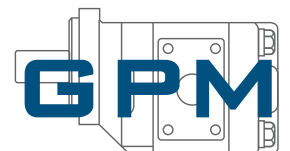


# Bearing & Bushing Pumps

GETTING THE WORLD INTO GEAR



GEAR PUMP  
MANUFACTURING



ISSUE 03 / Rev.02

a member of the *Hudaco* group



## COMPANY PROFILE

Gear Pump Manufacturing, a Division of Hudaco, is located in Cape Town, South Africa, with a staff compliment of 150 employees, and has been specialising in the manufacture and assembly of hydraulic SAE mounted cast iron pumps and associated components since 1985. Approximately 70% of production is exported to countries in North and South America, Europe, Middle and Far East, South East Asia and Australia. A total of 37 countries around the world.

As a consequence of our re-investment philosophy, we have been successful in doubling our sales and production capacity. We continue to maintain substantial investments in inventory, both in Cape Town as well as at various distribution centres worldwide.

**LATEST TECHNOLOGY** - CNC machining centres, lathes and gear grinding machines, together with late model hobbing and shaving machinery and computerized test stands form the basis of our manufacturing facility.

**IN-HOUSE FOUNDRY** - Commissioned in February 2002 and currently produces grey Iron, SG iron, compacted graphite iron (CGI), as well as a vast range of components to the railways and agricultural sectors per annum. Superior metallurgical structured CGI material is used in the manufacture of the higher pressure requirements of our Bushing Pump Range. The foundries production is dedicated to the requirements of GPM and has sufficient capacity to handle the expected future growth.

**PARTS, PORTING & ASSEMBLY** - Our focus is purely on gear pump and motor assembly, ensuring consistently high quality products.

**RIGOROUS TESTING** - All units assembled inhouse are tested on fully computerized test stand with multiple flow, pressures, temperatures and speed data. Units can also be tested according to customers specific requirements.

**CUSTOMER SERVICE** - Our willing and qualified staff are available to help clients with sales or technical issues.

**SAFETY, HEALTH, ENVIRONMENT & QUALITY (SHEQ)** - We aim to achieve zero harm to people or the environment, and undertake all reasonable and practicable steps to prevent and eliminate any risk of incidents. We pledge our commitment to:

- Develop, implement and maintain a system for the effective management of Safety, Health, Environment and Quality that requires continuous improvement.
- Ensuring continual improvement in the management of Safety, Health, Environment and Quality performance by setting and reviewing accurate objectives.
- Identifying and eliminating potential hazards arising from its activities by mitigation strategies.
- Complying with all relevant legislation and standards and, where applicable, applying industrial best practice standards.
- Protecting and maintaining the Health and Safety of all stakeholders in its areas of operation.
- Protecting the environment by preventing pollution and ensuring rigorous controls on environmental impacts.
- Meeting the agreed customer requirements and ensuring stakeholders satisfaction with its products and services.
- Providing the necessary resources, training, standards, equipment and support to ensure compliance to ISO 9001:2015, ISO 14001:2015 and ISO 45001:2018.



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# PUMPS & MOTOR FEATURES

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GPM hydraulic pumps and motors are particularly well suited to mobile equipment applications; they are designed for extreme duty cycles, and continuous heavy duty operation. Whilst the equipment is of a simple yet rugged design, it is manufactured to extremely precise tolerances.

Pumps are available in capacities ranging from 11 cc/rev to 200 cc/rev for each gear section. Several sections can be combined into one assembly. A wide selection of SAE and ANSI mounting flanges and drive shafts are available for all drive units. Pipe thread, O-ring seal, and split flange ports are available in both metric and SAE standards.

GPM pumps are manufactured under statistical analysis process control which is monitored by Bureau Veritas to an ISO 9001-2015 quality management system.



## MAJOR FEATURES

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GPM's full range of gear set products comply with the international standard, ensuring the metallurgical elements of Molybdenum and Nickel are present in the base material for premium quality requirements necessary in hydraulic gear pump applications.

**Sectional Construction:** Standard parts, cast from high strength grey iron, SG iron, compacted graphite iron (CGI) and bronze components can be assembled in a wide variety of configurations to suit almost any application. Superior metallurgical structured CGI material is used in the manufacture of the Higher Pressure requirements of our Bushing Pump Range.

**Multiple pump units:** Several pump sections can be combined in a single drive to eliminate multiple drive P.T.O units.

**Precision matched gears:** All gears are manufactured from high alloy forged bars, surfaces are precision finished and each gear pair is matched for maximum efficiency. The deep 10-tooth pattern gives maximum output per revolution whilst ensuring low pulsation frequency.

**Bearings:** Heavy duty roller bearings are utilized on all gear journals to reduce wear caused by contamination.

**Motors:** are available with capacities ranging from 0.75kW to 75kW. Basically similar in design to pumps, they are engineered for extreme heavy duty applications, with high efficiency characteristics. Motor speed is in direct proportion to the volume of oil delivered to the inlet port and output torque is in

## INTERCHANGEABILITY

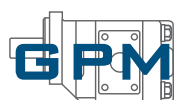
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GPM hydraulic equipment is directly interchangeable with the other internationally recognized SAE pumps and motors. GPM equipment is sold in component form but units can be assembled and tested to meet your particular requirements.



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## PL FACTOR

Each section of a pump or motor should be regarded as a single unit with corresponding power input requirements. The entire input horsepower is fed through the drive shaft, the power delivered to or from the unit is limited by the strength of the shaft. The limit is defined as the "PL" factor. "P" being the operating pressure in PSI and the "L" the sum of the gear widths in inches.

In multiple units the "PL" must be calculated for each connecting shaft and must include the sum of the gear widths driven by it.

(Each shaft has a unique "PL" factor as can be seen in the following tables)

$$\text{Pressure (PSI)} \times \text{Total Gear Width (Inches)} = \text{PL Factor}$$

## PL FACTOR MUST NOT EXCEED FIGURE SHOWN IN CHART FOR SHAFT TYPE

### BEARING

	SHAFT TYPE	SOLID SHAFT & GEAR	LOOSE SHAFT (CONTINENTAL SHAFT)
<b>120/131</b>	SAE "A" Spline	2 600	2 600
	SAE "B" Spline	7 900	5 800
	SAE "B" Key	4 850	4 850
	SAE "BB" Spline	12 150	-
	SAE "BB" Key	7 250	5 850
	SAE "C" Spline	-	5 850
	Connecting Shaft	-	5 850
<b>151</b>	SAE "B" Spline	6 100	6 100
	SAE "B-B" Spline	9 400	-
	SAE "B-B" Key	5 600	5 600
	SAE "C" Spline	12 900	8 500
	SAE "C" Key	10 900	8 500
	Connecting Shaft	-	8 500
<b>176</b>	SAE "C" Spline	8 000	8 000
	SAE "C" Tandem	12 500	-
	SAE "C" Key	7 500	7 500
	Connecting Shaft	-	10 000

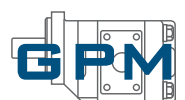
### BUSHING

	SHAFT TYPE	SOLID SHAFT & GEAR	LOOSE SHAFT (CONTINENTAL SHAFT)
<b>215</b>	SAE "A" Spline	4 400	-
	SAE "A" Key	3 600	-
	SAE "B" Spline	13 400	-
	SAE "B" Key	9 900	-
	Connecting Shaft	-	5 550
	<b>230</b>	SAE "B" Spline	8 450
SAE "B" Key		6 250	6 250
SAE "B-B" Spline		13 000	6 250
SAE "B-B" Key		9 300	6 250
SAE "C" Spline		-	6 250
SAE "C" Key		-	6 250
Connecting Shaft	-	6 250	
<b>250</b>	SAE "B" Spline	6 450	6 450
	SAE "B" Key	4 750	4 750
	SAE "B-B" Spline	9 900	9 900
	SAE "B-B" Key	7 100	7 100
	SAE "C" Spline	19 100	9 000
	SAE "C" Key	13 900	9 000
Connecting Shaft	-	9 000	
<b>265</b>	SAE "B" Spline	5 050	5 050
	SAE "C" Spline	14 900	11 950
	SAE "C" Key	10 800	10 800
	Connecting Shaft	-	11 900



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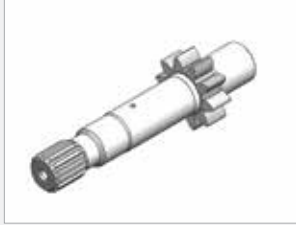
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# GPM PARTS FOR HYDRAULIC GEAR PUMPS

THE FIRST LETTER OF EACH DESCRIPTION DENOTES WHAT TYPE OF PART IT IS.

TARIFF HEADER FOR CUSTOMS / CLEARING PURPOSES - 8413.91.00.4



**A** = SOLID GEAR SET

Description starts with an **A** and ends with **gs**



**F** = BEARING CARRIER

Description starts with an **F** and ends with **bc**



**B** = LOOSE GEAR SET

Description starts with an **B** and ends with **gs**



**G** = THRUST PLATE

Description starts with an **G** and ends with **tp**



**C** = HOUSING

Description starts with an **C** and ends with **hsg**



**I** = CONNECTING SHAFT

Description starts with an **I** and ends with **cs**



**D** = SHAFT END COVER

Description starts with an **D** and ends with **sec**



**J** = CONTINENTAL SHAFT

Description starts with an **J** and ends with **cds**



**E** = PORT END COVER

Description starts with an **E** and ends with **pec**



**K-X**  
= SMALL MISCELLANEOUS PARTS



# GPM PARTS FOR HYDRAULIC GEAR PUMPS

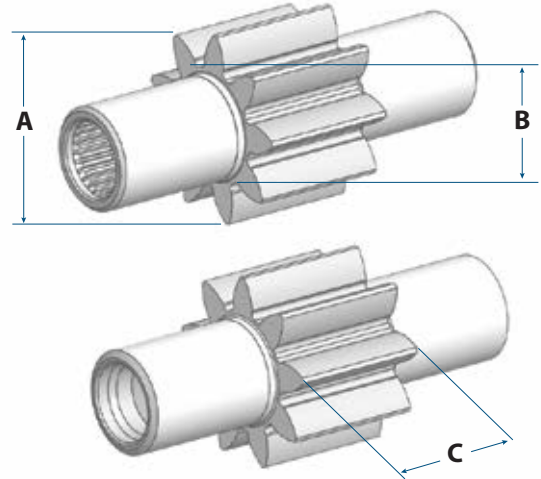
To calculate the approximate displacement of an external gear pump or motor in cubic inches per revolution, use the following formula:

**Displacement = (Area 1 - Area 2) x Length**  
(in<sup>3</sup>/rev)

= Area 1 using gear OD (A)  
minus  
Area 2 using gear root  
diameter (B)  
multiplied by the gear  
tooth length (C)

$$= (\pi (0.5 \times A)^2 - \pi (0.5 \times B)^2) \times C$$

$$\pi = 3.14$$



## EXAMPLE

$$A = 2.5'' \quad B = 1.75'' \quad C = 2''$$

$$\text{Area (A)} = 3.14 \times (1.25)^2 = 4.89 \text{ in}^2$$

$$\text{Area (B)} = 3.14 \times (0.87)^2 = 2.35 \text{ in}^2$$

$$\text{Total Area} = \text{Area (A)} - \text{Area (B)} = 4.89 - 2.35 = 2.54 \text{ in}^2$$

$$\text{Displacement} = \text{Area} \times C = 2.54 \times 2 = 5.08 \text{ in}^3$$

**5.08 in<sup>3</sup>/rev (83 cc/rev)**



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SERIES	PARTS LIST <b>E-J</b>								
	120	125	131	151	176	215	230	250	265
<b>D SHAFT END COVERS ...cont</b>									
ADD-A-PUMP			DDC-131/131		DPB-176/131				
PAD MOUNT FAN MOTOR		DSA-125		DMB-151		DFK-215-M			
LUBE PUMP - DOSCO SPL						DSK-215			
FORD-3 BOLT 95.2 spigot						DFR-215			
CHELSEA	DCD-120								
GP151 TWINSHAFT PAD MOUNT				DHU-113					
GP110 DUMP PUMP				DC-110					
CLUTCH PUMP						DCP-215 Clutch			
<b>E PORT END COVERS</b>									
STANDARD	EXD-120	EZA-151	EXA-131	EZA-151	EYA-176	EUK-215	EUC-230	EWf-250	EWG-265
PORTED						EUK-215	EUC-230	EWf-250	EWG-265
PORTED 4 PORT			EXA-131-4	EZA-151-4		EUK-215-4	EUC-230-4	EWf-250-4	EWG-265-4
PORTED 4 PORT 2W							EUC-230-4		
REAR PORTED	EXD-120-S		EXA-131-S						
BI REAR PORTED								ERP-250	
TANDEM						EXK-215	EXC-230	EZF-250	EYG-265
MOTOR						EUK-215-M	EUC-230-M	EUf-250-M	EWG-265-M
MOTOR TANDEM									EYG-265-M
FAN MOTOR						EPK-215-M			
RELIEF VALVE						ERK-215-RV			
FORD- WITH INLET TUBE							EFD-230		
STEP DOWN CW							EPB-230/215 CW	EPB-250/215 CW	EPB-265/230 CW
STEP DOWN CCW							EPB-230/215 CCW	EPB-250/215 CCW	EPB-265/230 CCW
BI-ROTATION				EG-151-BI				ERP-250	
ADD-A-PUMP STD				EPB-151/131	EPB-176/131				
ADD A PUMP 2 BOLT A CW								EAAP250 2bA CW	EAAP265 2bA CW
ADD A PUMP 2 BOLT A CCW								EAAP250 2bA CCW	EAAP265 2bA CCW
ADD A PUMP 2 BOLT B CW								EAAP250 2bB CW	EAAP265 2bB CW
ADD A PUMP 2 BOLT B CCW								EAAP250 2bB CCW	EAAP265 2bB CCW
GP151 TWINSHAFT 1.5NPT X 0.75ODT				EHU-151					
GP151 TWINSHAFT 1.5NPT X 1.00ODT				EHV-151					
STEP DOWN STANDARD			EDC-131-24						
<b>F BEARING CARRIERS</b>									
STANDARD	FVD-120	FKB-125	FVA-131	FTA-151	FZA-176				
STANDARD WITH DRAIN			FVA-131-11	FTA-151-11	FZA-176-11				
1 OUTLET						FYK-215-1	FWC-230-1	FTF-250-1	FZG-265-1
2 OUTLET						FYK-215-2	FWC-230-2	FTF-250-2	FZG-265-2
MOTOR						FYK-215-M	FWC-230-M	FTF-250-M	FZG-265-M
3" SUCTION									FZG-265-3
3" SUCTION 2 OUTLET									FZG-265-3W-2
WIDE SUCTION						FYK-215-3W			
<b>G THRUST PLATES</b>									
PUMP	GAA-131	GY-151	GAA-131	GY-151	GBA-176	GCI-215 HDTC	GCI-230 HDTC	GCI-250 HDTC	GCI-265 HDTC
MOTOR						GM-215	GM-230	GM-250	GM-265
DRY VALVE BI ROTATION					GBA-176-BI				
DRY VALVE UNI ROTATION					GBA-176-UNI				
SERIES 115				GU-115					
SERIES 137X				GX-137					
GP110 DUMP PUMP				GC-110					
<b>H THRUST PLATE SEALS</b>									
PUMP CHANNEL SEAL (H1)						HCI-215-CS	HCI-230-CS	HCI-250-CS	HCI-265-CS
PUMP CHANNEL SEAL BACKUP (H2)						HCI-215-CSBU	HCI-230-CSBU	HCI-250-CSBU	HCI-265-CSBU
MOTOR SEAL BACKUP (H3)						HM-215-MSBU	HM-230-MSBU	HM-250-MSBU	HM-265-MSBU
MOTOR END SEAL (H4)						HM-215-MES	HM-230-MES	HM-250-MES	HM-265-MES
MOTOR SIDE SEAL (H5)						HM-215-MSS	HM-230-MSS	HM-250-MSS	HM-265-MSS
<b>I CONNECTING SHAFTS</b>									
STANDARD	IZA-131	ITA-125	IZA-131	IYA-151	IAB-176	ZK-215	IZC-230	IYF-250	IAG-265
STEP DOWN							IPB-230/215	IPB-250/215	IPB-265/230
ADD-A-PUMP			IAF-131/131	IAD-151/131	IAH-176/131				
ADD-A-PUMP				IPB-151/151					
ADD A PUMP with 9 SPLINE								IAAP-250/9SPL	IAAP-265/9SPL
ADD A PUMP with 13 SPLINE								IAAP-250/13SPL	IAAP-265/13SPL
ADD A PUMP with 15 SPLINE									IAAP-265/15SPL
DIN/SAE B COUPLING	I-DIN/SAE B		I-DIN/SAE B	I-DIN/SAE B		I-DIN/SAE B	I-DIN/SAE B	I-DIN/SAE B	

# QUICK REFERENCE

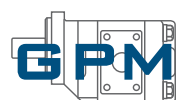
SERIES	PARTS LIST <b>J-S</b>								
	120	125	131	151	176	215	230	250	265
<b>J LOOSE SHAFTS</b>									
3/4" KEY	JAV-131		JAV-131						
7/8" KEY	JAK-131	JWB-125	JAK-131	JAB-151			JCK-230	JUK-250	
7/8" KEY WITH EXT THREAD	JAX-131		JAX-131				JCK-230-L		
7/8" KEY LONG	JAK-131-L		JAK-131-L						
1" KEY	JED-131	JHB-125	JED-131	JAE-151		JGD-215	JCD-230		
1" KEY LONG			JED-131-L			JGD-215-L			
1 1/8" KEY	JMT-131		JMT-131	JGT-151			JHH-230	JHH-250	
1 1/4" KEY	JAW-131	JRB-125	JAW-131	JAF-151	JAL-176		JCW-230	JAC-250	JLG-265
1 1/4" KEY LONG				JAF-151-L	JAL-176-L				
1 1/4" KEY LONG DOUBLE BRG		JDB-125							
1 1/4" KEY with 1/2" thread								JKE-250	
1 3/4" KEY UCHIDA					JUC-176				
1 3/4" KEY LONG					JKB-176				
CAT 910 TAPER W/RUFF	JCA-131		JCA-131						
6 SPLINE 1"	JAM-131	JHC-125	JAM-131	JAN-151					
6 SPLINE 1 1/4"				JSX-151			JKD-230		
8 SPLINE DIN	JDI-131		JDI-131					JDI-250	
9 SPLINE 5/8"	JAI-131		JAI-131						
11 SPLINE 3/4"	JDV-131		JDV-131						
13 SPLINE 7/8"	JAJ-131	JVB-125	JAJ-131	JAD-151					
13 SPLINE 7/8" SHORT	JAJ-131-SH		JAJ-131-SH						
13 SPLINE 7/8" LONG	JSB-131	JCS-125	JSB-131						
13 SPLINE 1 3/4"					JAS-176-SHD				
14 SPLINE 1 1/4"	JAH-131	JPB-125	JAH-131	JAG-151	JAS-176				
14 SPLINE 1 1/4" LONG		JEC-125-L		JAG-151-L	JAS-176-L				
14 SPLINE 1 1/4" SAE C							JCH-230	JAP-250	
15 SPLINE 1" SAE BB								JFG-250	
17 SPLINE Komatsu 1 1/2"					JUK-176				JKG-265
TAPER SHAFT		JTS-125							
TAPER 1:8			JEK-131						
<b>K BEARINGS / BUSHES</b>									
BUSHES (K2)						KBUSH-215	KBUSH-230	KBUSH-250	KBUSH-265
NEEDLE ROLLER	KY-131	KS-151	KY-131	KS-151	KR-176				
SHAFT BALL BEARING	KX-131-40	KX-125-8	KX-131-40	KX-151-58	KX-176-59		KX-131-40	KX-151-58	KX-176-59
ADD A PUMP								KAAP-250/265	KAAP-250/265
<b>L SEALS</b>									
BODY SEALS	LUB-120-239	LUB-151-244	LUB-131-242	LUB-151-244	LUB-176-252	LUB-215-239	LUB-131-242	LUB-250-244	LUB-265-250
MOTOR BODY SEAL						LUB-215-239M			
PUMP SEAL STANDARD	LX-131-16	LX-125-13	LX-131-16	LX-151-17	LX-176-10				
MOTOR SEAL STANDARD	LX-131-9	LX-125-3	LX-131-9	LX-151-8	LX-176-1				
PUMP SEAL TELLTALE								LPA-250-TT	
PUMP SEAL LOOSE SHAFT	LX-131-18		LX-131-18				LX-131-18		
MOTOR SEAL LOOSE SHAFT	LX-131-11		LX-131-11				LX-131-11		
PUMP SEAL VITON	LX-131V-16	LX-125V-13	LX-131V-16	LX-151V-17	LX-176V-10		LX-131V-16	LX-151V-17	LX-176V-10
<b>M RETAINERS</b>									
SEAL RETAINER MOTOR		MAV-125			MRA-176	MFR-215			
SEAL RETAINER PUMP		MGA-125			MRA-176				
RETAINER NUT PUMP		MW-125							
RETAINER NUT MOTOR		MLA-125-D							
SEAL RETAINER LUBE PUMP- DOSCO SPL						MSK-215			
SEAL RETAINER TELLTALE							MNA-230-1	MPA-250	MTT-265
<b>N DOWELS</b>									
STANDARD			NDOWEL-131	NDOWEL-131	NDOWEL-176	NDOWEL-215	NDOWEL-131	NDOWEL-131	NDOWEL-265
MOTOR									NDOWEL-265M
<b>O BRONZE PRESSURE RING</b>									
RING SEAL	OLB-131-1	OLA-125	OLB-131-1	ONB-151-1	OWB-176-1				
SHAFT BUSH		OAH-125							
CONNECTING SHAFT BUSH		OAR-125							
<b>P O-RINGS/POCKET SEALS</b>									
RETAINER O-RING	P2	PL-125-26			PL-176-164				
POCKET SEAL	PBA-131-2		PBA-131-2	PBA-131-2	PBA-176-3				
PIGGYBACK			PL-PB131/131-30		PL-PB176/131-159				

SERIES	PARTS LIST <b>V-W</b>								
	120	125	131	151	176	215	230	250	265
<b>Q SPACERS</b>									
SEAL SPACER	QAE-131	QSA-125	QAE-131	QAC-151		QAE-215	QAE-131	QAC-151	
INTERNAL SPACER		QTA-125-?		QVB-151-1					
BEARING SPACER	QVB-131-2	QGB-125	QVB-131-2	QVB/AC-151	QVB-176		QVB-131-2	QVB/AC-151	QVB-176
SHAFT SPACER (CONTI)	QTB-131	QDB-125/QYA-125-1	QTB-131	QTG-151	QAF-176		QTB-131		QAF-176
ADD-A-PUMP			QAK131/131		QAL176/131				
<b>R KEYS</b>									
3/4" SHAFT	RX-JAV		RX-JAV						
7/8" SHAFT	RX-17	RX-17	RX-17	RX-17		RX-18	RX-18	RX-18	
3/4" SHAFT	RX-JAV		RX-JAV						
7/8" SHAFT	RX-17	RX-17	RX-17	RX-17		RX-18	RX-18	RX-18	
1" SHAFT	RX-13	RX-13	RX-13	RX-13		RX-16	RX-16	RX-16	
1 1/8" SHAFT	RX-54	RX-54	RX-54	RX-54	RX-54		RX-54	RX-54	
1 1/4" SHAFT	RX-38	RX-38	RX-38	RX-38	RX-38		RX-19	RX-19	RX-19
1 3/4" SHAFT					RX-45				
CAT 910 TAPER (JCA)			RX-606						
1:8 TAPER SHAFT (AEK)									
1:5 TAPER SHAFT (ATK/AFR)									
<b>S SNAP RINGS / CIRCLIPS</b>									
SHAFT	SX-131-100	SX-125-13	SX-131-100	SX-151-125	SX-176-137		SX-131-100	SX-151-125	SX-176-137
SHAFT END COVER	SX-131-206		SX-131-206	SX-151-283	SX-176-315	SX-215	SX-131-206	SX-151-283	SX-176-315
ADD A PUMP								SAAP250/265	SAAP250/265
<b>V FASTENERS</b>									
BOLTS	VBOLT 9/16" X ?	VBOLT 5/8" X ?	VBOLT 5/8" X ?	VBOLT 5/8" X ?	VBOLT 5/8" X ?	VBOLT 1/2" X ?	VBOLT 5/8" X ?	VBOLT 5/8" X ?	VBOLT 5/8" X ?
NUTS	VNUT 9/16"	VNUT 5/8"	VNUT 5/8"	VNUT 5/8"	VNUT 5/8"	VNUT 1/2"	VNUT 5/8"	VNUT 5/8"	VNUT 5/8"
WASHERS	VWASHER 9/16"	VWASHER 5/8"	VWASHER 5/8"	VWASHER 5/8"	VWASHER 5/8"	VWASHER 1/2"	VWASHER 5/8"	VWASHER 5/8"	VWASHER 5/8"
WASHERS 265 MOTOR									VWASHER 3/4"
STUDS 06"-11" EXTENDED THREAD ON ONE SIDE	VSTUD 9/16" X6-11	VSTUD 5/8" X6-11	VSTUD 5/8" X6-11	VSTUD 5/8" X6-11	VSTUD 5/8" X6-11	VSTUD 1/2" X6-11	VSTUD 5/8" X6-11	VSTUD 5/8" X6-11	VSTUD 5/8" X6-11
STUDS 11"-16" EXTENDED THREAD ON ONE SIDE	VSTUD 9/16" X11-16	VSTUD 5/8" X11-16	VSTUD 5/8" X11-16	VSTUD 5/8" X11-16	VSTUD 5/8" X11-16	VSTUD 1/2" X11-16	VSTUD 5/8" X11-16	VSTUD 5/8" X11-16	VSTUD 5/8" X11-16
STUDS 16"-21" EXTENDED THREAD ON ONE SIDE	VSTUD 9/16" X16-21	VSTUD 5/8" X16-21	VSTUD 5/8" X16-21	VSTUD 5/8" X16-21	VSTUD 5/8" X16-21	VSTUD 1/2" X16-21	VSTUD 5/8" X16-21	VSTUD 5/8" X16-21	VSTUD 5/8" X16-21
STUDS 21"-26" EXTENDED THREAD ON ONE SIDE	VSTUD 9/16" X21-26	VSTUD 5/8" X21-26	VSTUD 5/8" X21-26	VSTUD 5/8" X21-26	VSTUD 5/8" X21-26	VSTUD 1/2" X21-26	VSTUD 5/8" X21-26	VSTUD 5/8" X21-26	VSTUD 5/8" X21-26
	<b>**Substitute ? with Bolt Length (Imperial)</b>								
<b>W SMALL PARTS</b>									
PLUG DRAIN	WX-131-11	WX-131-11	WX-131-11	WX-131-11	WX-131-11	WX-131-11	WX-131-11	WX-131-11	WX-131-11
PLUG SHAFT END COVER	WT-131-1391	WT-131-1391	WT-131-1391	WT-131-1391	WT-131-1391	WT-131-1391	WT-131-1391	WT-131-1391	WT-131-1391
CHECK VALVES	WM-131-1391	WM-131-1391	WM-131-1391	WM-131-1391	WM-131-1391	WM-131-1391	WM-131-1391	WM-131-1391	WM-131-1391



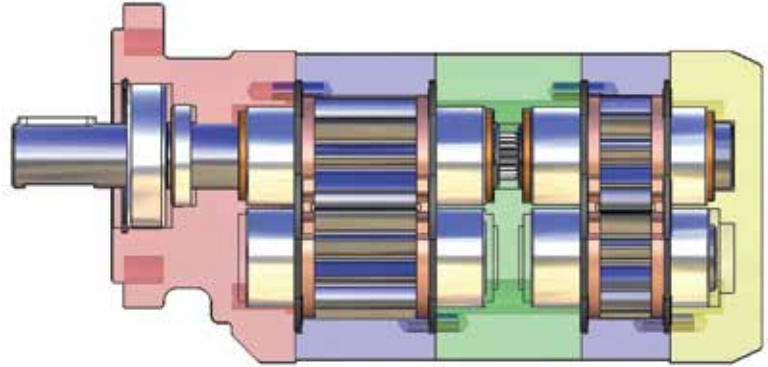
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# PUMP & MOTOR SPECIFICATIONS

## BEARING RANGE



		-05	-07	-10	-12	-15	-17	-20	-22	-25	-27	-30
		0.50"(1/2")	0.75"(3/4")	1.00"(1")	1.25"(1 1/4")	1.50"(1 1/2")	1.75"(1 3/4")	2.00"(2")	2.25"(2 1/4")	2.50"(2 1/2")	2.75"(2 3/4")	3.00"(3")
<b>120</b>	Gear Housing Width	1.25"(1 1/4")	1.50"(1 1/2")	1.75"(1 3/4")	2.00"(2")	2.25"(2 1/4")	2.50"(2 1/2")	2.75"(2 3/4")				
	cc/rev	16.00	24.10	32.20	40.30	48.30	56.40	64.50				
	Lpm (at 1000rpm)	16.00	24.10	32.20	40.30	48.30	56.40	64.50				
	cu in (cu in/rev)	0.99	1.48	1.97	2.46	2.96	3.45	3.94				
	US gpm (at 1000rpm)	4.23	6.37	8.51	10.65	12.76	14.90	17.04				
	Max Pressure (bar)	205	205	205	205	205	170	170				
	Max Pressure (psi)	3000	3000	3000	3000	3000	2500	2500				
	Max Speed (rpm)	2400	2400	2400	2400	2400	2400	2400				
	Pump Weight (kg)	10.80	11.30	11.80	12.50	13.20	13.80	14.70				
Additional sect add (kg)	9.50	9.90	10.40	10.90	11.30	11.80	12.70					
<b>125</b>	Gear Housing Width	1.25"(1 1/4")	1.50"(1 1/2")	1.75"(1 3/4")	2.00"(2")	2.25"(2 1/4")	2.50"(2 1/2")	2.75"(2 3/4")	3.00"(3")	3.25"(3 1/4")		
	cc/rev	20.80	31.20	41.70	52.10	62.60	73.00	83.50	94.00	104.40		
	Lpm (at 1000rpm)	20.80	31.20	41.70	52.10	62.60	73.00	83.50	94.00	104.40		
	cu in (cu in/rev)	1.28	1.91	2.55	3.19	3.82	4.46	5.10	5.74	6.38		
	US gpm (at 1000rpm)	5.50	8.24	11.02	13.76	16.54	19.29	22.06	24.84	27.58		
	Max Pressure (bar)	170	170	170	170	170	153	153	138	138		
	Max Pressure (psi)	2500	2500	2500	2500	2500	2250	2250	2000	2000		
	Max Speed (rpm)	2400	2400	2400	2400	2400	2400	2400	2400	2400		
	Pump Weight (kg)	17.00	17.00	17.00	17.50	18.00	19.00	19.50	22.00	22.50		
Additional sect add (kg)	17.00	17.00	17.00	17.50	18.00	19.00	19.50	22.00	22.50			
<b>130</b>	Gear Housing Width	1.25"(1 1/4")	1.50"(1 1/2")	1.75"(1 3/4")	2.00"(2")	2.25"(2 1/4")	2.50"(2 1/2")	2.75"(2 3/4")	3.00"(3")	3.25"(3 1/4")		
	cc/rev	16.00	24.10	32.20	40.30	48.30	56.40	64.50	72.60	80.00		
	Lpm (at 1000rpm)	16.00	24.10	32.20	40.30	48.30	56.40	64.50	72.60	80.00		
	cu in (cu in/rev)	0.99	1.48	1.97	2.46	2.96	3.45	3.94	4.43	4.92		
	US gpm (at 1000rpm)	4.23	6.37	8.51	10.65	12.76	14.90	17.04	19.18	21.14		
	Max Pressure (bar)	170/205	170/205	170/205	170/205	170/205	153/170	153/170	138/153	138/153		
	Max Pressure (psi)	2500/3000	2500/3000	2500/3000	2500/3000	2500/3000	2250/2500	2250/2500	2000/2250	2000/2250		
	Max Speed (rpm)	2400	2400	2400	2400	2400	2400	2400	2400	2400		
	Pump Weight (kg)	15.00	15.00	15.00	15.50	16.00	16.50	17.00	17.50	18.00		
Additional sect add (kg)	12.00	12.00	12.00	12.50	13.00	14.00	14.50	15.00	15.50			
<b>150</b>	Gear Housing Width	1.25"(1 1/4")	1.50"(1 1/2")	1.75"(1 3/4")	2.00"(2")	2.25"(2 1/4")	2.50"(2 1/2")	2.75"(2 3/4")	3.00"(3")	3.25"(3 1/4")		
	cc/rev	20.80	31.20	41.70	52.10	62.60	73.00	83.50	94.00	104.40		
	Lpm (at 1000rpm)	20.80	31.20	41.70	52.10	62.60	73.00	83.50	94.00	104.40		
	cu in (cu in/rev)	1.28	1.91	2.55	3.19	3.82	4.46	5.10	5.74	6.38		
	US gpm (at 1000rpm)	5.50	8.24	11.02	13.76	16.54	19.29	22.06	24.84	27.58		
	Max Pressure (bar)	170/205	170/205	170/205	170/205	170/205	153/170	153/170	138/153	138/153		
	Max Pressure (psi)	2500/3000	2500/3000	2500/3000	2500/3000	2500/3000	2250/2500	2250/2500	2000/2250	2000/2250		
	Max Speed (rpm)	2400	2400	2400	2400	2400	2400	2400	2400	2400		
	Pump Weight (kg)	17.00	17.00	17.00	17.50	18.00	19.00	19.50	22.00	22.50		
Additional sect add (kg)	17.00	17.00	17.00	17.50	18.00	19.00	19.50	22.00	22.50			
<b>175</b>	Gear Housing Width		1.75"(1 3/4")	2.00"(2")	2.25"(2 1/4")	2.50"(2 1/2")	2.75"(2 3/4")	3.00"(3")	3.25"(3 1/4")	3.50"(3 1/2")	3.75"(3 3/4")	4.00"(4")
	cc/rev		50.30	67.10	84.00	100.60	117.50	134.30	151.00	168.00	184.50	200.00
	Lpm (at 1000rpm)		50.30	67.10	84.00	100.60	117.50	134.30	151.00	168.00	184.50	200.00
	cu in (cu in/rev)		3.07	4.09	5.13	6.14	7.17	8.20	9.21	10.25	11.28	12.30
	US gpm (at 1000rpm)		13.29	17.73	22.19	26.58	31.04	35.48	39.89	44.39	48.75	52.84
	Max Pressure (bar)		170/205	170/205	170/205	170/205	170/205	170/205	153/170	153/170	138/153	138/153
	Max Pressure (psi)		2500/3000	2500/3000	2500/3000	2500/3000	2500/3000	2500/3000	2250/2500	2250/2500	2000/2250	2000/2250
	Max Speed (rpm)		2400	2400	2400	2400	2400	2400	2400	2400	2400	2400
	Pump Weight (kg)		33.00	33.00	34.00	35.00	36.00	37.00	38.00	39.00	40.00	41.00
Additional sect add (kg)		33.00	33.00	34.00	35.00	36.00	37.00	38.00	39.00	40.00	41.00	

THE ABOVE DATA ARE AVERAGE RESULTS BASED ON A SERIES OF TESTS AND ARE NOT NECESSARILY REPRESENTATIVE OF ANY SINGLE UNIT. GEAR PUMP MANUFACTURING RESERVES THE RIGHT TO AMEND THE TECHNICAL DATA WITHOUT NOTICE.

