

# WILDEN®

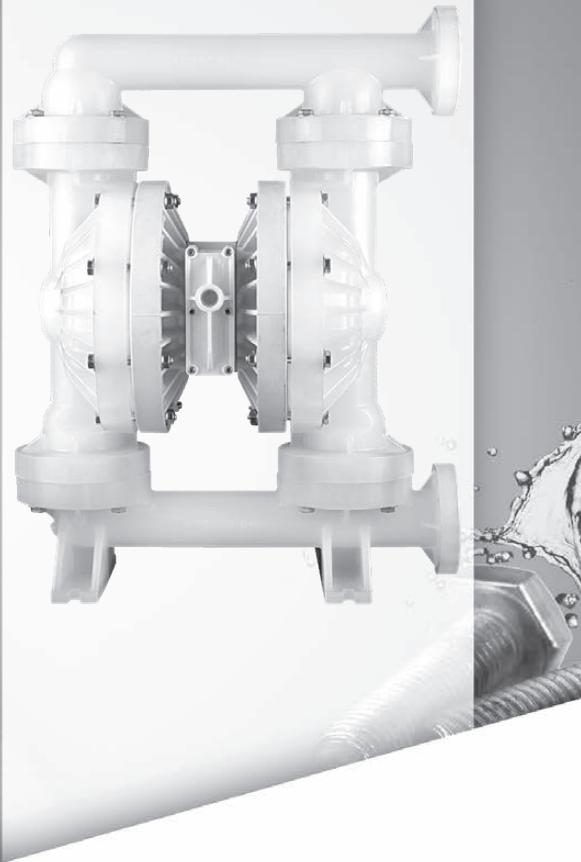
**EOM**  
Engineering  
Operation &  
Maintenance

**P800**  
Plastic Pump



Where Innovation Flows

[wildenpump.com](http://wildenpump.com)



**PSG**  
a **DOVER** company

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## CAUTIONS—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
Gelast®	-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 <sup>1</sup>	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.

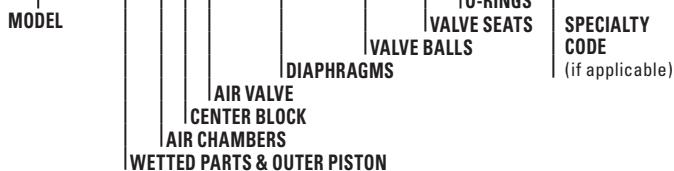
 **CAUTION:** If the pipe plug in the inlet or discharge manifold on the 51 mm (2") bolted plastic center-ported model is removed, a triple density (red) PTFE pipe tape is recommended to ensure adequate sealing.

 **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.

**P800 PLASTIC**
**51 mm (2") Pump**  
**Maximum Flow Rate:**  
**624 lpm (165 gpm)**
**LEGEND**
**P800 / XXXXX / XXX / XX / XXX / XXXX**

**MATERIAL CODES**
**MODEL**

P800 = PRO-FLO®

**WETTED PARTS / OUTER PISTON**

 KK = PVDF / PVDF  
 KZ = PVDF / NO OUTER PISTON  
 PK = POLYPROPYLENE / PVDF  
 PZ = POLYPROPYLENE / 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™ [Hytrell® (Cream)]  
 FWL = FULL-STROKE SANITARY WIL-FLEX™, IPD [Santoprene® (Two Black Dots)]  
 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 BACK-UP (White)  
 TNU = PTFE W/NEOPRENE BACK-UP (White)  
 TSU = PTFE W/SANIFLEX™ BACK-UP (White)  
 TSS = FULL-STROKE PTFE W/SANIFLEX™ BACK-UP  
 TWS = FULL-STROKE PTFE W/WIL-FLEX™ BACK-UP  
 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

ZWS = WIL-FLEX™, EZ-INSTALL [Santoprene® (Three Black Dots)]

**VALVE BALLS**

 BN = BUNA-N (Red Dot)  
 EP = EPDM (Blue Dot)  
 FS = SANIFLEX™ [Hytrell® (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®)

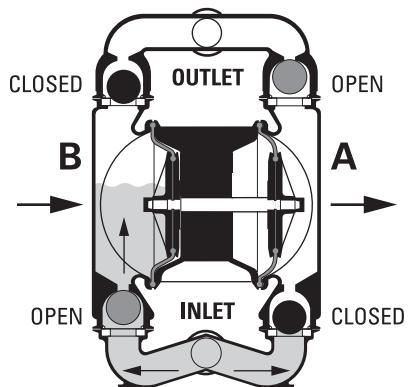
**SPECIALTY CODES**

0100	Wil-Gard 110V	0502	PFA-Coated
0102	Wil-Gard sensor wires ONLY	0504	DIN Flange
0103	Wil-Gard 220V	0506	DIN Flange, PFA-Coated
0206	PFA-coated hardware, Wil-Gard II™ sensor wires ONLY	0513	SS outer pistons
0480	Pump Cycle Monitor (sensor & wires)	0604	DIN flange Wil-Gard II™
0483	Pump Cycle Monitor (module, sensor & wires)	0608	PFA-coated hardware, Wil-Gard II™ 220V
0485	Pump Cycle Monitor (module, sensor & wires), DIN flange	0690	Center-Ported ANSI/DIN Combo
		0691	Center-Ported, ANSI/DIN combo flange, PFA-coated fasteners

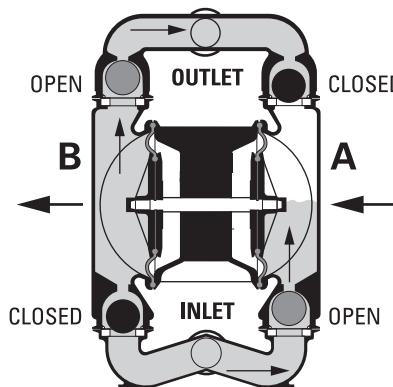
**NOTE:** Most elastomeric materials use colored dots for identification.

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

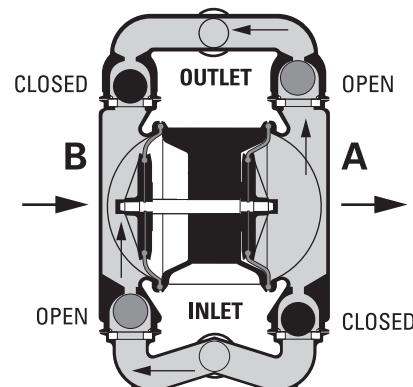
The Wilden diaphragm pump is an air-operated, positive displacement, self-priming pump. These drawings show flow pattern through the pump upon its initial stroke. It is assumed the pump has no fluid in it prior to its initial stroke.



