

Using two adjustable wrenches, or rotating both diaphragms by hand (counterclockwise), remove the diaphragm assembly from the center section assembly.

Disassembly / Reassembly



Step 10

Due to varying torque values, one of the following two situations may occur:

- 1) The outer piston, diaphragm and inner piston remain attached to the shaft and the entire assembly can be removed from the center section.
- 2) The outer piston, diaphragm and inner piston separate from the shaft, which remains connected to the opposite side diaphragm assembly.



Step 11

Remove diaphragm assembly from shaft, secure shaft with soft jaws (a vise fitted with plywood, plastic or other suitable material) to ensure shaft is not nicked, scratched or gouged. Using an adjustable wrench or rotating counterclockwise by hand, remove diaphragm assembly from shaft.

Disassembly / Reassembly

Air Valve / Center Section Disassembly

Tools Required:

- 3/16" Allen Wrench
- Snap Ring Pliers
- O-Ring Pick



CAUTION: Before any maintenance or repair is attempted, the compressed air line to the pump should be disconnected and all air pressure allowed to bleed from the pump. Disconnect all intake, discharge, and air lines. Drain the pump by turning it upside down and allowing any fluid to flow into a suitable container. Be aware of hazardous effects of contact with your process fluid.

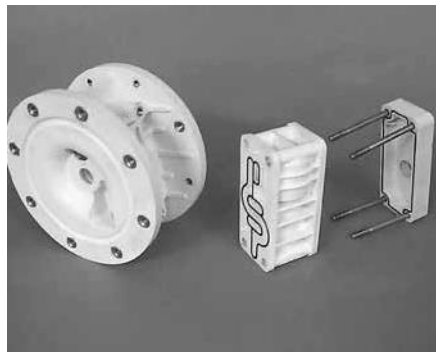


NOTE: Replace worn parts with genuine Wilden parts for reliable performance.



Step 1

Loosen the air valve bolts utilizing a 3/16" Allen wrench.



Step 2

Remove muffer plate and air valve bolts from air valve assembly exposing muffer gasket for inspection. Replace if necessary.



Step 3

Lift away air valve assembly and remove air valve gasket for inspection. Replace if necessary.

Disassembly / Reassembly



Step 4

Remove air valve end cap to expose air valve spool by simply lifting up on end cap once air valve bolts are removed.



NOTE: Pro-Flo V™ air valve incorporates an end cap at both ends of the air valve.

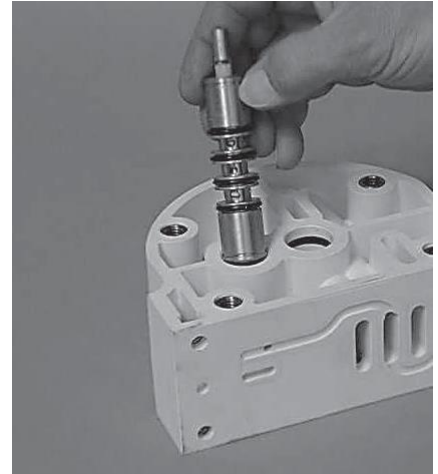


Step 5

Remove the air valve spool from the air valve body by threading one air valve bolt into the end of the air valve spool and gently sliding the spool out of the air valve body. Inspect seals for signs of wear and replace entire assembly if necessary. Use caution when handling air valve spool to prevent damaging seals.



NOTE: Seals should not be removed from assembly. Seals are not sold separately.



Step 6

Remove pilot sleeve from center section. To do so, the air chambers must be removed from the center block which will expose the pilot spool sleeve.