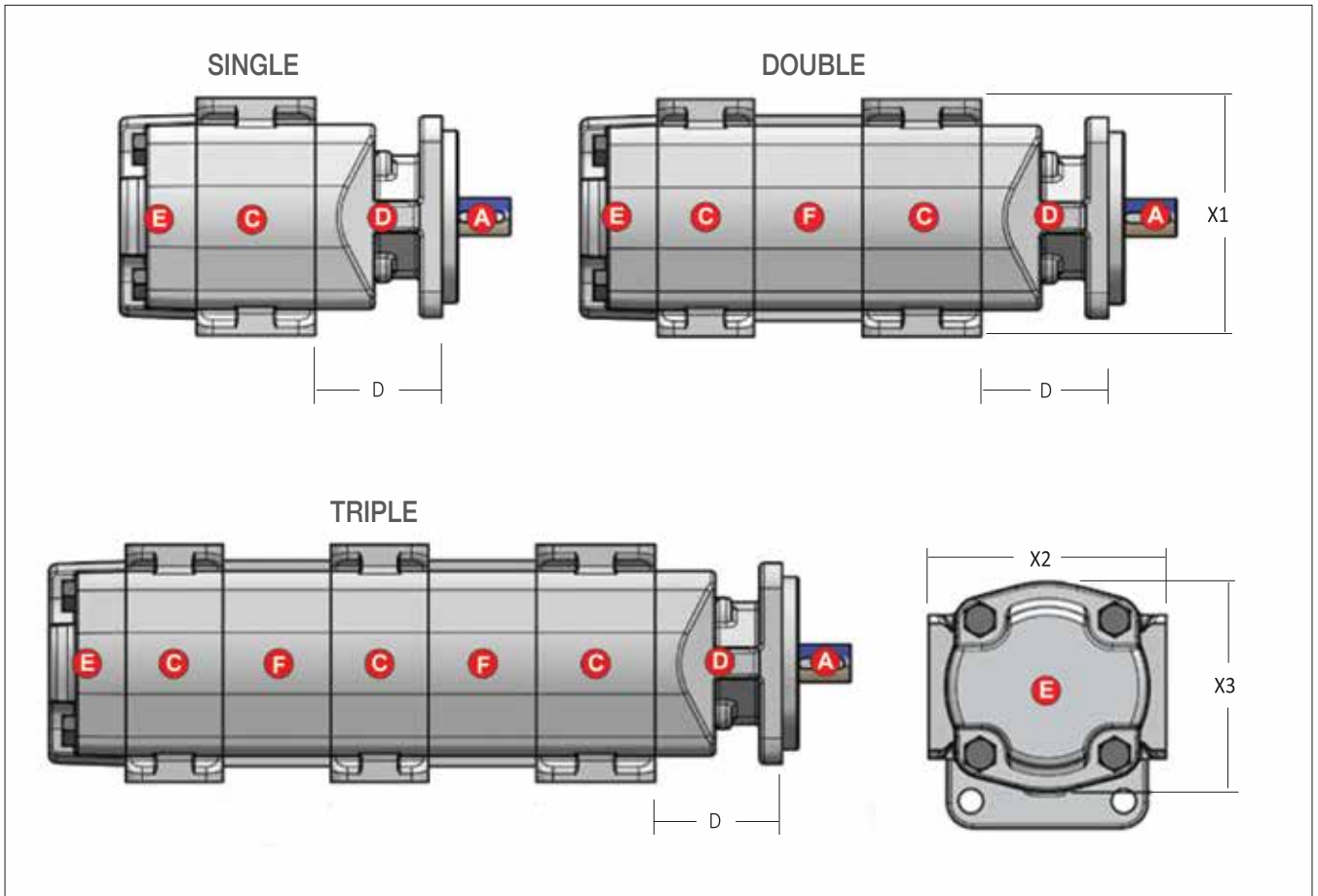
**GP** = PUMP  
**GM** = MOTOR  
**GF** = FLOW DIVIDER  
**GA** = ADD ON  
**GB** = STEP DOWN  
**GZ** = PUMP / MOTOR COMBO

Useful Formulae	To Convert	Inches	Bar	Cu in/rev	US GPM	US GPM	kg
	Into	Millimeters	Psi	cc/rev	Cu In/rev	cc/rev	lbs
	Multiply by	25.4	14.5	16.39	2.31	3.785	2.205





## BEARING RANGE



DIMENSIONS ARE FOR REFERENCE PURPOSE ONLY

SERIES 120 / 131 / 151			SERIES 176		
HOUSING TABLE	C		C		
	inches	mm	inches	mm	
-05	1 1/4"	31.75	-05		
-07	1 1/2"	38.10	-07	1 3/4"	44.45
-10	1 3/4"	44.45	-10	2"	50.80
-12	2"	50.80	-12	2 1/4"	57.15
-15	2 1/4"	57.15	-15	2 1/2"	63.50
-17	2 1/2"	63.50	-17	2 3/4"	69.85
-20	2 3/4"	69.85	-20	3"	76.20
			-22	3 1/4"	82.55
			-25	3 1/2"	88.90
			-27	3 3/4"	95.25
			-30	4"	101.60

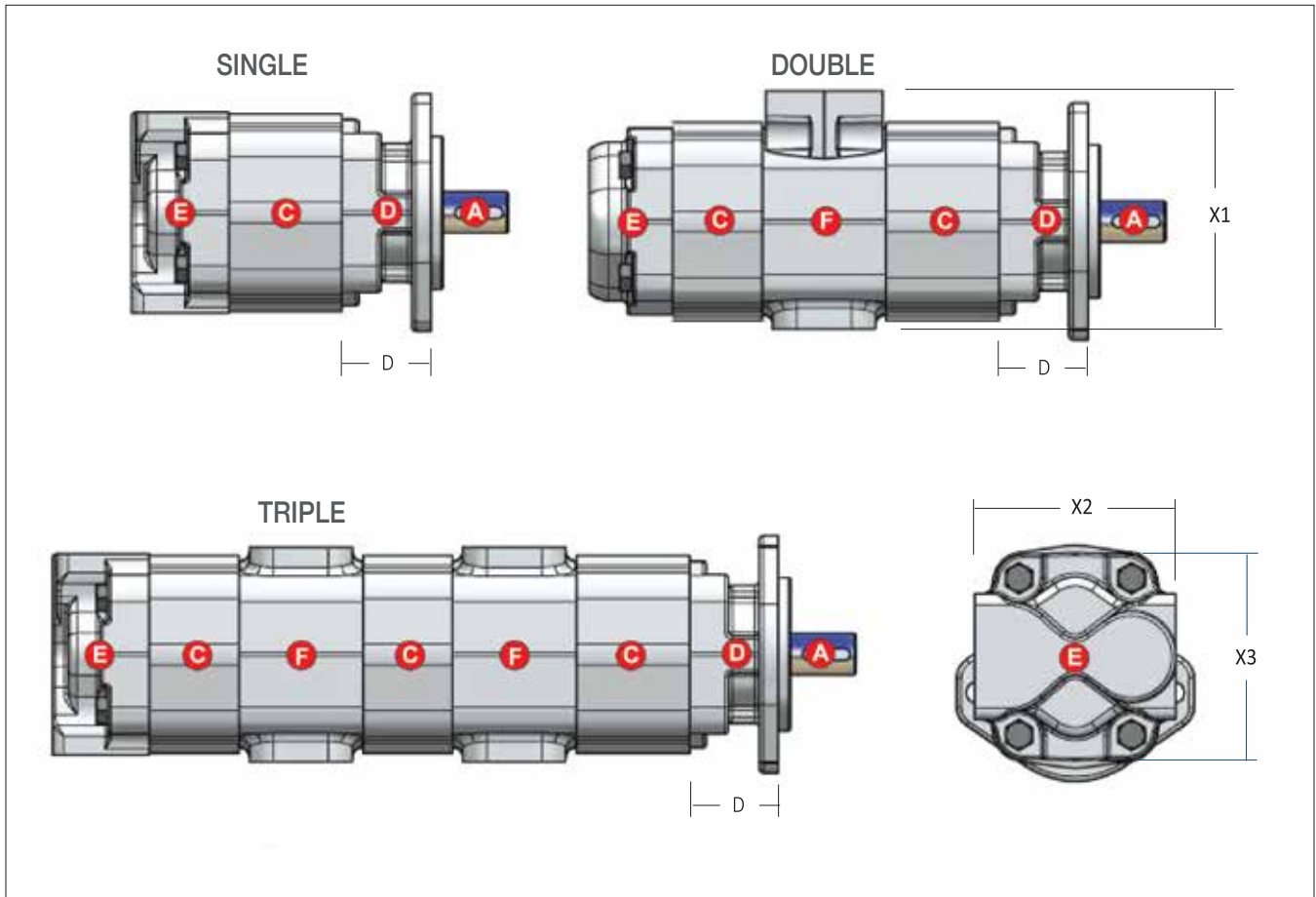
SERIES	D	E	F	X1	X2	X3
120	75mm	45mm	140mm	140mm	140mm	124mm
	2.94"	1.79"	2.51"	5.51"	5.51"	4.89"
131	76mm	47mm	64mm	146mm	135mm	140mm
	2.98"	1.85"	2.51"	5.75"	5.33"	5.51"
151	86mm	46mm	73mm	145mm	145mm	156mm
	3.38"	1.80"	2.87"	5.73"	5.73"	6.13"
176	96mm	59mm	76mm	189mm	189mm	201mm
	3.76"	1.97"	3.00"	7.44"	7.44"	7.92"



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## BUSHING RANGE



DIMENSIONS ARE FOR REFERENCE PURPOSE ONLY

HOUSING TABLE	SERIES 215			SERIES 230 / 250 / 265		
	C			C		
		inches	mm		inches	mm
-03	3/4"	19.05	-05	1"	25.40	
-05	7/8"	22.22	-07	1 1/4"	31.75	
-06	1"	25.40	-10	1 1/2"	38.10	
-07	1 1/8"	28.57	-12	1 3/4"	44.45	
-08	1 1/4"	31.75	-15	2"	50.80	
-10	1 3/8"	34.92	-17	2 1/4"	57.15	
-11	1 1/2"	38.10	-20	2 1/2"	63.50	
-12	1 5/8"	41.27	SERIES 250 / 265			
-13	1 3/8"	44.45				
-15	1 7/8"	47.62	-22	2 3/4"	69.85	
-16	2"	50.80	-25	3"	76.20	
-17	2 1/8"	53.97				
-18	2 1/4"	57.15				
-20	2 3/8"	60.32				

SERIES	D	E1	E2	F	X1	X2	X3
215	48mm	45mm	52mm	67mm	128mm	108mm	112mm
	1.88"	1.75"	2.05"	2.62"	5.03"	4.25"	4.39"
230	80mm	56mm	66.5mm	89mm	173mm	179mm	149mm
	3.15"	2.20"	2.62"	3.50"	6.82"	7.06"	5.87"
250	89mm	56mm	79mm	89mm	195mm	184mm	157mm
	3.52"	2.22"	3.11"	3.50"	7.68"	7.25"	6.18"
265	96mm	76mm	78mm	102mm	96mm	188mm	189mm
	3.76"	2.97"	3.07"	4.01"	8.33"	7.42"	7.44"



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# PUMP BUILDER

STEP 1		STEP 2	STEP 3		STEP 4		STEP 5		STEP 6		STEP 7		STEP 8	
Unit Type		Series	Stages and rotation		Shaft Type		Shaft Dimension		Mounting Type		Mounting Dimension		Case Drain	
<b>GP</b>	pump	<b>114</b>	<b>A</b>	one-cw	<b>1</b>	solid standard	<b>A</b>	A spline 9	<b>1</b>	standard with bearing	<b>A</b>	2 bolt A 3 1/4"	<b>A</b>	none
<b>GM</b>	motor	<b>115</b>	<b>B</b>	one-ccw	<b>2</b>	solid short type 2	<b>B</b>	B spline 13	<b>2</b>	standard without bearing	<b>B</b>	2 bolt B 4"	<b>B</b>	1/4" npt
<b>GF</b>	flow divider	<b>120</b>	<b>C</b>	one-bi	<b>3</b>	solid special	<b>C</b>	C spline 14	<b>3</b>	short type 2 (no bearing)	<b>C</b>	2 bolt C 5"	<b>C</b>	1/4" bspp
<b>GA</b>	add a pump	<b>125</b>	<b>D</b>	two-cw	<b>4</b>	continental standard	<b>D</b>	BB spline 15	<b>4</b>	short type 2 (no bearing) and seal spacer	<b>D</b>	4 bolt B 4"	<b>D</b>	1/4" odt
<b>GB</b>	piggyback	<b>130</b>	<b>E</b>	two-ccw	<b>5</b>	continental short	<b>E</b>	A keyed 5/8"	<b>5</b>	standard with bearing and seal spacer	<b>E</b>	4 bolt C 5"	<b>E</b>	3/8" odt
<b>GZ</b>	pump / motor	<b>131</b>	<b>F</b>	two-bi	<b>6</b>	continental long	<b>F</b>	B keyed 7/8"	<b>6</b>	standard with bearing and seal spacer	<b>F</b>	4 bolt D 6"	<b>F</b>	3/16" telltale
		<b>150</b>	<b>G</b>	three-cw	<b>7</b>	continental special	<b>G</b>	BB keyed 1"	<b>7</b>	standard with bearing spacer	<b>G</b>	6 bolt round	<b>G</b>	special/other
		<b>151</b>	<b>H</b>	three-ccw	<b>8</b>	flow divider	<b>H</b>	C keyed 1 1/4"	<b>8</b>	standard with bearing spacer and seal spacer	<b>H</b>	fan mount		
		<b>175</b>	<b>J</b>	three-bi	<b>9</b>	pump / motor	<b>H1</b>	keyed 1 3/4"	<b>9</b>	standard with telltale seal retainer	<b>J</b>	pad mount clutch		
		<b>176</b>	<b>K</b>	four-cw			<b>J</b>	BB spline 6	<b>0</b>	special / other	<b>K</b>	flow divider		
		<b>215</b>	<b>L</b>	four-ccw			<b>K</b>	spline 8			<b>L</b>	2/4 bolt B 4"		
		<b>230</b>	<b>M</b>	four-bi			<b>L</b>	spline 10			<b>M</b>	2/4 bolt C 5"		
		<b>250</b>	<b>N</b>	five-cw			<b>M</b>	spline 11			<b>N</b>	3 bolt uni		
		<b>265</b>	<b>P</b>	five-ccw			<b>N</b>	spline 17			<b>P</b>	4 bolt din		
		<b>411</b>	<b>Q</b>	five-bi			<b>P</b>	spline 13 1 3/4"			<b>Q</b>	fan motor		
		<b>412</b>	<b>R</b>	six-cw			<b>Q</b>	keyed 3/4"			<b>R</b>	pump / motor		
		<b>413</b>	<b>S</b>	six-ccw			<b>R</b>	keyed 7/8" threaded			<b>S</b>	special / other		
		<b>414</b>	<b>T</b>	six-bi			<b>S</b>	keyed 1 1/8"			<b>T</b>	chelsea mount		
		<b>421</b>					<b>T</b>	keyed 45mm			<b>U</b>	4 bolt group 3 euro		
		<b>422</b>					<b>U</b>	taper 1:4			<b>V</b>	4 bolt round		
		<b>423</b>					<b>V</b>	taper 1:5 int. thd			<b>W</b>	Ford 3 bolt 95.2 spi		
		<b>511</b>					<b>V1</b>	taper 1:8						
		<b>512</b>					<b>V2</b>	taper 1:5 ext. thd						
		<b>521</b>					<b>W</b>	taper 7/8"						
		<b>522</b>					<b>X</b>	special / other						
							<b>Y</b>	flow divider						
							<b>Z</b>	pump / motor						

131 / 131
151 / 131
176 / 131
176 / 151
230 / 215
250 / 215
265 / 230
250 / 2A
250 / 2B
265 / 2A
2 65 / 2B

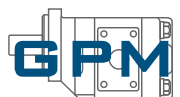
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blank	blank	c					
1/2"	blank					cnb	ca-
1/2"	1/2"					cnc	
3/4"	blank	cu	cma	coa	oba	cnc	
3/4"	3/4"	cub	cmb	cob	obb	cnd	cb-
7/8"	blank			coc	cbc		
1"	blank	cuc	cmc	cod	cbd	one	
1"	3/4"	cud	cmd	coe	cbe	cnf	cc-
1"	7/8"			cof			cd-
1"	1"	cuf	cme	cog	cbf	cng	ce-
1 1/4"	blank	cue	cmf	coh	cbg	cnh	
1 1/4"	3/4"	cuf	cmg	coj	cbh	cnj	cf-
1 1/4"	1"	cug	cmh	coo	cbj	cnk	cg-
1 1/4"	1 1/4"	cuh	cmj	col	cbk	cnl	ch-
1 1/2"	blank	cuj	cmk	com		cnm	
1 1/2"	3/4"			con		cnn	ci-
1 1/2"	1"	cuk	cml	coo	cbl	cno	cj-
1 1/2"	1 1/4"	cul	cmm	cop	cbm	cnp	ck-
1 1/2"	1 1/2"	cun	cmn	coq	cbr	cnr	cl-
2"	blank	cun			cbo		
2"	1"	cup			cbp	cm-	
2"	1 1/4"	cuq	cmp		cbq	cn-	
2"	1 1/2"	cur	cmq		cbr	co-	
2"	2"	cus	cmr		cbs	cp-	
2 1/2"	1 1/4"	cut			cbt	cq-	
2 1/2"	1 1/2"	cuw	cms		cbu	cr-	
2 1/2"	2"	cux			cbv	cs-	
special	special	spl					

port end covers	blank	sfu	sfm	odt	bspp	npt	mixed porting
blank	blank	e					
1/2"	blank	eua	ema	ea	eba		ea-
1/2"	1/2"	eub	emb	ea	ebb	ena	ea-
5/8"	blank	euc	emc	ea	eoc		
3/4"	blank	eud	emd	ea	eod	ebc	enb
3/4"	1/2"	eue	emu	ea	eoe	ebd	eb-
3/4"	5/8"	euf	emf	ea	eof		ec-
3/4"	3/4"	eug	emg	ea	eog	ebe	enc
7/8"	blank	euo	emo	ea	eo	ebf	ed-
7/8"	1/2"	euh	emh	ea	eoh	ebg	ee-
7/8"	5/8"	eui	emi	ea	eoi		ef-
7/8"	3/4"	euj	emj	ea	eoj	ebh	eg-
7/8"	7/8"	euk	emk	ea	eok	ebi	eh-
1"	blank	eul	eml	ea	eol	ebj	ei-
1"	1/2"	eum	em	ea	eon	ebk	ej-
1"	5/8"	eun	emn	ea	eou	ebw	ek-
1"	3/4"	eup	emp	ea	eoo		el-
1"	7/8"	euh	emg	ea	eop	ebd	em-
1"	1"	euj	emh	ea	eoq	ebm	en-
1 1/4"	blank	euk	emj	ea	eos	ebn	ene
1 1/4"	5/8"	eul	eml	ea	eot	ebo	
1 1/4"	3/4"	eum	em	ea	eou	ebp	enf
1 1/4"	7/8"	eun	emn	ea	eov	ebq	ep-
1 1/4"	1"	eup	emp	ea	eow	ebr	eq-
1 1/4"	1 1/4"	eum	eml	ea	eox	ebc	er-
1 1/2"	blank	eun	emn	ea	eoy	ebu	es-
1 1/2"	1"	euo	emo	ea	eoz	ebv	et-
1 1/2"	1 1/4"	eup	emo	ea			eu-
1 1/2"	1 1/2"	euh	emh	ea			ev-
2"	blank	eur	emq	ea			ew-
2"	1"	eus	emr	ea			ex-
2"	1 1/4"	eut	ems	ea			ey-
2"	1 1/2"	euv	emt	ea			ez-
special	special	spl					

To build a part number for a single pump complete Steps 1-14 and add Steps 15, 16, 11, 12 for each additional section.



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STEP 9	STEP 10	STEP 11	STEP 12	STEP 13	STEP 14	STEP 15	STEP 16	STEP 11	STEP 12
Case Drain Position	Extended Studs	Housing code	Housing Ports	Port End Cover type	Pec Ports	Bearing Carrier Type	Bearing Carriers	Housing code	Housing Ports
A none	A none	03		1 blank - no ports		A blank - no ports		03	
B sec 3 o'clock	B drive side - top	05		2 1 port - suction - side		B common suction only		05	
C sec 6 o'clock	C Idler side - bottom	06		3 1 port - suction - rear		C suction only		06	
D sec 9 o'clock		07		4 1 port - pressure - side		D pressure only		07	
E sec 12 o'clock		08		5 1 port - pressure - rear		E 1 suction 1 pressure		08	
F pec drive		10		6 2 ports - suction - side		F 1 suction 2 pressures		10	
G pec idler		11		- pressure - side		G 131 / piggyback		11	
		12		7 2 ports - suction - rear		H 151 / piggyback		12	
		13		- pressure - rear		J 176 / piggyback		13	
		15		8 2 ports - suction - side		K 230 / 215 piggyback		15	
		16		- pressure - rear		L 250 / 215 piggyback		16	
		17		9 2 ports - suction - side		M 265 / 230 piggyback		17	
		18		- pressure - side		N 2 bolt A add a pump 9 spl		18	
		20		0 4 ports - suction - side & rear		P 2 bolt A add a pump 13 spl		20	
		22		- pressure - side & rear		Q 2 bolt A add a pump 15 spl		22	
		25				R 2 bolt B add a pump 9 spl		25	
		27				S 2 bolt B add a pump 13 spl		27	
		30				T 2 bolt B add a pump 15 spl		30	
						U special / other			
						V common suction/1 pressure			
						W pump / motor			

bearing carriers	blank	sfu	sfm	odt	bspp	npt	mixed porting
blank	blank	f					
c/suction	blank	fff					
1/2"	3/4"	fua	fma	foa	fba		fa-
3/4"	blank	fub	fmb	fob	ffb		
3/4"	5/8"			foc			fb-
3/4"	3/4"	fud	fmc	fod	fbc		fc-
3/4"	7/8"			fok			
1"	blank	fue	fmd	foe	fna		
1"	5/8"			fof			fd-
1"	3/4"	fuf	fme	fog	fne		fe-
1"	7/8"			foh	fnb		fg-
1"	1"	fuf	fme	foi	fnf		fh-
		fug		fbg			
1 1/4"	blank	fuh	fmg	foj	fnh		
1 1/4"	1/2"	fuj	fmh	fol	fnj		fi-
1 1/4"	5/8"			fom			fj-
1 1/4"	3/4"	ful	fmj	fon	fnk		fk-
1 1/4"	7/8"			foo	fnl		fl-
1 1/4"	1"	fum	fmk	fop	fnm		fm-
1 1/4"	1 1/4"	fun	fml	foq	fnp		fn-
1 1/2"	blank	fuo	fmm	for	fbo		
1 1/2"	3/4"	fup	fmm	fos	fbp		fo-
1 1/2"	7/8"			fot	fbq		fp-
1 1/2"	1"	fug	fmo	fou	fnh		fq-
1 1/2"	1 1/4"	fur	fmp	fov	fnb		fr-
1 1/2"	1 1/2"	fus	fmq	fow	fnj		fs-
2"	1"	fut	fmr	fox	fnb		ft-
2"	1 1/4"	fuu	fms	foy	fnb		fu-
2"	1 1/2"	fuv	fmt	foz	fnb		fv-
2"	2"	fuw	fmv				fw-
2 1/2"	1"	fux	fmv				fx-
2 1/2"	1 1/4"	fuy	fmw				fy-
2 1/2"	1 1/2"	fuz	fmw				fz-
special	special	spl					

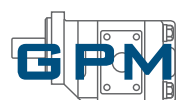
bearing carriers	blank	sfu	sfm	odt	bspp	npt	mixed porting	
1 in 2 out	blank	g						
blank	blank	g						
1"	1/2"	1/2"	g	gua	gma	goa	gba	ga-
1"	3/4"	1/2"		gub	gmb	gob	gbb	gb-
1"	5/8"	5/8"				goc		gc-
1"	3/4"	5/8"				god		gd-
1"	3/4"	3/4"		guc	gmc	goe	gbc	ge-
1"	1"	3/4"				gof	gbd	gf-
1"	7/8"	7/8"				gog	gbe	gg-
1"	1"	7/8"				goh	gbf	gh-
1"	1"	1"		gud	gmd	goi	gbh	gi-
1 1/4"	1/2"	1/2"		gue	gme	goj	ghj	gj-
1 1/4"	5/8"	5/8"				gok		gk-
1 1/4"	3/4"	1/2"		guf	gmf	gol	gbk	gl-
1 1/4"	3/4"	5/8"				gom		gm-
1 1/4"	3/4"	3/4"				gon		gn-
1 1/4"	1"	3/4"				goo	gbl	go-
1 1/4"	7/8"	7/8"				gop	gbm	gp-
1 1/4"	1"	7/8"				goq	gbn	gq-
1 1/4"	1"	7/8"				gor	gbo	gr-
1 1/4"	1"	1"		gug	gmg	gos	gbq	gs-
1 1/4"	1 1/4"	1"		guh	gmh	got	gbr	gt-
1 1/4"	1 1/4"	1 1/4"		gui	gmi	gou	gbs	gu-
1 1/2"	3/4"	3/4"				gov	gbt	gv-
1 1/2"	7/8"	7/8"				gow	gbu	gw-
1 1/2"	1"	7/8"				gox	gbv	gx-
1 1/2"	1"	1"		guj	gmj	gov	gbw	gy-
1 1/2"	1 1/4"	1"		guk	gmk	goz	gbx	gz-
1 1/2"	1 1/4"	1 1/4"		gul	gml	hoa	gby	ha-
1 1/2"	1 1/2"	1"		gum	gmm	hob	gbz	hb-
1 1/2"	1 1/2"	1 1/4"		gun	gmn	hoc	hba	hc-
1 1/2"	1 1/2"	1 1/2"		guo	gmo	hod	hbb	hd-
2"	1"	1"		gup	gmp	hoe	hbc	he-
2"	1 1/4"	1"		guq	gmq	hof	hbd	hf-
2"	1 1/4"	1 1/4"		gur	gmr	hog	hbe	hg-
2"	1 1/2"	1"		gus	gms	hoh	hbf	hh-
2"	1 1/2"	1 1/4"		gut	gmt	hoj	hbg	hj-
2"	1 1/2"	1 1/2"		guu	gmu	hok	hbh	hk-
2 1/2"	1"	1"		guv	gmv			hl-
2 1/2"	1 1/4"	1"		guw	gmw			hm-
2 1/2"	1 1/4"	1 1/4"		gux	gmw			hn-
2 1/2"	1 1/2"	1"		guy	gmy			ho-
2 1/2"	1 1/2"	1 1/4"		guz	gmz			hp-
2 1/2"	1 1/2"	1 1/2"		hua	hma			hq-
special	special	special	spl					

Mixed Porting	
sfu-odt	1
sfu-bspp	2
sfu-npt	3
sfm-odt	4
sfm-bspp	5
sfm-npt	6
odt-bspp	7
odt-npt	8
bspp-npt	9



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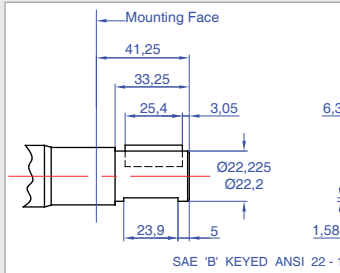


**A** SOLID SHAFT GEAR SET

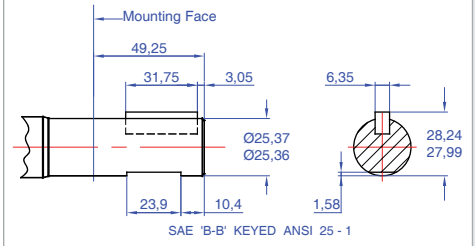
\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

120 / 131	
7/8" KEY SAE B	ADD-131-??
1" KEY SAE BB	AED-131-??
9 SPLINE 5/8" SAE A	AAA-131-??
13 SPLINE 7/8" SAE B	ABD-131-??
13 SPLINE 7/8" SHORT SAE B	ABD-131-4-??
15 SPLINE 1" SAE BB	AAU-131-??

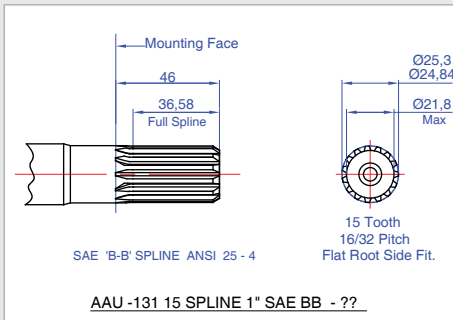
*\*\*Please contact GPM for specials.  
Substitute ?? with correct gear size code.*



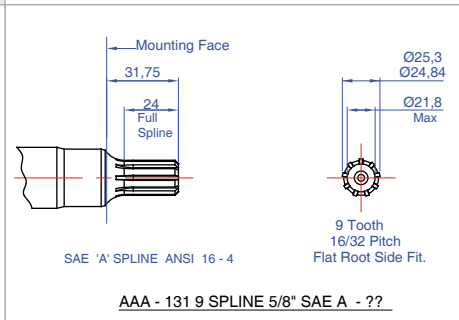
ADD - 131 7/8" KEY SAE B - ??



