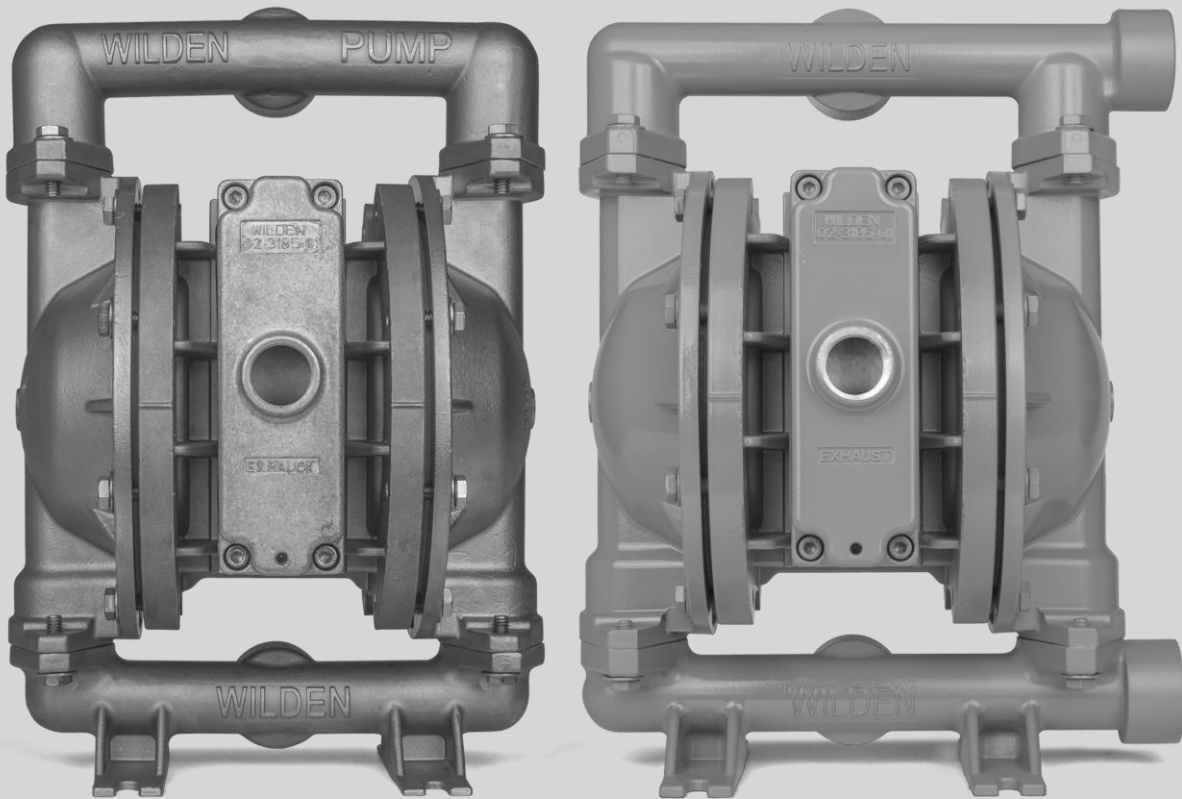


EOM

Engineering Operation  
& Maintenance

# Pro-Flo<sup>®</sup> R 260 Bolted Metal Pump



Where Innovation Flows

**WILDEN<sup>®</sup>**

WIL-11710-E-01

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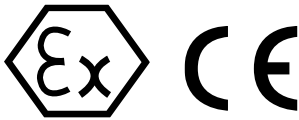
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**Warranty**

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 PSG official website.

**Certifications**

## 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:

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
EPDM	-51°C to 138°C	-60°F to 280°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 260°F
PTFE	4°C to 104°C	40°F to 260°F
FKM	-40°C to 177°C	-40°F to 350°F
Wil-Flex™	-40°C to 107°C	-40°F to 225°F

**CAUTION:** Not all materials are available for all models. See "Wilden Pump Designation System " on Page 4 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 the Chemical Resistance Guide for chemical compatibility and temperature limits.

**CAUTION:** All Wilden pumps are capable of passing solids. Use a strainer 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.

**CAUTION:** Thoroughly flush pumps before installing them into process lines. Clean and/or sanitize FDA- and USDA- approved pumps before using them.

**CAUTION:** Before attempting any maintenance or repair, disconnect the compressed air line to the pump and allow all air pressure 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.

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

**CAUTION:** Pro-Flo R pumps can be used for submersible applications, when using the Pro-Flo R submersible option.

**CAUTION:** Before installation, tighten all hardware.

**CAUTION:** Materials of construction and elastomer material have an effect on suction lift parameters. Please refer to "Performance " on Page 8 for specifics.

**CAUTION:** When installing PTFE diaphragms, it is important to tighten outer pistons simultaneously (turning in opposite directions) to ensure tight fit. (See "Maximum Torque Specifications" on Page 19.)

**CAUTION:** Some PTFE-fitted pumps come standard from the factory with expanded PTFE gaskets installed in the diaphragm bead of the liquid chamber. PTFE gaskets cannot be re-used.

**CAUTION:** In the event of a power failure, close the shut-off valve if you do not want the pump to restart when the power returns.

**PR260 METAL, 25 mm (1") Pump,  
Maximum Flow Rate: 182 lpm (48gpm)**

## WILDEN PUMP DESIGNATION SYSTEM

### LEGEND

XPR260	/	X	X	XX	X	/	XXX	/	XX	/	X	XX	/	XXXX
Model					Air Valve							O-Rings		
			Outer Piston	Center Section			Diaphragms		Valve Balls		Valve Seat			Specialty Code (if applicable)
		Wetted Paths												

### MATERIAL CODES

#### MODEL

XPR260 = PRO-FLO® R ATEX  
THREADED-PORTS

#### WETTED PATH

A = ALUMINUM  
S = STAINLESS STEEL

#### OUTER PISTON

A = ALUMINUM  
S = STAINLESS STEEL

#### CENTER SECTION

AA = ALUMINUM

#### AIR VALVE

A = ALUMINUM

#### DIAPHRAGMS

BNS = BUNA-N (Red Dot)  
NES = NEOPRENE (Green Dot)  
TWS = FULL-STROKE PTFE w/  
WIL-FLEX™ BACKUP  
VTS = FKM (White Dot)  
WFS = WIL-FLEX™ [Santoprene®]  
TNU = PTFE W/NEOPRENE  
BACKUP