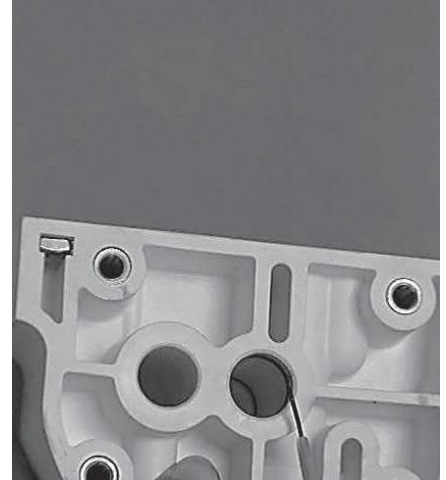
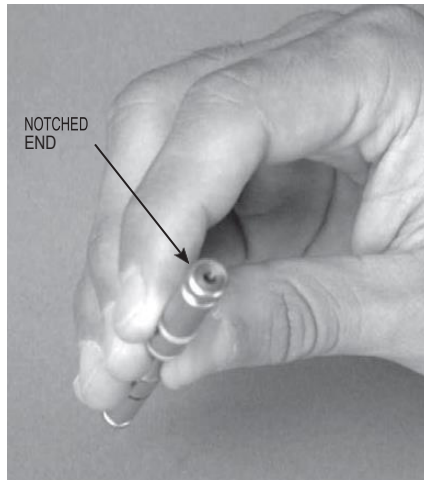


Step 7

Using an O-ring pick, gently remove the O-ring from the opposite side of the notched end on one side of the pilot spool. Gently remove the pilot spool from pilot spool sleeve and inspect for nicks, gouges and wear. Replace pilot sleeve or outer sleeve O-rings if necessary. During reassembly, never insert the pilot spool into the sleeve with the notched end first, this end incorporates the urethane O-ring and will be damaged as it slides over the ports cut in the sleeve.



NOTE: Seals should not be removed from pilot spool. Seals are not sold separately.



Step 8

Inspect center section seals for signs of wear. If necessary, remove seals with O-ring pick and replace.

Disassembly / Reassembly

Reassembly Hints & Tips

Upon performing applicable maintenance to the air distribution system, the pump can now be reassembled. Please refer to the disassembly instructions for photos and parts placement. To reassemble the pump, follow the disassembly instructions in reverse order. The air distribution system needs to be assembled first, then the diaphragms and finally the wetted path. Please find the applicable torque specifications on this page.

The following tips will assist in the assembly process.

- Lubricate air valve bore, center section shaft and pilot spool bore with NLGI grade 2 white EP bearing grease or equivalent.
- Clean the inside of the center section shaft bore to ensure no damage is done to new seals.
- A small amount of NLGI grade 2 white EP bearing grease can be applied to the muffler and air valve gaskets to locate gaskets during assembly.
- Make sure that the exhaust port on the muffler plate is centered between the two exhaust ports on the center section.
- Stainless bolts should be lubed to reduce the possibility of seizing during tightening.

SHAFT SEAL INSTALLATION:

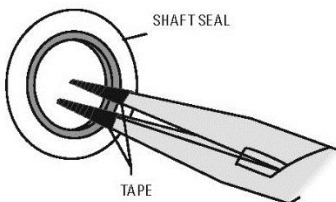
PRE-INSTALLATION

- Once all of the old seals have been removed, the inside of the bushing should be cleaned to ensure no debris is left that may cause premature damage to the new seals.

PRO-FLO® MAXIMUM TORQUE SPECIFICATIONS

Description of Part	Torque
Pro-Flo® Air Valve Bolts	5.1 N•m (45 in-lb)
Air Chamber to Center Block	27.1 N•m (20 ft-lb)
Outer Piston, Ultra-Flex™	47.5 N•m (35 ft-lb)
Outer Piston, Rubber & TPE	81.3 N•m (60 ft-lb)
Manifold to Liquid Chamber	44.7 N•m (33 ft-lb)
Liquid Chamber to Air Chamber	44.7 N•m (33 ft-lb)

Figure A

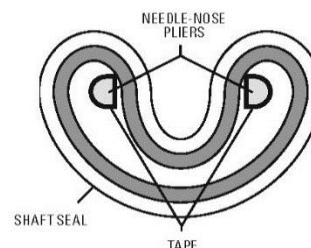


INSTALLATION

The following tools can be used to aid in the installation of the new seals:

- Needle-Nose Pliers
 - Phillips Screwdriver
 - Electrical Tape
- Wrap electrical tape around each leg of the needle-nose pliers (heat shrink tubing may also be used). This is done to prevent damaging the inside surface of the new seal.
 - With a new seal in hand, place the two legs of the needle-nose pliers inside the seal ring. (See Figure A.)
 - Open the pliers as wide as the seal diameter will allow, then with two fingers pull down on the top portion of the seal to form kidney-shape. (See Figure B.)
 - Lightly clamp the pliers together to hold the seal into the kidney shape. Be sure to pull the seal into as tight of a kidney shape as possible, this will allow the seal to travel down the bushing bore easier.
 - With the seal clamped in the pliers, insert the seal into the bushing bore and position the bottom of the seal into the correct groove. Once the bottom of the seal is seated in the groove, release the clamp pressure on the pliers. This will allow the seal to partially snap back to its original shape.
 - After the pliers are removed, you will notice a slight bump in the seal shape. Before the seal can be properly resized, the bump in the seal should be removed as much as possible. This can be done with either the Phillips screwdriver or your finger. With either the side of the screwdriver or your finger, apply light pressure to the peak of the bump. This pressure will cause the bump to be almost completely eliminated.
 - Lubricate the edge of the shaft with NLGI grade 2 white EP bearing grease.
 - Slowly insert the center shaft with a rotating motion. This will complete the resizing of the seal.
 - Perform these steps for the remaining seal.

Figure B



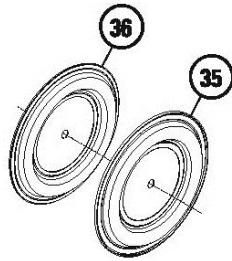
Section 8

Exploded View and Parts Listing

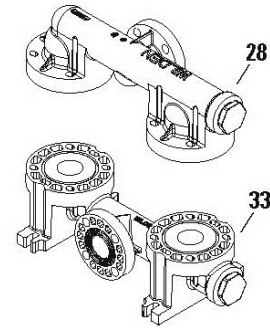
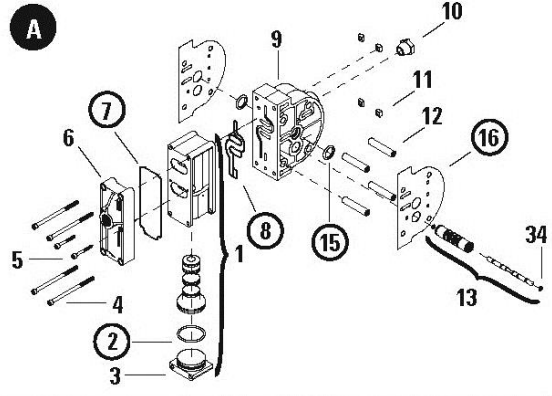
P800 PLASTIC