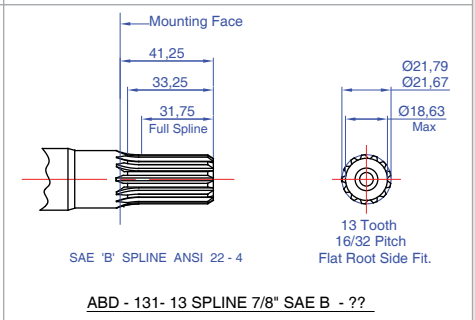
AED - 131 1" KEY SAE BB - ??



AAU - 131 15 SPLINE 1" SAE BB - ??

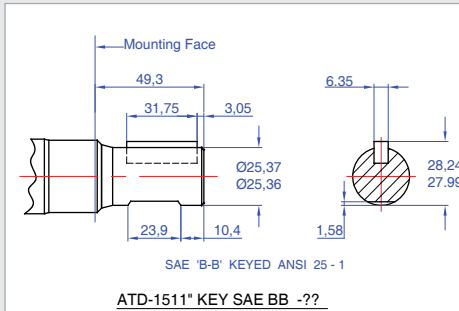


AAA - 131 9 SPLINE 5/8" SAE A - ??

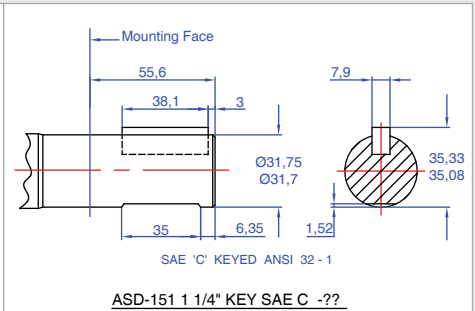


ABD - 131 13 SPLINE 7/8" SAE B - ??

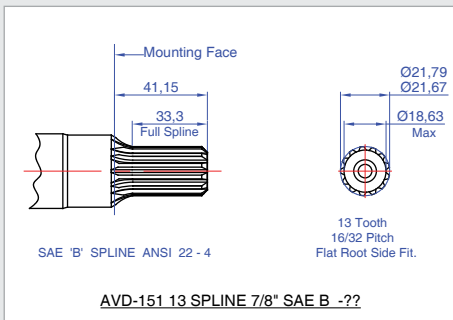
151	
1" KEY SAE BB	ATD-151-??
1 1/4" KEY SAE C	ASD-151-??
13 SPLINE 7/8" SAE B	AVD-151-??
13 SPLINE 7/8" SHORT SAE B	AVD-151-4-??
14 SPLINE 1 1/4" SAE C	APD-151-??
14 SPLINE 1 1/4" SHORT SAE C	APD-151-4-??
15 SPLINE 1" SAE BB	AAT-151-??



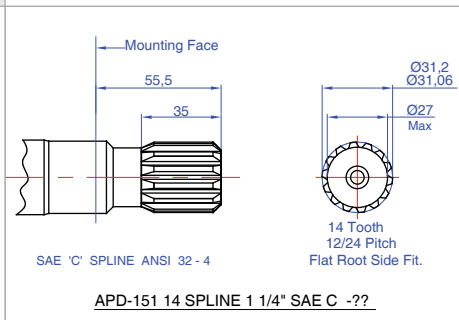
ATD-151 1" KEY SAE BB - ??



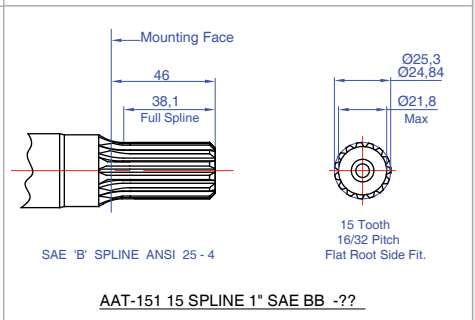
ASD-151 1 1/4" KEY SAE C - ??



AVD-151 13 SPLINE 7/8" SAE B - ??

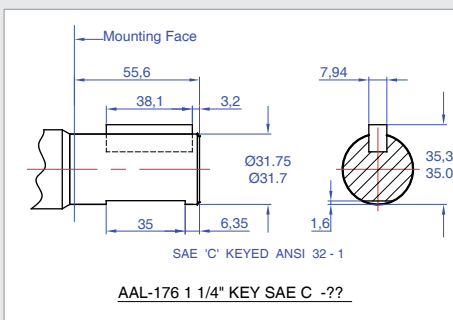


APD-151 14 SPLINE 1 1/4" SAE C - ??

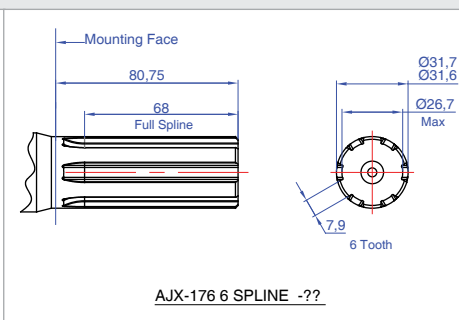


AAT-151 15 SPLINE 1" SAE BB - ??

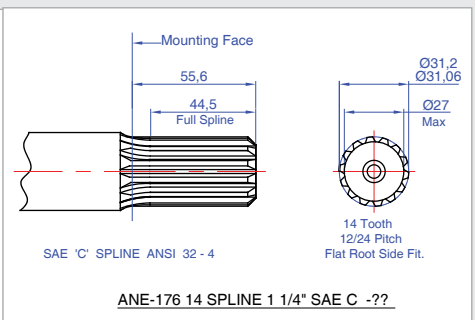
176	
1 1/4" KEY SAE C	AAL-176-??
6 SPLINE	AJX-176-??
14 SPLINE 1 1/4" SAE C	ANE-176-??



AAL-176 1 1/4" KEY SAE C - ??



AJX-176 6 SPLINE - ??



ANE-176 14 SPLINE 1 1/4" SAE C - ??

**B** LOOSE GEAR SETS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

120 / 131	
STANDARD	BV-131-??

\*\* Also makes Series 115 = BBA-115-??  
 \*\* Also makes Series 137 = BJA-137-??  
 Substitute ?? with correct gear size code.

Part no.	Dimn. 'A'
BV-25	63.5
BV-22	57.1
BV-20	50.8
BV-17	44.4
BV-15	38.1
BV-12	31.7
BV-10	25.4
BV-07	19.0
BV-05	12.7

BV - 120/131 - ??

125	
STANDARD	BKA-125-??

Part no.	Dimn. 'A'
BKA-30	76.2
BKA-27	69.8
BKA-25	63.5
BKA-22	57.1
BKA-20	50.8
BKA-17	44.4
BKA-15	38.1
BKA-12	31.7
BKA-10	25.4
BKA-07	19.0
BKA-05	12.7

BKA - 125 - ??

151	
STANDARD	BMA-151-??

Part no.	Dimn. 'A'
BMA-25	63.5
BMA-22	57.1
BMA-20	50.8
BMA-17	44.4
BMA-15	38.1
BMA-12	31.7
BMA-10	25.4
BMA-07	19.0
BMA-05	12.7

BMA - 151 - ??

176	
STANDARD	BPA-176-??

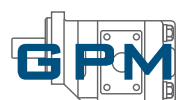
Part no.	Dimn. 'A'
BPA-30	76.2
BPA-27	69.8
BPA-25	63.5
BPA-22	57.1
BPA-20	50.8
BPA-17	44.4
BPA-15	38.1
BPA-12	31.7
BPA-10	25.4
BPA-07	19.0
BPA-05	12.7

BPA - 176 - ??



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**C** GEAR HOUSINGS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

<b>120</b>	
PUMP	CRD-120-??
MOTOR	CRD-120-??

Substitute ?? with correct gear size code.

Part no.	Dimm. 'A'	Dimm. 'B'
CRD-20	69.9	94
CRD-17	63.6	
CRD-15	57.2	80
CRD-12	50.9	
CRD-10	44.5	70
CRD-07	38.2	
CRD-05	31.8	

PORTING SUITABILITY					
1/2"	3/4"	1"	1 1/4"	1 1/2"	
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					
Split Flange not suitable					

**CRD - 120 - PUMP / MOTOR - ??**

<b>125</b>	
PUMP	CMA-151-??
MOTOR	CMA-151-??

Part no.	Dimm. 'A'	Dimm. 'B'	Dimm. 'C'
CMA-25	82.6	166	104
CMA-22	76.3		
CMA-20	69.9	145	108
CMA-17	63.6		
CMA-15	57.2	145	90
CMA-12	50.9		
CMA-10	44.5		
CMA-07	38.2		
CMA-05	31.8		

PORTING SUITABILITY					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					
Split Flange not suitable					

**CMA - 151 - PUMP / MOTOR - ??**

<b>131</b>	
PUMP	CRA-131-??
MOTOR	CRA-131-??

Part no.	Dimm. 'A'
CRA-25	82.6
CRA-22	76.3
CRA-20	69.9
CRA-17	63.6
CRA-15	57.2
CRA-12	50.9
CRA-10	44.5
CRA-07	38.2
CRA-05	31.8

PORTING SUITABILITY				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
BSP - British Standard Pipe				
Split Flange not suitable				

**CRA - 131 PUMP / MOTOR - ??**

<b>151</b>	
PUMP	CMA-151-??
MOTOR	CMA-151-??
BI-ROTATION	CG-151-BI-??

Part no.	Dimm. 'A'	Dimm. 'B'	Dimm. 'C'
CMA-25	82.6	166	104
CMA-22	76.3		
CMA-20	69.9	145	108
CMA-17	63.6		
CMA-15	57.2	145	90
CMA-12	50.9		
CMA-10	44.5		
CMA-07	38.2		
CMA-05	31.8		

PORTING SUITABILITY					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					
Split Flange not suitable					

**CMA - 151 - PUMP / MOTOR - ??**

Part no.	Dimm. 'A'
CG-25	82.6
CG-22	76.3
CG-20	69.9
CG-17	63.6

PORTING SUITABILITY					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

**CG - 151 - BI - ??**



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**C** GEAR HOUSINGS

<b>176</b>	
PUMP	CSA-176-??
MOTOR	CSA-176-??

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

Part no.	Dimm. 'A'	Dimm. 'B'	PORTING SUITABILITY						
			1/2"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"
CSA-30	101.7	116							
CSA-27	95.4								
CSA-25	89.0								
CSA-22	82.7								
CSA-20	76.3	102							
CSA-17	70								
CSA-15	63.6								
CSA-12	57.3								
CSA-10	50.9								
CSA-07	44.5								

SPLIT FLANGE ONLY

NPT - National Pipe Thread Tapered  
ODT - SAE Straight Thread(JIC)  
SFU / SFM - (Split Flange)  
BSP - British Standard Pipe

CSA - 176 - PUMP / MOTOR - ??



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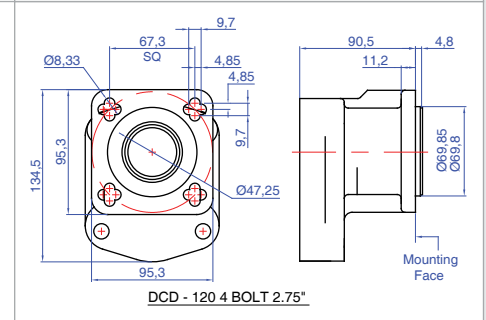
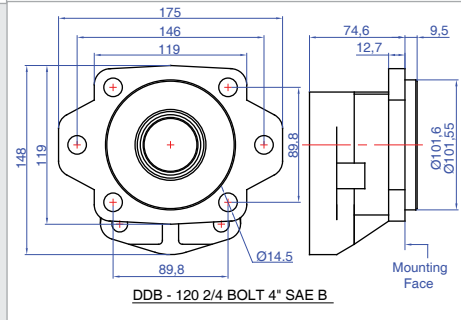
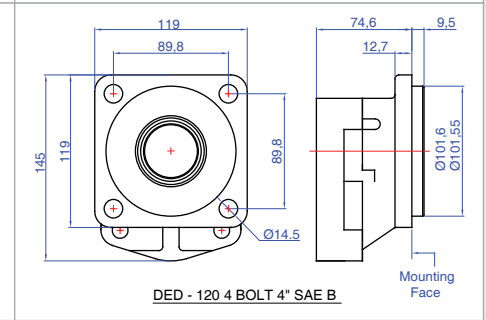
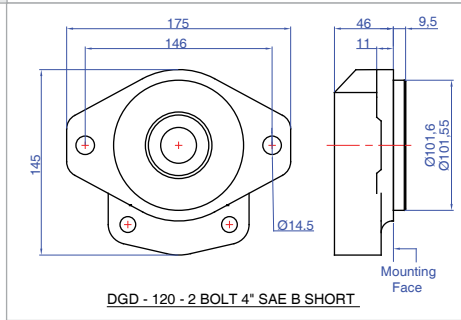
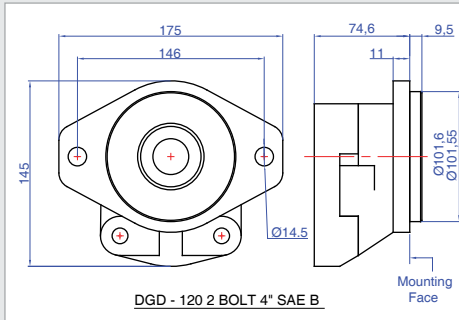
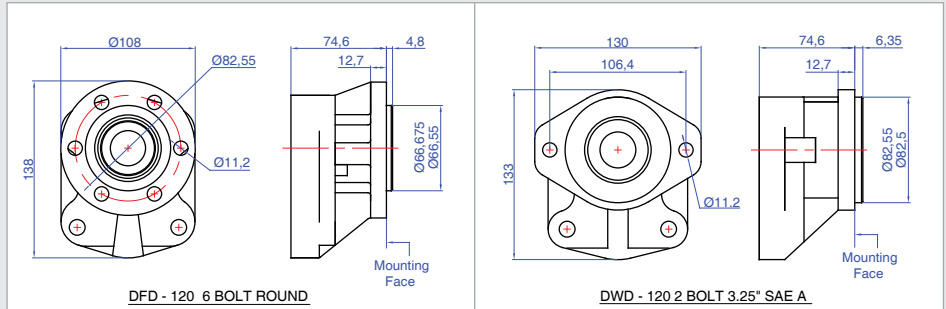
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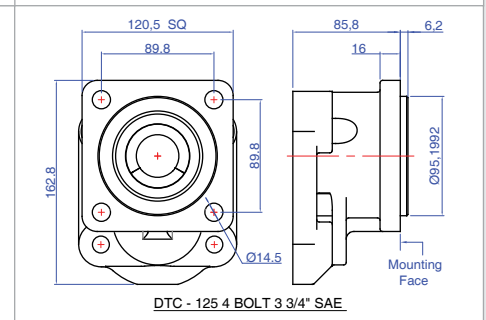
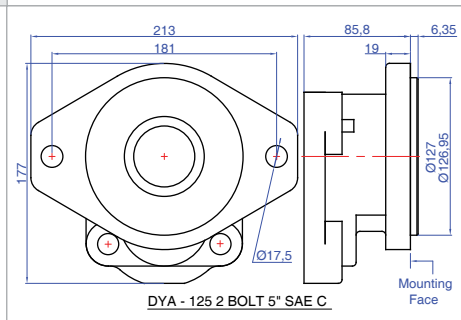
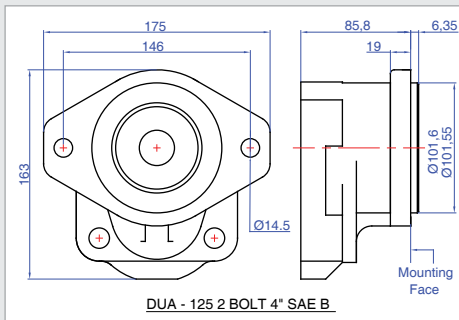
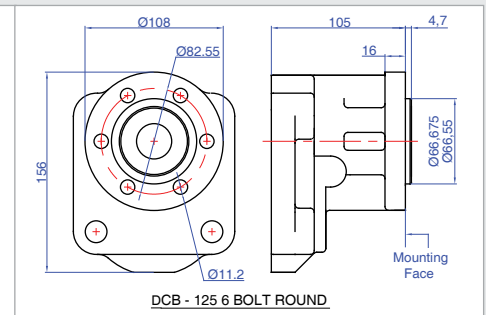
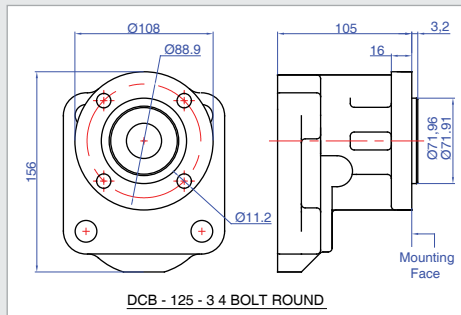
**D** SHAFT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

120	
6 BOLT ROUND	DFD-120
2 BOLT 3.25" SAE A	DWD-120
2 BOLT 4" SAE B	DGD-120
2 BOLT 4" SAE B SHORT	DGD-120-SH
4 BOLT 4" SAE B	DED-120
¾ BOLT 4" SAE B	DDB-120
4 BOLT 2.75"	DCD-120



125	
4 BOLT ROUND	DCB-125-3
6 BOLT ROUND	DCB-125
2 BOLT 4" SAE B	DUA-125
2 BOLT 5" SAE C	DYA-125
4 BOLT 3 3/4" SAE	DTC-125



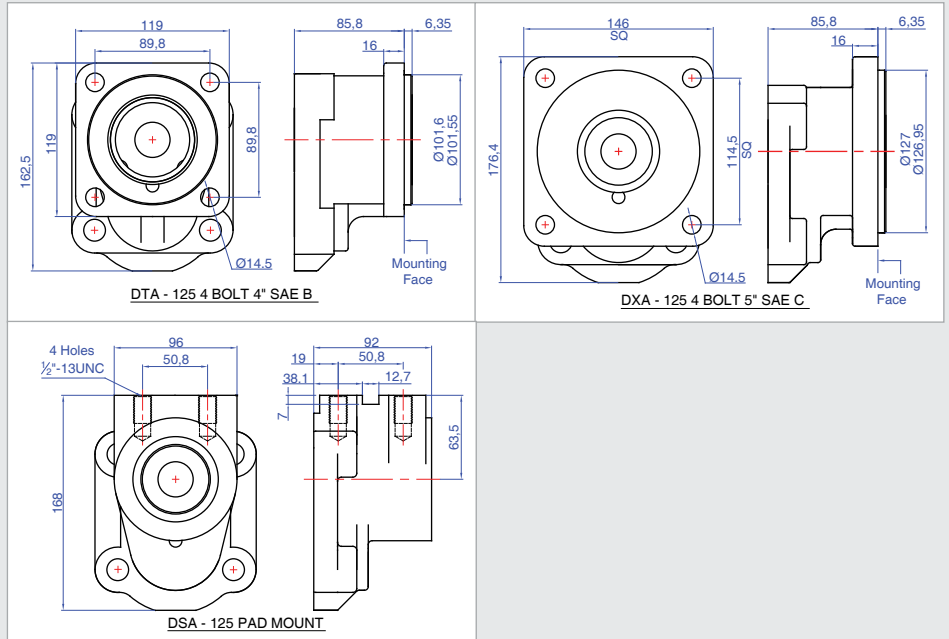
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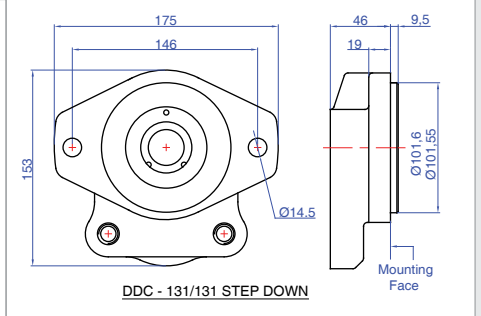
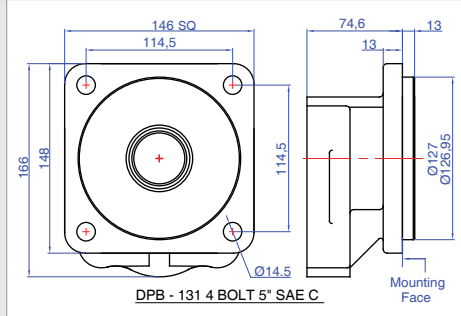
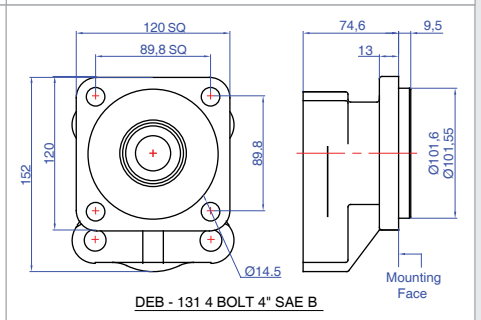
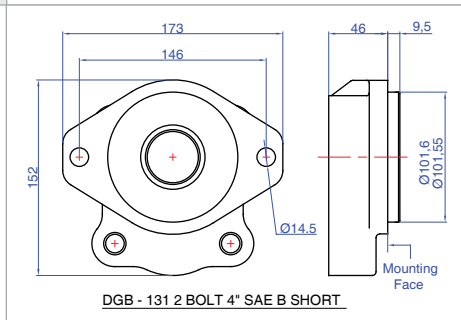
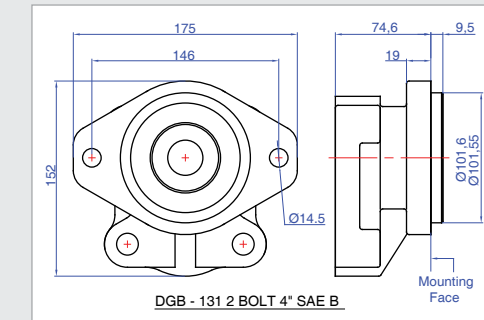
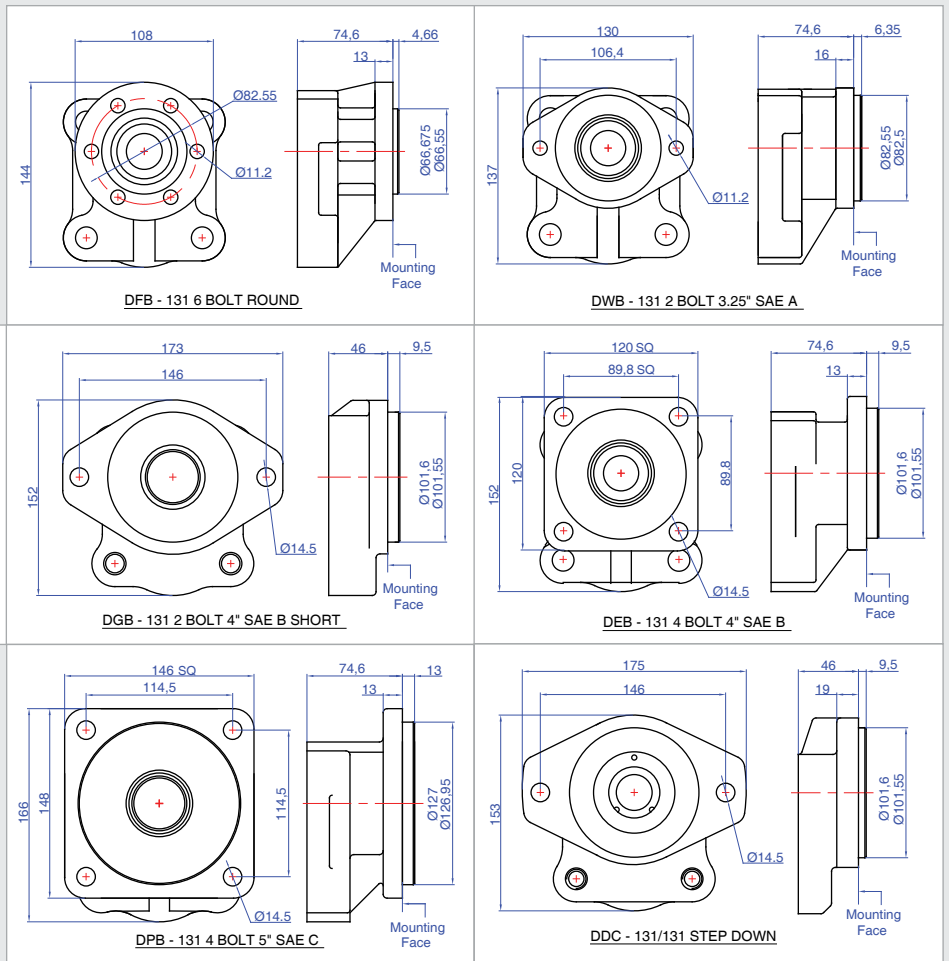
**D** SHAFT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

125	
4 BOLT 4" SAE B	DTA-125
4 BOLT 5" SAE C	DXA-125
PAD MOUNT PUMP	DSA-125

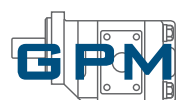


131	
6 BOLT ROUND	DFB-131
2 BOLT 3.25" SAE A	DWB-131
2 BOLT 4" SAE B	DGB-131
2 BOLT 4" SAE B SHORT	DGB-131 SH
4 BOLT 4" SAE B	DEB-131
4 BOLT 5" SAE C	DPB-131
STEP DOWN	DDC-131/131



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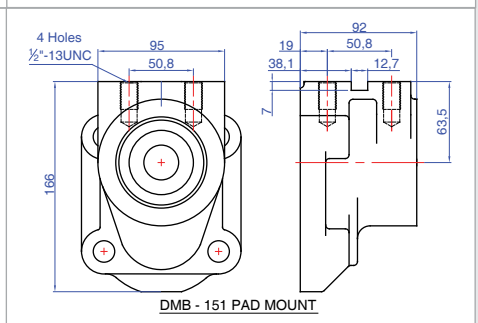
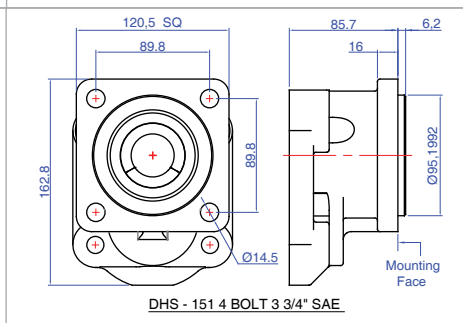
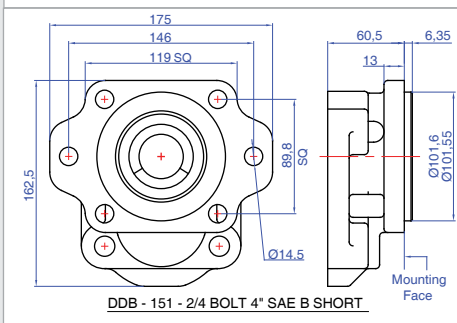
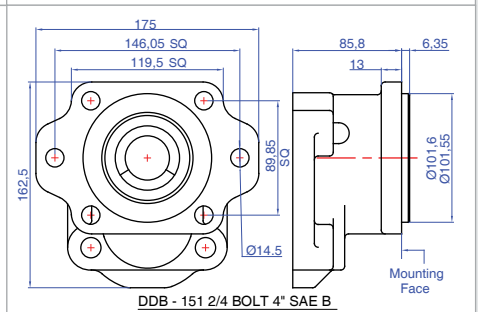
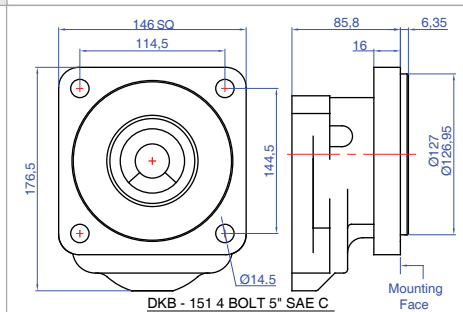
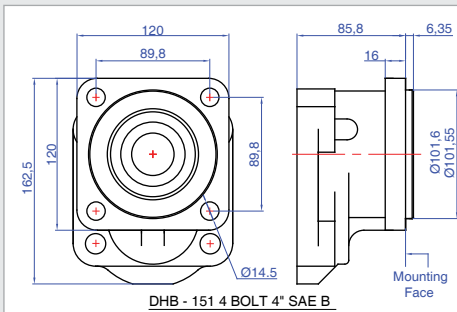
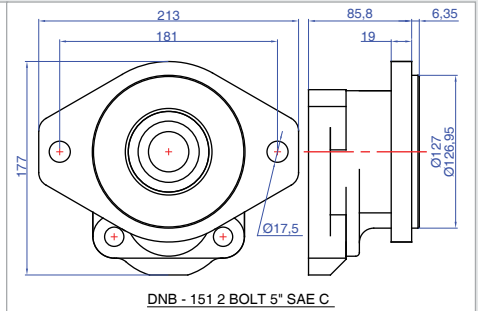
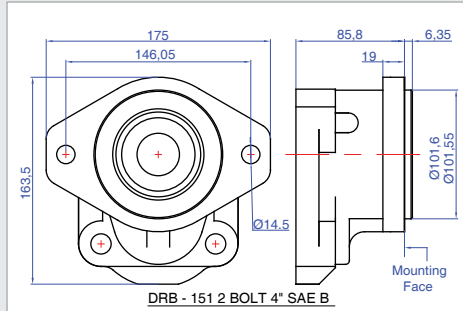
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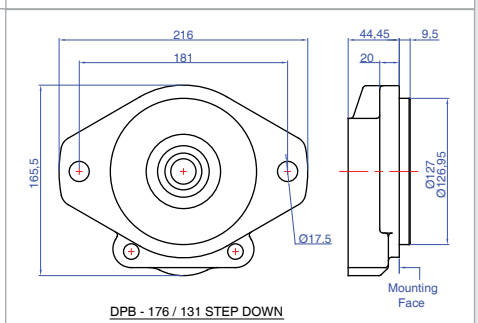
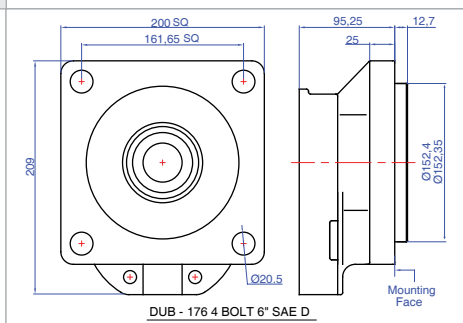
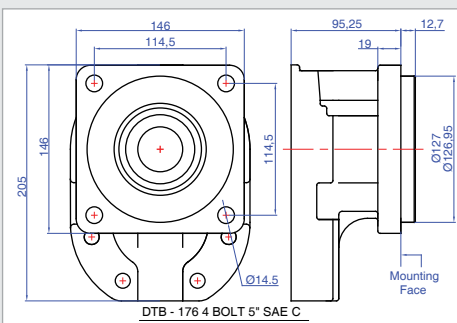
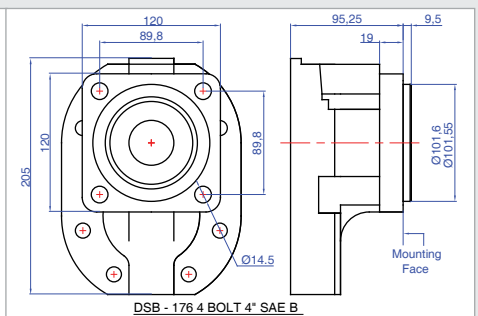
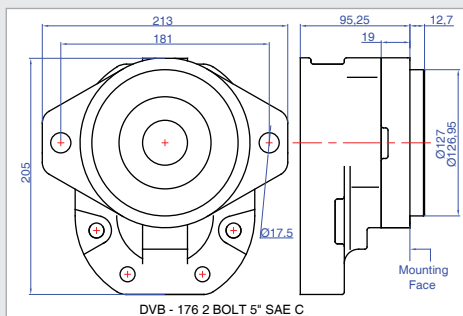
**D** SHAFT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