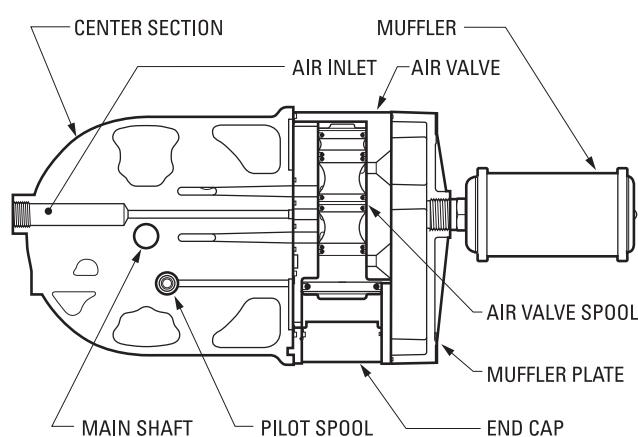
**FIGURE 1** The air valve directs pressurized air to the back side of diaphragm A. The compressed air is applied directly to the liquid column separated by elastomeric diaphragms. The diaphragm acts as a separation membrane between the compressed air and liquid; a balanced load removes mechanical stress from the diaphragm. The compressed air moves the diaphragm away from the center 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 atmosphere through the exhaust port of the pump. The movement of diaphragm B toward the center 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).



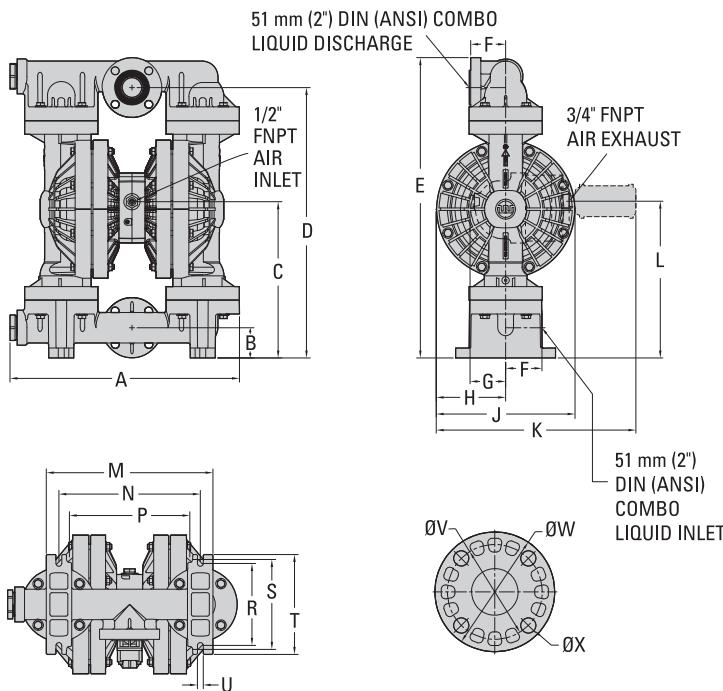
**FIGURE 2** When the pressurized diaphragm, diaphragm A, reaches the limit of its discharge stroke, the air valve redirects pressurized air to the back side of diaphragm B. The pressurized air forces diaphragm B away from the center while pulling diaphragm A to the center. Diaphragm B is now on its 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 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.

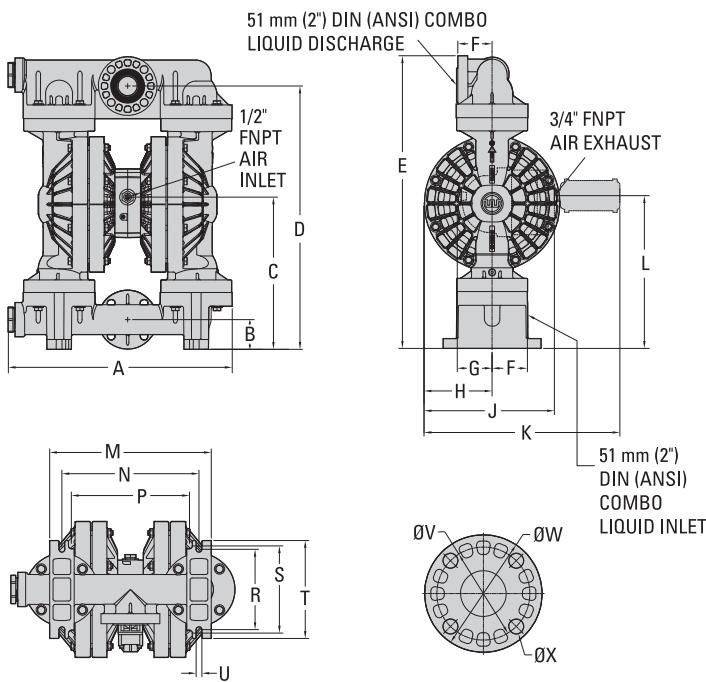


The Pro-Flo® patented air distribution system incorporates two moving parts: the air valve spool and the pilot spool. The heart of the system is the air valve spool and air valve. This valve design incorporates an unbalanced spool. The smaller end of the spool is pressurized continuously, while the large 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.

**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
<b>DIN / ANSI COMBO</b>		
V	121 DIA.	4.8 DIA.
W	152 DIA.	6.0 DIA.
X	21 DIA.	0.8 DIA.

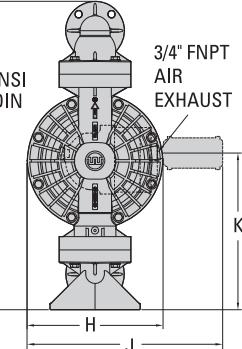
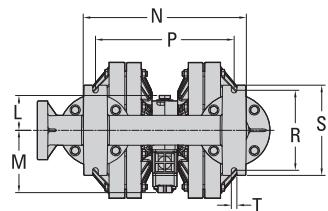
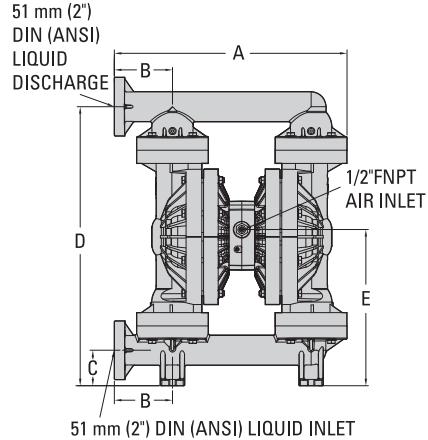
LW0332 REV. A

**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
<b>DIN / ANSI COMBO</b>		
V	121 DIA.	4.8 DIA.
W	152 DIA.	6.0 DIA.
X	21 DIA.	0.8 DIA.