FULL - STROKE DIAPHRAGM - FITTED

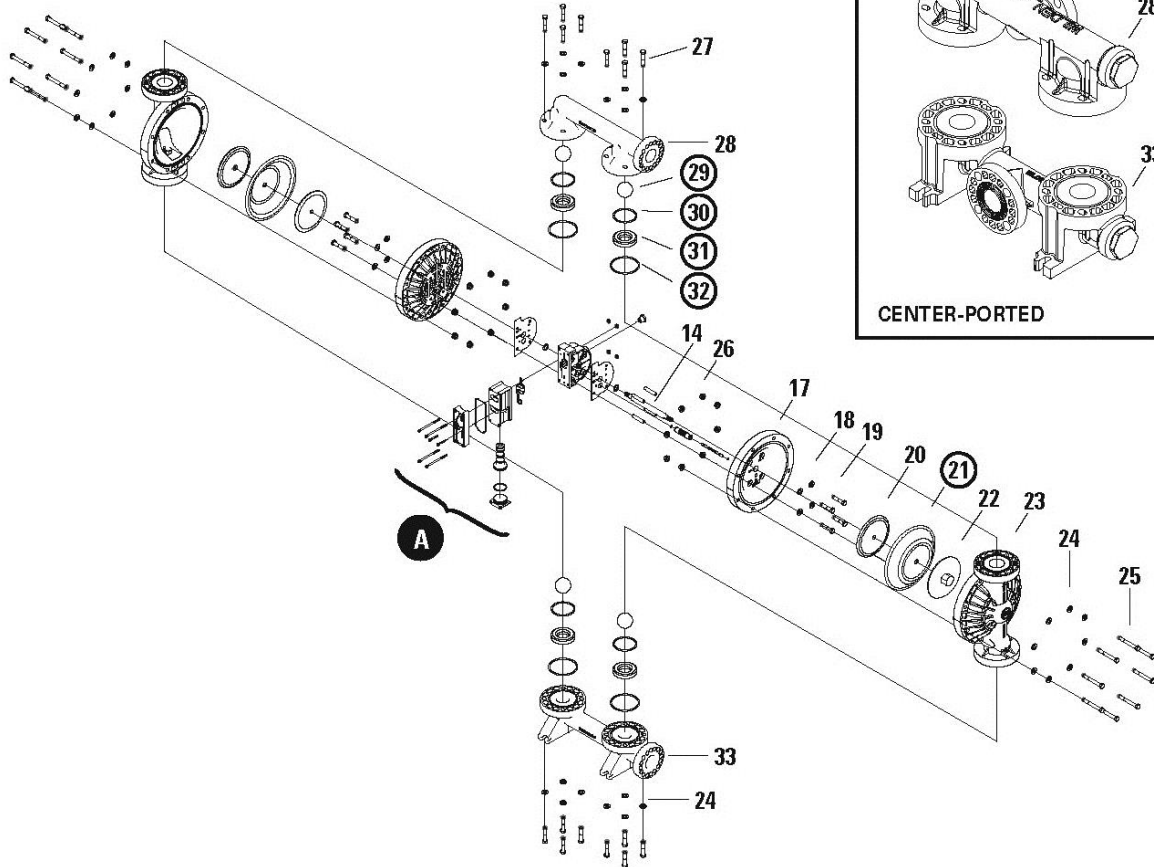
EXPLODED VIEW



FULL-STROKE PTFE-FITTED



CENTER-PORTED



ALL CIRCLED PART IDENTIFIERS ARE INCLUDED IN REPAIR KITS (see Section 9).