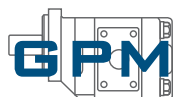
151	
2 BOLT 4" SAE B	DRB-151
2 BOLT 5" SAE C	DNB-151
4 BOLT 4" SAE B	DHB-151
4 BOLT 5" SAE C	DKB-151
¾ BOLT 4" SAE B	DDB-151
¾ BOLT 4" SAE B SHORT	DDB-151-SH
4 BOLT 3 ¾" SAE	DHS-151
PAD MOUNT PUMP	DMB-151



176	
2 BOLT 5" SAE C	DVB-176
4 BOLT 4" SAE B	DSB-176
4 BOLT 5" SAE C	DTB-176
4 BOLT 6" SAE D	DUB-176
STEP DOWN	DPM-176 / 131



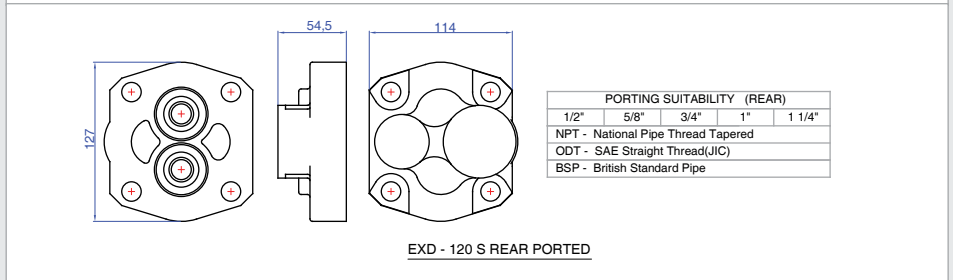
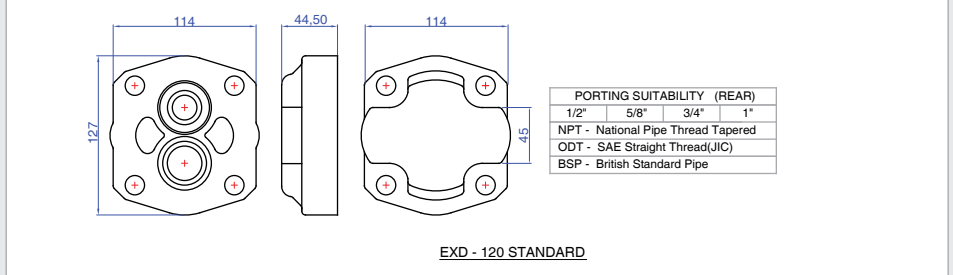
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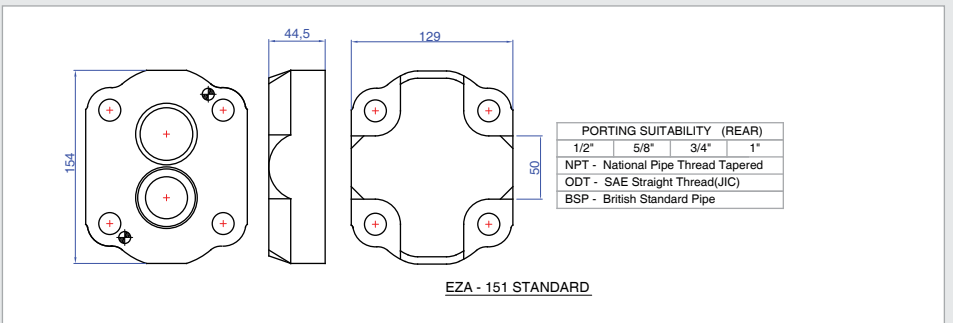
**E** PORT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

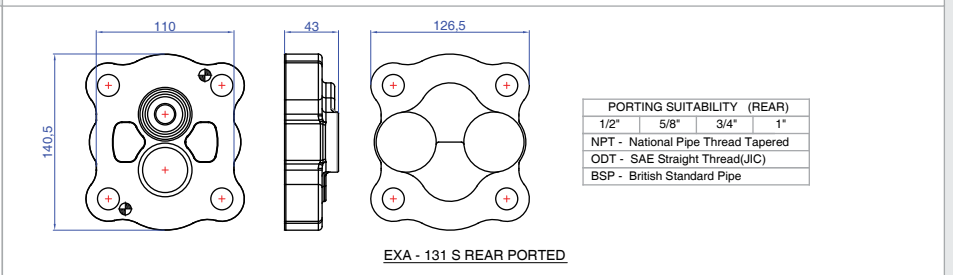
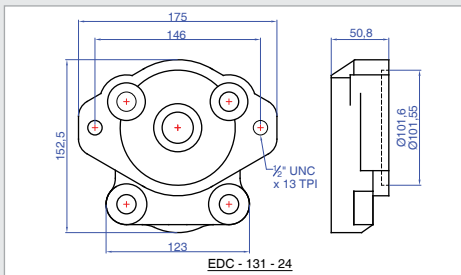
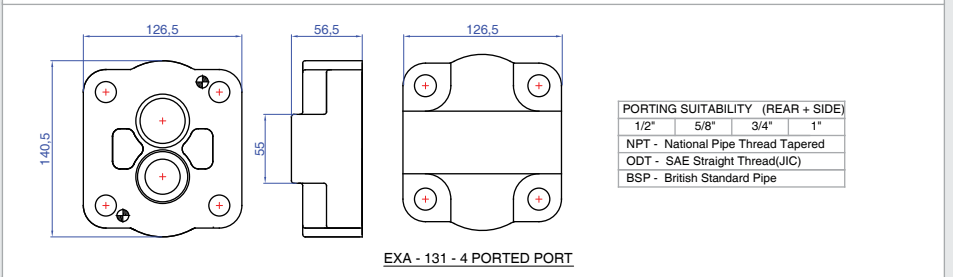
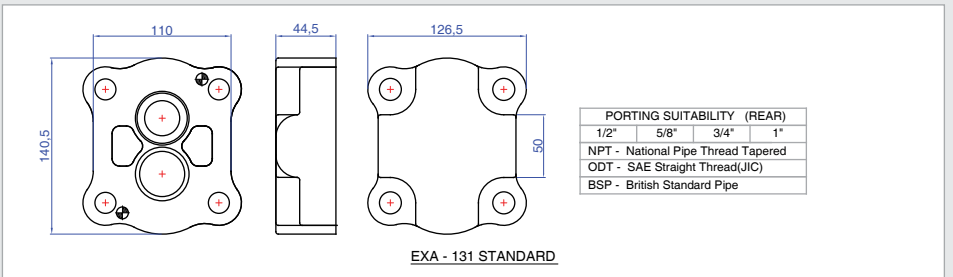
120	
STANDARD	EXD-120
REAR PORTED	EXD-120 S



125	
STANDARD	EZA-151

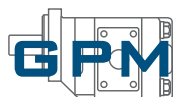


131	
STANDARD	EXA-131
PORTED 4 PORT	EXA-131-4
STEP DOWN STD	EDC-131-24
REAR PORTED	EXA-131 S



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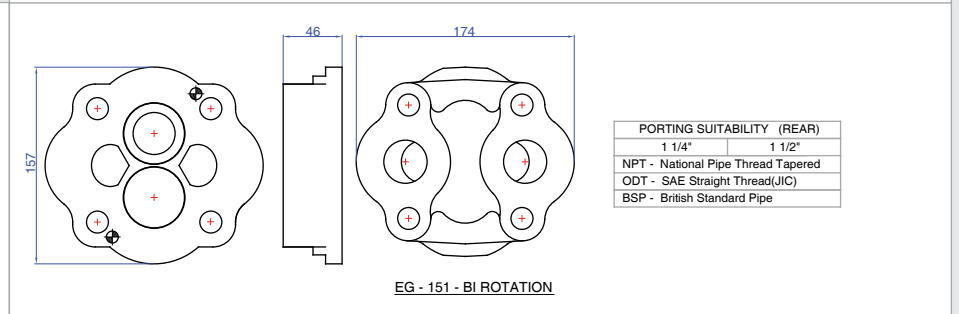
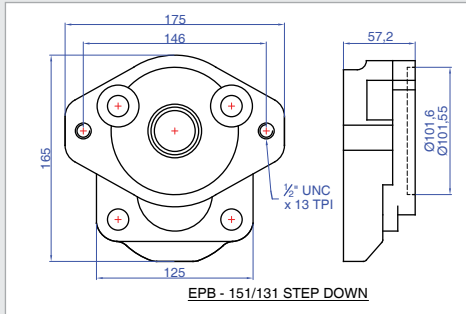
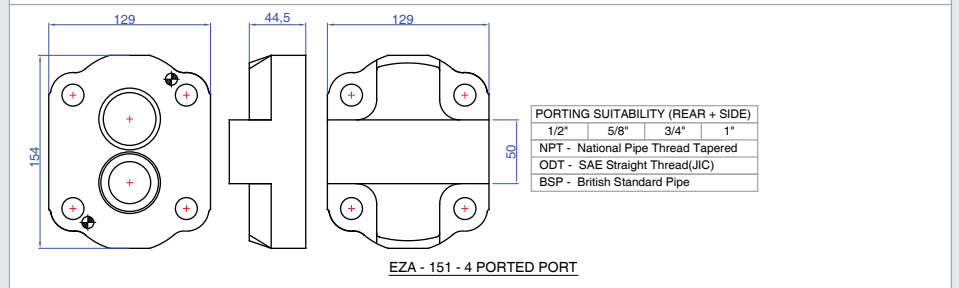
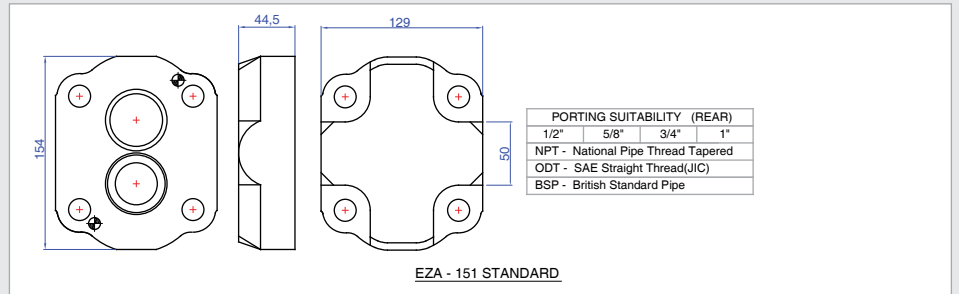




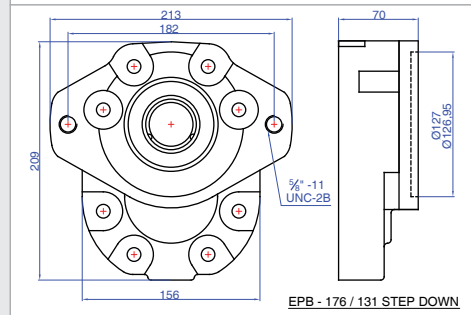
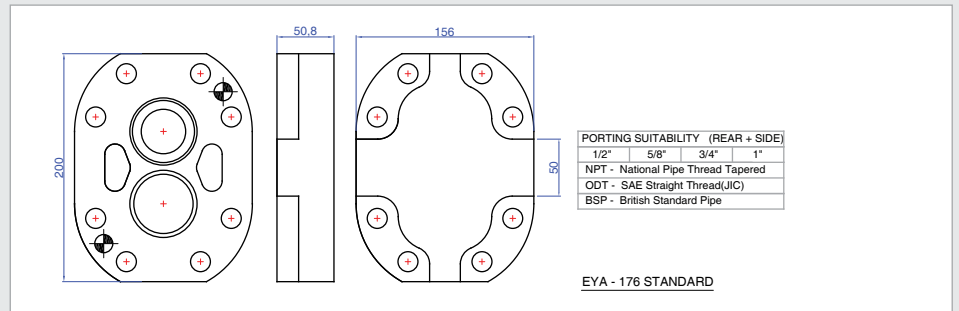
**E** PORT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

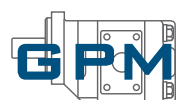
151	
STANDARD	EZA-151
PORTED 4 PORT	EZA-151-4
STEP DOWN STD	EPB-151 / 131
BI-ROTATION	EG-151-BI



176	
STANDARD	EYA-176
STEP DOWN STD	EPB-176 / 131



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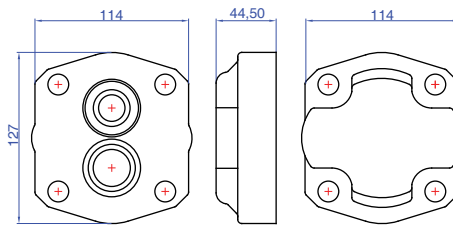




**E** PORT END COVERS

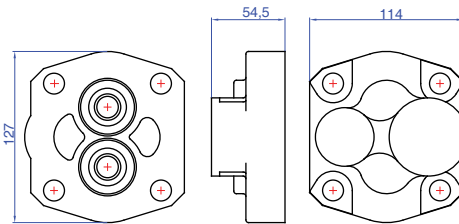
\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

120	
STANDARD	EXD-120
REAR PORTED	EXD-120 S



EXD - 120 STANDARD

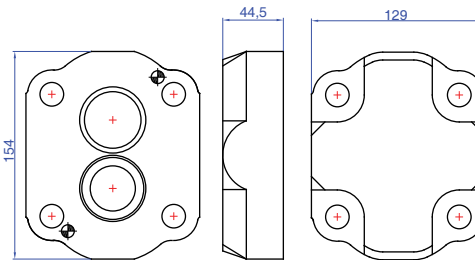
PORTING SUITABILITY (REAR)			
1/2"	5/8"	3/4"	1"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			



EXD - 120 S REAR PORTED

PORTING SUITABILITY (REAR)				
1/2"	5/8"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
BSP - British Standard Pipe				

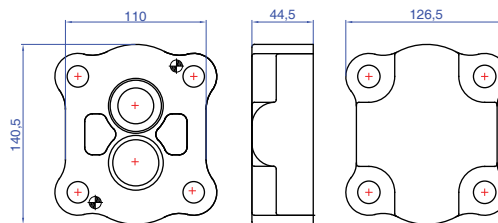
125	
STANDARD	EZA-151



EZA - 151 STANDARD

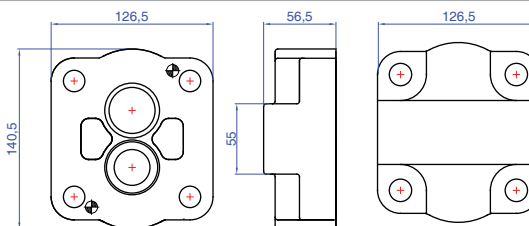
PORTING SUITABILITY (REAR)			
1/2"	5/8"	3/4"	1"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			

131	
STANDARD	EXA-131
PORTED 4 PORT	EXA-131-4
STEP DOWN STD	EDC-131-24
REAR PORTED	EXA-131 S



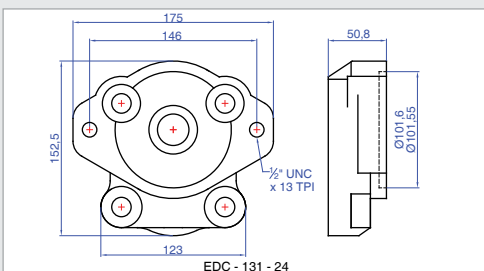
EXA - 131 STANDARD

PORTING SUITABILITY (REAR)			
1/2"	5/8"	3/4"	1"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			

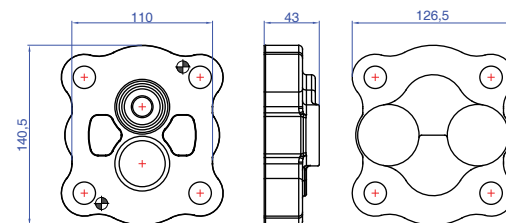


EXA - 131 - 4 PORTED PORT

PORTING SUITABILITY (REAR + SIDE)			
1/2"	5/8"	3/4"	1"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			



EDC - 131 - 24



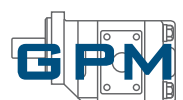
EXA - 131 S REAR PORTED

PORTING SUITABILITY (REAR)				
1/2"	5/8"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
BSP - British Standard Pipe				



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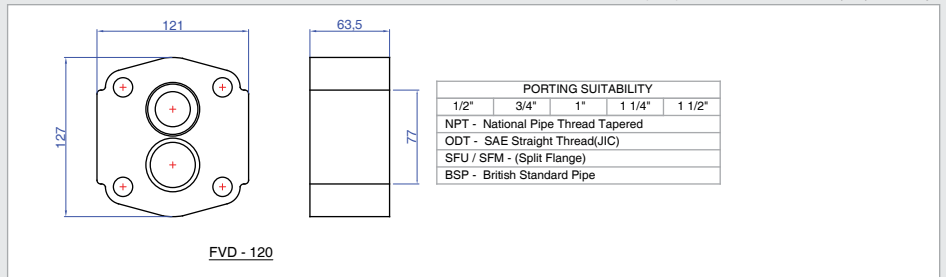


# TECHNICAL INFORMATION - BEARING RANGE

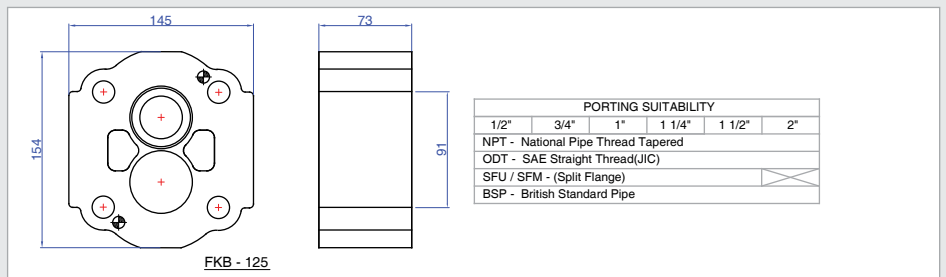
## F BEARING CARRIERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

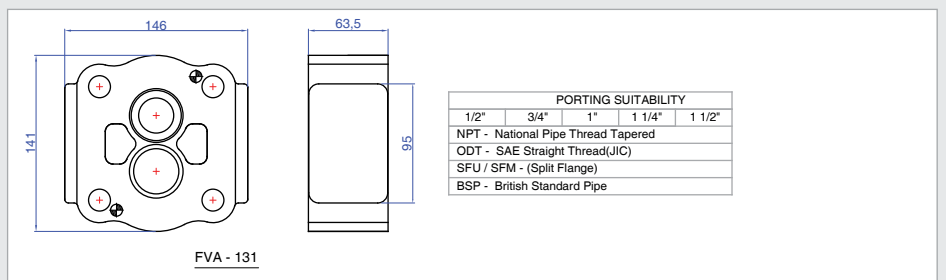
<b>120</b>	
STANDARD	FVD-120



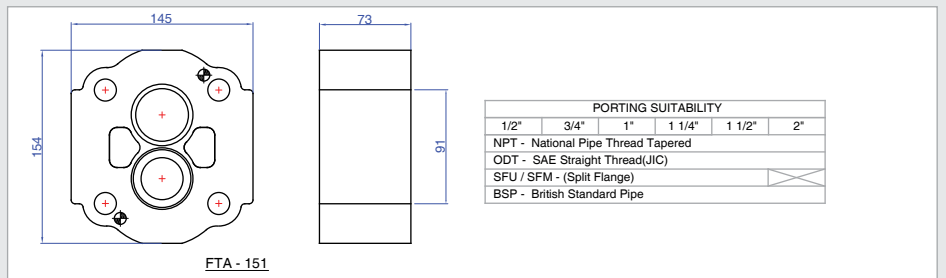
<b>125</b>	
STANDARD	FKB-125



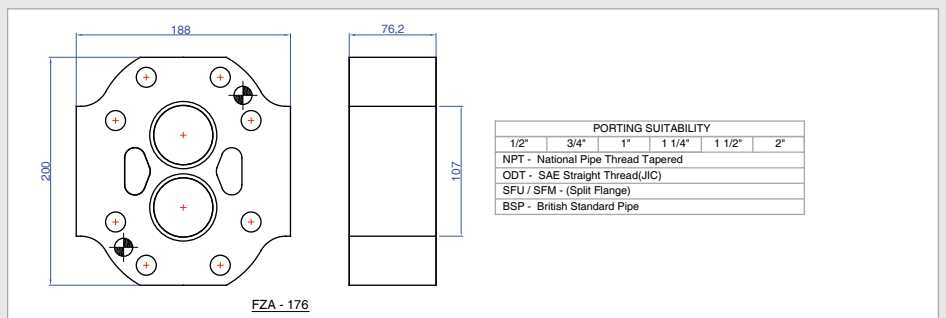
<b>131</b>	
STANDARD	FKB-125
STANDARD WITH NPT DRAIN	FVA-131-11



<b>151</b>	
STANDARD	FTA-151
STANDARD WITH NPT DRAIN	FTA-151-11



<b>176</b>	
STANDARD	FZA-176
STANDARD WITH NPT DRAIN	FZA-176-11



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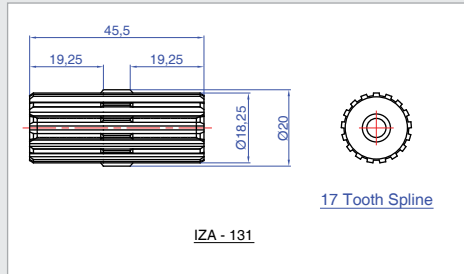
**G O BRONZE PRESSURE RING**

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

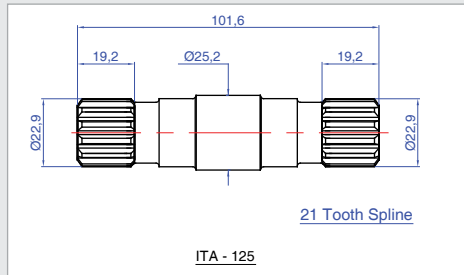
	120	125	131	151	176
RING SEAL	OLB-131-1		OLB-131-1	ONB-151-1	OWB-176-1
SHAFT BUSH		OAH-125			
CONNECTING SHAFT BUSH		OAR-125			

**CONNECTING SHAFTS**

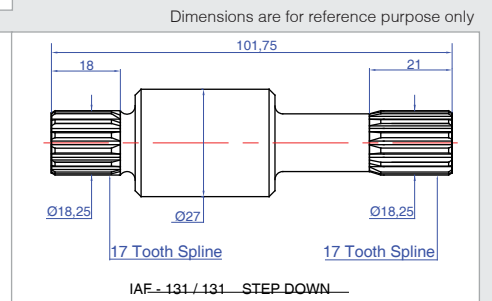
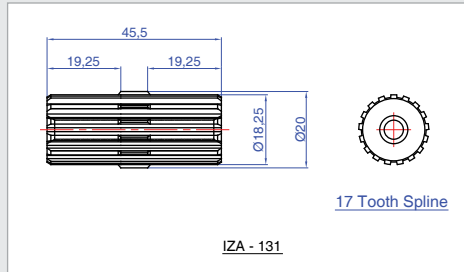
120	
STANDARD	FKB-125
STANDARD WITH NPT DRAIN	FVA-131-11



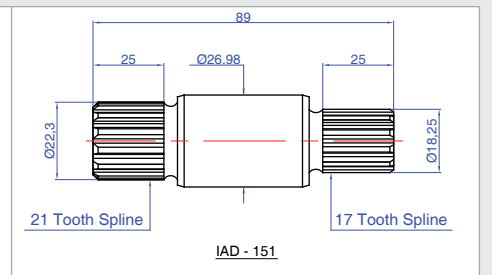
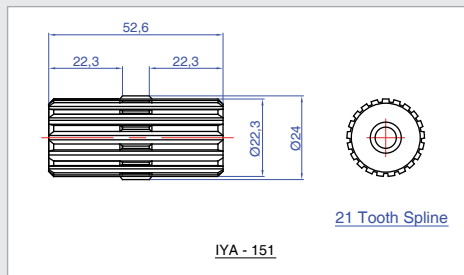
125	
STANDARD	ITA-125



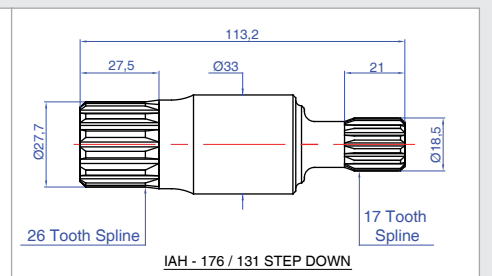
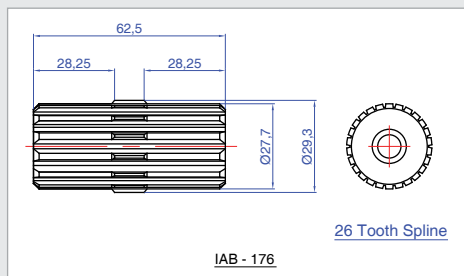
131	
STANDARD	IZA-131
STEP DOWN	IZA-131 / 131



151	
STANDARD	IYA-151
STEP DOWN	IAD-151 / 131



176	
STANDARD	IAB-176
STEP DOWN	IAH-176 / 131



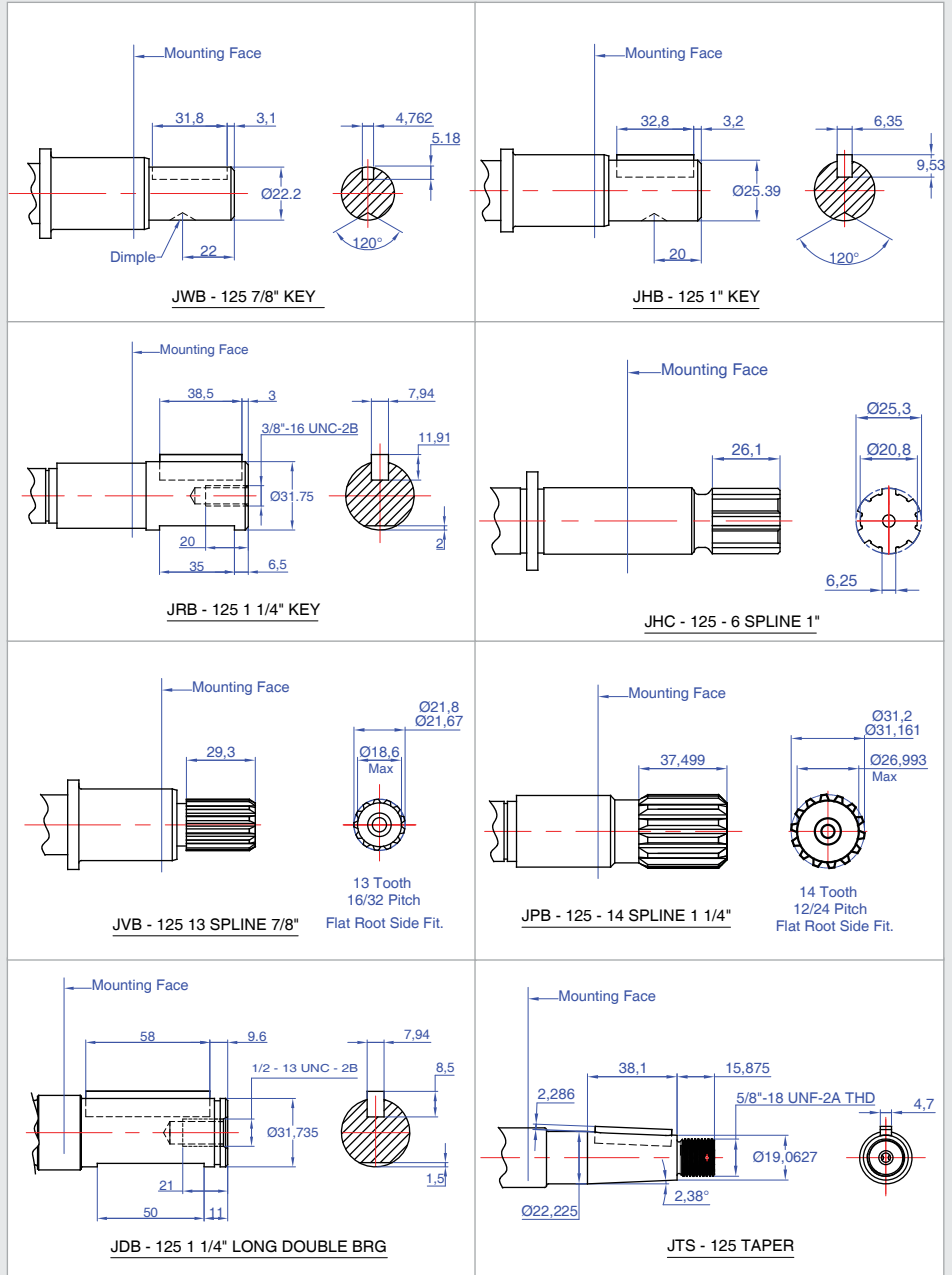
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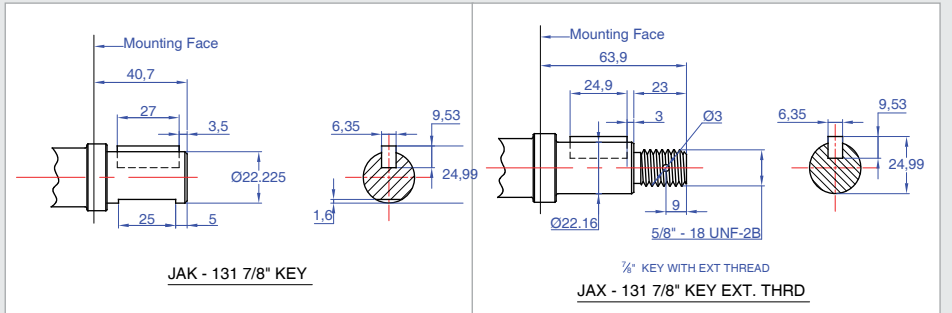


**J** LOOSE SHAFT

125	
7/8" KEY	JWB - 125
1" KEY	JHB - 125
1 1/4" KEY	JRB - 125
6 SPLINE 1"	JHC - 125
13 SPLINE 7/8"	JVB - 125
14 SPLINE 1 1/4"	JPB - 125
1 1/4" LONG DOUBLE BRG	JDB - 125
TAPER	JTS - 125