LW0333 REV. A

**P800 Polypropylene Side-Ported**

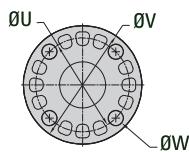
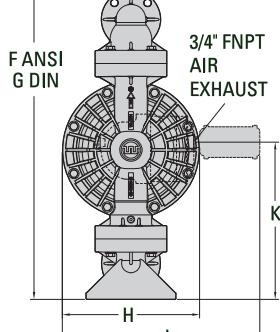
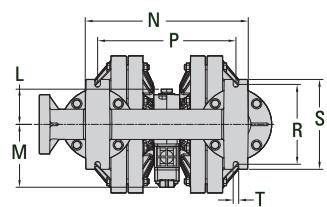
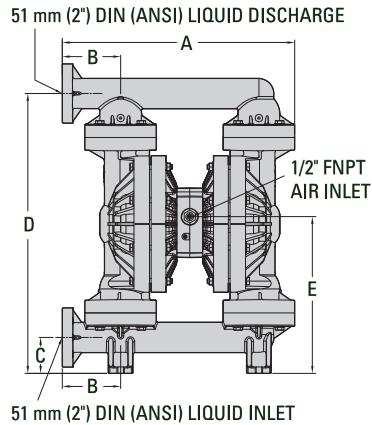


**DIMENSIONS**

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
<b>DIN FLANGE</b>		
U	121 DIA.	4.9 DIA.
V	165 DIA.	6.5 DIA.
W	18 DIA.	0.7 DIA.
<b>ANSI FLANGE</b>		
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	597	23.5
B	150	5.9
C	92	3.6
D	720	28.3
E	403	15.9
F	796	31.3
G	802	31.6
H	353	13.9
J	508	20.0
K	404	15.9
L	84	3.3
M	122	4.8
N	419	16.5
P	356	14.0
R	205	8.1
S	231	9.1
T	14	0.6
<b>DIN FLANGE</b>		
U	125 DIA.	4.9 DIA.
V	165 DIA.	6.5 DIA.
W	18 DIA.	0.7 DIA.
<b>ANSI FLANGE</b>		
U	121 DIA.	4.8 DIA.
V	152 DIA.	6.0 DIA.
W	19 DIA.	0.8 DIA.

LW0331 REV. A

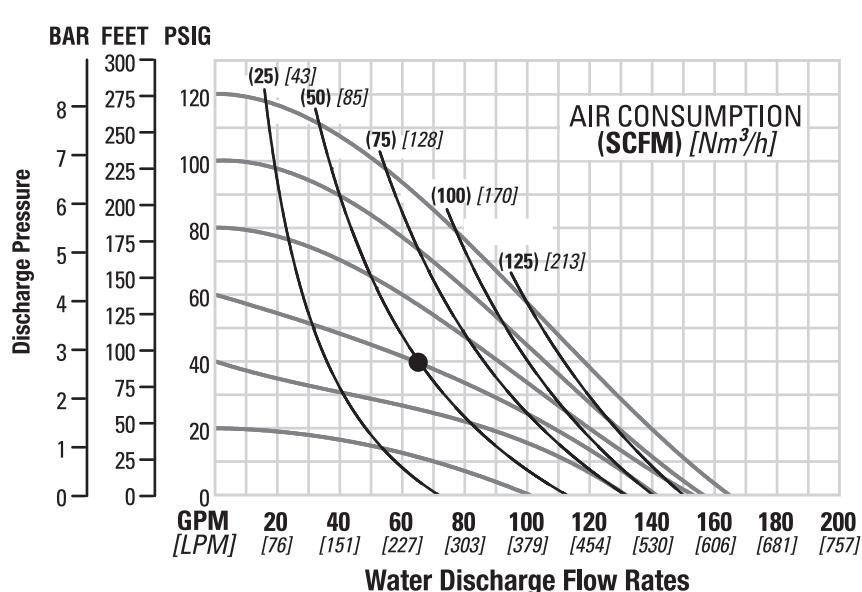
## P800 PLASTIC RUBBER-FITTED

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 Lift.....6.23 m Dry (20.4')  
8.65 m Wet (28.4')  
Disp. per Stroke<sup>1</sup>.....2.75 L (0.73 gal)  
Max. Flow Rate.....624 lpm (165 gpm)  
Max. Size Solids.....6.4 mm (1/4")

<sup>1</sup>Displacement 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 Nm<sup>3</sup>/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

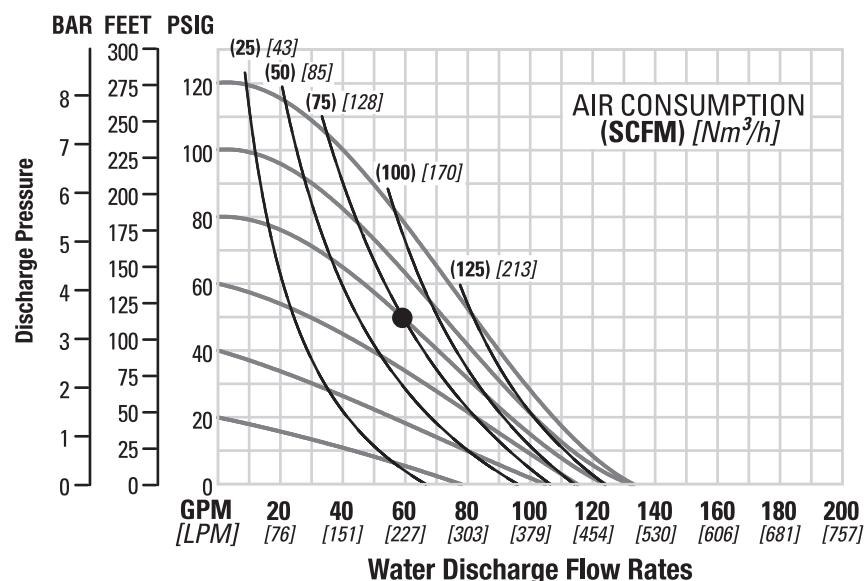
### P800 PLASTIC REDUCED-STROKE PTFE-FITTED

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 Stroke<sup>1</sup> ..... 1.73 L (0.457 gal)  
Max. Flow Rate ..... 504 lpm (133 gpm)  
Max. Size Solids ..... 6.4 mm (1/4")

<sup>1</sup>Displacement 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 Nm<sup>3</sup>/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.