Exploded View and Parts List

No.	Part Description	Qty.	P800/PKPPP P/N	P800/KKPPP P/N	P800/PKPPP-0502 P/N	P800/KKPPP-0502 P/N
1	Pro-Flo® Air Valve Assembly ¹	1	04-2000-20-700	04-2000-20-700	04-2000-20-700	04-2000-20-700
2	O-Ring (-225), End Cap (1.859" x .139")	1	04-2390-52-700	04-2390-52-700	04-2390-52-700	04-2390-52-700
3	End Cap, Pro-Flo®	1	04-2330-20-700	04-2330-20-700	04-2330-20-700	04-2330-20-700
4	Screw, SHC, 1/4-20x4.5"	4	01-6000-03	01-6000-03	01-6000-05	01-6000-05
5	Screw, SHCS, 10-16 x 1.75	2	04-6351-03	04-6351-03	04-6351-03	04-6351-03
6	Muffler Plate, Pro-Flo®	1	04-3180-20-700	04-3180-20-700	04-3180-20-700	04-3180-20-700
7	Gasket, Muffler Plate	1	04-3500-52-700	04-3500-52-700	04-3500-52-700	04-3500-52-700
8	Gasket, Air Valve	1	04-2600-52-700	04-2600-52-700	04-2600-52-700	04-2600-52-700
9	Center Block	1	04-3110-20	04-3110-20	04-3110-20	04-3110-20
10	Bushing, Reducer	1	04-6950-20-700	04-6950-20-700	04-6950-20-700	04-6950-20-700
11	Nut, Square, 1/4"-20	4	00-6505-03	00-6505-03	00-6505-05	00-6505-05
12	Sleeve, Threaded, Pro-Flo® CenterBlock	4	04-7710-08	04-7710-08	04-7710-08	04-7710-08
13	Removable Pilot Sleeve Assembly	1	04-3882-99	04-3882-99	04-3882-99	04-3882-99
14	Shaft, Rubber/TPE	1	08-3811-09	08-3811-09	08-3811-09	08-3811-09
15	Glyd™ Ring	2	08-3210-55-225	08-3210-55-225	08-3210-55-225	08-3210-55-225
16	Gasket, Center Block, Pro-Flo®	2	04-3526-56	04-3526-56	04-3526-56	04-3526-56
17	Air Chamber, Pro-Flo®	2	08-3681-20	08-3681-20	08-3681-20	08-3681-20
18	Washer, Flat 3/8 x 13/32	8	04-6741-03	04-6741-03	04-6741-03	04-6741-03
19	Screw, HHC, 3/8"-16 x 1-1/4"	8	04-6190-03	04-6190-03	04-6190-03	04-6190-03
20	Inner Piston	2	08-3700-01	08-3700-01	08-3700-01	08-3700-01
21	Diaphragm	2	*	*	*	*
22	Outer Piston	2	08-4550-21-500	08-4550-21-500	08-4550-21-500	08-4550-21-500
23	Liquid Chamber	2	08-5005-20	08-5005-21	08-5005-20	08-5005-21
24	Washer, Plain	32	04-6730-03	04-6730-03	04-6730-05	04-6730-05
25	Screw, HHC 1/2-13 x 4.00	16	08-6198-03	08-6198-03	08-6191-05	08-6191-05
26	Nut, Hex Flange 1/2-13	16	08-6435-03	08-6435-03	08-6435-05	08-6435-05
27	Screw, HHC 1/2-13 x 2.00	16	04-6210-03	04-6210-03	08-6181-05	08-6181-05
28	Manifold, Discharge ANSI, Side-Ported	1	08-5030-20	08-5030-21	08-5030-20	08-5030-21
	Manifold, Discharge DIN, Side Ported		08-5031-20	08-5031-21	08-5031-20	08-5031-21
	Manifold, Discharge, Center-Ported, Combo	1	08-5030-20-690	08-5030-21-690	08-5030-20-690	08-5030-21-690
29	Valve Ball	4	*	*	*	*
30	Valve Seat O-Ring (3.475" x .210")	4	*	*	*	*
31	Valve Seat	4	08-1125-20	08-1125-21	08-1125-20	08-1125-21
32	Manifold O-ring (4.350"x.210")	4	*	*	*	*
33	Manifold, Inlet ANSI, Side-Ported	1	08-5090-20	08-5090-21	08-5090-20	08-5090-21
	Manifold, Inlet DIN, Side Ported		08-5091-20	08-5091-21	08-5091-20	08-5091-21
	Manifold, Inlet, Center-Ported, Combo	1	08-5090-20-690	08-5090-21-690	08-5090-20-690	08-5090-21-690
34	Pilot Spool Retaining O-Ring	2	04-2650-49-700	04-2650-49-700	04-2650-49-700	04-2650-49-700
35	Diaphragm, Full Stroke PTFE, Primary	2	08-1040-55-42	08-1040-55-42	08-1040-55-42	08-1040-55-42
36	Diaphragm, Full Stroke PTFE, Back-Up	2	08-1065-57	08-1065-57	08-1065-57	08-1065-57