131	
7/8" KEY	JAK - 131
7/8" KEY EXT. THRD	JAX - 131

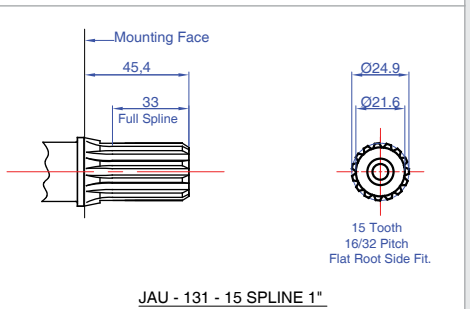
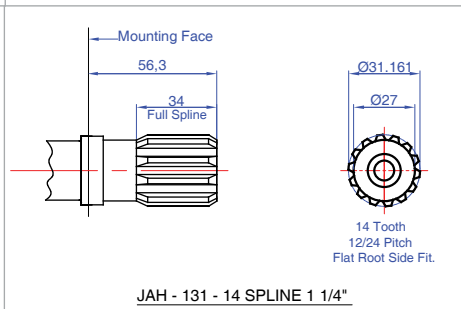
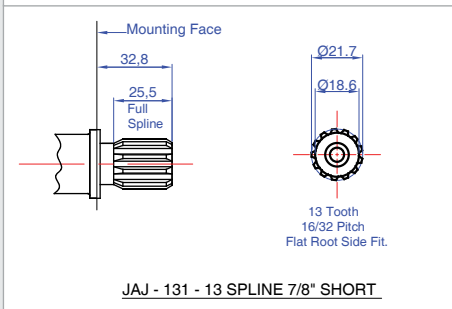
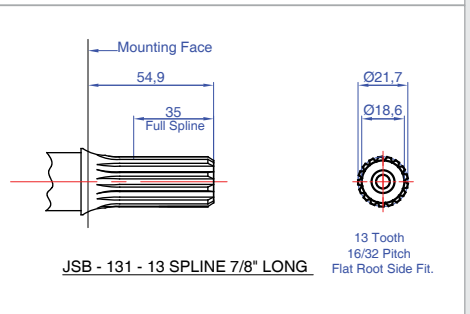
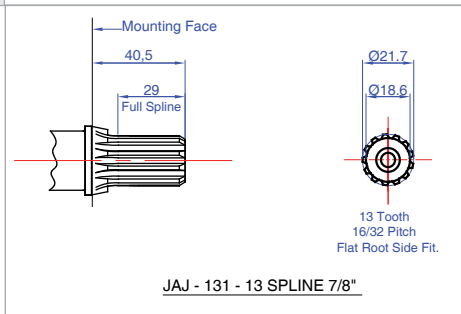
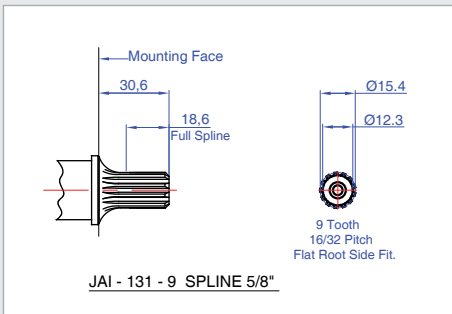
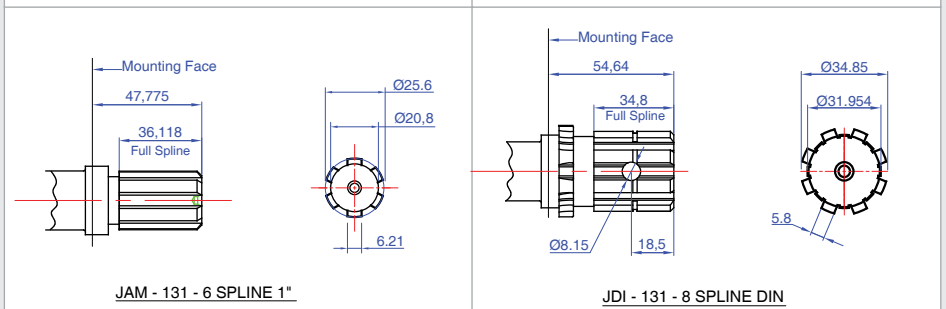
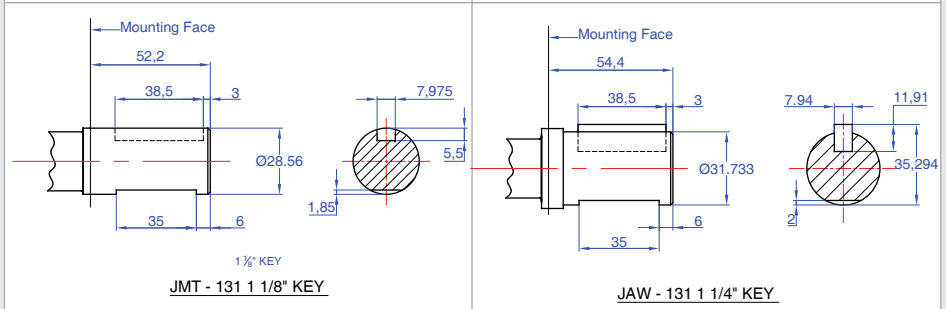
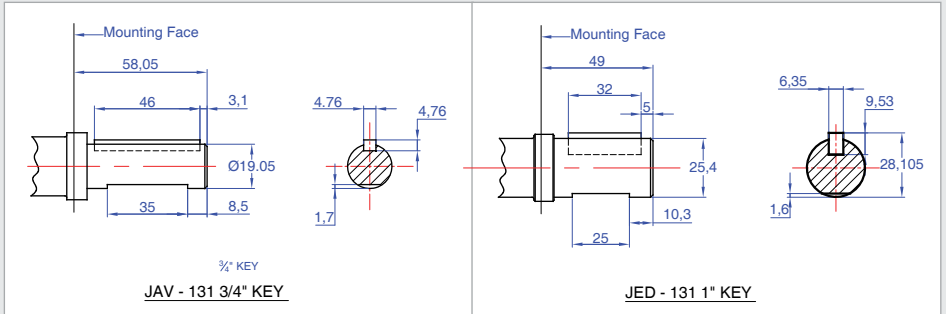


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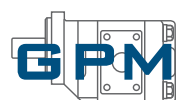
**J** LOOSE SHAFT

131	
3/4" KEY	JAV - 131
1" KEY	JED - 131
1 1/8" KEY	JMT - 131
1 1/4" KEY	JAW - 131
6 SPLINE 1"	JAM - 131
8 SPLINE DIN	JDI - 131
9 SPLINE 5/8"	JAI - 131
13 SPLINE 7/8"	JAJ - 131
13 SPLINE 7/8" LONG	JSB - 131
13 SPLINE 7/8" SHORT	JAJ - 131
14 SPLINE 1 1/4"	JAH - 131
15 SPLINE 1"	JAU - 131



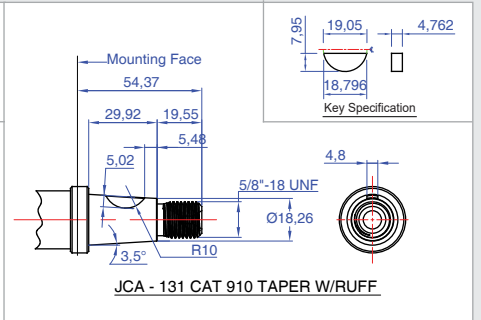
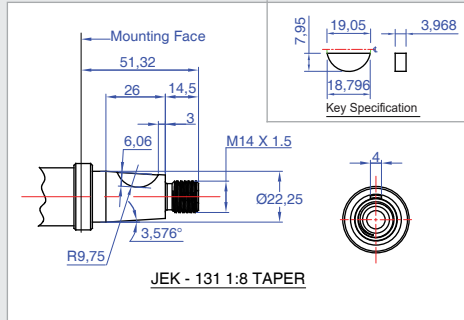
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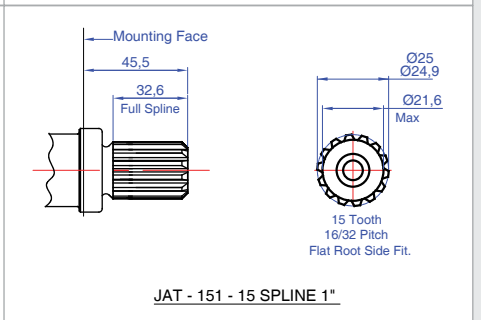
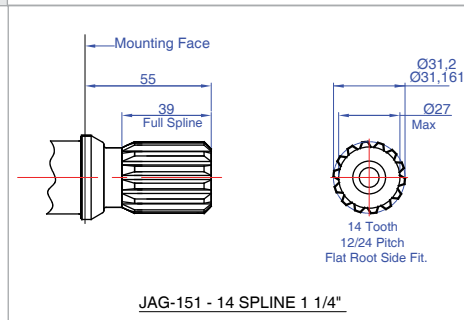
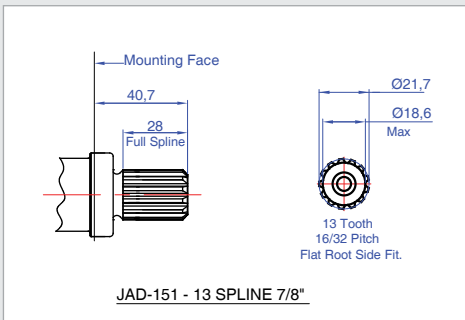
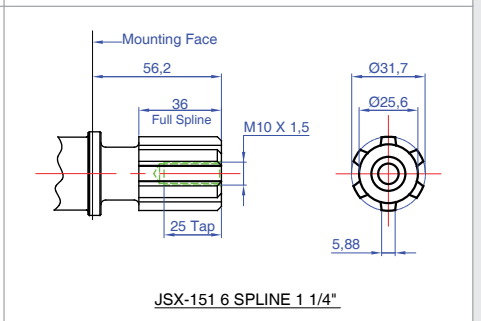
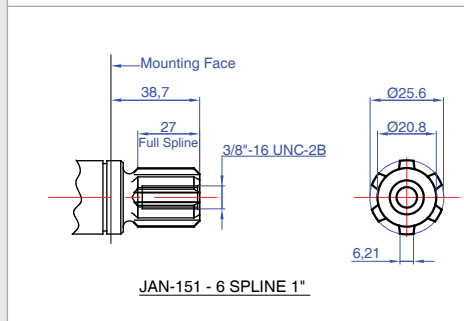
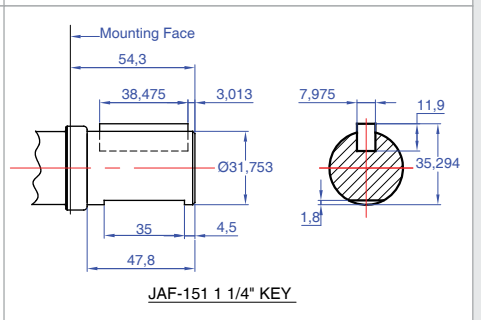
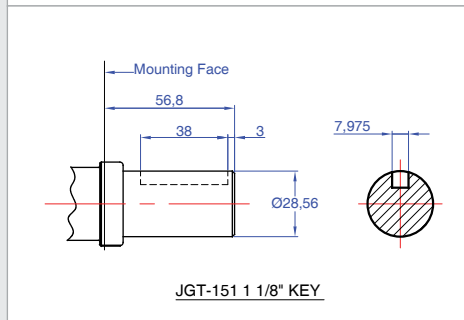
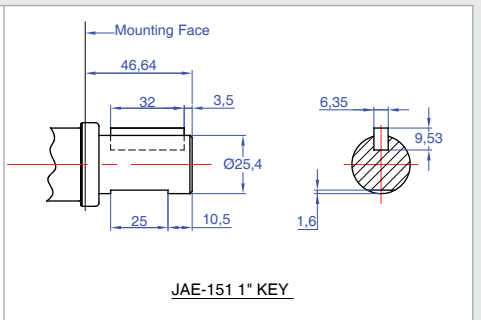
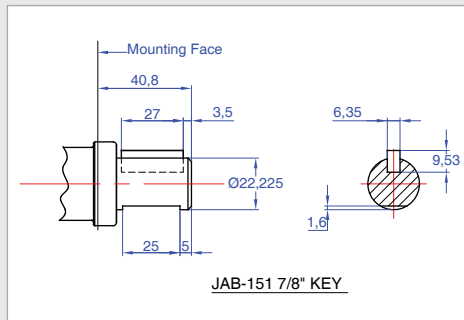


**J** LOOSE SHAFT

131	
1:8 TAPER	JEK - 131
CAT 910 TAPER W/RUFF	JCA - 131



151	
7/8" KEY	JAB-151
1" KEY	JAE-151
1 1/8" KEY	JGT-151
1 1/4" KEY	JAF-151
6 SPLINE 1"	JAN-151
6 SPLINE 1 1/4"	JSX-151
13 SPLINE 7/8"	JAD-151
14 SPLINE 1 1/4"	JAG-151
15 SPLINE 1"	JAT - 151



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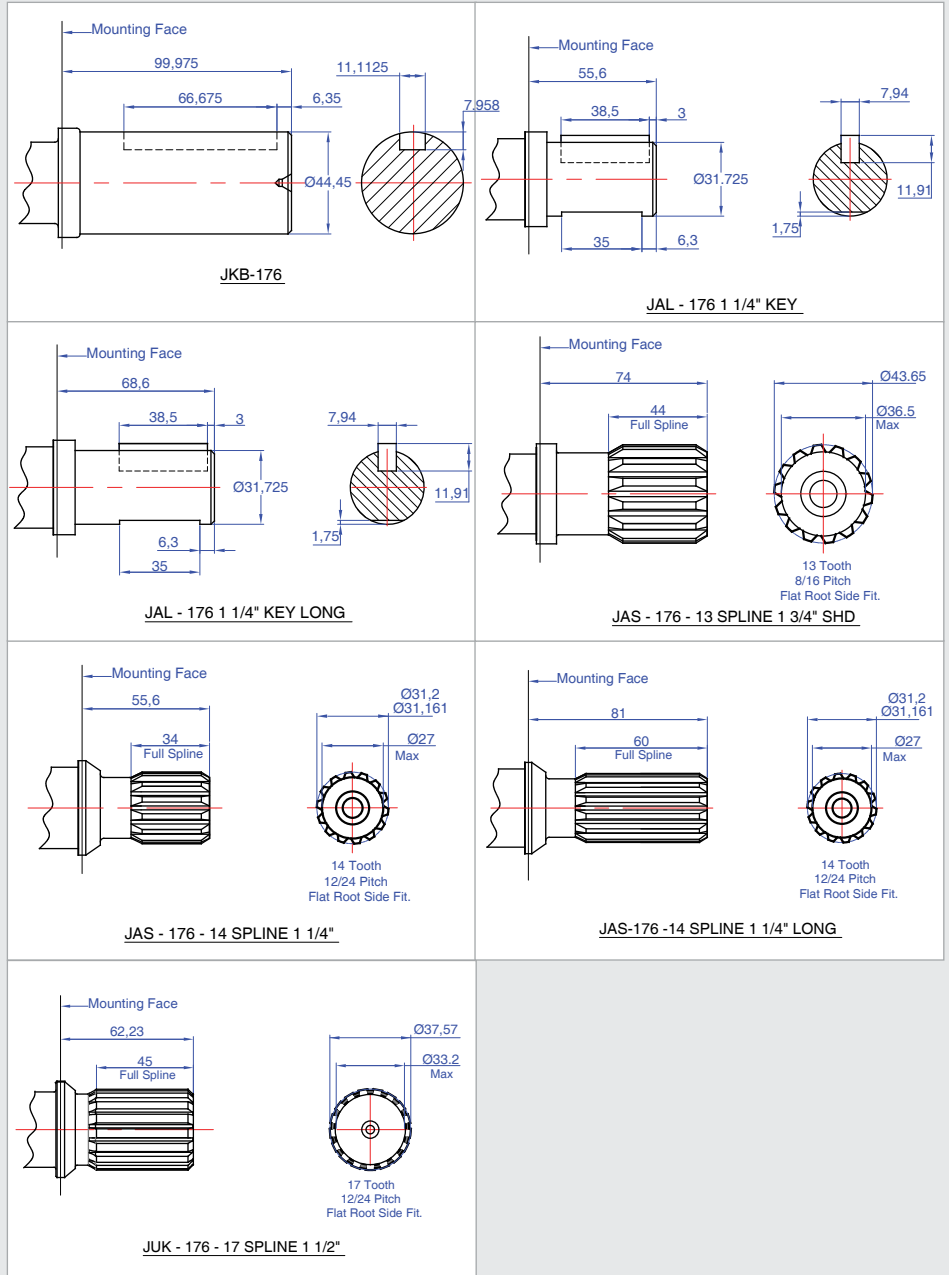
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**J** LOOSE SHAFT

176	
1 3/4" KEY LONG	JKB-176
1 1/4" KEY	JAL - 176
1 1/4" KEY LONG	JAL - 176
13 SPLINE 1 3/4" SHD	JAS - 176
14 SPLINE 1 1/4"	JAS - 176
14 SPLINE 1 1/4" LONG	JAS-176
17 SPLINE 1 1/2"	JUK - 176



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**A** SOLID SHAFT GEAR SET

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

215	
5/8" KEY SAE A	AKB-215-??
7/8" SHORT SAE B	ADK-215-??
9 SPLINE 5/8" SHORT SAE A	AZK-215-??
11 SPLINE 3/4"	AGK215-??
13 SPLINE 7/8" SHORT SAE B	ABK-215-??
15 SPLINE 1" SAE BB	AAK-215-??
TAPER	AFR-215-??
TAPER 1:5	ATK-215-??
TAPER 1:8 (GROUP 2)	AHK-215-??
TAPER 1:8 (GROUP 3)	AEK-215-??
SPECIAL	AMK-215-??
SPECIAL	AAO-215-??

\*\*Please contact GPM for specials.  
Substitute ?? with correct gear size code.

<p>SAE 'A' KEYED ANSI 16 - 1 <b>AKB-215 5/8" KEY SAE A -??</b></p>	<p>SAE 'B' KEYED ANSI 22 - 1 <b>ADK-215 7/8" SHORT SAE B -??</b></p>	
<p>SAE 'A' SPLINE ANSI 16 - 4 <b>AZK-215 9 SPLINE 5/8" SHORT SAE A -??</b></p>	<p><b>AGK-215 11 SPLINE 3/4" -??</b></p>	
<p>SAE 'B' SPLINE ANSI 22 - 4 <b>ABK-215 13 SPLINE 7/8" SHORT SAE B -??</b></p>	<p>SAE 'B' SPLINE ANSI 25 - 4 <b>AAK-215 15 SPLINE 1" SAE BB -??</b></p>	
<p>TAPER (FORD) <b>AFR-215 TAPER -??</b></p>	<p>TAPER 1:5 <b>ATK-215 TAPER 1:5 -??</b></p>	<p>TAPER 1:8 (GROUP 2) <b>AHK-215 TAPER 1:8 -??</b></p>
<p>TAPER 1:8 (GROUP 3) <b>AEK-215 TAPER 1:8 -??</b></p>	<p><b>AMK-215-??</b></p>	<p><b>AAO-215 -??</b></p>



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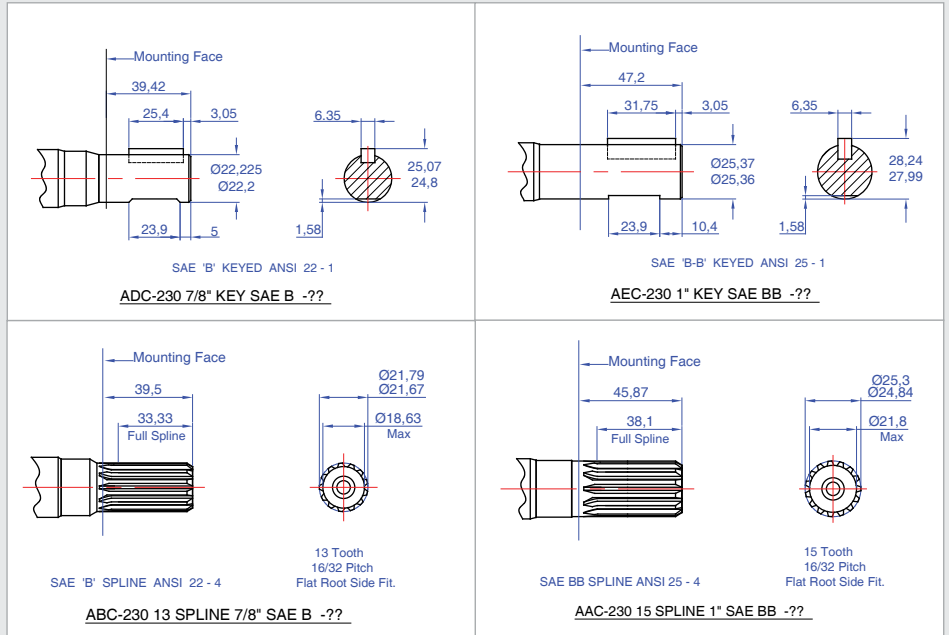


**A** SOLID SHAFT GEAR SET

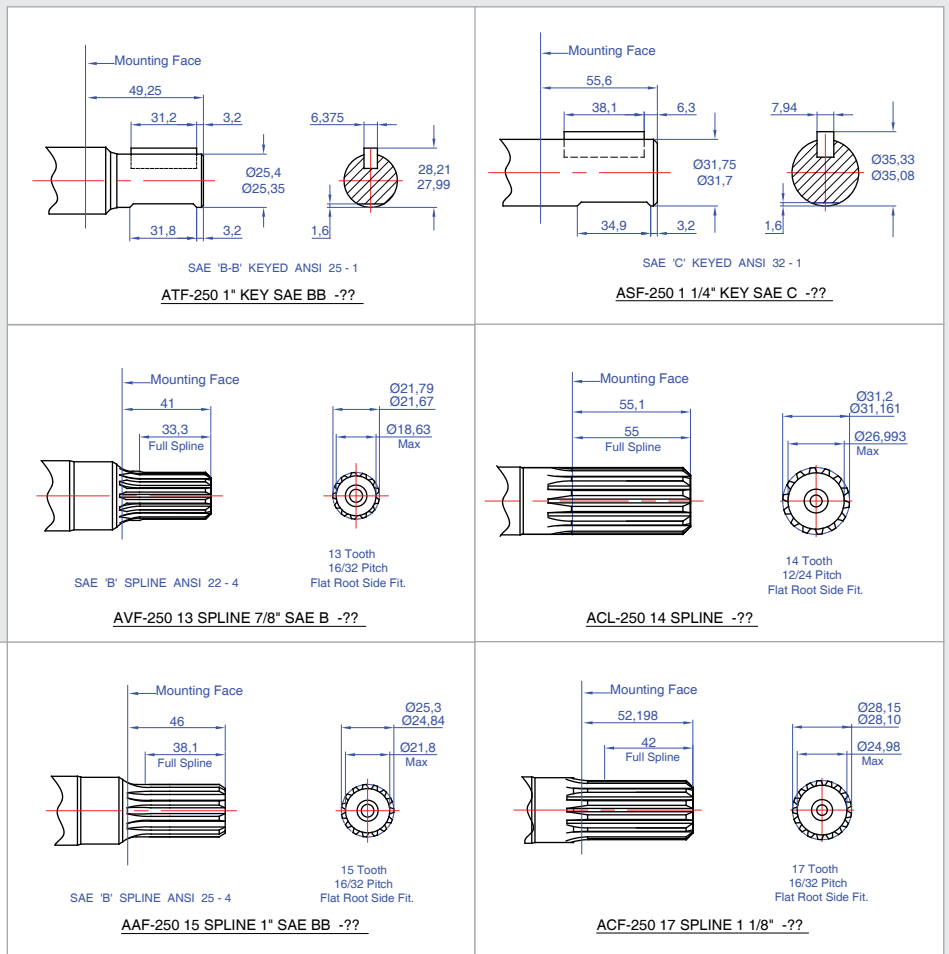
\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

230	
7/8" KEY SAE B	ADC-230-??
1" KEY SAE BB	AEC-230-??
13 SPLINE 7/8" SAE B	ABC-230-??
13 SPLINE 7/8" SHORT SAE B	ABC-230-4-??
15 SPLINE 1" SAE BB	AAC-230-??

\*\*Please contact GPM for specials.  
Substitute ?? with correct gear size code.

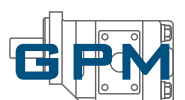


250	
1" KEY SAE BB	ATF-250-??
1 1/4" KEY SAE C	ASF-250-??
13 SPLINE 7/8" SAE B	AVF-250-??
14 SPLINE	ACL-250-??
14 SPLINE 1 1/4" SAE C	APF-250-??
15 SPLINE 1" SAE BB	AAF-250-??
17 SPLINE 1 1/8"	ACF-250-??



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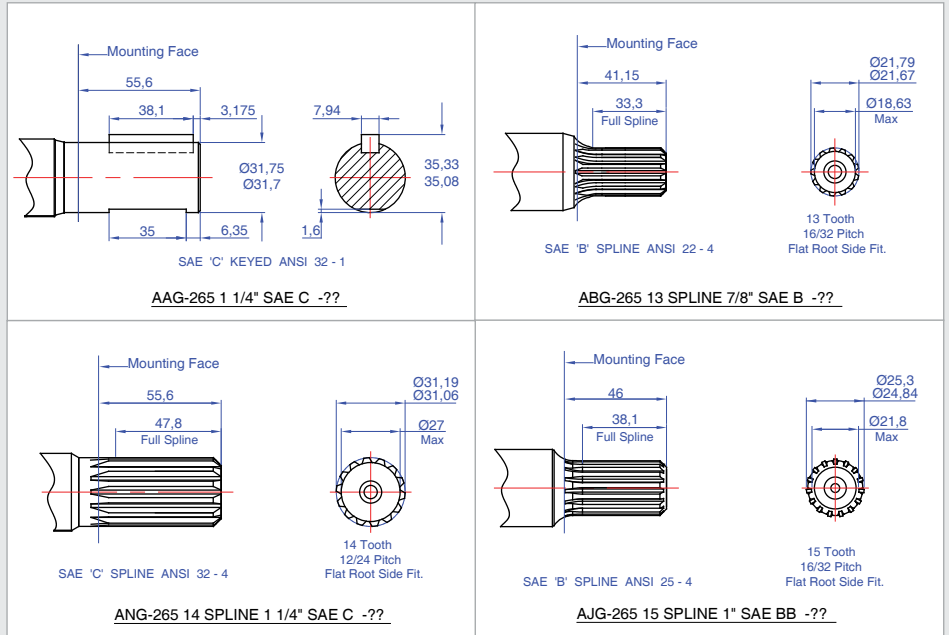
# TECHNICAL INFORMATION - BUSHING RANGE

## A SOLID SHAFT GEAR SET

265	
1 1/4" KEY SAE C	AAG-265-??
13 SPLINE 7/8" SAE B	ABG-265-??
14 SPLINE 1 1/4" SAE C	ANG-265-??
15 SPLINE 1" SAE BB	AJG-265-??

*\*\*Please contact GPM for specials.  
Substitute ?? with correct gear size code.*

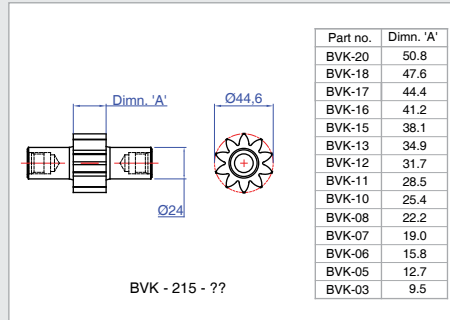
\*Dimensions indicated in millimeters (mm) and are for reference purpose only.



## B LOOSE GEAR SETS

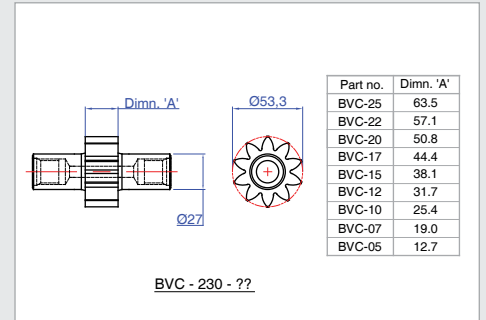
215	
STANDARD	BVK-215-??

*\*\*Also make Series 115 = BBA-115-??  
Also make Series 137 = BJA-137-??  
Substitute ?? with correct gear size code.*

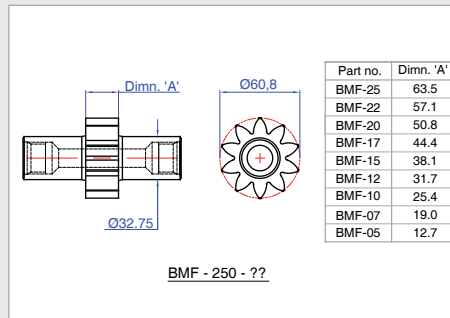


Dimensions are for reference purpose only

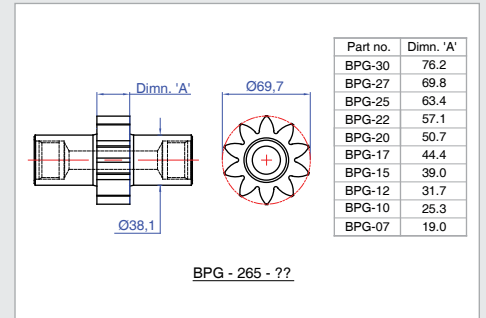
230	
STANDARD	BVC-230-??



250	
STANDARD	BMF-230-??



265	
STANDARD	BPG-265-??



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**C** GEAR HOUSING

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

215	
PUMP	CRK-215-??
MOTOR	CLK-215-??

Substitute ?? with correct gear size code.

Part no.	Dimm. 'A'
CRK-20	60.8
CRK-18	57.6
CRK-17	54.5
CRK-16	51.3
CRK-15	48.1
CRK-13	44.9
CRK-12	41.8
CRK-11	38.6
CRK-10	35.4
CRK-08	32.1
CRK-07	29.1
CRK-06	25.9
CRK-05	22.7
CRK-03	19.5

CRK - 215 PUMP - ??

Part no.	Dimm. 'A'
CLK-20	60.8
CLK-18	57.6
CLK-17	54.5
CLK-16	51.3
CLK-15	48.1
CLK-13	44.9
CLK-12	41.8
CLK-11	38.6
CLK-10	35.4
CLK-08	32.1
CLK-07	29.1
CLK-06	25.9
CLK-05	22.7
CLK-03	19.5

CLK - 215 MOTOR - ??

230	
PUMP	CRC-230-??
MOTOR	CSC-230-??

Part no.	Dimm. 'A'
CRC-20	63.6
CRC-17	57.2
CRC-16	55.6
CRC-15	50.9
CRC-12	44.5
CRC-10	38.2
CRC-07	31.8
CRC-05	25.5

CRC - 230 PUMP - ??

Part no.	Dimm. 'A'
CSC-20	63.6
CSC-17	57.2
CSC-16	55.6
CSC-15	50.9
CSC-12	44.5
CSC-10	38.2
CSC-07	31.8
CSC-05	25.5

CSC - 230 MOTOR - ??

250	
PUMP	CMH-250-??
MOTOR	CLF-250-??

Part no.	Dimm. 'A'
CMH-30	89.0
CMH-25	76.3
CMH-22	69.9
CMH-20	63.6
CMH-17	57.2
CMH-15	50.9
CMH-12	44.5
CMH-10	38.2
CMH-07	31.8
CMH-05	25.5

CMH - 250 PUMP - ??

Part no.	Dimm. 'A'
CLF-30	89.0
CLF-25	76.3
CLF-22	69.9
CLF-20	63.6
CLF-17	57.2
CLF-15	50.9
CLF-12	44.5
CLF-10	38.2
CLF-07	31.8
CLF-05	25.5

CLF - 250 MOTOR - ??

265	
PUMP	CSG-265-??
MOTOR	CLG-265-??

Part no.	Dimm. 'A'
CSG-30	89.0
CSG-27	82.6
CSG-25	76.3
CSG-22	69.9
CSG-20	63.6
CSG-17	57.2
CSG-15	51.0
CSG-12	44.5
CSG-10	38.2
CSG-07	31.8

CSG - 265 PUMP - ??

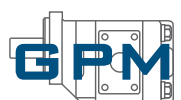
Part no.	Dimm. 'A'
CLG-30	89.0
CLG-27	82.6
CLG-25	76.3
CLG-22	69.9
CLG-20	63.6
CLG-17	57.2
CLG-15	51.0
CLG-12	44.5
CLG-10	38.2
CLG-07	31.8

CLG - 265 MOTOR - ??