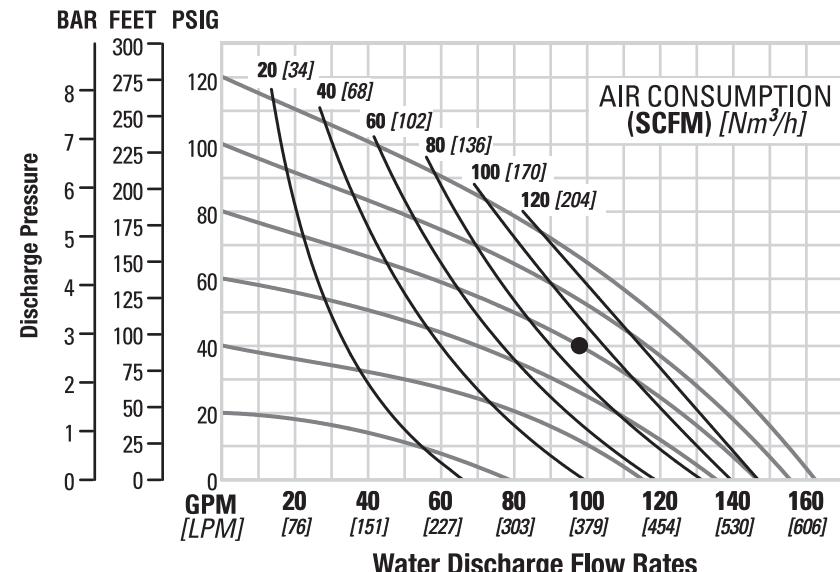
### P800 PLASTIC FULL-STROKE PTFE-FITTED

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 Stroke<sup>1</sup> ..... 2.5 L (0.67 gal)  
Max. Flow Rate ..... 615 lpm (162 gpm)  
Max. Size Solids ..... 6.4 mm (1/4")

<sup>1</sup>Displacement 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 Nm<sup>3</sup>/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.

## PERFORMANCE

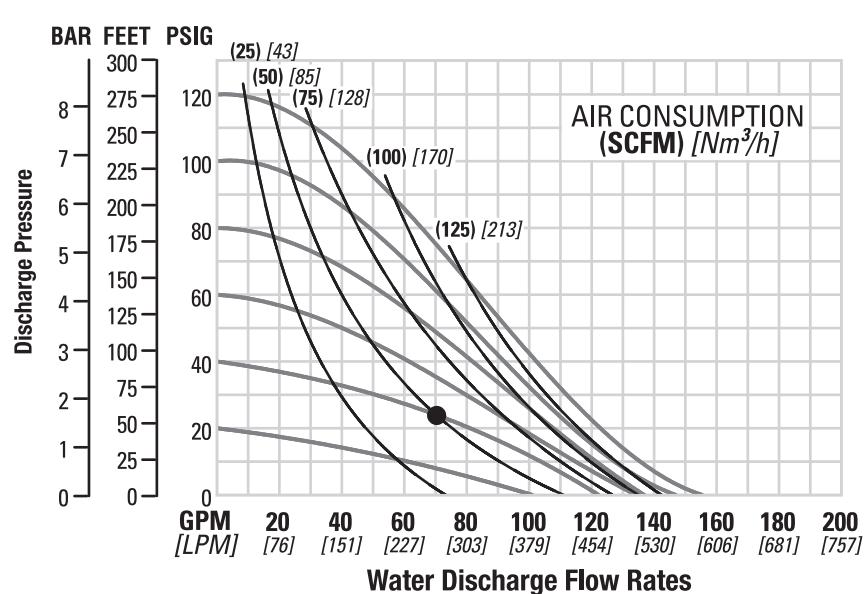
### P800 PLASTIC ULTRA-FLEX™-FITTED

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.....4.84 m Dry (15.89')  
8.65 m Wet (28.4')  
Disp. per Stroke<sup>1</sup>.....1.73 L (0.457 gal)  
Max. Flow Rate.....588 lpm (155 gpm)  
Max. Size Solids.....6.4 mm (1/4")

<sup>1</sup>Displacement 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 265 lpm (70 gpm) against a discharge head pressure of 1.7 bar (24 psig) requires 2.8 bar (40 psig) and 85 Nm<sup>3</sup>/h (50 scfm) air consumption.

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



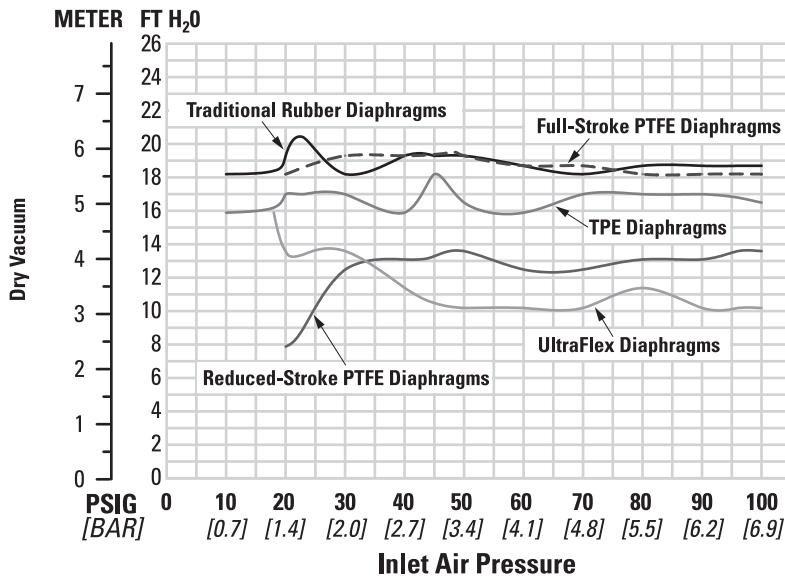
Flow rates indicated on chart were determined by pumping water.

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.

## 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.



## SUGGESTED INSTALLATION

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.

**INSTALLATION:** Months of careful planning, study and selection efforts can result in unsatisfactory pump performance if installation details are left to chance.

Premature failure and long-term dissatisfaction can be avoided if reasonable care is exercised 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 six 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 5μ (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<sup>®</sup>) 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.