#### VALVE BALLS

BN = BUNA-N (Red Dot)  
NE = NEOPRENE (Green Dot)  
TF = PTFE (White)  
VT = FKM (White Dot)  
WF = WIL-FLEX™ [Santoprene®]

#### VALVE SETAS

A = ALUMINUM  
S = STAINLESS STEEL

#### VALVE SETAS & MANIFOLD O-RINGS

BN = BUNA-N  
NE = NEOPRENE  
TF = PTFE  
VT = FKM  
WF = WIL-FLEX™ [Santoprene®]

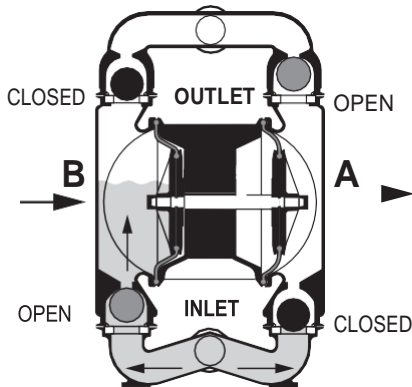
### SPECIALTY CODES

0014 BSPT  
0677 25 mm (1") NPT center-ported inlet and discharge manifold (only for Aluminum)  
0678 25 mm (1") BSPT center-ported inlet and discharge manifold (only for Aluminum)

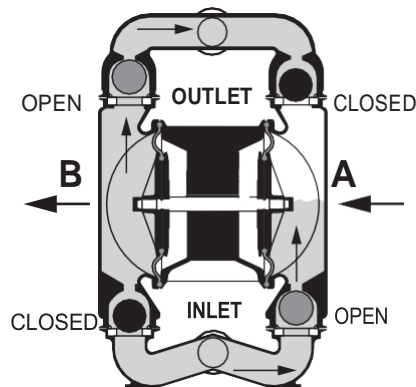
Note: Most elastomeric materials use colored dots for identification. Not all models are available with all material options.

## HOW IT WORKS – PUMP

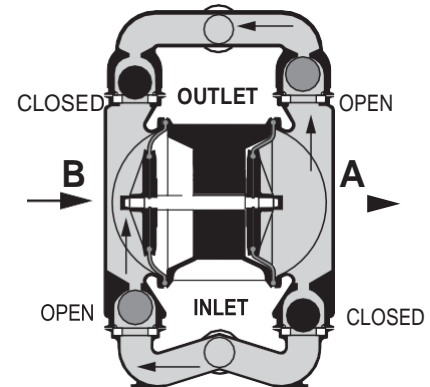
The Wilden diaphragm pump is an air-operated, positive displacement, self-priming pump. These drawings show flow pattern through the pump upon its initial stroke. It is assumed the pump has no fluid in it prior to its initial stroke.



**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).

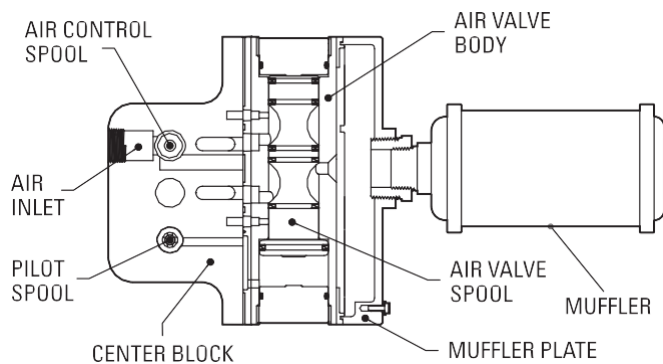


**FIGURE 2** When the pressurized diaphragm, diaphragm A, reaches the limit of its discharge stroke, the air valve redirects pressurized air to the back side of diaphragm B. The pressurized air forces diaphragm B away from the center while pulling diaphragm A to the center. Diaphragm B is now on its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



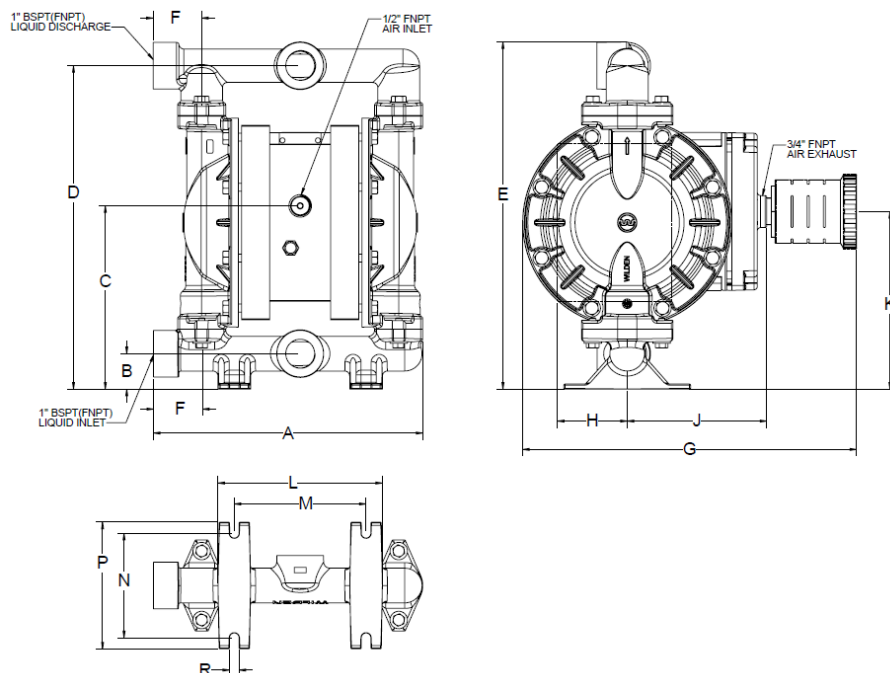
**FIGURE 3** At completion of the stroke, the air valve again redirects air to the back side of diaphragm A, which starts diaphragm B on its exhaust stroke. As the pump reaches its original starting point, each diaphragm has gone through one exhaust and one discharge stroke. This constitutes one complete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

## HOW IT WORKS – AIR DISTRIBUTION SYSTEM



The heart of the patented **Pro-Flo R** Air Distribution System (ADS) is the air valve assembly. The air valve design incorporates an unbalanced spool with the small end of the spool being pressurized continuously while the large end of the spool is alternately pressurized, then exhausted to move the spool. The air valve spool directs pressurized air to one chamber while exhausting the other. The air forces the main shaft/diaphragm assembly to move to one side – discharging liquid on that side and pulling liquid in on the other side. When the shaft reaches the end of the stroke, the inner piston actuates the pilot spool, which controls the air to the large end of the air valve spool. The repositioning of the air valve spool routes the air to the other air chamber. The air control spool allows air to flow freely into the air chamber for the majority of each pump stroke, but it significantly restricts the flow of air into the air chamber when activated by the inner piston near the end of the each stroke.