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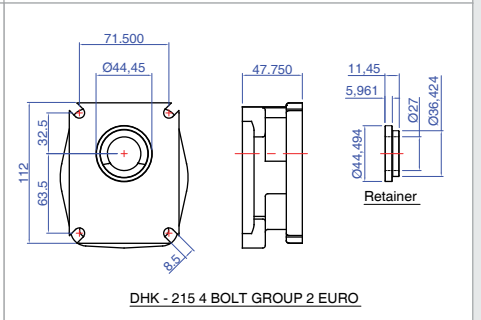
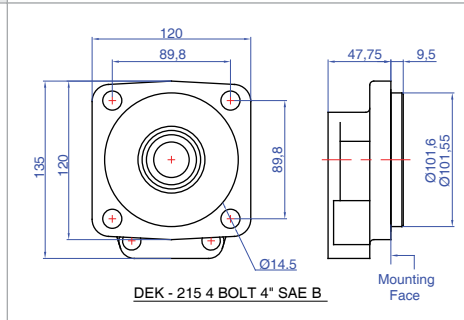
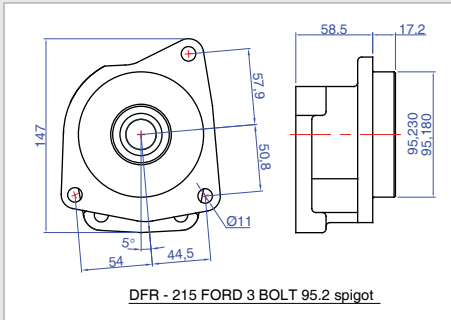
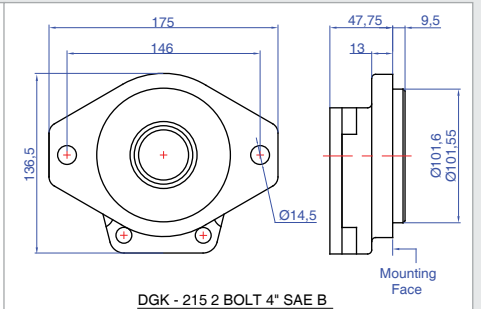
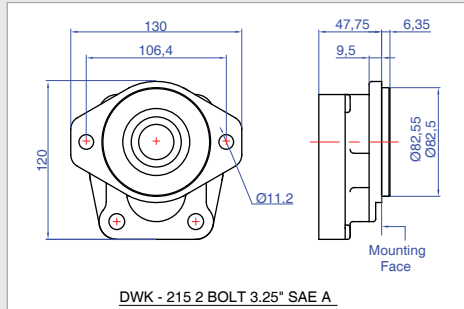
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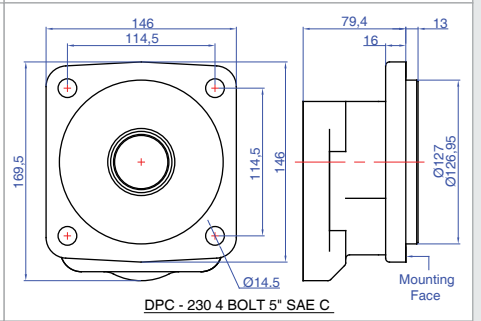
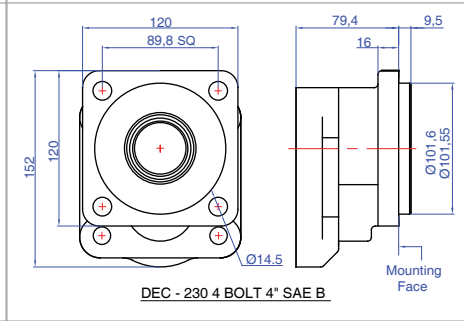
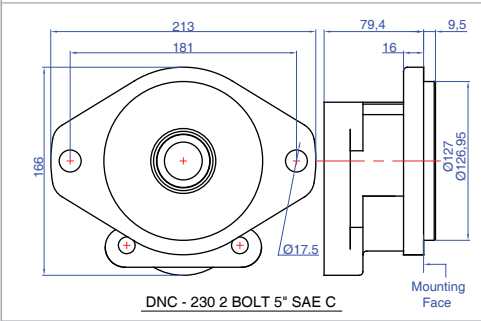
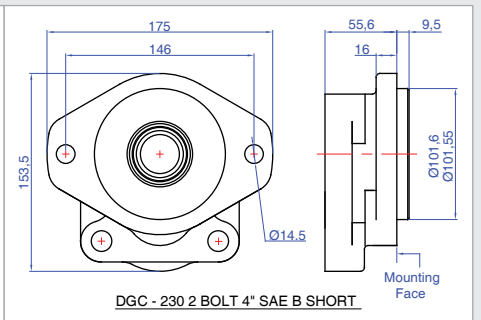
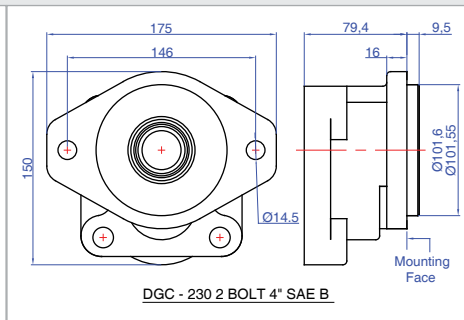
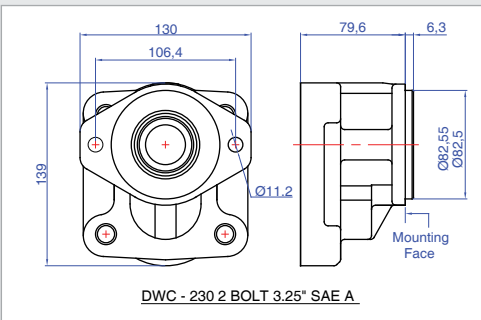
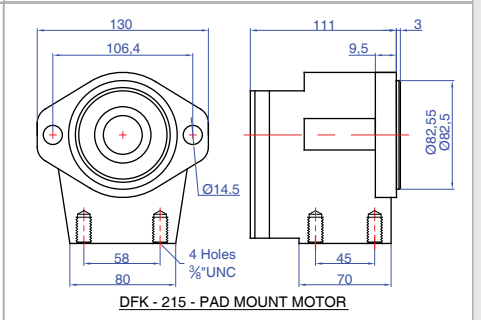
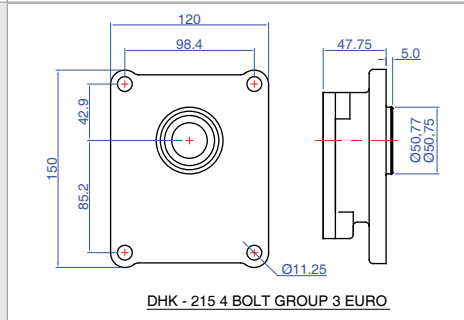
**D** SHAFT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

215	
2 BOLT 3.25" SAE A	DWK-215
2 BOLT 3.25" SAE A WITH S/RETAINER	DWK-215-SPL
2 BOLT 3.25" SAE A MOTOR	DWK-215-M
2 BOLT 4" SAE B	DGK-215
2 BOLT 4" SAE B MOTOR	DGK-215-M
FORD 3 BOLT	DFR-215
4 BOLT 4" SAE B	DEK-215
4 BOLT GROUP 2 EURO	DHK-215
4 BOLT GROUP 3 EURO	DHK-215
PAD MOUNT MOTOR	DFK-215-M



230	
2 BOLT 3.25" SAE A	DWC-230
2 BOLT 4" SAE B	DGC-230
2 BOLT 4" SAE B SHORT	DGC-230
2 BOLT 5" SAE C	DNC-230
4 BOLT 4" SAE B	DEC-230
4 BOLT 5" SAE C	DPC-230



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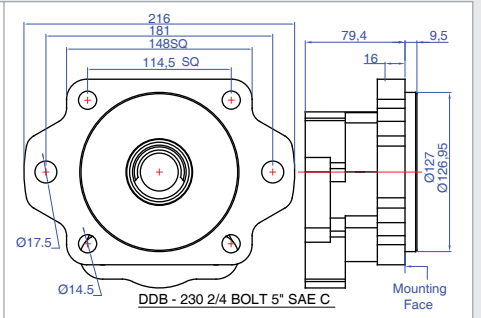
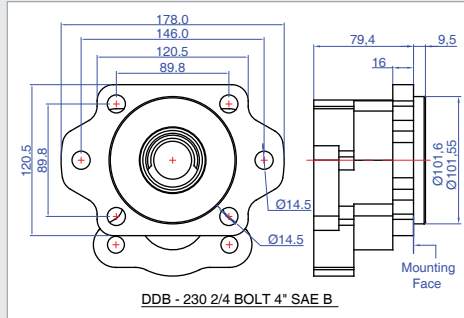




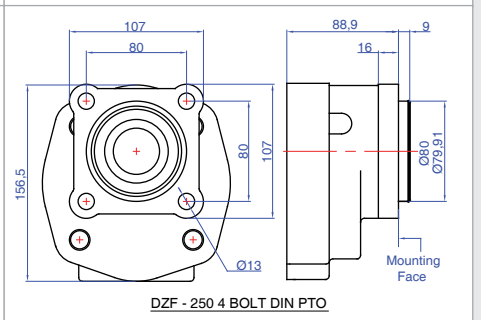
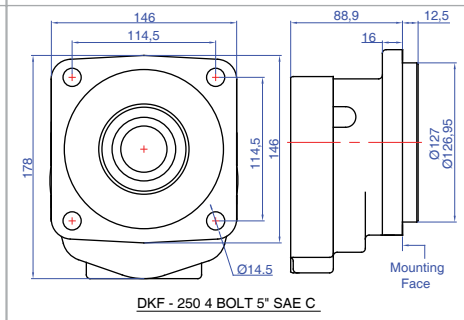
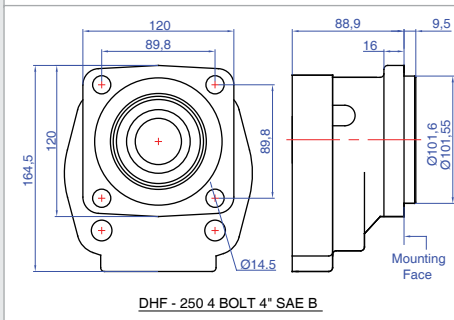
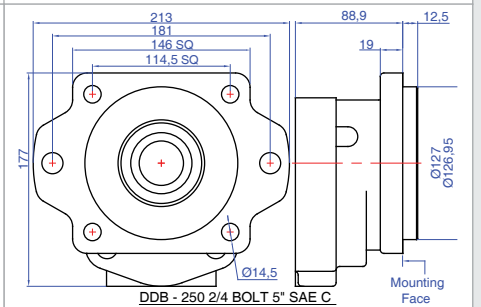
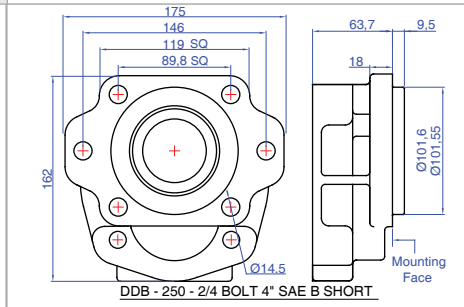
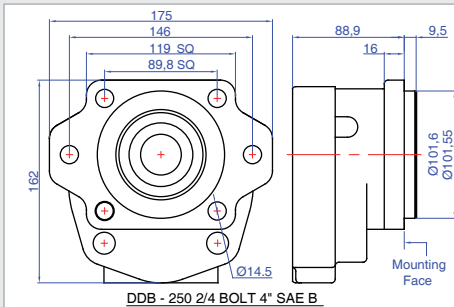
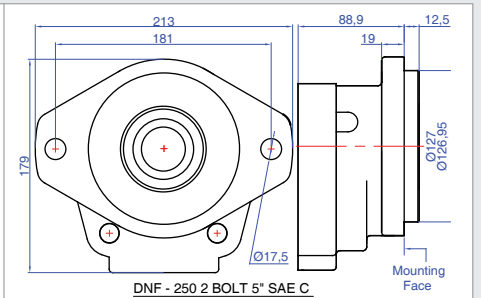
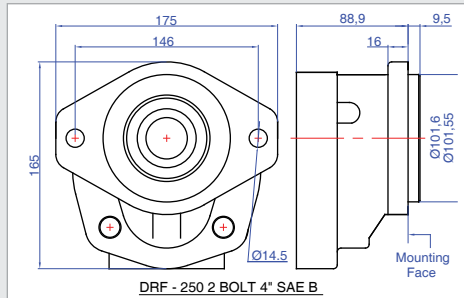
**D** SHAFT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

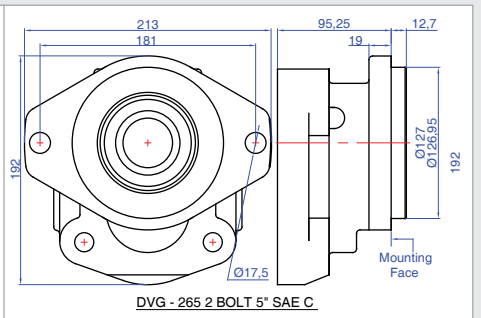
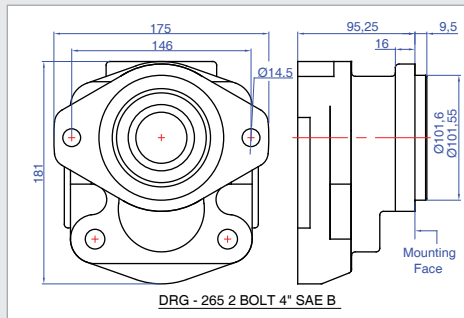
230	
2/4 BOLT 4" SAE B	DDB-230
2/4 BOLT 5" SAE C	DDB-230



250	
2 BOLT 4" SAE B	DRF-250
2 BOLT 5" SAE C	DNF-250
2/4 BOLT 4" SAE B	DDB-250-4
2/4 BOLT 4" SAE B SHORT	DDB-250
2/4 BOLT 5" SAE C	DDB-250-5
4 BOLT 4" SAE B	DHF-250
4 BOLT 5" SAE C	DKF-250
4 BOLT DIN PTO	DZF-250



265	
2 BOLT 4" SAE B	DRG-265
2 BOLT 4" SAE B MOTOR	DRG-26-M
2 BOLT 5" SAE C	DVG-265
2 BOLT 5" SAE C MOTOR	DVG-265-M



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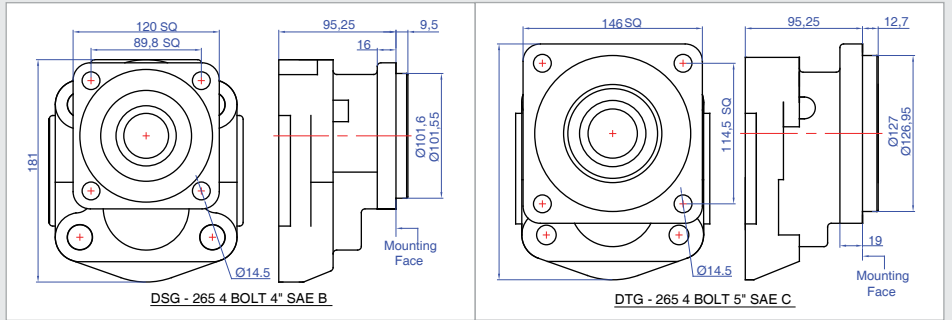
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**E** PORT END COVERS

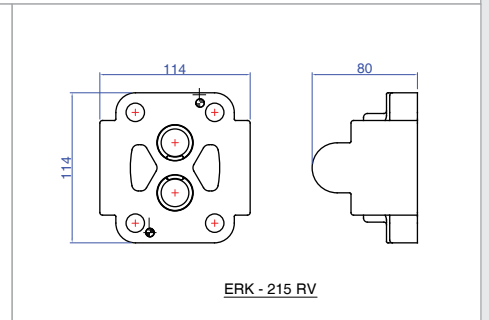
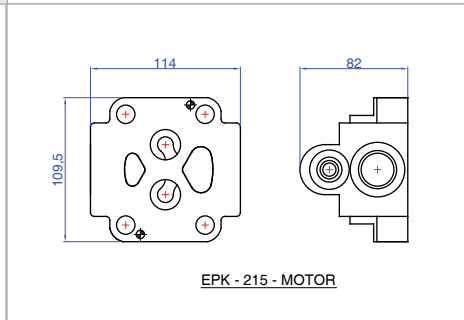
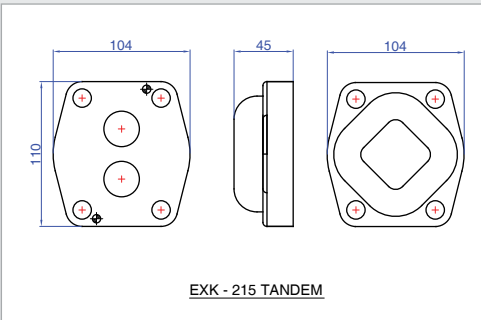
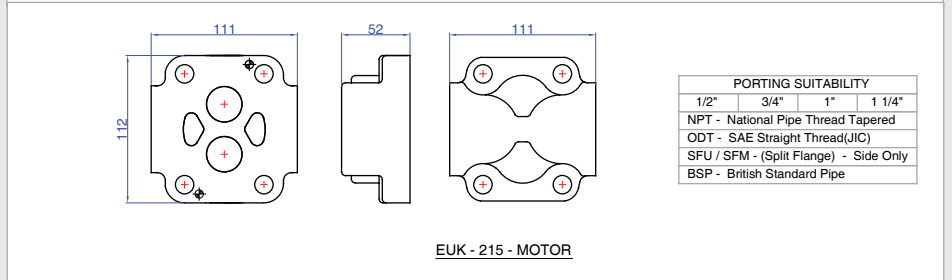
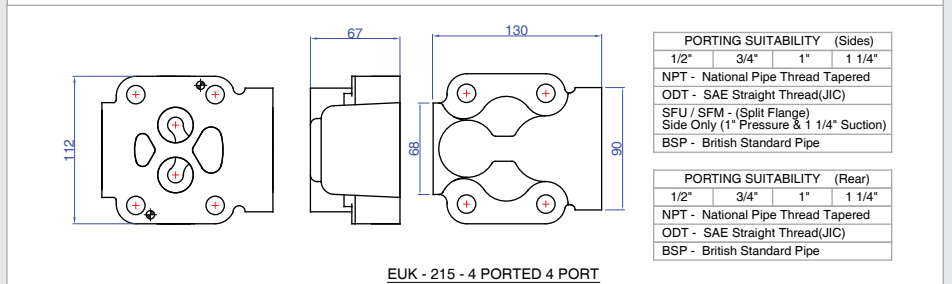
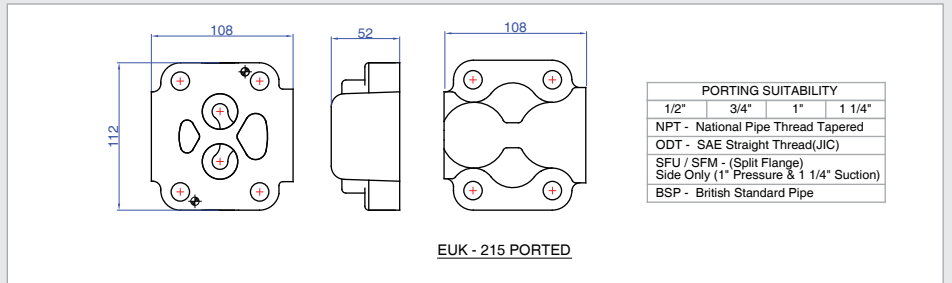
265	
4 BOLT 4" SAE B	DSG-265
4 BOLT 4" SAE B MOTOR	DSG-265-M
4 BOLT 5" SAE C	DTG-265
4 BOLT 5" SAE C MOTOR	DTG-265-M

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.



**E** PORT END COVERS

215	
PORTED	EUK-215
PORTED 4 PORT	EUK-215-4
MOTOR	EUK-215-M
TANDEM	EXK-215
FAN MOTOR	EPK-215-M
RELIEF VALVE	ERK-215-RV



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**E** PORT END COVERS

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230	
PORTED	EUC-230
PORTED 4 PORT	EUC-230-4
TANDEM	EXC-230
MOTOR	EUC-230-M
STEP DOWN CW	EPB-230/215 CW
STEP DOWN CCW	EPB-23/215 CCW

PORTING SUITABILITY				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
Side Only (1" Pressure & 1 1/2" Suction)				
BSP - British Standard Pipe				

**EUC - 230 PORTED**

PORTING SUITABILITY			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			

**EUC - 230 - 4 PORT**

**EXC - 230 TANDEM**

PORTING SUITABILITY				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
Side Only (1" Pressure & 1 1/2" Suction)				
BSP - British Standard Pipe				

**EUC - 230 - MOTOR**

PORTING SUITABILITY (Suction)				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
BSP - British Standard Pipe				

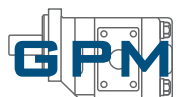
PORTING SUITABILITY (Pressure)			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
SFU / SFM - (Split Flange)			
BSP - British Standard Pipe			

**EPB - 230 / 215 CW / EPB - 230 / 215 CCW**



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**E** PORT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

250	
PORTED	EWF-250
PORTED 4 PORT	EWF-250-4
TANDEM	EZF-250
MOTOR	EUF-250-M
BI-ROTATION	ERP-250-BI
STEP DOWN CW	EPB-250/215 CW
STEP DOWN CCW	EPB-250/215 CCW
ADD ON 2 BOLT A CW	EAAP250 2bA CW
ADD ON 2 BOLT A CCW	EAA250 2bA CCW
ADD ON 2 BOLT B CW	EAAP250 2bB CW
ADD ON 2 BOLT B CCW	EAA250 2bB CCW

**EWF - 250 PORTED**

PORTING SUITABILITY (Sides)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

PORTING SUITABILITY (Rear)			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			

**EWF - 250-4 PORT**

PORTING SUITABILITY (Sides)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

PORTING SUITABILITY (Rear)			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			

**EZF - 250 TANDEM**

**EUF - 250 MOTOR**

PORTING SUITABILITY (Sides)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

PORTING SUITABILITY (Rear)			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
BSP - British Standard Pipe			

**ERP - 250 BI REAR**

PORTING SUITABILITY					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
BSP - British Standard Pipe					

**EPB - 250 / 215 CW / EPB - 250 / 215 CCW**

PORTING SUITABILITY (Suction)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

PORTING SUITABILITY (Pressure)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

**EAAP 250 2bA CW / EAAP 250 2bA CCW**

PORTING SUITABILITY (Suction)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

PORTING SUITABILITY (Pressure)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

**EAAP 250 2bB CW / EAAP 250 2bB CCW**

PORTING SUITABILITY (Suction)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

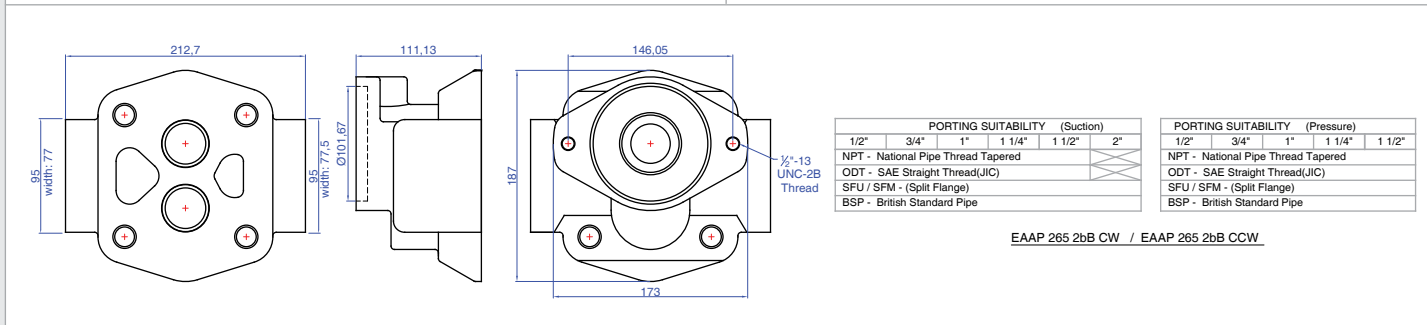
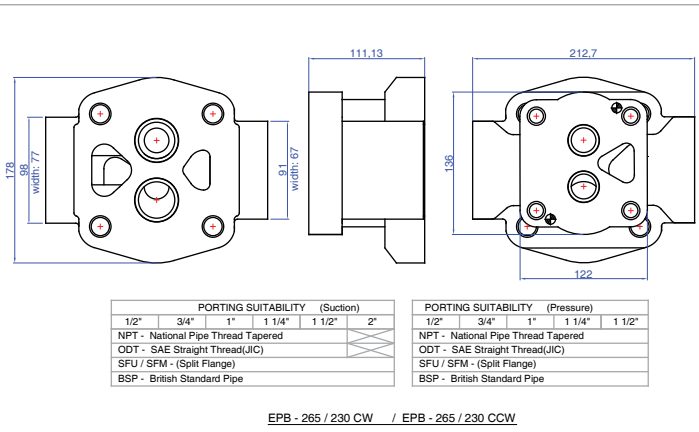
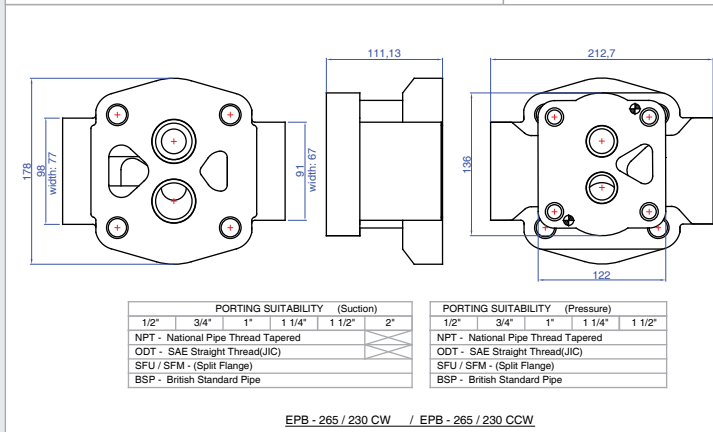
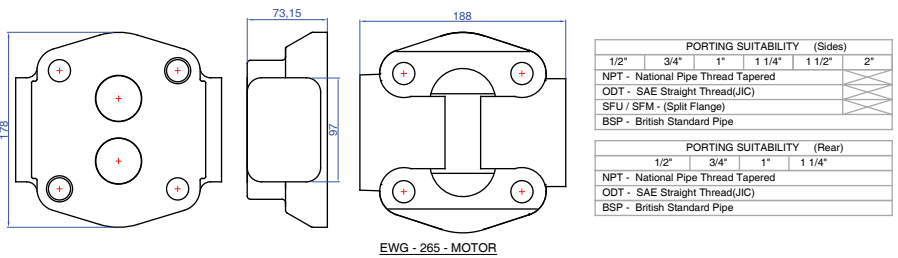
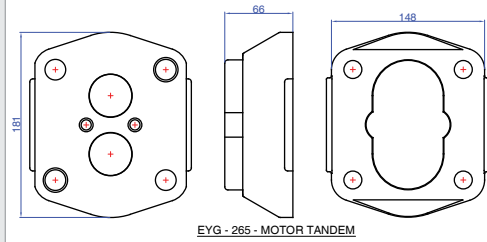
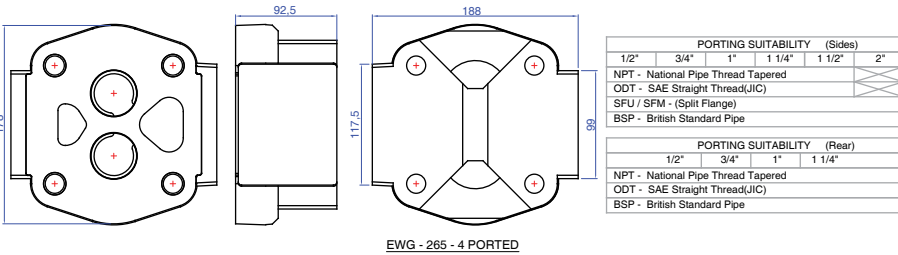
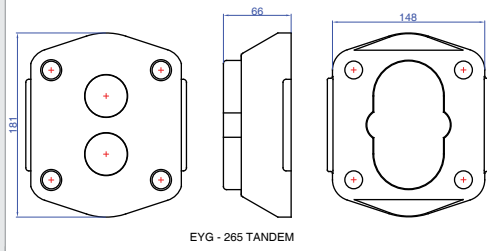
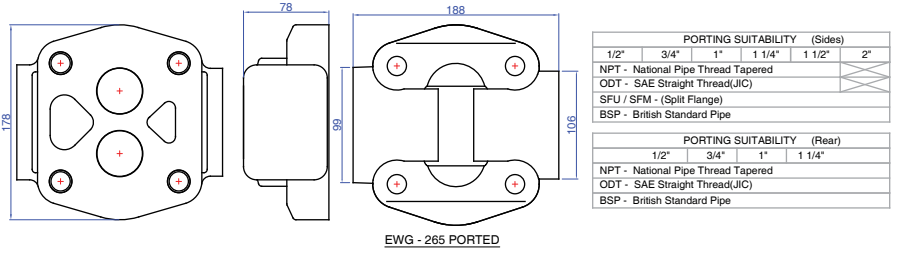
PORTING SUITABILITY (Pressure)					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					



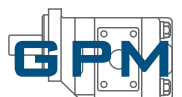
**E** PORT END COVERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

265	
PORTED	EWG-265
TANDEM	EYG-265
4 PORTED	EWG-265
MOTOR TANDEM	EYG-265-M
MOTOR	EWG-265-M
STEP DOWN CW	EPB-265/230 CW
STEP DOWN CCW	EPB-265/230 CCW
ADD ON 2 BOLT A CW	EAAP265 2bA CW
ADD ON 2 BOLT A CCW	EAAP265 2bA CCW
ADD ON 2 BOLT B CW	EAAP265 2bB CW
ADD ON 2 BOLT B CCW	EAAP265 2bBCCW



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**F** BEARING CARRIERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

215	
1 OUTLET	FYK-215-1
2 OUTLET	FYK-215-2
MOTOR	FYK-215-M
WIDE SUCTION	FYK-215 3W

PORTING SUITABILITY			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
SFU / SFM - (Split Flange)			
BSP - British Standard Pipe			

FYK - 215 - 1

PORTING SUITABILITY			
Suction Side			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
SFU / SFM - (Split Flange)			
BSP - British Standard Pipe			
Pressure Side			
1/2"	3/4"	1"	
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
SFU / SFM - (Split Flange)			
BSP - British Standard Pipe			

FYK - 215 - 2

PORTING SUITABILITY			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
SFU / SFM - (Split Flange)			
BSP - British Standard Pipe			

FYK - 215 - MOTOR

PORTING SUITABILITY			
1/2"	3/4"	1"	1 1/4"
NPT - National Pipe Thread Tapered			
ODT - SAE Straight Thread(JIC)			
SFU / SFM - (Split Flange)			
SFU / SFM - 1 1/2" Suction			
BSP - British Standard Pipe			

FYK - 215 3W

230	
1 OUTLET	FWC-230-1
2 OUTLET	FWC-230-2
MOTOR	FWC-230-M

PORTING SUITABILITY					
Suction Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					
Pressure Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

FWC - 230 - 1

PORTING SUITABILITY					
Suction Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					
Pressure Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

FWC - 230 - 2

PORTING SUITABILITY					
Suction Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					
Pressure Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

FWC - 230 - MOTOR



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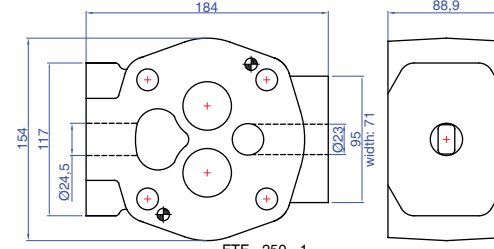




**F** BEARING CARRIERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

250	
1 OUTLET	FTF-250-1
2 OUTLET	FTF-250-2
MOTOR	FTF-250-M

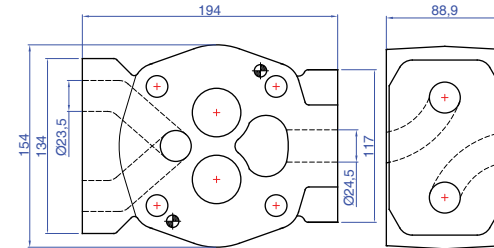


**PORTING SUITABILITY**

Suction Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

Pressure Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

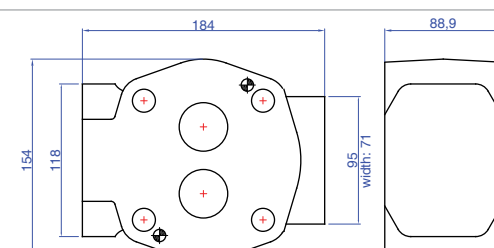


**PORTING SUITABILITY**

Suction Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

Pressure Side		
1/2"	3/4"	1"
NPT - National Pipe Thread Tapered		
ODT - SAE Straight Thread(JIC)		
SFU / SFM - (Split Flange)		
BSP - British Standard Pipe		