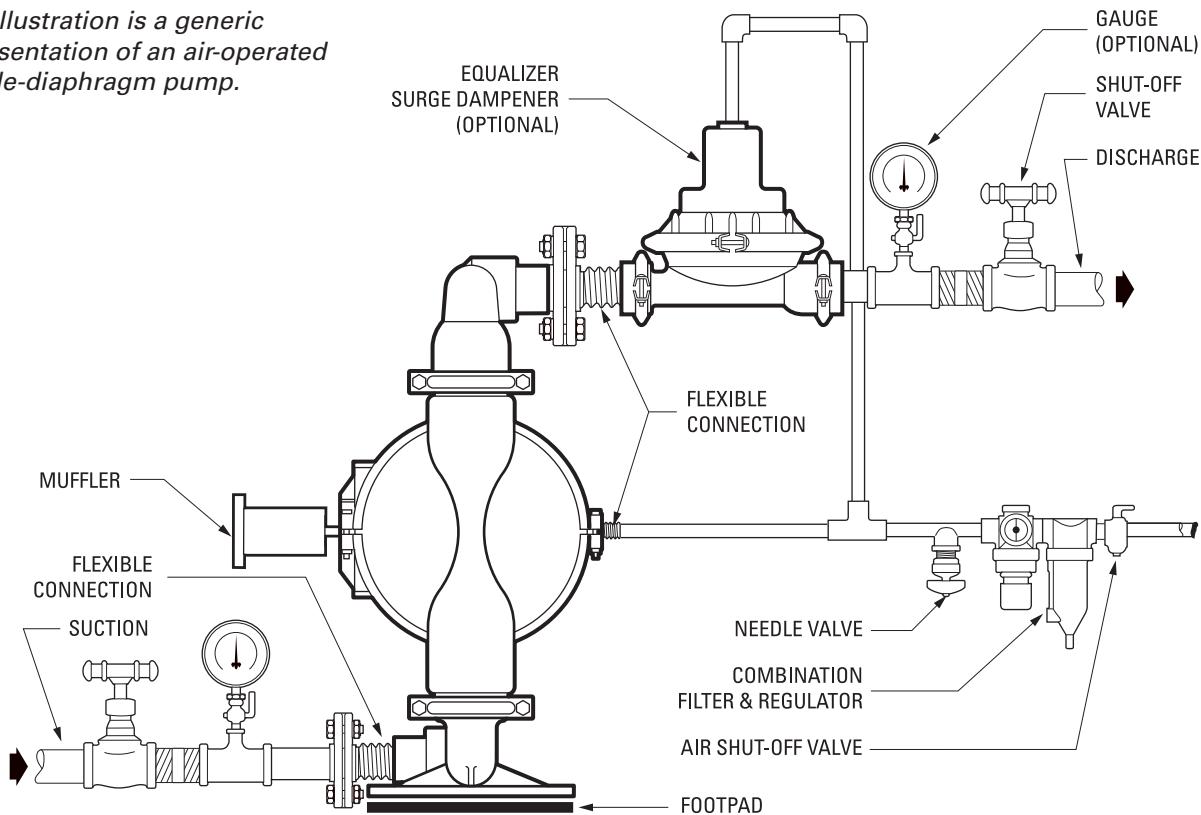
**NOTE:** Pro-Flo<sup>®</sup> pumps are not submersible.

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.

## SUGGESTED INSTALLATION

*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.

## SUGGESTED OPERATION & MAINTENANCE

**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. The Wilden P800 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.

**RECORDS:** When service is required, a record should be made of all necessary repairs and replacements. Over a period of time, such records can become a valuable tool for predicting and preventing future maintenance problems and unscheduled downtime. In addition, accurate records make it possible to identify pumps that are poorly suited to their applications.

## TROUBLESHOOTING

### ***Pump will not run or runs slowly.***

1. Ensure that the air inlet pressure is at least 0.4 bar (5 psig) above startup pressure and that the differential pressure (the difference between air inlet and liquid discharge pressures) is not less than 0.7 bar (10 psig).
2. Check air inlet filter for debris (see SUGGESTED INSTALLATION).
3. Check for extreme air leakage (blow by) that would indicate worn seals/bores 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.***

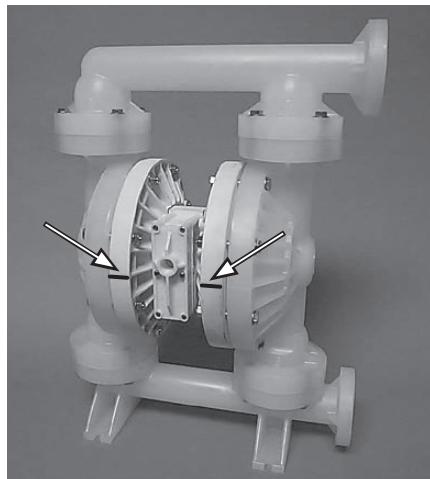
1. Check for diaphragm rupture.
2. Check tightness of outer pistons to shaft.

**PUMP DISASSEMBLY****Tools Required:**

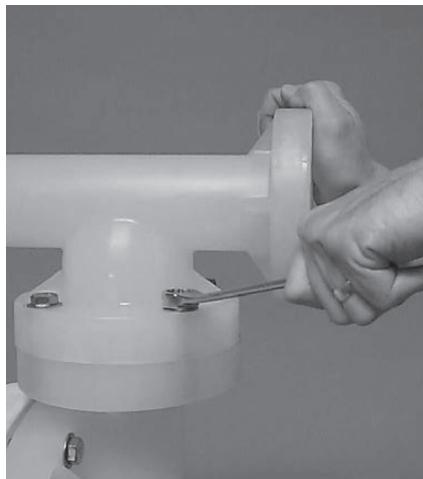
- 3/4" Wrench
- Adjustable Wrench
- Vise equipped w/soft jaws (such as plywood, plastic or other suitable material)

**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.

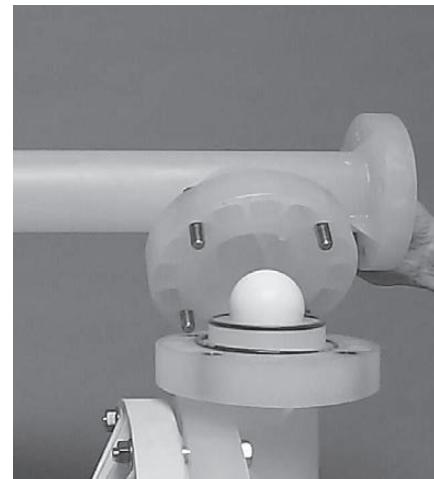
**NOTE:** The model photographed for these instructions incorporates PTFE diaphragms, balls and seats. Models with rubber diaphragms, balls and seats are the same except where noted.