## DIMENSIONAL DRAWINGS – PR260 METAL

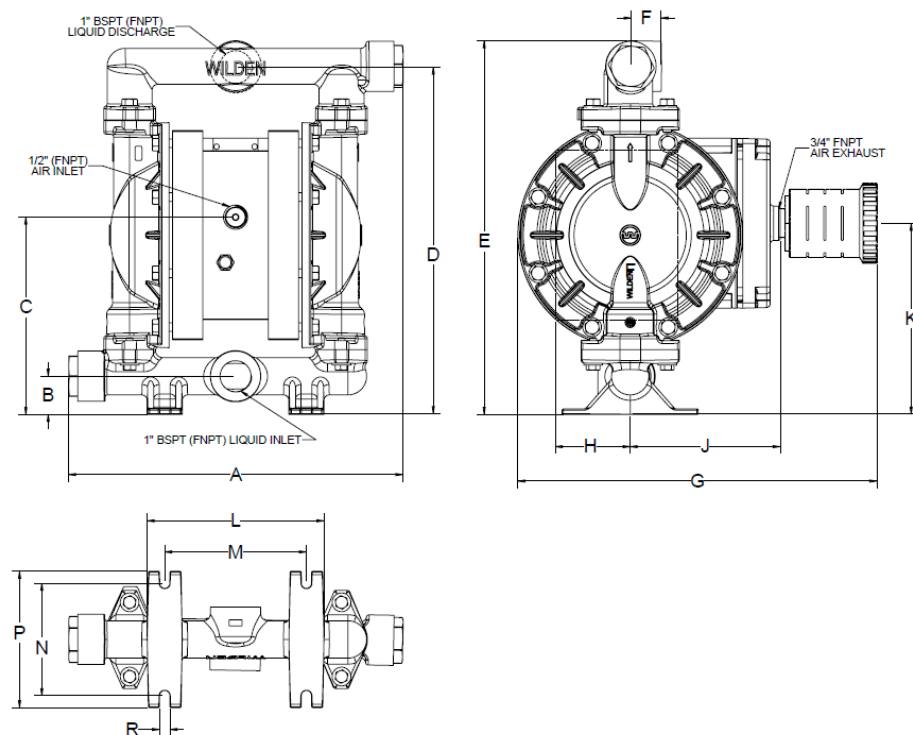


### DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	270	10.6
B	36	1.4
C	183	7.2
D	323	12.7
E	347	13.7
F	48	1.9
G	335	13.2
H	71	2.8
J	140	5.5
K	177	7
L	165	6.5
M	132	5.2
N	104	4.1
P	127	5.0
R	10	0.4

LW0364 REV.A

## PR260 METAL – CENTER-PORTED

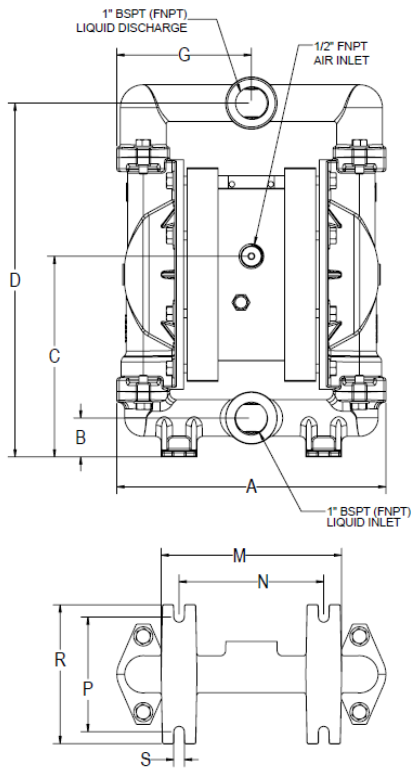


### DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	331	13.1
B	36	1.4
C	183	7.2
D	324	12.8
E	348	13.7
F	30	1.2
G	335	13.2
H	71	2.8
J	140	5.5
K	178	7.0
L	165	6.5
M	132	5.2
N	104	4.1
P	127	5.0
R	10	0.4

LW0365 REV.A

## PR260 METAL – STAINLESS STEEL



## DIMENSIONS

ITEM	METRIC (mm)	STANDARD (inch)
A	246	9.7
B	36	1.4
C	183	7.2
D	323	12.7
E	347	13.7
F	210	8.3
G	123	4.8
H	335	13.2
J	70	2.8
K	140	5.5
L	177	7
M	165	6.5
N	132	5.2
P	105	4.1
R	127	5
S	13	0.5

LW0366 REV.A



## PERFORMANCE – PR260 METEAL RUBBER-FITTED

Ship Weight..... Aluminum 10 kg (22 lb)  
 316 Stainless Steel 15 kg (33 lb)

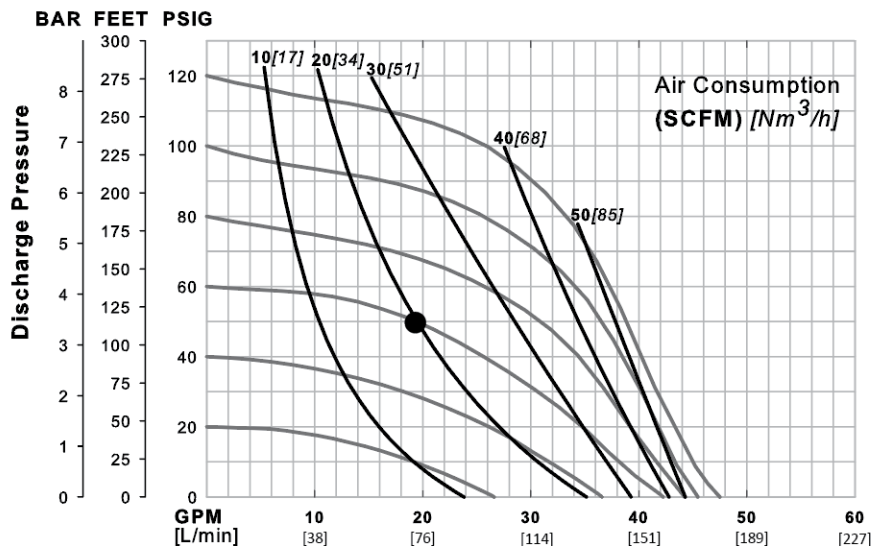
Air Inlet..... 13 mm (1/2")  
 Inlet..... 25 mm (1")  
 Outlet..... 25 mm (1")  
 Suction Lift..... 6.9 m Dry (22.7')  
 9.0 m Wet (29.5')

Disp. Per Stroke<sup>1</sup> ..... 0.3 L (0.08 gal)  
 Max. Flow Rate..... 180 lpm (47.5 gpm)  
 Max. Size Solids..... 3.2 mm (1/8")

<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 72.7 lpm (19.2 gpm) against a discharge pressure head of 3.4 bar (50 psig) requires 4.1 bar (60 psig) and 32.3 Nm<sup>3</sup>/h (19 scfm) air consumption. (See dot on chart.)