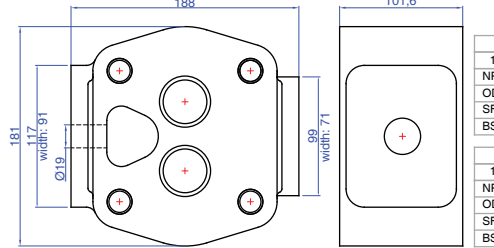
**PORTING SUITABILITY**

Suction Side					
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"
NPT - National Pipe Thread Tapered					
ODT - SAE Straight Thread(JIC)					
SFU / SFM - (Split Flange)					
BSP - British Standard Pipe					

Pressure Side				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
BSP - British Standard Pipe				

265	
1 OUTLET	FZG-265-1
2 OUTLET	FZG-265-2
MOTOR	FZG-265-M

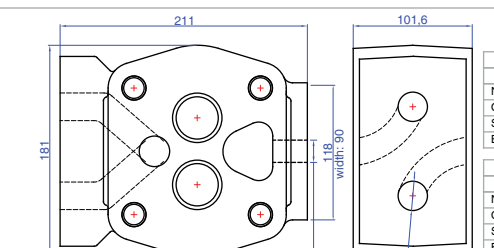


**PORTING SUITABILITY**

Suction Side						
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"
NPT - National Pipe Thread Tapered						
ODT - SAE Straight Thread(JIC)						
SFU / SFM - (Split Flange)						
BSP - British Standard Pipe						

Pressure Side				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
BSP - British Standard Pipe				

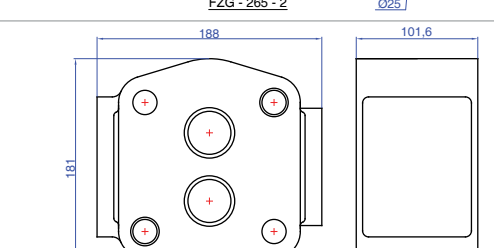


**PORTING SUITABILITY**

Suction Side						
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"
NPT - National Pipe Thread Tapered						
ODT - SAE Straight Thread(JIC)						
SFU / SFM - (Split Flange)						
BSP - British Standard Pipe						

Pressure Side				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
BSP - British Standard Pipe				



**PORTING SUITABILITY**

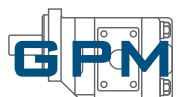
Suction Side						
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"
NPT - National Pipe Thread Tapered						
ODT - SAE Straight Thread(JIC)						
SFU / SFM - (Split Flange)						
BSP - British Standard Pipe						

Pressure Side				
1/2"	3/4"	1"	1 1/4"	1 1/2"
NPT - National Pipe Thread Tapered				
ODT - SAE Straight Thread(JIC)				
SFU / SFM - (Split Flange)				
BSP - British Standard Pipe				



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**F** BEARING CARRIERS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

265	
3" SUCTION	FZG-265-3
WIDE SUCTION	FZG-265-3W-2BC

**FZG - 265 - 3**

PORTING SUITABILITY						
Suction Side						
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"	3"
NPT - National Pipe Thread Tapered						
ODT - SAE Straight Thread(JIC)						
SFU / SFM - (Split Flange)						
BSP - British Standard Pipe						

**FZG - 265 - 3W - 2BC**

PORTING SUITABILITY						
Suction Side						
1/2"	3/4"	1"	1 1/4"	1 1/2"	2"	3"
NPT - National Pipe Thread Tapered						
ODT - SAE Straight Thread(JIC)						
SFU / SFM - (Split Flange)						
BSP - British Standard Pipe						

**I** CONNECTING SHAFTS

120	
STANDARD	IZA-131

**IZA - 131**

17 Tooth Spline

**ITA - 125**

21 Tooth Spline

125	
STANDARD	ITA-125

131	
STANDARD	IZA-131
STEP DOWN	IAF-131/131

**IZA - 131**

17 Tooth Spline

**IAF - 131 / 131 STEP DOWN**

17 Tooth Spline

17 Tooth Spline

151	
STANDARD	IYA-151
STEP DOWN	IAD-151

**IYA - 151**

21 Tooth Spline

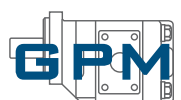
**IAD - 151**

21 Tooth Spline

17 Tooth Spline



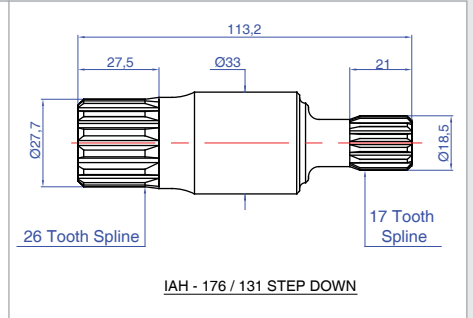
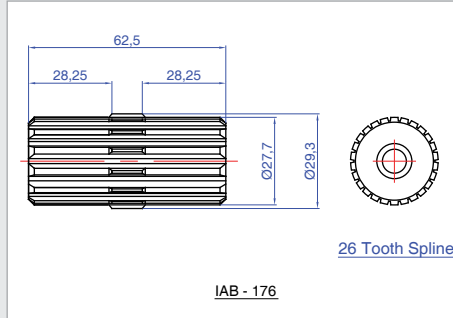
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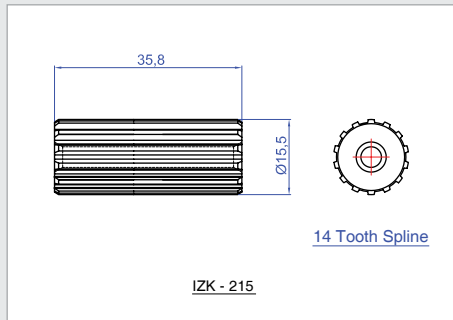
CONNECTING SHAFTS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

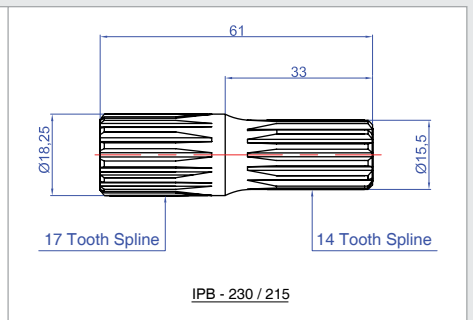
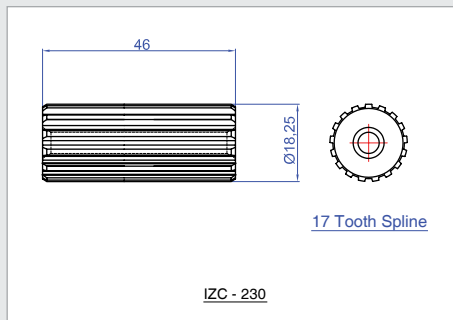
176	
STANDARD	IAB-176
STEP DOWN	IAH-176/131



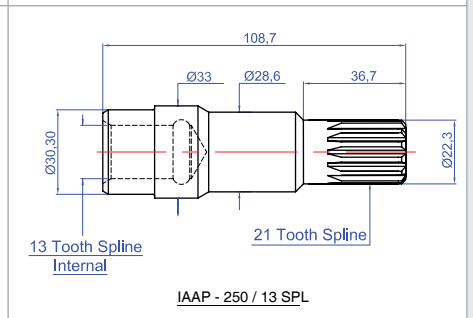
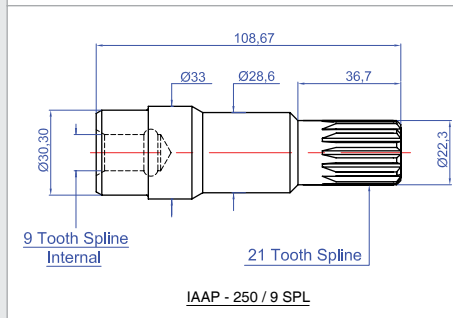
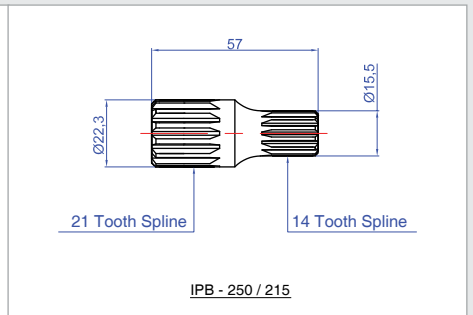
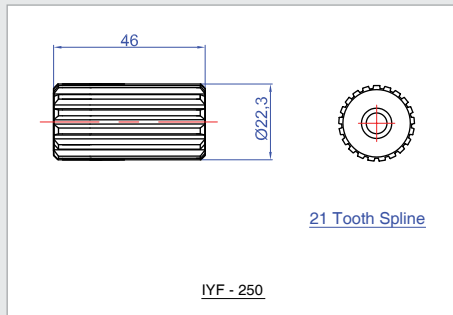
215	
STANDARD	IZK-215



230	
STANDARD	IZC-230
STEP DOWN	IPB-230/215



250	
STANDARD	IYF-250
STEP DOWN	IPB-250/215
ADD ON TO 9 SPLINE	IAAP-250/9SPL
ADD ON TO 13 SPLINE	IAAP-250/13SPL



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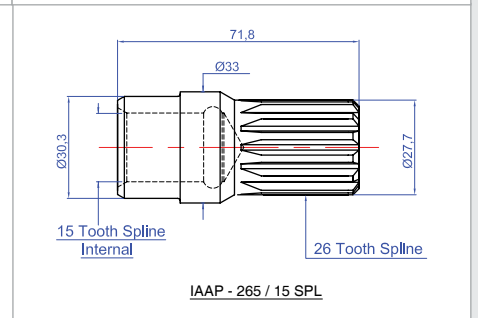
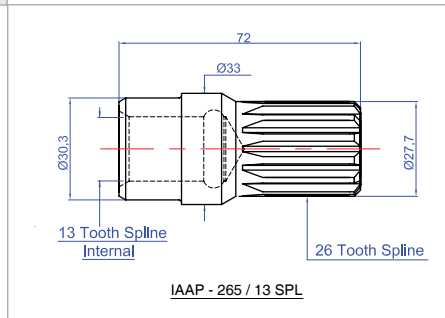
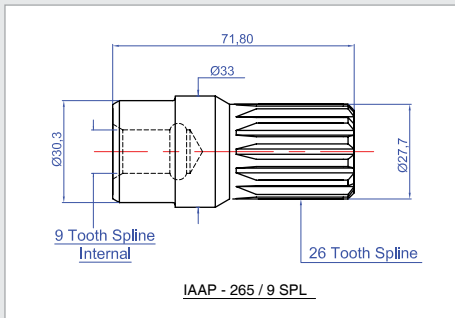
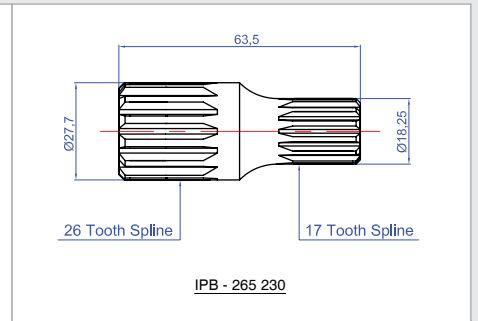
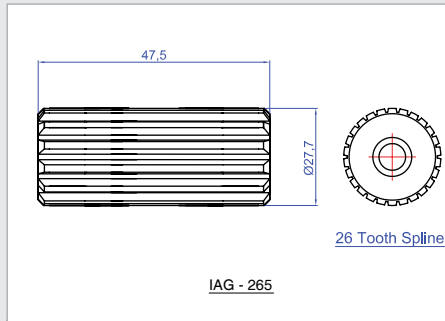
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CONNECTING SHAFTS

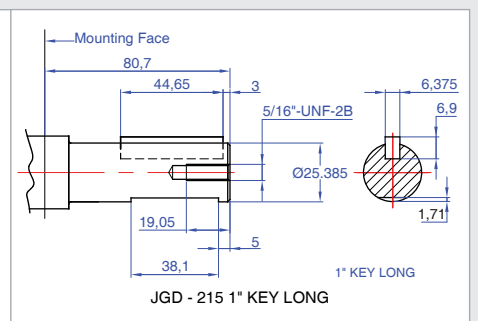
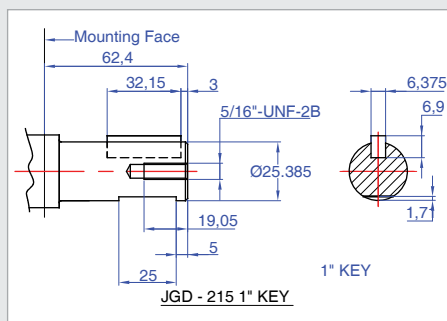
\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

265	
STANDARD	IAG-265
STEP DOWN	IPB-265/230
ADD ON TO 9 SPLINE	IAAP-265/9SPL
ADD ON TO 13 SPLINE	IAAP-265/13SPL
ADD ON TO 15 SPLINE	IAAP-265/15SPL

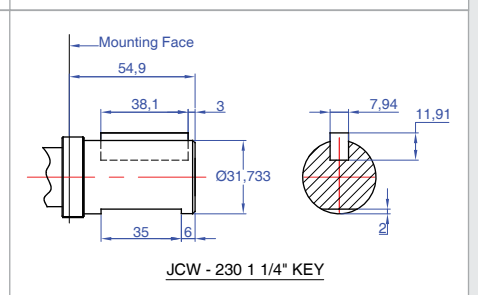
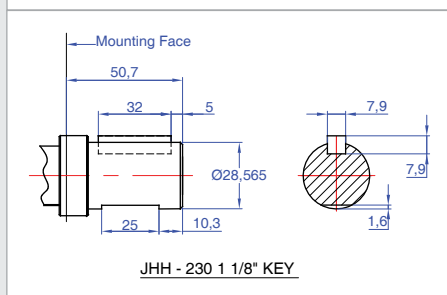
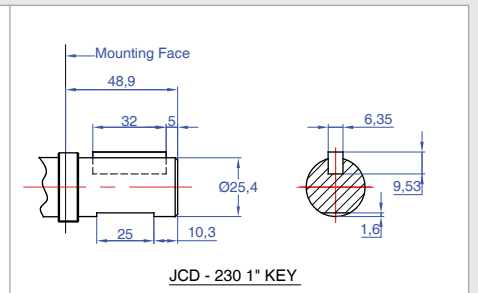
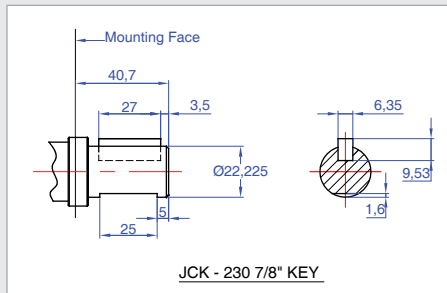


LOOSE SHAFTS

215	
1" KEY	JGD-215
1" KEY LONG	JGD-215



230	
7/8" KEY	JCK-230
1" KEY	JCD-230
1 1/8" KEY	JHH-230
1 1/4" KEY	JCW-230



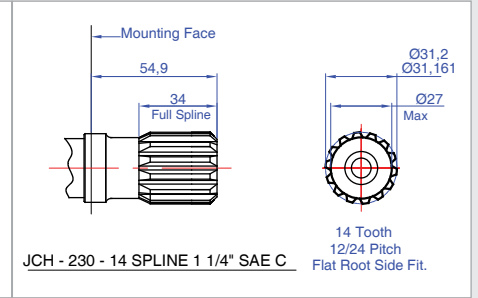
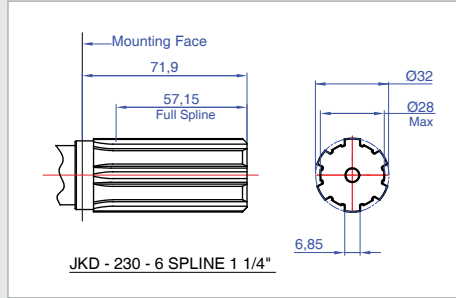
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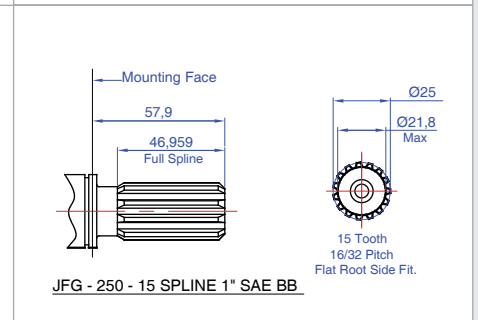
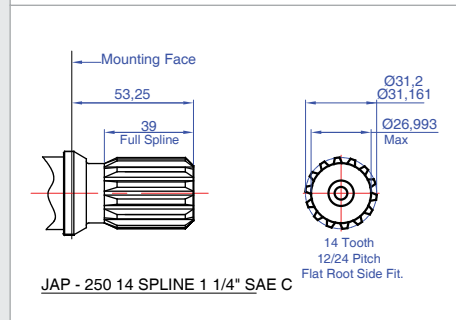
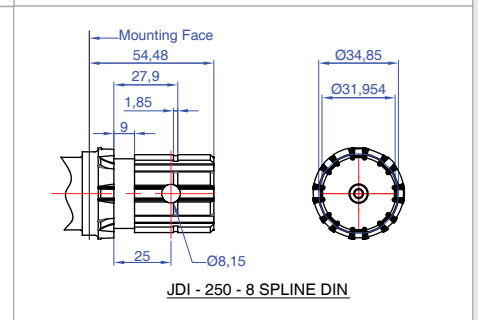
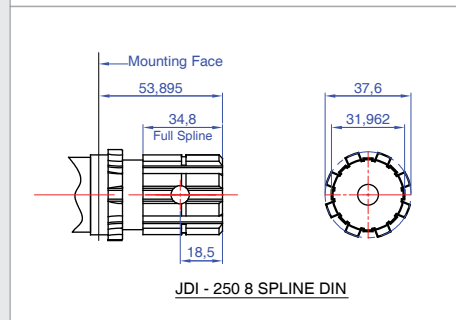
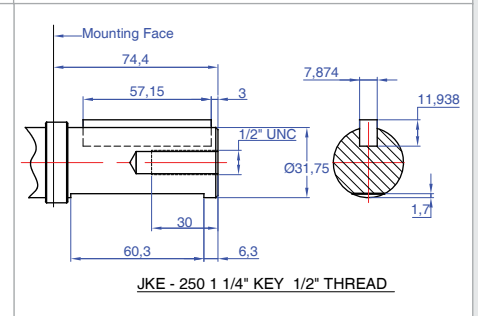
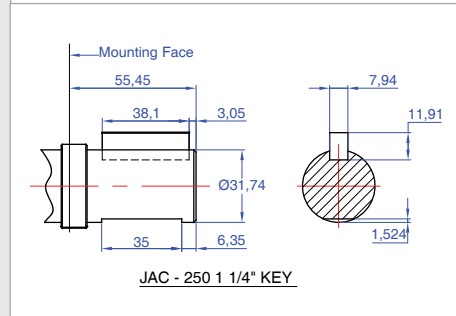
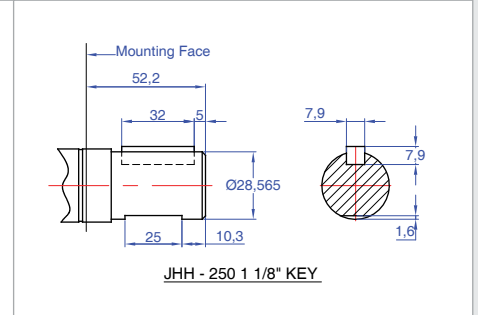
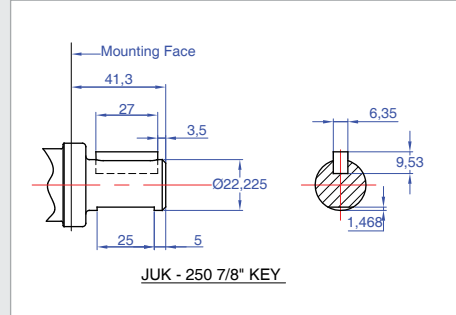
**J** LOOSE SHAFTS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

230	
6 SPLINE 1 1/4"	JKD-230
14 SPLINE 1 1/4" SAE C	JCH-230



250	
7/8" KEY	JUK-250
1 1/8" KEY	JHH-250
1 1/4" KEY	JAC-250
1 1/4" KEY 1/2" THREAD	JKE-250
8 SPLINE DIN	JDI-250
8 SPLINE DIN	JDI-250
14 SPLINE 1 1/4" SAE C	JAP-250
15 SPLINE 1" SAE BB	JFG-250



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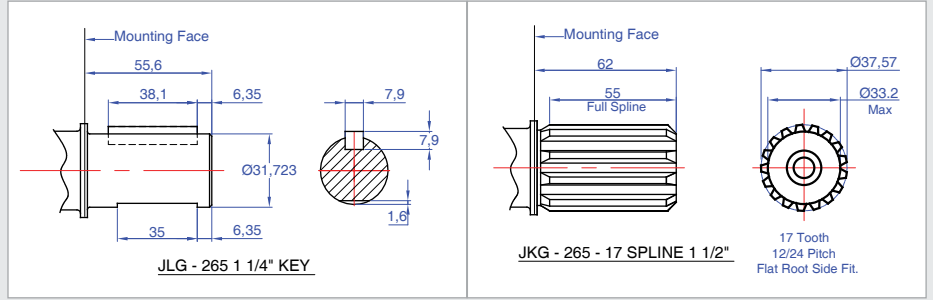
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**J** LOOSE SHAFTS

\*Dimensions indicated in millimeters (mm) and are for reference purpose only.

265	
1 1/4" KEY	JLG-265
17 SPLINE 1 1/2"	JKG-265



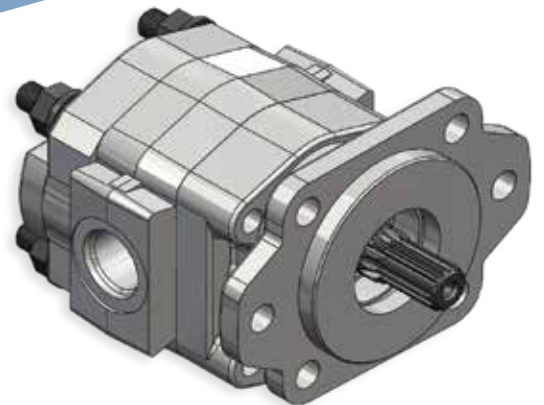
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# GP 120 SERIES GEAR PUMP



The GP 120 is a low to medium pressure pump designed for the truck industry.

Constructed from heavy duty cast iron, its small size is suitable for most chassis arrangements.

Various size displacements are available from 16cc to 64cc. Mounts include cloverleaf, 2 Bolt A and 2 Bolt B, to suit a variety of Power Take Off (PTO) units.

## OPTIONS

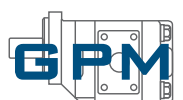
- Flanged Ports (Code 61)
- Viton Seals
- Multiple Assembly
- Continental Shaft
- Cloverleaf PTO Mount
- Shorten/Drill and Tap Shafts
- Also available in 2 Bolt 'A' and 2 Bolt 'B' mounts

CODE	05	07	10	12	15	17	20
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
Displacement (cc/rev) (cu in/rev)	16 (0.99)	24.1 (1.48)	32.2 (1.97)	40.3 (2.46)	48.3 (2.96)	56.4 (3.45)	64.5 (3.94)
Maximum Pressure (BAR) (PSI)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	172 (2500)	172 (2500)
Maximum Speed (RPM)	2400	2400	2400	2400	2400	2400	2400



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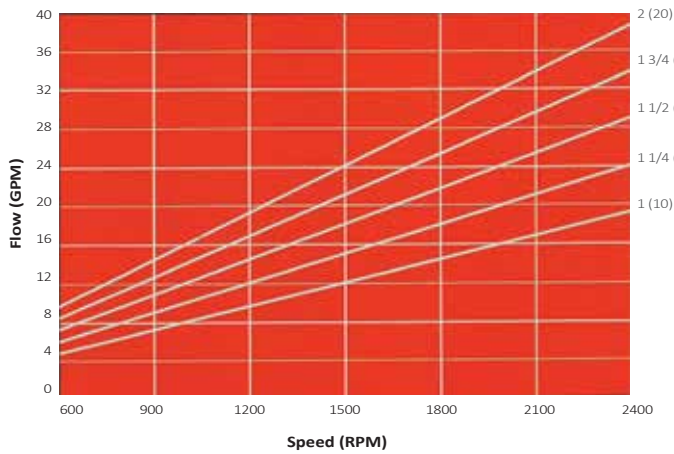


## FLOW RATES

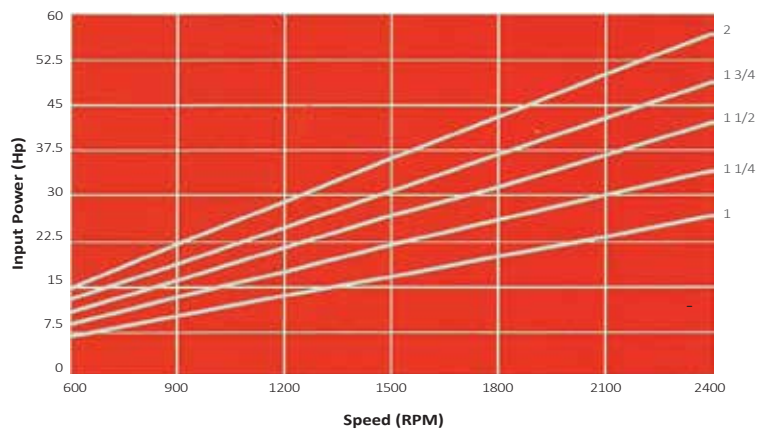
SPEED/GEAR WIDTH	1	1 1/4	1 1/2	1 3/4	2
600	4.2 (15.9)	5.4 (20.4)	6.5 (24.6)	7.6 (28.7)	9.0 (34.0)
900	6.0 (22.7)	7.5 (28.5)	10.0 (37.8)	11.5 (43.5)	13.5 (51.0)
1200	8.5 (32.0)	11.0 (41.5)	14.0 (53.0)	16.0 (60.5)	19.0 (71.9)
1500	11.0 (41.6)	14.0 (53.0)	17.5 (66.2)	20.5 (77.6)	24.0 (90.0)
1800	13.5 (51.1)	17.5 (66.2)	21.5 (81.5)	25.5 (96.5)	29.0 (109.77)
2100	16.0 (60.5)	21.0 (79.5)	25.5 (96.5)	29.5 (111.6)	34.5 (130.5)
2400	18.5 (70.0)	24.0 (90.0)	29.5 (111.6)	34.0 (128.0)	39.5 (149.0)

**Note:** Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).

## FLOW RATE



## REQUIRED INPUT POWER



**Note:** Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'A' Spline (5/8" 9 tooth)	2600	2600
SAE 'B' Spline (7/8" 13 tooth)	7900	5850
SAE 'B' Key (7/8" keyed)	4850	4850
SAE 'BB' Spline (1" 15 tooth)	-	5850
SAE 'BB' Key (1" keyed)	7250	5850
SAE 'C' Spline (1 1/4" 14 tooth)	-	5850
Connecting Shaft	-	5850

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

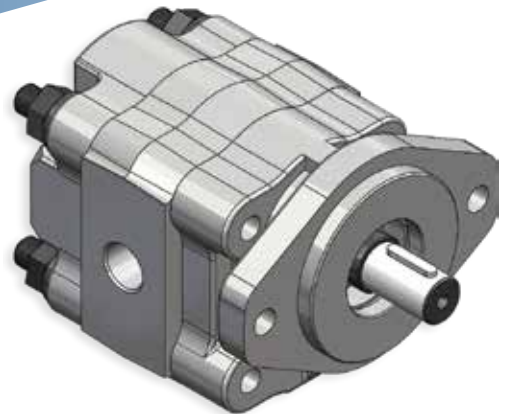


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# GP/GM 131 SERIES PUMPS



The GP/GM 131 units are a medium to high pressure series of pumps.

The GP 131 Series is built with rugged cast iron design, utilising heavy duty roller bearings and is suitable for most mobile applications. The pumps are doweled to withstand high pressure shocks.

The GM 131 Series of gear motors are made from cast iron and utilise needle roller bearings. They are a medium duty, high speed, low torque motor, suitable for most industrial and agricultural applications.

Displacements range from 16cc to 64cc, with pressures up to 205 Bar.