**Step 1**

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

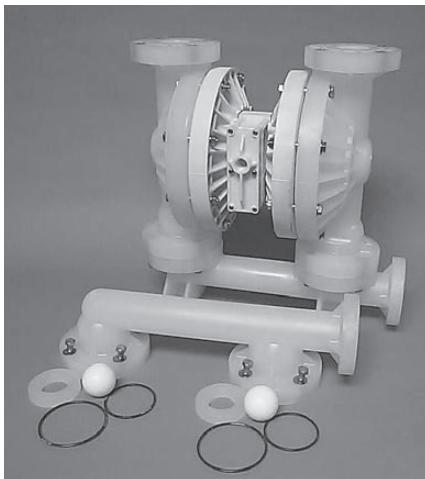
**Step 2**

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

**Step 3**

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

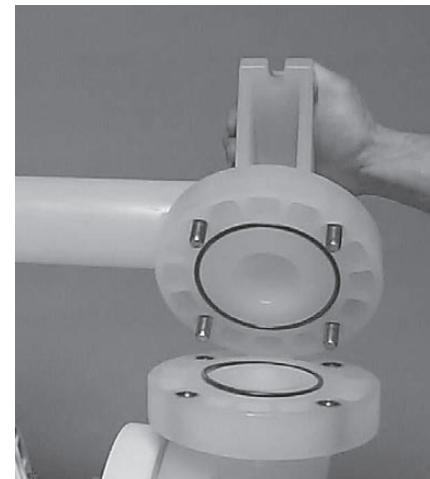
## PUMP DISASSEMBLY

**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**

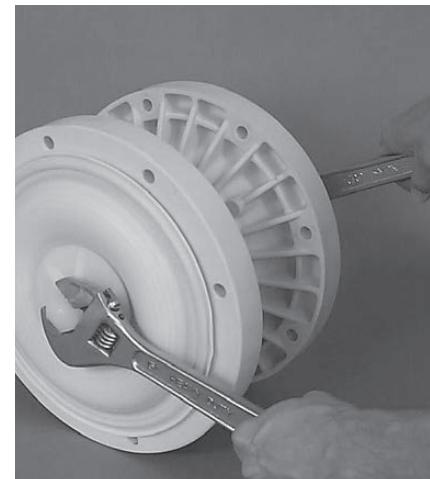
Remove the inlet manifold, valve balls, valve seats and valve seat O-rings and inspect for nicks, gouges, chemical attack or abrasive wear.

**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.

## PUMP DISASSEMBLY



### 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.

**PRO-FLO® AIR DISTRIBUTION SYSTEM (ADS) DISASSEMBLY****Tools Required:**

- 3/16" Wrench
- 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.

**Step 1**

Using a 3/16" hex-head wrench, loosen air valve bolts.

**Step 2**

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

**Step 3**

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

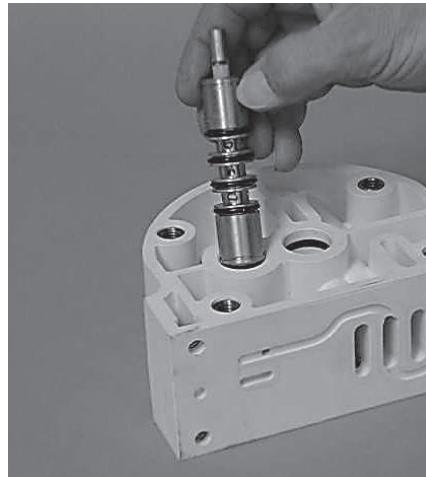
## PRO-FLO® AIR DISTRIBUTION SYSTEM (ADS) DISASSEMBLY

**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**

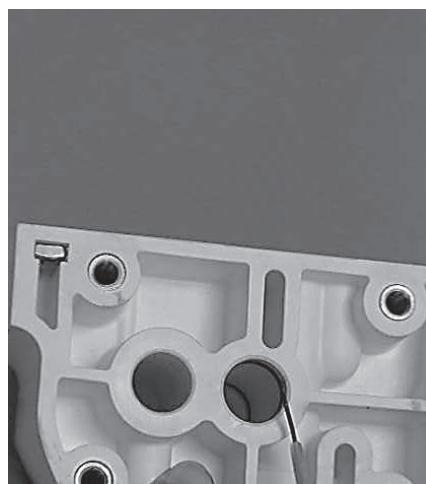
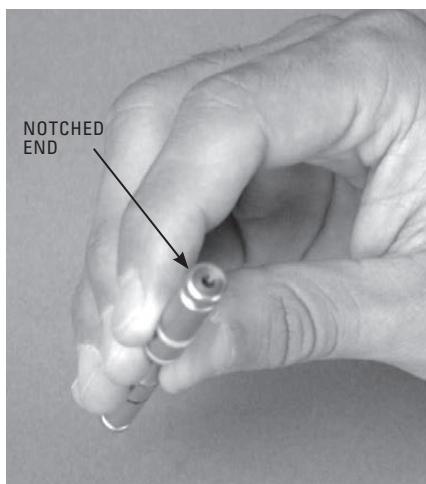
Remove the air valve spool from the air valve body by threading one air valve bolt into the end of the air valve spool and gently sliding the spool out of the air valve body. Inspect seals for signs of wear and replace entire assembly if necessary. Use caution when handling air valve spool to prevent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

## REASSEMBLY HINTS & TIPS

### REASSEMBLY:

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.
- Use a mallet to tamp lightly on the large clamp bands to seat the diaphragm before tightening.

### 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)

### SHAFT SEAL INSTALLATION:

#### PRE-INSTALLATION

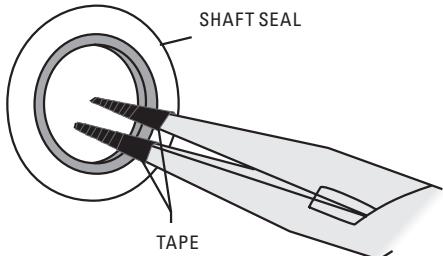
- Once all of the old seals have been removed, the inside of the groove should be cleaned to ensure no debris is left that may cause premature damage to the new seals.

#### INSTALLATION

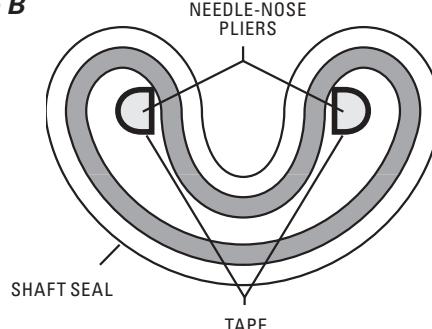
The following tools can be used to aid in the installation of the new seals:

- 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 a 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.