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



**Water Discharge Flow Rates**

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 – PR260 METEAL TPE-FITTED

Ship Weight..... Aluminum 10 kg (22 lb)  
 316 Stainless Steel 15 kg (33 lb)

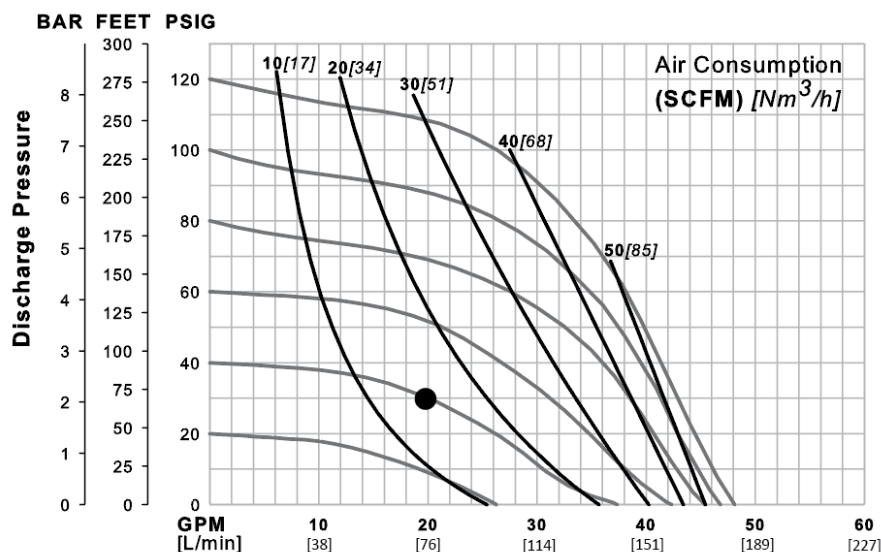
Air Inlet..... 13 mm (1/2")  
 Inlet..... 25 mm (1")  
 Outlet..... 25 mm (1")  
 Suction Lift..... 4.2 m Dry (13.7')  
 9.0 m Wet (29.5')

Disp. Per Stroke<sup>1</sup> ..... 0.3 L (0.08 gal)  
 Max. Flow Rate..... 182 lpm (48 gpm)  
 Max. Size Solids..... 3.2 mm (1/8")

<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 75 lpm (19.8 gpm) against a discharge pressure head of 2.1 bar (30 psig) requires 2.8 bar (40 psig) and 24 Nm<sup>3</sup>/h (14.3 scfm) air consumption. (See dot on chart.)

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



**Water Discharge Flow Rates**

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 – PR260 METEAL  
FULL-STROKE PTFE -FITTED**

Ship Weight..... Aluminum 10 kg (22 lb)  
 316 Stainless Steel 15 kg (33 lb)

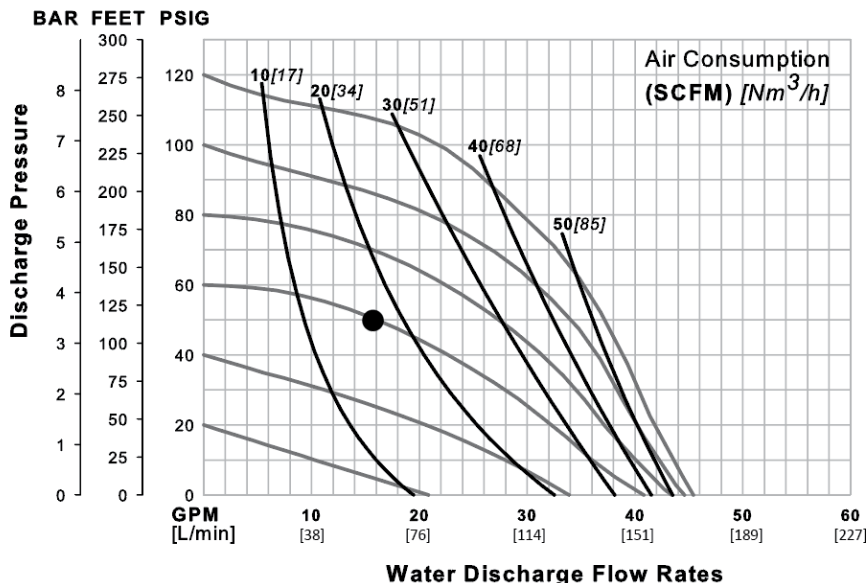
Air Inlet..... 13 mm (1/2")  
 Inlet..... 25 mm (1")  
 Outlet..... 25 mm (1")  
 Suction Lift..... 4.9 m Dry (16')  
 9.3 m Wet (30.6')

Disp. Per Stroke<sup>1</sup> ..... 0.3 L (0.08 gal)  
 Max. Flow Rate..... 172 lpm (45.5 gpm)  
 Max. Size Solids..... 3.2 mm (1/8")

<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 60 lpm (15.8 gpm) against a  
 discharge pressure head of 3.4 bar (50 psig)  
 requires 4.1 bar (60 psig) and 28.9 Nm<sup>3</sup>/h (17  
 scfm) air consumption. (See dot on chart.)

