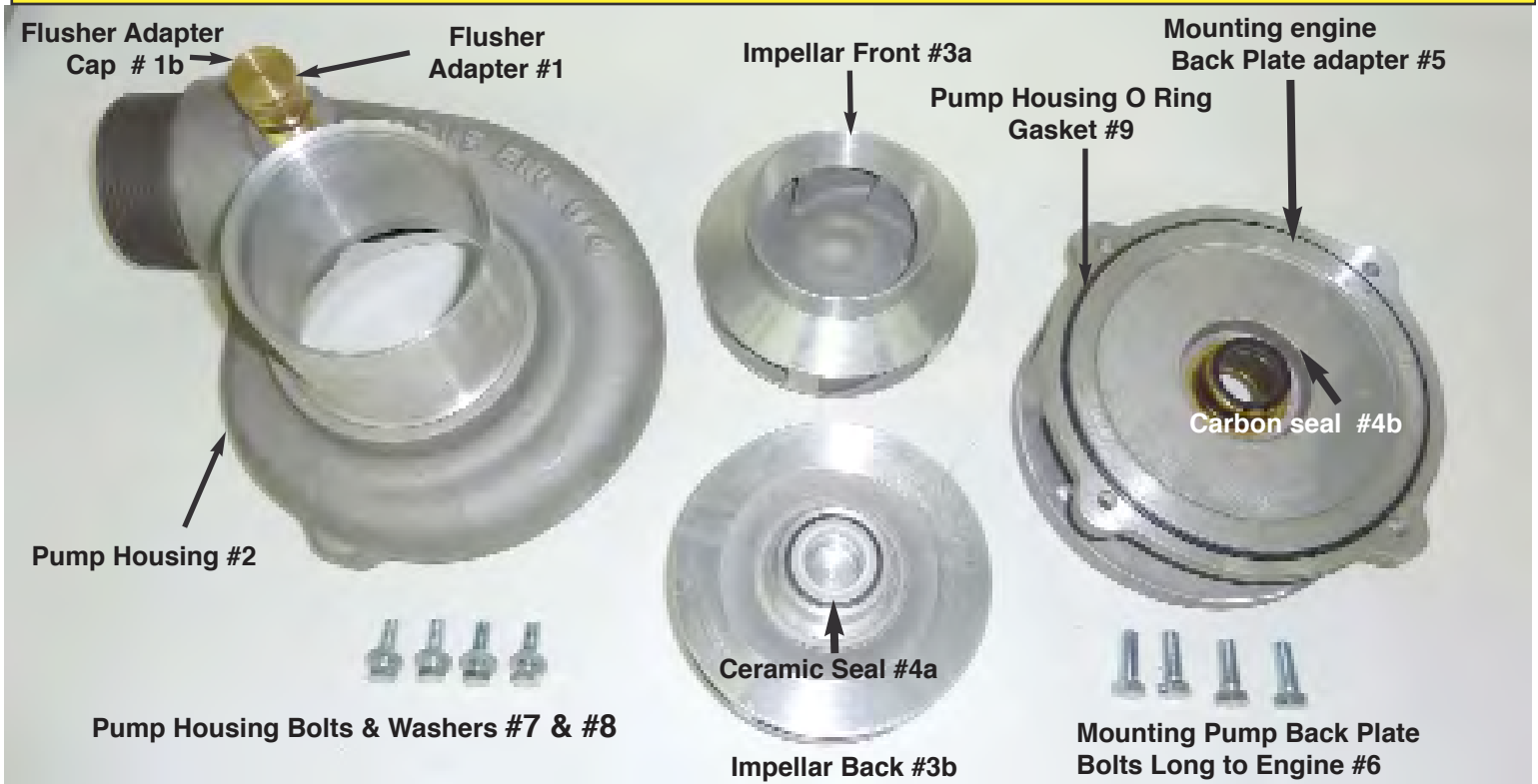


P350 THREADED SHAFT PUMP ASSEMBLY



TOOLS REQUIRED: Small combination 5/16 inch and a 3/8 inch open end wrench.

ITEM #	DESCRIPTION	QUANTITY	PART NUMBER
1a	Flusher Adapter	1	FA
1b	Flusher Adapter Cap	1	FAC
2	Pump Housing	1	301
3a	Impeller Front Side	1	352
3b.	Impeller Back Side	1	352
4a	Ceramic Portion of Pump Seal	1	WPS3
4b	Carbon Portion of Pump Seal	1	WPS3
5	Engine mounting back plate adapter complete	1	204 & 207
6	Mounting back plate bolts 3/8 x 16 x 1" hex head	4	HHB375161000
7	Pump Housing Mounting bolts 5/16" x 18 x 1" hex head	4	HHB312181000
8	Pump Housing Mounting washers 5/16".	4	WASHFL312
9	Pump Housing "O" Ring Gasket	1	2080

MOUNTING THE BACK PLATE TO ENGINE.

Set the back plate assembly #5 and mount using the four back plate bolts #6. Set bolts into place and tighten finger tight then tighten gently with a 3/8 inch wrench. Make sure the seal assembly #4b is in place on outer side of the engine adapter before mounting.

MOUNT IMPELLER TO ENGINE SHAFT

Place Impeller #3a & #3b over the engine shaft and turn it in a clockwise direction to attach to the engine shaft. Make sure the back side of the impeller contains the ceramic seal #4a.

INSERT O RING ON BACK PLATE ASSEMBLY

Insert Pump Housing "O" ring #9 gasket and press into slot firmly.

MOUNT PUMP HOUSING ONTO ENGINE BACK PLATE

Place Pump Housing onto back plate #2 and secure with 4 Pump Housing Mounting Bolts and 4 Pump Housing Mounting washers #7 & #8. Set bolt and washers loosely though back Plate into Pump Housing. Make sure alignment is correct and tighten firmly. Double check to see that the Pump back plate contains the "O" Ring Washer #9 and is in its proper position. Care must be taken not to overtighten as the bolts in the housing as the threads are aluminum and could become easily stripped.