*Refer to Elastometer Chart

¹Air Valve Assembly includes items 2 and 3

0502 Specialty Code = PFA-Coated Hardware

0504 Specialty Code = DIN Flange

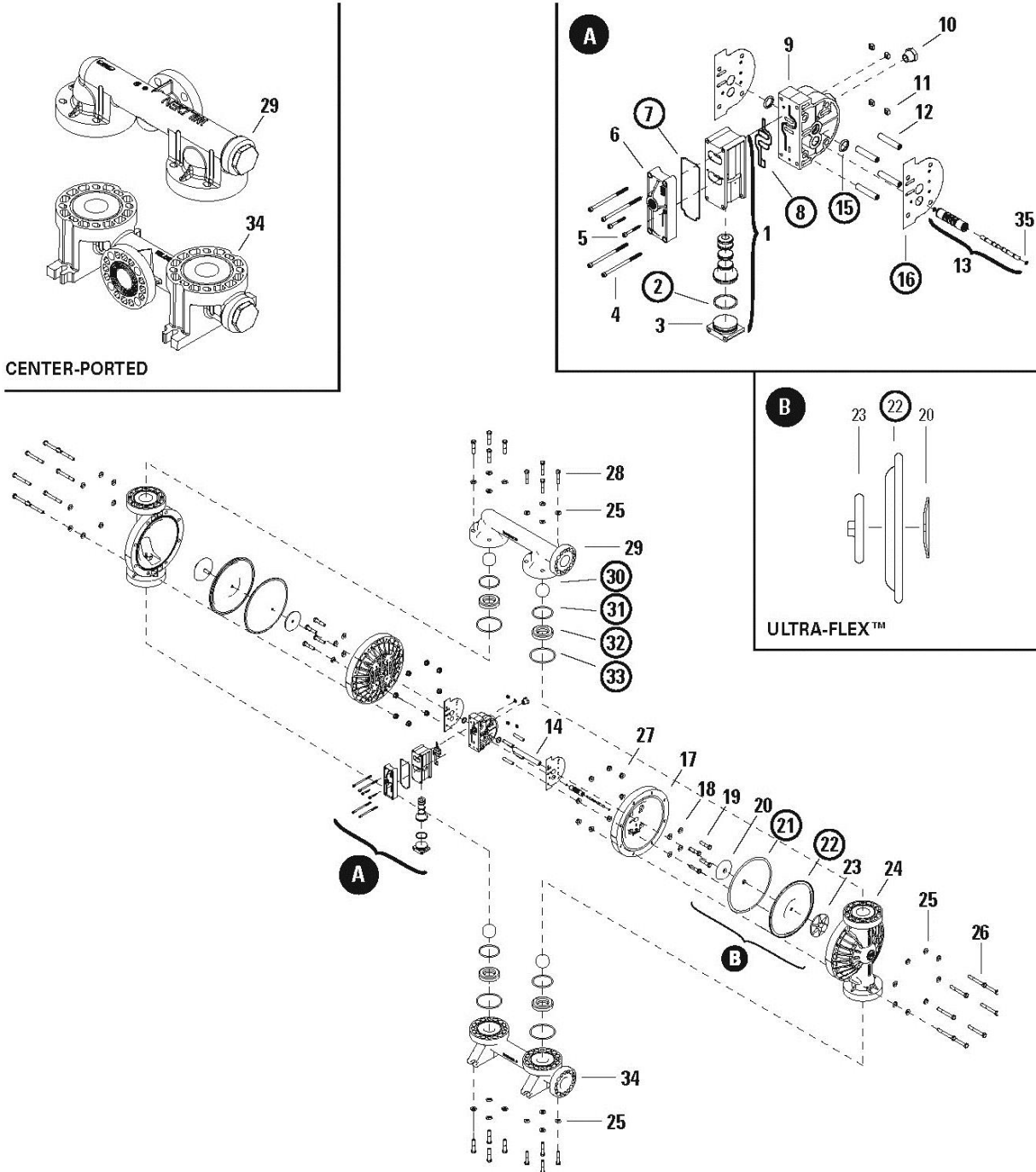
All boldface items are primary wear parts.