**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 – PR260 METEAL  
REDUCED-STROKE PTFE -FITTED**

Ship Weight..... Aluminum 10 kg (22 lb)  
 316 Stainless Steel 15 kg (33 lb)

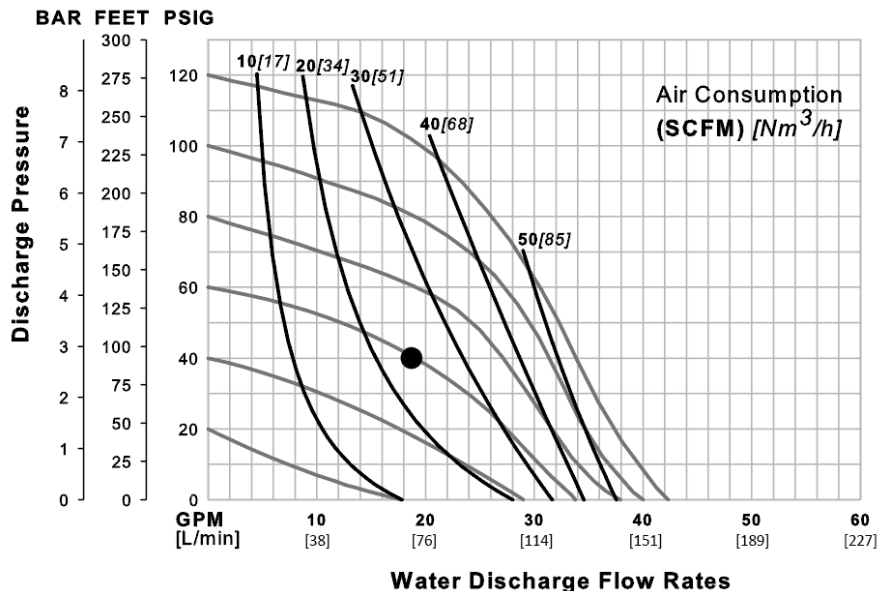
Air Inlet..... 13 mm (1/2")  
 Inlet..... 25 mm (1")  
 Outlet..... 25 mm (1")  
 Suction Lift..... 2.8 m Dry (9.2')  
 9.0 m Wet (29.5')

Disp. Per Stroke<sup>1</sup> ..... 0.3 L (0.08 gal)  
 Max. Flow Rate..... 161 lpm (42.5 gpm)  
 Max. Size Solids..... 3.2 mm (1/8")

<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 70.4 lpm (18.6 gpm) against a  
 discharge pressure head of 2.8 bar (40 psig)  
 requires 4.1 bar (60 psig) and 39 Nm<sup>3</sup>/h (23 scfm)  
 air consumption. (See dot on chart.)

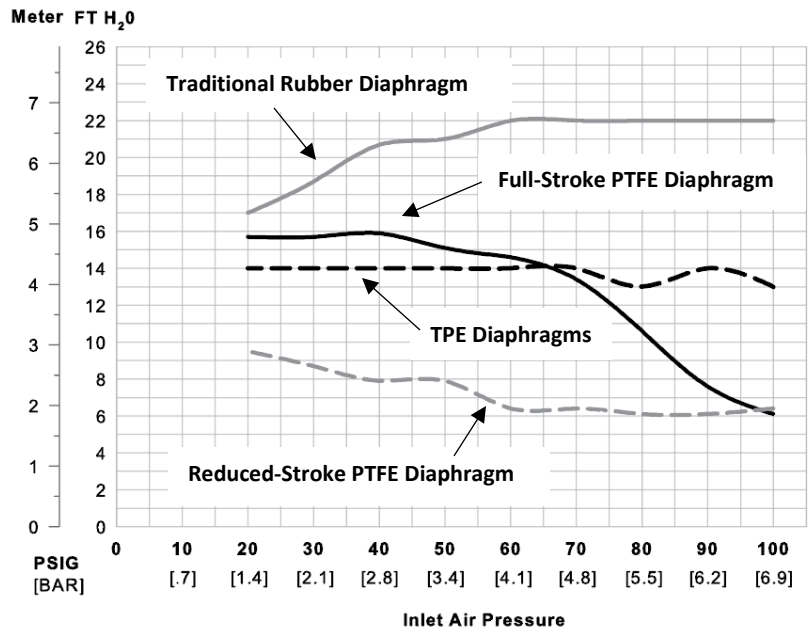
**Caution: Do not exceed 8.6 bar (125 psig) air  
 supply pressure**



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 – PR260 METEAL 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, OPERATION & MAINTENANCE

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 "Performance " on Page 8 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 equal to or larger than the diameter size of the suction inlet on your Wilden pump. The suction hose must be a non-collapsible, reinforced type because these pumps are capable of pulling a high vacuum. Discharge piping should also be equal to or larger than the diameter of the pump discharge, which will help reduce friction losses.

**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, locate every pump in such a way that the following six key factors are balanced against each other to maximum advantage:

- **Access:** First, the location should be accessible. If it's easy to reach the pump, maintenance personnel will be able to perform routine inspections and adjustments more easily. If 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. 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. You can estimate pumping volume by counting the number of strokes per minute, and then multiplying that figure by the displacement per stroke.
- **Muffler:** Using the standard Wilden muffler, sound levels are reduced below OSHA specifications. You can use other mufflers to reduce sound levels farther, 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 "Performance " on Page 8 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.