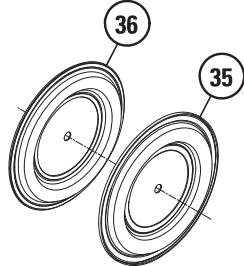
**Figure A**



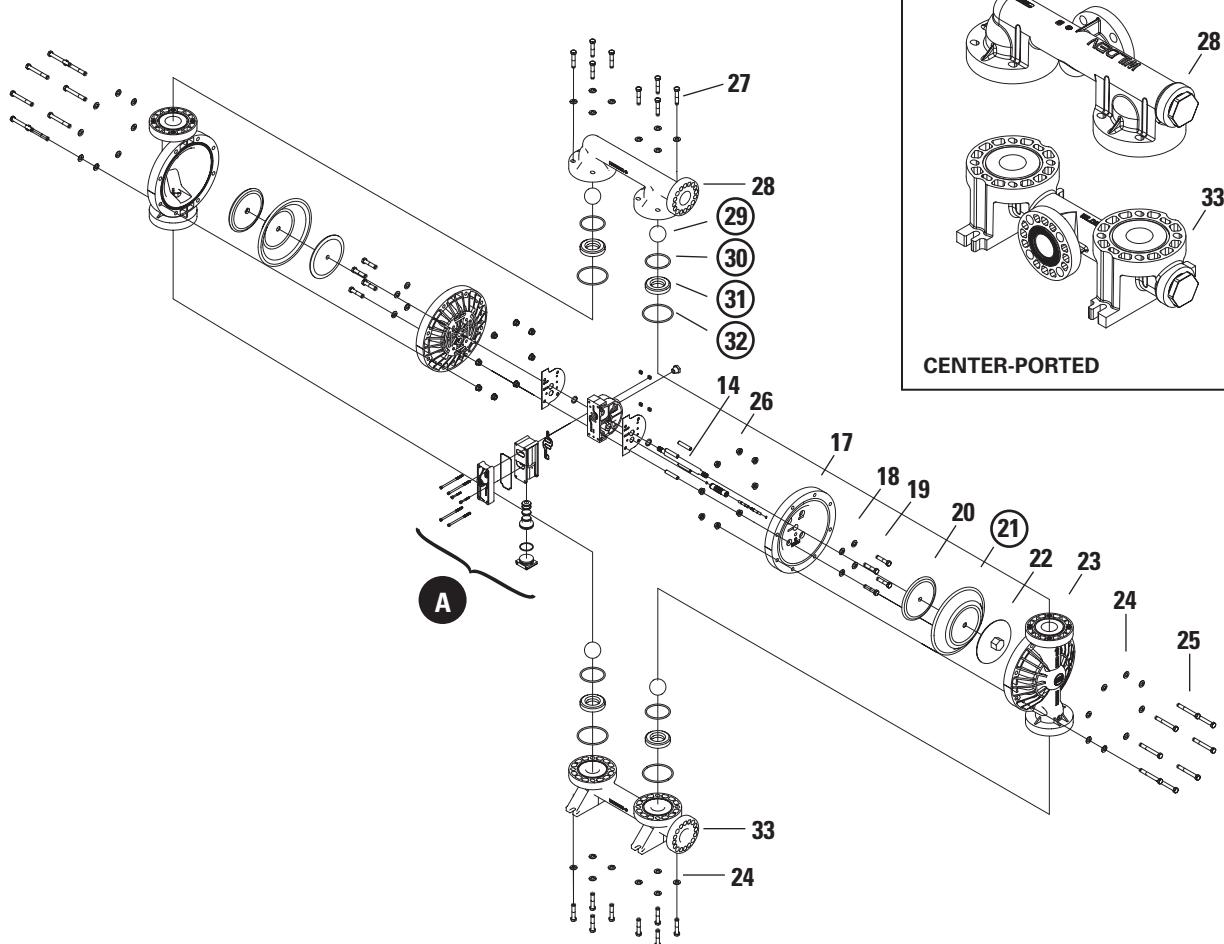
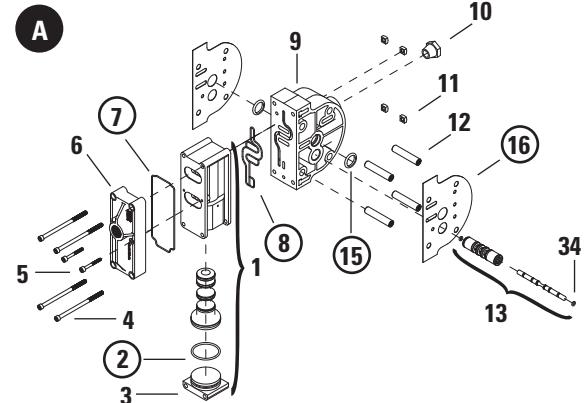
**Figure B**



**NOTES**

**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 LISTING**
**P800 PLASTIC**
**Full-Stroke Diaphragm-Fitted**
**PARTS LISTING**

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

\*Refer to Elastometer Chart

<sup>1</sup>Air Valve Assembly includes items 2 and 3

0502 Specialty Code = PFA-Coated Hardware

0504 Specialty Code = DIN Flange

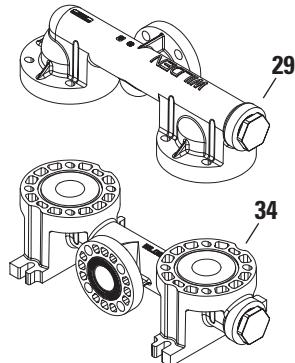
All **boldface** items are primary wear parts.

**EXPLODED VIEW AND PARTS LISTING**

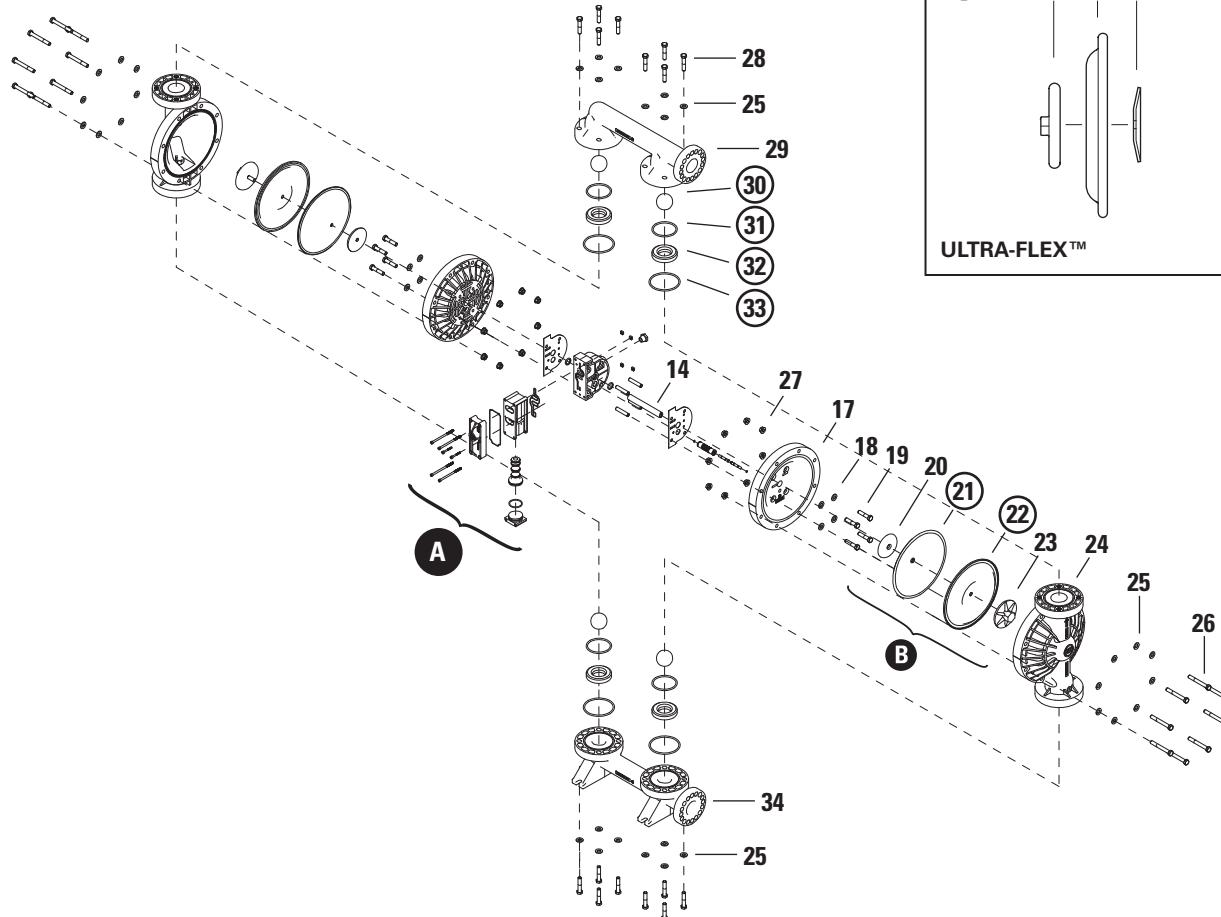
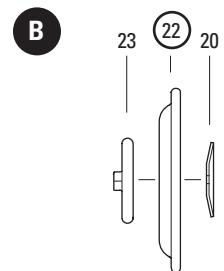
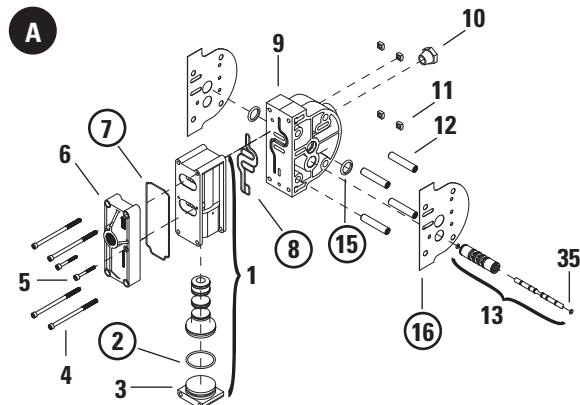
**P800 PLASTIC**