Exploded View and Parts Listing

P800 PLASTIC

REDUCED-STROKE DIAPHRAGM - FITTED

EXPLODED VIEW



Exploded View and Parts List

No.	Part Description	Qty.	P800/PKPPP P/N	P800/KKPPP P/N	P800/PKPPP-0502 P/N	P800/KKPPP-0502 P/N
1	Pro-Flo® Air Valve Assembly ¹	1	04-2000-20-700	04-2000-20-700	04-2000-20-700	04-2000-20-700
2	O-Ring (-225), End Cap (1.859" x .139")	1	04-2390-52-700	04-2390-52-700	04-2390-52-700	04-2390-52-700
3	End Cap, Pro-Flo®	1	04-2330-20-700	04-2330-20-700	04-2330-20-700	04-2330-20-700
4	Screw, HHC, 1/4-20x4.5"	4	01-6000-03	01-6000-03	01-6000-05	01-6000-05
5	Screw, SHCS, 10-16 x 1.75"	2	04-6351-03	04-6351-03	04-6351-05	04-6351-05
6	Muffler Plate, Pro-Flo®	1	04-3180-20-700	04-3180-20-700	04-3180-20-700	04-3180-20-700
7	Gasket, Muffler Plate	1	04-3500-52-700	04-3500-52-700	04-3500-52-700	04-3500-52-700
8	Gasket, Air Valve	1	04-2600-52-700	04-2600-52-700	04-2600-52-700	04-2600-52-700
9	Center Block	1	04-3110-20	04-3110-20	04-3100-20	04-3110-20
10	Bushing, Reducer	1	04-6950-20-700	04-6950-20-700	04-6950-20-700	04-6950-20-700
11	Nut, Hex, 1/4"-20	4	00-6505-03	00-6505-03	00-6505-05	00-6505-05
12	Sleeve, Threaded, Pro-Flo® Center Block	4	04-7710-03	04-7710-03	04-7710-03	04-7710-03
13	Removable Pilot Sleeve Assembly	1	04-3882-99	04-3882-99	04-3882-99	04-3882-99
14	Shaft, PTFE	1	08-3842-03	08-3842-03	08-3842-03	08-3842-03
	Shaft, Ultra-Flex™	1	08-3843-03	08-3843-03	08-3843-03	08-3843-03
15	Glyd™ Ring	2	08-3210-55-225	08-3210-55-225	08-3210-55-225	08-3210-55-225
16	Gasket, Center Block, Pro-Flo®	2	04-3526-56	04-3526-56	04-3526-56	04-3526-56
17	Air Chamber, Pro-Flo®	2	08-3681-20	08-3681-20	08-3681-20	08-3681-20
18	Washer, flat 3/8 x 13/32	8	04-6741-03	04-6741-03	04-6741-03	04-6741-03
19	Screw, HHC, 3/8"-16 x 1-1/4"	8	04-6190-03	04-6190-03	04-6190-03	04-6190-03
20	Inner Piston	2	08-3750-01	08-3750-01	08-3750-01	08-3750-01
	Inner Piston, Ultra-Flex®	2	08-3761-01	08-3761-01	08-3761-01	08-3761-01
21	Diaphragm, Back-up	2	08-1060-51	08-1060-51	08-1060-51	08-1060-51
	Outer Piston, Ultra-Flex™	2	08-4560-21	08-4560-21	08-4560-21	08-4560-21
22	Diaphragm, PTFE Primary	2	08-1010-55	08-1010-55	08-1010-55	08-1010-55
	Diaphragm, Ultra-Flex™	2	*	*	*	*
23	Outer Piston	2	08-4600-21-500	08-4600-21-500	08-4600-21-500	08-4600-21-500
	Outer Piston, Ultra-Flex™	2	08-4560-21	08-4560-21	08-4560-21	08-4560-21
24	Liquid Chamber	2	08-5005-20	08-5005-21	08-5005-20	08-5005-21
25	Washer, Plain	32	04-6730-03	04-6730-03	04-6730-05	04-6730-05
26	Screw, HHC, 1/2-13 x 4.00	16	08-6198-03	08-6198-03	08-6191-05	08-6191-05
27	Nut, Hex Flange 1/2-13	16	08-6435-03	08-6435-03	08-6435-05	08-6435-05
28	Screw, HHC, 1/2-13 x 2	16	04-6210-03	04-6210-03	08-6181-05	08-6181-05
29	Manifold, Discharge ANSI, Side-Ported	1	08-5030-20	08-5030-21	08-5030-20	08-5030-21
	Manifold, Discharge DIN, Side-Ported	1	08-5031-21	08-5031-21	08-5031-20	08-5031-21
	Manifold, Discharge, Center-Ported, Combo	1	08-5030-20-690	08-5030-21-690	08-5030-20-690	08-5030-21-690
30	Valve Ball	4	08-1080-55	08-1080-55	08-1080-55	08-1080-55
31	Valve Seat, O-Ring (3.475" x .210")	4	08-1205-60	08-1205-60	08-1205-60	08-1205-60
32	Valve Seat	4	08-1125-20	08-1125-21	08-1125-20	08-1125-21
33	Manifold O-Ring (4.350" x .210")	4	08-1371-60	08-1371-60	08-1371-60	08-1371-60
34	Manifold, Inlet ANSI, Side-Ported	1	08-5090-20	08-5090-21	08-5090-20	08-5090-21
	Manifold, Inlet DIN, Side-Ported	1	08-5091-20	08-5010-21	08-5091-20	08-5010-21
	Manifold, Inlet, Center-Ported, Combo	1	08-5090-20-690	08-5090-21-690	08-5090-20-690	08-5090-21-690
35	Pilot Spool Retaining O-Ring	2	04-2650-49-700	04-2650-49-700	04-2650-49-700	04-2650-49-700