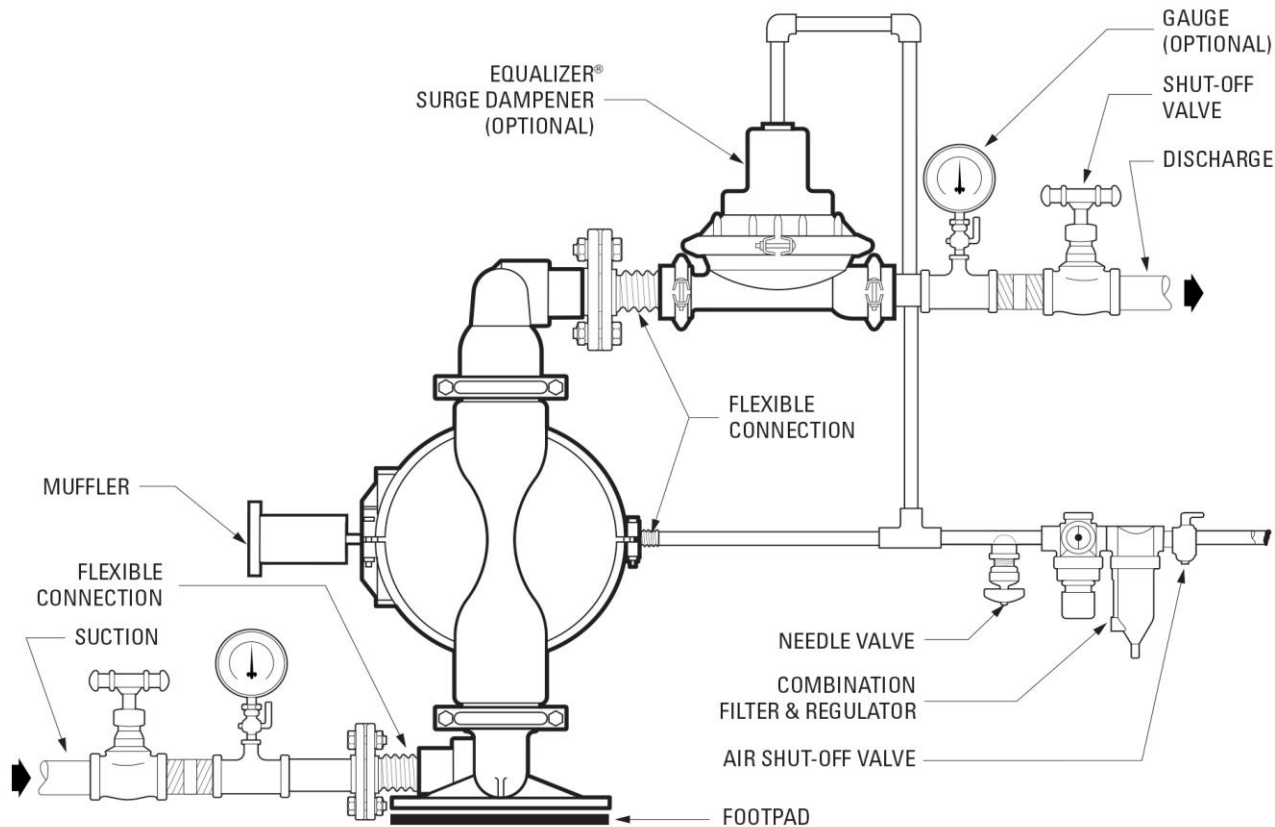
### Single-Point Exhaust

Pro-Flo R pumps can be used for submersible applications when using the Pro-Flo R's single-point exhaust.

**CAUTION:** All Wilden pumps are capable of passing solids. Use a strainer 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, OPERATION & MAINTENANCE



**NOTE:** In the event of a power failure, close the shut-off valve if you do not want the pump to restart when the power returns.

**AIR-OPERATED PUMP:** 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 Pro-Flo R 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 maybe washed away. If the pump is then moved to a nonlubricated location, it may need to be disassembled and re-lubricated as described in "Disassembly/ Reassembly" on Page 11.

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 also can 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 "Performance " on Page 8.) 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 R pumps run solely on compressed air and do not generate heat. Therefore, your process fluid temperature will not be affected.

### MAINTENANCE AND INSPECTIONS

Because each application is unique, maintenance schedules maybe 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

## **TROUBLESHOOTING**

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

1. Remove plug from pilot spool exhaust.
2. 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).
3. Check air inlet filter for debris (see "Suggested Installation, Operation, Maintenance and Troubleshooting" on Page 11).
4. Check for extreme air leakage (blow by) that would indicate worn seals/bore in the air valve, pilot spool and main shaft.
5. Disassemble the pump and check for obstructions in the air passageways or objects that would obstruct the movement of internal parts.
6. Check for sticking ball check valves.
  - a. If material being pumped is not compatible with pump elastomers, swelling may occur. Replace ball check valves and seals with proper elastomers.
  - b. 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.
7. Check for any broken inner piston that would cause the air valve spool to be unable to shift.

### ***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.
  - a. If material being pumped is not compatible with pump elastomers, swelling may occur. Replace ball check valves and seats with proper elastomers.
  - b. 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.
  - a. Either install a dryer or hot air generator for compressed air.
  - b. 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 (see Disassembly/Reassembly on Page 14).
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.

## DISASSEMBLY / REASSEMBLY

### Pump Disassembly

#### Tools Required:

- 13 mm (1/2") Box Wrench
- 2 - 25 mm (1") Sockets or Adjustable Wrench
- Adjustable Wrench
- Vise equipped with 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.



#### Step 1

Prior to disassembly, alignment marks should be placed on the liquid chambers and air chamber to assist with proper alignment during reassembly.



#### Step 2

Using a 13 mm (1/2") 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.



## DISASSEMBLY / REASSEMBLY



### Step 4

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

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



### Step 5

Using a 13 mm (1/2") wrench, remove the inlet manifold.



### Step 6

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



### Step 7

Using a 13 mm (1/2") wrench, remove the liquid chambers from the center section.



### Step 8

The liquid chamber should be removed to expose the diaphragm and outer piston. Rotate center section and remove the opposite liquid chamber

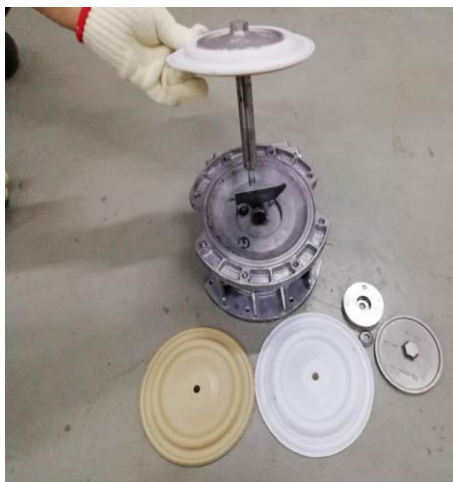


### Step 9

Using two adjustable wrenches or 25 mm (1") sockets, remove diaphragm assembly from center section assembly.



## DISASSEMBLY / REASSEMBLY



### Step 10

After loosening and removing the outer piston the diaphragm assembly can be disassembled.



### Step 11

To remove the remaining diaphragm assembly from the shaft, secure shaft with soft jaws (a vise fitted with plywood or other suitable material) to ensure shaft is not nicked, scratched, or gouged. Using an adjustable wrench, remove diaphragm assembly from shaft. Inspect all parts for wear and replace with genuine Wilden parts if necessary.



### Step 12

Inspect diaphragms, outer and inner pistons for signs of wear. Replace with genuine Wilden parts if necessary.

## DISASSEMBLY / REASSEMBLY

### Air Valve Disassembly

#### Tools Required:

- 5 mm (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.

The Wilden PR260 metal pump uses the revolutionary Pro-Flo® R air distribution system. A 6 mm (1/4") air inlet connects the air supply to the center section. Proprietary composite seals reduce the coefficient of friction and allow the pump to run lube-free. Constructed of metal, the Pro-Flo® R air distribution system is designed to perform in on/off, non-freezing, non-stalling, tough duty applications.



#### Step 1

Loosen the air valve bolts utilizing a 5 mm (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.



### Step 5

Remove air valve spool from air valve body by threading one air valve bolt into the end of the 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 spool sleeve retaining snap ring on both sides of center section with snap ring pliers.