Reduced-Stroke Diaphragm-Fitted

**EXPLODED VIEW**



CENTER-PORTED



**EXPLODED VIEW AND PARTS LISTING**
**P800 PLASTIC**
**Reduced-Stroke Diaphragm-Fitted**
**PARTS LISTING**

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

\*Refer to Elastometer Chart

<sup>1</sup>Air 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.

**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	N/A	08-1080-51	N/A	N/A	N/A
Buna-N	08-1010-52	08-1020-52	N/A	N/A	08-1080-52	N/A	08-1205-52	08-1371-52
FKM	08-1010-53	08-1020-53	N/A	N/A	08-1080-53	N/A	N/A	N/A
EPDM	08-1010-54	08-1020-54	N/A	N/A	08-1080-54	N/A	N/A	N/A
PTFE	08-1010-55	N/A	N/A	N/A	08-1080-55	N/A	N/A	N/A
Full Stroke PTFE	08-1040-55-42	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PTFE Encap. (FKM)	N/A	N/A	N/A	N/A	N/A	N/A	08-1205-60	08-1371-60
Polyurethane	08-1010-50	N/A	N/A	N/A	08-1080-50	N/A	N/A	N/A
Saniflex™	08-1010-56	N/A	08-1060-56	08-1065-56	08-1080-56	N/A	N/A	N/A
Wil-Flex™	08-1010-58	N/A	N/A	08-1065-57	08-1080-58	N/A	08-1205-58	08-1371-58
Polypropylene	N/A	N/A	N/A	N/A	N/A	08-1125-20	N/A	N/A
PVDF	N/A	N/A	N/A	N/A	N/A	08-1125-21	N/A	N/A

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

## WARRANTY

Each and every product manufactured by Wilden Pump and Engineering, LLC is built to meet the highest standards of quality. Every pump is functionally tested to insure integrity of operation.

Wilden Pump and Engineering, LLC 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. Failure due to normal wear, misapplication, or abuse is, of course, excluded from this warranty.

Since the use of Wilden pumps and parts is beyond our control, we cannot guarantee the suitability of any pump or part for a particular application and Wilden Pump and Engineering, LLC shall not be liable for any consequential damage or expense arising from the use or misuse of its products on any application. Responsibility is limited solely to replacement or repair of defective Wilden pumps and parts.

All decisions as to the cause of failure are the sole determination of Wilden Pump and Engineering, LLC.

Prior approval must be obtained from Wilden for return of any items for warranty consideration and must be accompanied by the appropriate MSDS for the product(s) involved. A Return Goods Tag, obtained from an authorized Wilden distributor, must be included with the items which must be shipped freight prepaid.

The foregoing warranty is exclusive and in lieu of all other warranties expressed or implied (whether written or oral) including all implied warranties of merchantability and fitness for any particular purpose. No distributor or other person is authorized to assume any liability or obligation for Wilden Pump and Engineering, LLC other than expressly provided herein.

### PLEASE PRINT OR TYPE AND FAX TO WILDEN

PUMP INFORMATION					
Item #	Serial #				
Company Where Purchased					
YOUR INFORMATION					
Company Name					
Industry					
Name	Title				
Street Address					
City	State	Postal Code	Country		
Telephone	Fax	E-mail	Web Address		
Number of pumps in facility?		Number of Wilden pumps?			
Types of pumps in facility (check all that apply): <input type="checkbox"/> Diaphragm <input type="checkbox"/> Centrifugal <input type="checkbox"/> Gear <input type="checkbox"/> Submersible <input type="checkbox"/> Lobe					
<input type="checkbox"/> Other _____					
Media being pumped? _____					
How did you hear of Wilden Pump?		<input type="checkbox"/> Trade Journal	<input type="checkbox"/> Trade Show	<input type="checkbox"/> Internet/E-mail	<input type="checkbox"/> Distributor
<input type="checkbox"/> Other _____					

**ONCE COMPLETE, FAX TO (909) 783-3440**

**OR GO TO [PSGDOVER.COM](http://PSGDOVER.COM) > WILDEN > SUPPORT TO COMPLETE THE WARRANTY REGISTRATION ONLINE**

NOTE: WARRANTY VOID IF PAGE IS NOT FAXED TO WILDEN OR SUBMITTED ONLINE VIA THE [PSGDOVER.COM](http://PSGDOVER.COM) WEBSITE

WILDEN PUMP & ENGINEERING, LLC



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**PRO-FLO**  
PROGRESSIVE PUMP TECHNOLOGY

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PSG

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