*Refer to Elastometer Chart

¹Air Valve Assembly includes item numbers 2 and 3

0502 Specialty Code = PFA-Coated Hardware

0504 Specialty Code = DIN Flange

All boldface items are primary wear parts.

Section 9

Elastomer Options

P800 Plastic

Material	Diaphragms (2)	Ultra-Flex™ Diaphragms	Reduced-Stroke Back-Up Diaphragms	Full-Stroke Back-Up Diaphragms	Valve Balls (4)	Valve Seat (4)	Valve Seat O-Ring (4)	Manifold O-Ring
Neoprene	08-1010-51	08-1020-51	08-1060-51		08-1080-51			
Buna-N	08-1010-52	08-1020-52			08-1080-52		08-1205-52	08-1371-52
FKM	08-1010-53	08-1020-53			08-1080-53			
EPDM	08-1010-54	08-1020-54			08-1080-54			
PTFE	08-1010-55				08-1080-55			
Full Stroke PTFE	08-1040-55-42							
PTFE Encap. (FKM)							08-1205-60	08-1371-60
Polyurethane	08-1010-50				08-1080-50			
Saniflex™	08-1010-56		08-1060-56	08-1065-56	08-1080-56			
Wil-Flex™	08-1010-58			08-1065-57	08-1080-58	N/A	08-1205-58	08-1371-58
Polypropylene						08-1125-20		
PVDF						08-1125-21		

Back-up diaphragms used with PTFE diaphragms only.

PRO-FLO® Plastic

Description	Neoprene	Buna-N	FKM	EPDM	Reduced- Stroke PTFE	Wil-flex™	Saniflex™	Polyurethane
Pro-Flo® Plastic	08-9553-51	08-9553-52	08-9553-53	08-9553-54	08-9553-55	08-9553-58	08-9553-56	08-9553-50

Notes

PSG
22069 Van Buren Street
Grand Terrace, CA 92313-5651 USA
P: +1 (909) 422-1730 • F: +1 (909) 783-3440
psgdover.com



Where Innovation Flows