### Step 7

Remove pilot spool sleeve from center section.



### Step 8

With O-ring pick, gently remove the O-ring from the opposite side of the center hole cut on the spool. Gently remove the pilot spool from sleeve and inspect for nicks, gouges or other signs of wear. Replace pilot spool sleeve assembly or outer sleeve O-rings if necessary. During reassembly never insert the pilot spool into the sleeve with the center cut side 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 9

Check center section Glyd™ rings for signs of wear. If necessary, remove Glyd™ rings with O-ring pick and replace.

## DISASSEMBLY / REASSEMBLY

### Shaft Seal Disassembly

#### Pre-Installation

After 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.

#### Installation

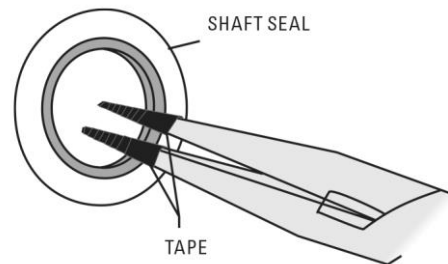
1. To prevent damaging the inside surface of the new seal, wrap electrical tape around each leg of the needle-nose pliers. (Heat shrink tubing may also be used.)
2. With a new seal in hand, place the two legs of the needle-nose pliers inside the seal ring. (See Figure A.)
3. Open the pliers as wide as the seal diameter will allow, then with two fingers pull down on the top portion of the seal to form a kidney bean shape. (See Figure B.)
4. 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 with greater ease.
5. 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. When 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.
6. After removing the pliers you will notice a slight bump in the seal shape. Before the seal can be resized properly, the bump in the seal should be removed as much as possible. This can be done with either a Phillips screwdriver or your finger. With 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 eliminated almost completely.
7. Lubricate the edge of the shaft with NLGI grade 2 white EP bearing grease.
8. Slowly insert the center shaft with a rotating motion. This will complete the resizing of the seal.
9. Repeat these steps for the remaining seals

#### Tools Required:

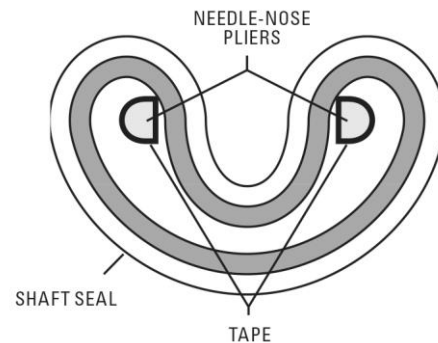
The following tools can be used to aid in the installation of the new seals:

- Needle-Nose Pliers
- Phillips Screwdriver
- Electrical Tape

**Figure A**



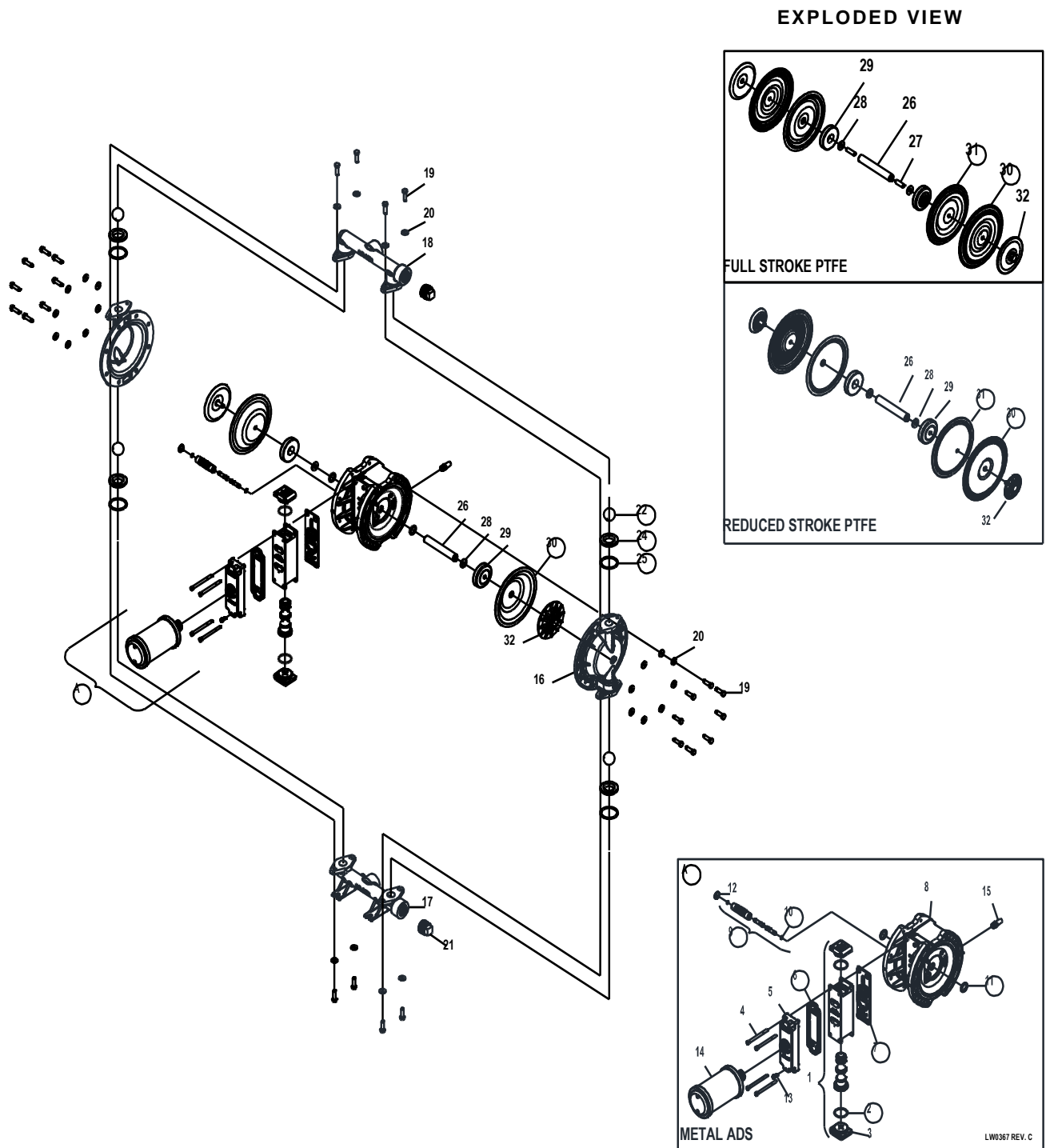
**Figure B**



#### PRO-FLO R MAXIMUM TORQUE SPECIFICATIONS

Description of Part	Torque
Air Valve	11.3 N•m (100 in-lb)
Dial Set Screw	11.3 N•m (100 in-lb)
Outer Pistons, All diaphragms	47.1 N•m (30 ft-lb)
Top and Bottom Manifold	8.5 N•m (75 in-lb)
Liquid Chamber to Center Section	8.5 N•m (75 in-lb)

## Exploded View and Parts Listing





## Exploded View and Parts Listing

No.	Description	Qty.	PR260/AAAAA/.../ P/N	PR260/SSAAA/.../ P/N
<b>AIR DISTRIBUTION COMPONENTS</b>				
<b>1</b>	<b>Pro-Flo X<sup>®</sup> Air Valve Assembly <sup>1</sup></b>	<b>1</b>	<b>02-2030-01</b>	
<b>2</b>	<b>O-Ring, End Cap (-126, Ø1.362 x Ø.103)</b>	<b>2</b>	<b>01-2395-52</b>	
3	End Cap	2	01-2340-01	
4	Screw, SHC, Air Valve (1/4"-20 x 3")	4	01-6001-03	
5	Muffler Plate, Pro-Flo X <sup>®</sup>	1	02-3185-01	
6	Gasket, Muffler Plate, Pro-Flo X <sup>®</sup>	1	02-3502-52	
7	Gasket, Air Valve, Pro-Flo X <sup>®</sup>	1	02-2620-52	
8	Center Section Assembly, Pro-Flo <sup>®</sup> SHIFT <sup>2</sup>	1	02-3138-01	
<b>9</b>	<b>Pilot Sleeve Assembly</b>	<b>1</b>	<b>02-3880-99</b>	
<b>10</b>	<b>Pilot Spool Retaining O-Ring (-009, Ø.208 x Ø.070)</b>	<b>1</b>	<b>04-2650-49-700</b>	
<b>11</b>	<b>Shaft Seal</b>	<b>2</b>	<b>02-3210-55-225</b>	
12	Retaining Ring	1	00-2650-03	
13	Grounding Screw, (10-32 x 1/2") Self-Tapping	1	04-6345-08	
14	Muffler, 3/4" MNPT	1	04-3510-99	
15	Muffler, 1/4" MNPT	1	R04-3240-07	
<b>WETTED PATH COMPONENTS</b>				
16	Liquid Chamber	2	02-5018-01	02-5018-03
17	Inlet Manifold, Side Ported, 1" NPT	1	02-5100-01	
	Inlet Manifold, Side Ported, 1" BSPT	1	02-5101-01	
	Inlet Manifold, Center Ported, 1" NPT	1		02-5100-03
	Inlet Manifold, Center Ported, 1" BSPT	1		02-5101-03
18	Discharge Manifold, Side Ported, 1" NPT	1	02-5070-01	
	Discharge Manifold, Side Ported, 1" BSPT	1	02-5071-01	
	Discharge Manifold, Center Ported, 1" NPT	1	02-5070-01	02-5070-03
	Discharge Manifold, Center Ported, 1" BSPT	1	02-5071-01	02-5071-03
19	Screw, HHC, 5/16"-18 x 1"	24	08-6180-03-42	
20	Washer, 5/16"	24	02-6731-03	
21	Pipe Plug, 1" NPT	2	R02-7010-01	
	Pipe Plug, 1" BSPT	2	R02-7011-01	
<b>VALVE BALLS/VALVE SEATS/VALVE O-RINGS/MANIFOLD O-RING</b>				
<b>22</b>	<b>Ball, Valve</b>	<b>4</b>	<b>*</b>	<b>*</b>
<b>24</b>	<b>Valve Seat</b>	<b>4</b>	<b>02-1120-01</b>	<b>02-1120-03</b>
<b>25</b>	<b>O-ring, Valve Seat (-216, Ø1.109 x Ø.139)</b>	<b>4</b>	<b>*</b>	<b>*</b>
<b>FULL-STROKE RUBBER/TPE/PTFE/FSIPD COMPONENTS</b>				
26	Shaft	1	02-3810-03	
27	Stud, 3/8"-16 x 1-1/4"	2		02-6150-08
28	Disc Spring	2	02-6802-08	
29	Inner Piston	2	02-3701-01	
<b>30</b>	<b>Diaphragm, Primary</b>	<b>2</b>	<b>*</b>	
<b>31</b>	<b>Diaphragm, Backup</b>	<b>2</b>	<b>*</b>	
32	Outer Piston	2	02-4550-01	02-4550-03
<b>REDUCED-STROKE RUBBER/TPE/PTFE COMPONENTS</b>				
26	Shaft	1	02-3840-03	
27	Stud, 3/8"-16 x 1-1/4"	2		02-6150-08
28	Disc Spring	2	02-6802-08	
29	Inner Piston	2	02-3751-01	
<b>30</b>	<b>Diaphragm, Primary</b>	<b>2</b>	<b>*</b>	
<b>31</b>	<b>Diaphragm, Backup</b>	<b>2</b>	<b>*</b>	
32	Outer Piston	2	02-4601-01	02-4600-03

\* Refer to Elastomer Options in Section 9

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

<sup>2</sup>Center Section Assembly includes items 9,10,11, and 12

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

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## Elastomer Options

Material	Diaphragms (2)	Full-Stroke Diaphragms (2)	Full-Stroke Backup Diaphragms (2)	Reduced- Stroke Backup Diaphragms	Valve Balls (4)	Valve Seats (4)	Valve Seat O-Rings (4)
Neoprene	02-1010-51 (green dot)	NA	NA	02-1060-51	02-1080-51	NA	02-1200-51
Buna-N®	02-1010-52 (red dot)	NA	NA	NA	02-1080-52	NA	02-1200-52
FKM	02-1010-53 (white dot)	NA	NA	NA	02-1080-53	NA	02-1200-53
PTFE	02-1010-55 (white)	02-1040-55	NA	NA	02-1080-55	NA	02-1200-55
Wil-Flex™	02-1010-58 (orange dot)	NA	NA	NA	02-1080-58	NA	02-1200-58
Food-Grade Wil-Flex™	NA	NA	02-1065-57	NA	NA	NA	NA
Aluminum	NA	NA	NA	NA	NA	02-1120-01	NA
Stainless Steel	NA	NA	NA	NA	NA	02-1120-03	NA

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