## OPTIONS

- Flanged Ports (Code 61)
- Viton Seals
- Multiple Assembly
- Continental Shaft
- Cloverleaf PTO Mount
- Shorten/Drill and Tap Shafts
- Rear Ports
- Transmission Seals with drain
- Stepped 151/176 series
- Pad mount
- Relief Valve in rear cover

CODE	05	07	10	12	15	17	20
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
Displacement (cc/rev) (cu in/rev)	16 (0.99)	24.1 (1.48)	32.2 (1.97)	40.3 (2.46)	48.3 (2.96)	56.4 (3.45)	64.5 (3.94)
Maximum Pressure (BAR) (PSI)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	172 (2500)	172 (2500)
Maximum Speed (RPM)	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400

$$T = \frac{HP \times 63025}{RPM}$$



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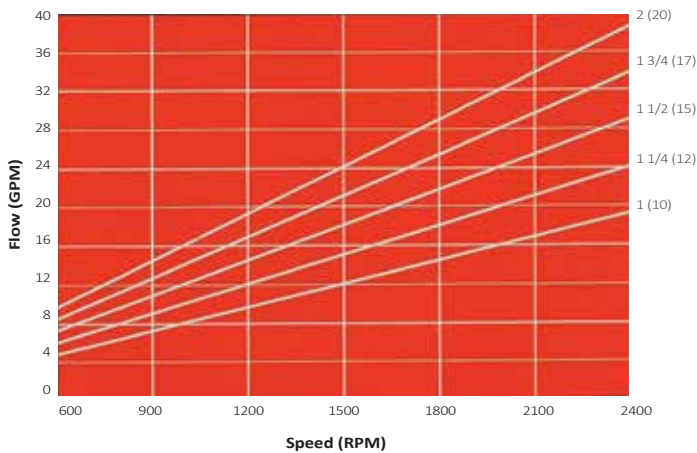


## FLOW RATES

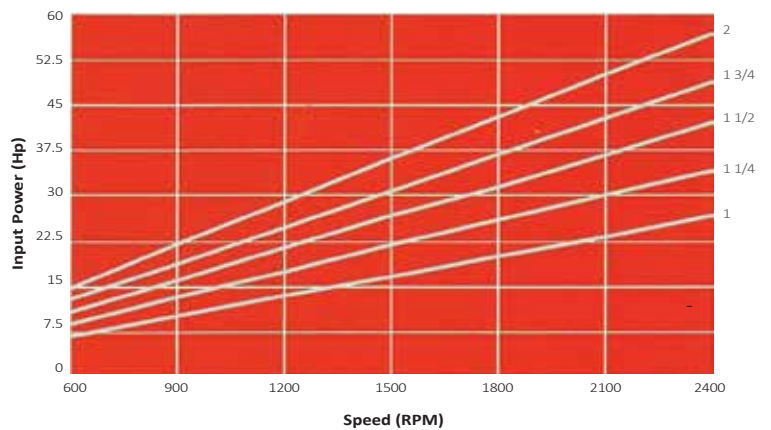
SPEED/GEAR WIDTH	1	1 1/4	1 1/2	1 3/4	2
600	4.0 (17.0)	5.0 (22.0)	6.0 (26.0)	7.0 (29.0)	8.5 (34.0)
900	6.0 (23.0)	7.5 (28.5)	10.0 (39.0)	11.5 (43.5)	13.5 (51.0)
1200	8.5 (32.0)	11.0 (41.5)	14.0 (53.0)	16.0 (60.5)	19.0 (70.0)
1500	11.0 (42.0)	14.0 (53.0)	17.5 (66.0)	20.5 (77.0)	24.0 (88.0)
1800	13.5 (51.5)	17.5 (66.2)	21.5 (81.5)	25.5 (94.5)	29.0 (105.0)
2100	16.0 (60.5)	21.0 (79.5)	25.5 (94.5)	29.5 (108.5)	34.5 (123.0)
2400	18.5 (70.0)	24.0 (91.0)	29.5 (109.0)	34.0 (124.0)	39.5 (140.0)

**Note:** Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).

## FLOW RATE



## REQUIRED INPUT POWER



**Note:** Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'A' Spline (5/8" 9 tooth)	2600	2600
SAE 'B' Spline (7/8" 13 tooth)	7900	5850
SAE 'B' Key (7/8" keyed)	4850	4850
SAE 'BB' Spline (1" 15 tooth)	-	5850
SAE 'BB' Key (1" keyed)	7250	5850
SAE 'C' Spline (1 1/4" 14 tooth)	-	5850
Connecting Shaft	-	5850

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

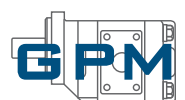
Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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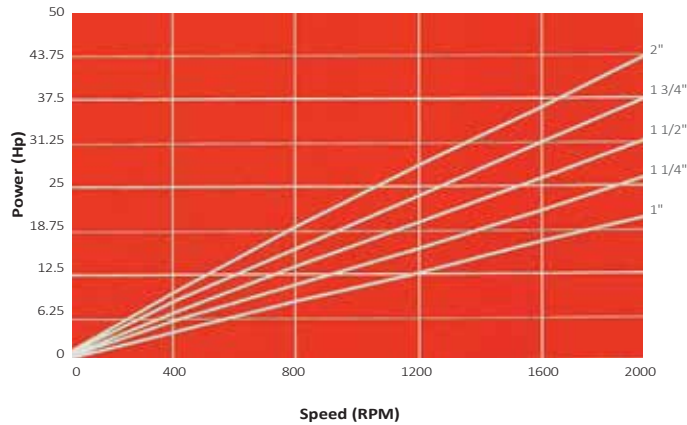


## AVERAGE PERFORMANCE

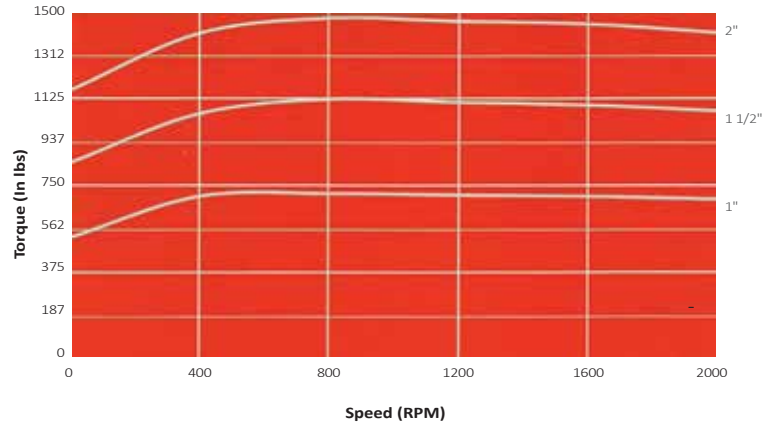
SPEED	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER
800	10.0 (38.0)	718 (81.0)	9.3 (7.0)	53.0 (14.0)	1125.0 (127.0)	14.3 (10.7)	18.0 (68.0)	1475.0 (166.0)	18.7 (14.0)
1200	14.0 (53.0)	712 (80.6)	13.7 (10.2)	72.0 (19.0)	1112.0 (126.0)	21.2 (15.8)	24.0 (91.0)	1462.0 (165.0)	28.0 (21.0)
1600	17.0 (64.0)	706 (80.0)	18.0 (13.5)	24.0 (91.0)	1100.0 (124.0)	28.0 (21.0)	32.0 (121.0)	1450.0 (163.0)	36.0 (27.0)
2000	20.5 (78.0)	693 (78.0)	21.8 (16.3)	29.5 (112.0)	1075.0 (121.0)	34.3 (25.6)	39.0 (148.0)	1412.0 (160.0)	45.0 (33.5)

**Note:** Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses) Output Power Hp (KW in parentheses)

AVERAGE PERFORMANCE DATA AT 2500 PSI (172 BAR)



AVERAGE TORQUE OUTPUT AT 2500 PSI (172 BAR)



## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'A' Spline (5/8" 9 tooth)	2600	2600
SAE 'B' Spline (7/8" 13 tooth)	7900	5850
SAE 'B' Key (7/8" keyed)	4850	4850
SAE 'BB' Spline (1" 15 tooth)	-	5850
SAE 'BB' Key (1" keyed)	7250	5850
SAE 'C' Spline (1 1/4" 14 tooth)	-	5850
Connecting Shaft	-	5850

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

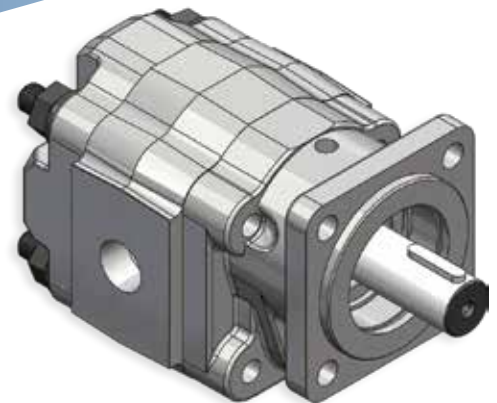


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# GP/GM 151 SERIES PUMPS



GP/GM 151 units are a medium to high pressure series of pumps.

Built with rugged cast iron design, utilising heavy duty roller bearings, the GP 151 Series is suitable for most mobile applications. The pumps are doweled to withstand high pressure shocks.

Displacements range from 21cc to 104cc, with pressures up to: GM - 170 Bar/ GP - 205 Bar.

CODE	05	07	10	12	15	17	20	22	25
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2
Displacement (cc/rev) (cu in/rev)	20.9 (1.28)	31.3 (1.91)	41.8 (2.55)	52.2 (3.19)	62.7 (3.83)	73.1 (4.46)	83.6 (5.1)	94.0 (5.74)	104.5 (6.38)
Maximum Pressure (BAR) (PSI)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	172 (2500)	172 (2500)	172 (2500)
Maximum Speed (RPM)	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400

## OPTIONS

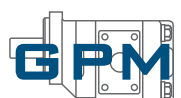
- Flanged Ports (Code 61)
- Viton Seals
- Multiple Assembly
- Continental Shaft
- Shorten/Drill and Tap Shafts
- Rear Ports
- Transmission Seals with drain
- Stepped with 131 series

$$T = \frac{HP \times 63025}{RPM}$$



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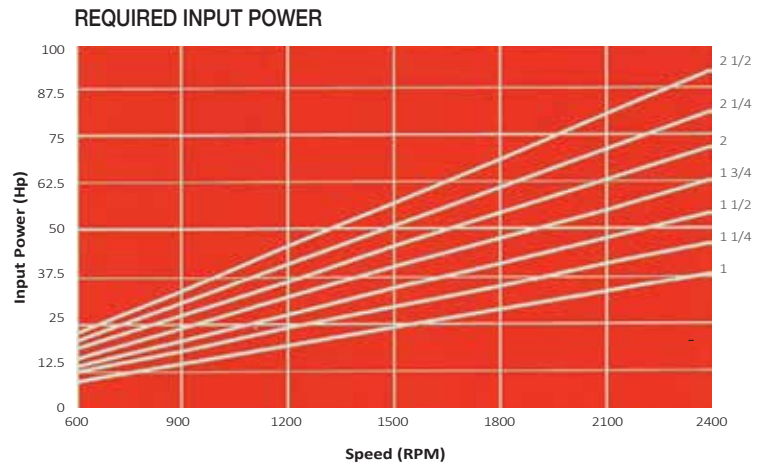
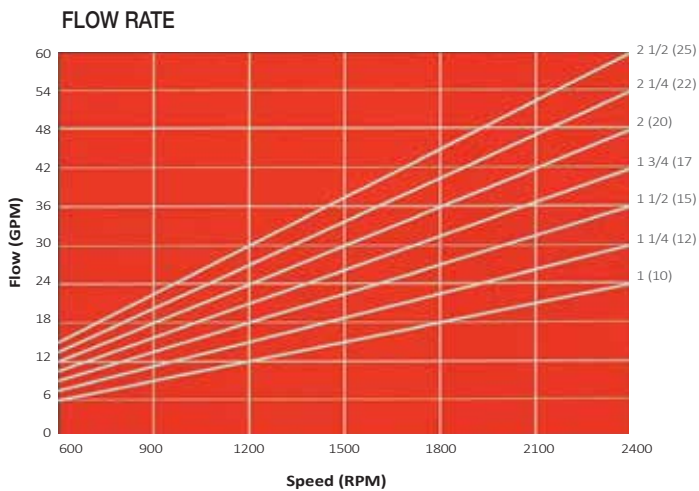


# GP 151 SERIES GEAR PUMP

## FLOW RATES

SPEED/GEAR WIDTH	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2
600	5.5 (21.0)	7.0 (26.5)	8.5 (32.0)	10.0 (38.0)	11.0 (41.5)	12.6 (48.0)	14.0 (53.0)
900	8.5 (32.0)	11.0 (41.5)	13.0 (49.0)	16.0 (60.5)	17.5 (66.5)	19.0 (72.0)	21.0 (79.0)
1200	11.5 (43.5)	15.0 (57.0)	18.0 (68.0)	21.5 (81.5)	24.0 (91.0)	26.5 (100.0)	29.0 (110.0)
1500	15.0 (57.0)	19.0 (72.0)	23.0 (87.0)	27.0 (102.0)	30.5 (115.0)	33.5 (127.0)	37.5 (142.0)
1800	18.0 (68.0)	23.0 (87.0)	28.0 (106.0)	33.0 (125.0)	37.0 (140.0)	41.0 (155.0)	46.0 (174.0)
2100	21.0 (79.5)	27.0 (102.0)	32.5 (123.0)	38.5 (146.0)	43.5 (165.0)	48.0 (182.0)	54.0 (204.0)
2400	24.0 (91.0)	31.0 (117.0)	37.5 (142.0)	44.0 (167.0)	50.0 (189.0)	55.5 (210.0)	62.0 (235.0)

Note: Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).



Note: Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'B' Spline (7/8" 13 tooth)	6100	6100
SAE 'BB' Spline (1" 15 tooth)	-	8500
SAE 'BB' Key ( 1" keyed)	5600	5600
SAE 'C' Spline (1 1/4" 14 tooth)	12900	8500
SAE 'C' Key ( 1 1/4" keyed)	10900	8500
Connecting Shaft	-	8500

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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# GM 151 SERIES GEAR MOTOR

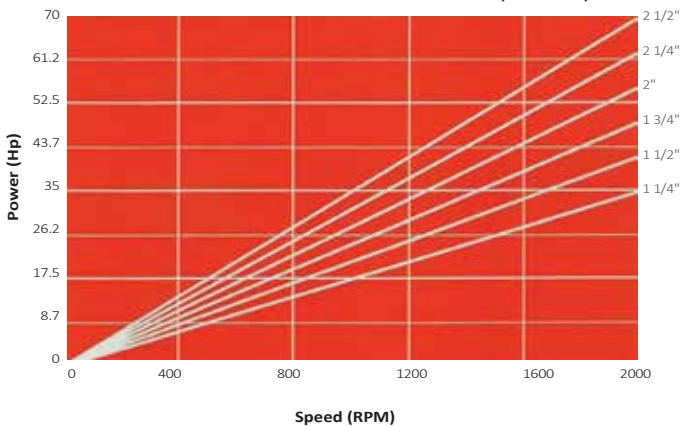
## AVERAGE PERFORMANCE

SPEED	1" Gears			1 1/2" Gears			2" Gears			2 1/2" Gears		
	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER
800	11.0 (42.0)	912.0 (103.0)	11.5 (8.3)	16.0 (61.0)	1425.0 (161.0)	17.5 (13.0)	21.5 (81.0)	1912.0 (216.0)	23.0 (17.2)	26.5 (100.0)	2375.0 (267.0)	30.0 (22.0)
1200	16.0 (61.0)	900.0 (101.0)	16.8 (12.6)	23.0 (87.0)	1400.0 (158.0)	26.2 (19.6)	31.0 (117.0)	1868.0 (211.0)	35.0 (25.0)	37.5 (142.0)	2337.0 (263.0)	44.0 (33.0)
1600	20.5 (78.0)	887.0 (100.0)	21.8 (16.3)	30.5 (115.0)	1375.0 (155.0)	33.7 (25.0)	40.5 (153.0)	1837.0 (207.0)	46.0 (34.5)	50.0 (189.0)	2275.0 (256.0)	56.0 (42.0)
2000	25.5 (96.0)	837.0 (94.0)	26.2 (19.5)	38.0 (144.0)	1300.0 (146)	40.6 (30.2)	50.0 (189.0)	1762.0 (198.0)	56.0 (42.0)	62.0 (235.0)	2175.0 (245.0)	68.0 (51.0)

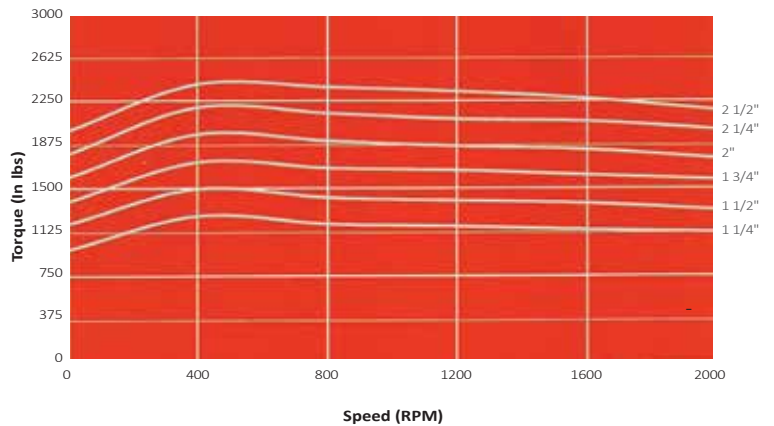
Note: Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses) Output Power Hp (kW in parentheses)

$$HP = \frac{T \times RPM}{63025}$$

AVERAGE PERFORMANCE DATA AT 2500 PSI (172 BAR)



AVERAGE TORQUE OUTPUT AT 2500 PSI (172 BAR)



## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'B' Spline (7/8" 13 tooth)	6100	6100
SAE 'BB' Spline (1" 15 tooth)	9400	-
SAE 'BB' Key ( 1" keyed)	5600	5600
SAE 'C' Spline (1 1/4" 14 tooth)	12900	8500
SAE 'C' Key ( 1 1/4" keyed)	10900	8500
Connecting Shaft	-	8500

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

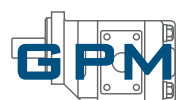
Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

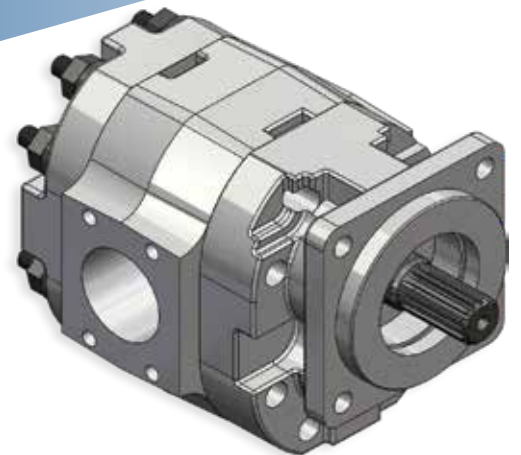


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# GP/GM 176 SERIES PUMPS



GP/GM 176 units are a medium to high pressure series of pumps/motors.

Built with rugged cast iron design, utilising heavy duty roller bearings, the GP/GM 176 Series is suitable for most mobile applications. The pumps are doweled to withstand high pressure shocks.

Displacements range from 50cc to 201cc, with pressures up to: GM - 200 Bar/ GP - 205 Bar.

CODE	07	10	12	15	17	20	22	25	27	30
Gear Size (inches)	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3
Displacement (cc/rev) (cu in/rev)	50.4 (3.08)	67.2 (4.1)	84.0 (5.13)	100.8 (6.15)	117.6 (7.18)	134.4 (8.2)	151.2 (9.23)	168.0 (10.25)	184.8 (11.28)	201.6 (12.3)
Maximum Pressure (BAR) (PSI)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	207 (3000)	170 (2500)	170 (2500)	155(2250)	138 (2000)	138 (2000)
Maximum Speed (RPM)	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400	2000-2400

## OPTIONS

- Flanged Ports (Code 61)
- Viton Seals
- Multiple Assembly
- Continental Shaft
- Shorten/Drill and Tap Shafts
- Lube Thrust Plates
- Transmission Seals with drain
- Stepped with 131 series

$$T = \frac{HP \times 63025}{RPM}$$



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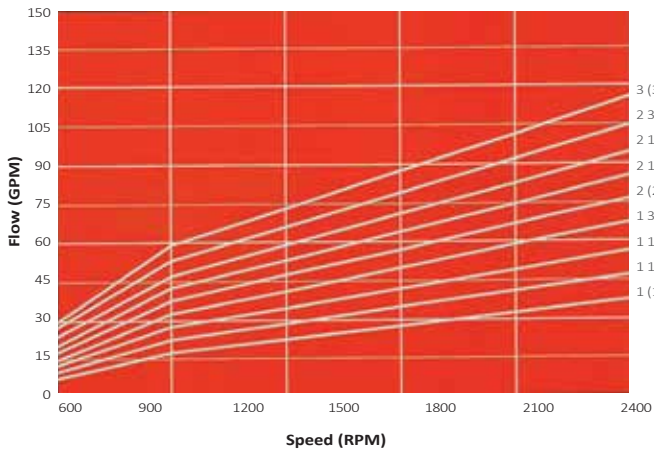


## FLOW RATES

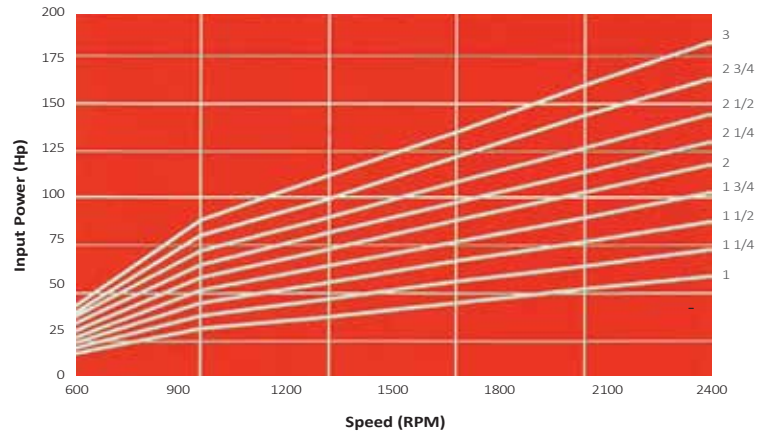
SPEED/GW	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3
600	6.5 (24.5)	9.2 (38.0)	12.5 (47.0)	14.5 (56.0)	17.5 (66.0)	20.0 (76.0)	23.5 (89.0)	25.0 (94.0)	28.0 (106.0)
1200	17.5 (66.0)	22.5 (85.0)	27.5 (104.0)	32.5 (123.0)	37.5 (142.0)	42.5 (161.0)	47.0 (178.0)	53.0 (201.0)	59.0 (223.0)
1500	22.5 (85.0)	28.5 (108.0)	34.5 (131.0)	41.0 (155.0)	47.5 (142.0)	53.0 (201.0)	59.0 (224.0)	66.0 (250.0)	73.0 (276.0)
1800	27.5 (104.0)	35.0 (132.0)	42.0 (159.0)	50.0 (189.0)	57.0 (216.0)	64.0 (242.0)	71.0 (269.0)	79.0 (299.0)	87.5 (331.0)
2100	32.5 (123.0)	41.0 (155.0)	49.0 (185.0)	59.0 (223.0)	67.0 (254.0)	74.5 (282.0)	82.5 (312.0)	92.0 (348.0)	101.5 (384.0)
2400	37.5 (142.0)	47.0 (178.0)	56.5 (214.0)	67.5 (255.0)	76.5 (290.0)	85.5 (324.0)	94.5 (357.0)	105.0 (397.0)	116.0 (439.0)

**Note:** Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).

## FLOW RATE



## REQUIRED INPUT POWER



**Note:** Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'C' Spline (1 1/4" 14 tooth)	8000	8000
SAE 'C' Tandem (1 1/4" 14 tooth)	12500	-
SAE 'C' Key ( 1 1/4" keyed)	7500	7500
Connecting Shaft	-	10000

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

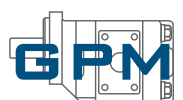
Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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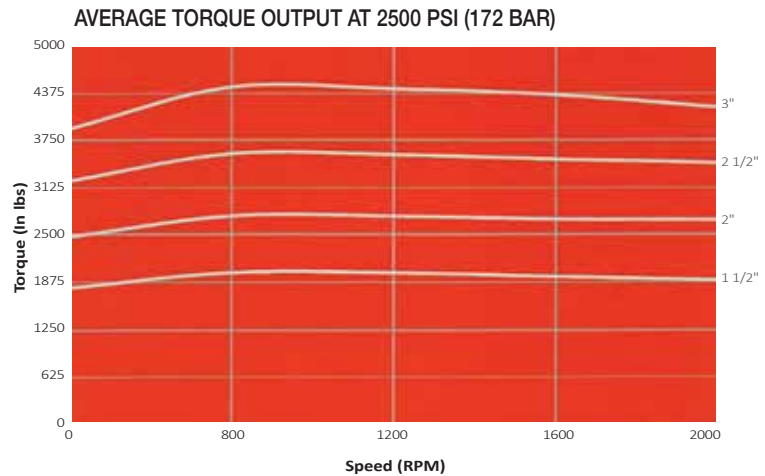
# GM 176 SERIES GEAR MOTOR

## AVERAGE PERFORMANCE

SPEED	1 1/2" Gears			2" Gears			2 1/2" Gears			3" Gears		
	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER	INPUT FLOW	OUTPUT TORQUE	OUTPUT POWER
800	25.0	2000.0	25.4	32.0	2750.0	34.9	42.0	3750.0	47.6	49.5	4450.0	56.5
	(94.6)	225.0	18.9	(121.0)	310.0	26.0	(159.0)	423.0	35.5	(187.0)	502.0	42.1
1200	36.0	2000.0	38.1	48.0	2750.0	52.4	60.0	3560.0	67.8	72.5	4400.0	83.8
	(136.2)	225.0	28.4	(181.6)	310.0	39.1	(227.0)	402.0	50.6	(274.0)	497.0	62.5
1600	48.0	1950.0	49.5	64.0	2710.0	68.8	78.0	3500.0	88.9	94.0	4355.0	110.6
	(181.6)	220.0	36.9	(242.0)	306.0	51.3	(295.0)	395.0	66.3	(356.0)	492.0	82.5
2000	59.5	1900.0	60.3	78.5	2700.0	85.7	96.5	3450.0	109.5	115.0	4184.0	132.8
	(225.0)	214.0	44.9	(297.0)	305.0	63.9	(365.0)	389.0	81.7	(435.0)	472.0	99.0

Note: Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses) Output Power Hp (kW in parentheses)

$$HP = \frac{T \times RPM}{63025}$$



## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'C' Spline (1 1/4" 14 tooth)	8000	8000
SAE 'C' Tandem (1 1/4" 14 tooth)	12500	-
SAE 'C' Key (1 1/4" keyed)	7500	7500
Connecting Shaft	-	10000

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

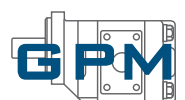
Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

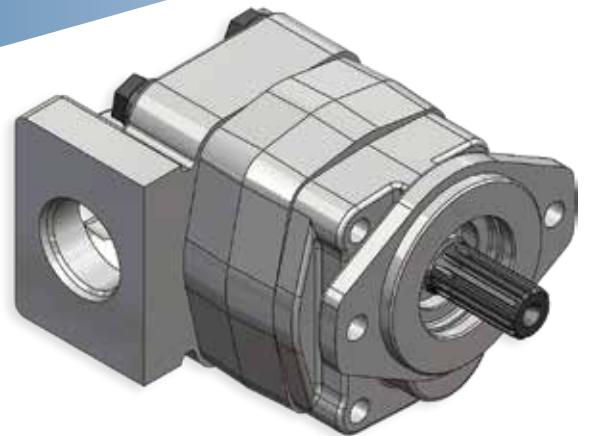


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# GP/GM 215 SERIES PUMPS



The GP/GM 215 is the smallest of a series of high pressure gear pumps/motors.

Compacted graphite iron gear housings are utilised, combined with teflon-coated steel bush journal bearings. This provides excellent performance in high pressure mobile applications.

Available in 10cc to 40cc configurations, with a pressure rating of up to 240 Bar (dependent on gear size).

## OPTIONS

- Double Bearing SEC with 1" keyed Shaft (Fan Motor only P70)
- Multiple sections
- Rear Ports available
- Flanged Ports (Code 61)
- Common inlet for multiple
- pump assemblies

CODE	05	07	10	12	15	17	20
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
Displacement (cc/rev) (cu in/rev)	10.2 (0.62)	15.2 (0.93)	20.3 (1.24)	25.4 (1.55)	30.5 (1.86)	35.6 (2.17)	40.6 (2.48)
Maximum Pressure (BAR) (PSI)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	220 (3200)	220 (2900)	172 (2500)
Maximum Speed (RPM)	3000	3000	3000	3000	3000	3000	3000

$$T = \frac{HP \times 63025}{RPM}$$



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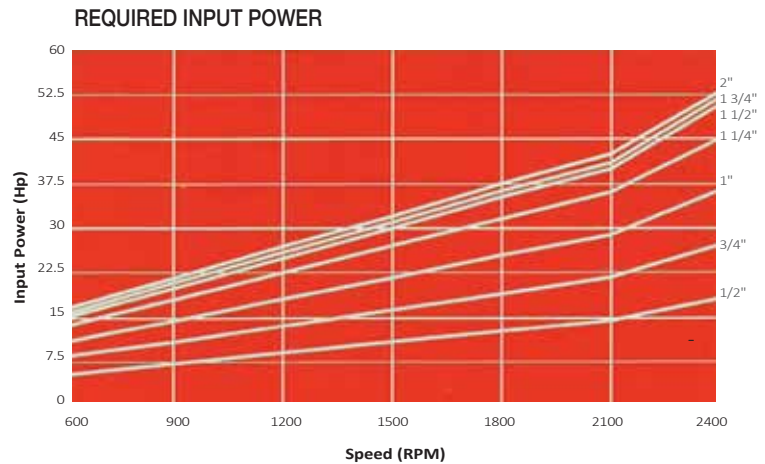
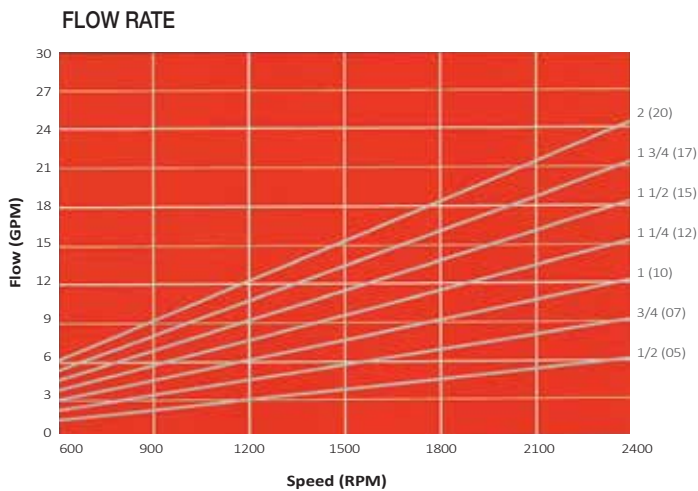
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## FLOW RATES

SPEED/GEAR WIDTH	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
900	2.3 (8.7)	3.5 (13.2)	4.6 (17.4)	5.8 (22.0)	7.0 (26.5)	8.1 (30.6)	9.3 (35.2)
1200	3.1 (11.7)	4.6 (17.4)	6.1 (23.0)	7.7 (29.0)	9.3 (35.2)	11.8 (44.6)	12.9 (48.8)
1500	3.9 (14.7)	5.9 (22.3)	7.8 (29.5)	9.7 (36.7)	11.6 (43.9)	13.5 (51.0)	15.6 (59.0)
1800	4.6 (17.4)	7.0 (26.5)	9.3 (35.2)	11.6 (44.0)	13.9 (52.6)	16.2 (61.3)	18.6 (70.4)
2100	5.5 (20.8)	8.2 (31.0)	10.8 (40.8)	13.5 (51.0)	16.2 (61.3)	18.9 (71.5)	21.8 (82.5)
2400	6.1 (23.0)	9.3 (35.2)	12.4 (46.9)	15.5 (58.6)	18.6 (70.4)	21.7 (82.1)	24.7 (93.4)
3000	7.8 (29.5)	11.6 (44.0)	15.6 (73.0)	19.3 (73.0)	23.2 (87.8)	27.1 (102.5)	31.1 (117.7)

**Note:** Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).



**Note:** Horsepower calculated at 2000 psi for all gear widths

1/2" at 3500 psi  
 3/4" at 3500 psi  
 1" at 3500 psi  
 1 1/4" at 3500 psi  
 1 1/2" at 3300 psi  
 1 3/4" at 2900 psi  
 2" at 2500 psi

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'A' Spline (5/8" 9 tooth)	4450	-
SAE 'B' Spline (7/8" 13 tooth)	13200	-
SAE 'B' Key ( 7/8" keyed)	9500	-
Connecting Shaft	-	5500

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

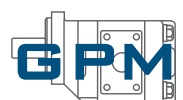
Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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# GM 215 SERIES GEAR MOTOR

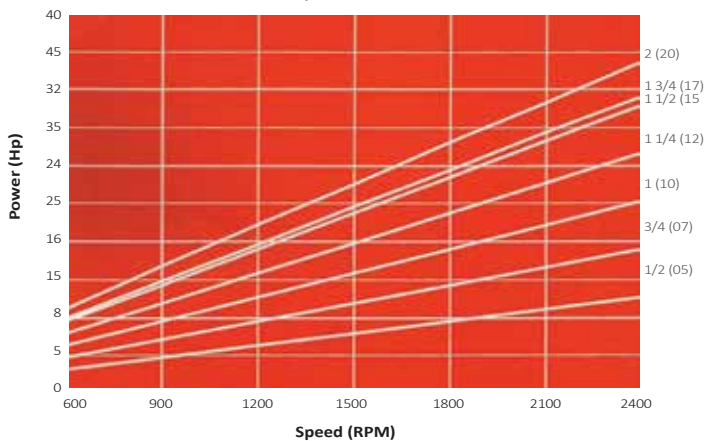
## AVERAGE PERFORMANCE

SPEED	1" Gears		1 1/4" Gears		1 1/2" Gears		1 3/4" Gears		2" Gears	
	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE
900	6.0 (22.7)	570.0 (64.0)	7.0 (26.5)	711.0 (80.0)	8.2 (31.0)	850.0 (96.0)	9.6 (36.3)	830.0 (93.0)	11.0 (41.6)	940.0 (106.0)
1200	7.5 (28.3)	570.0 (64.0)	9.2 (35.0)	711.0 (80.0)	11.0 (41.6)	850.0 (96.0)	13.0 (49.0)	830.0 (93.0)	14.6 (55.0)	940.0 (106.0)
1500	9.2 (35.0)	570.0 (64.0)	11.5 (43.5)	710.0 (80.0)	13.6 (51.6)	850.0 (96.0)	16.0 (60.5)	830.0 (93.0)	18.0 (68.0)	930.0 (105.0)
1800	11.3 (42.7)	565.0 (63.0)	14.0 (53.0)	705.0 (79.0)	16.0 (60.5)	840.0 (94.0)	19.0 (72.0)	820.0 (92.0)	21.5 (81.0)	930.0 (105.0)
2100	12.8 (48.6)	565.0 (63.0)	16.0 (60.5)	705.0 (79.0)	19.0 (72.0)	840.0 (94.0)	22.0 (83.6)	820.0 (92.0)	25.0 (94.6)	920.0 (104.0)
2400	14.5 (55.0)	560.0 (62.0)	18.2 (69.0)	690.0 (78.0)	21.6 (82.0)	830.0 (93.0)	25.5 (96.5)	810.0 (91.0)	28.0 (106.0)	920.0 (104.0)
3000	18.0 (68.5)	560.0 (62.0)	22.5 (85.0)	690.0 (78.0)	27.0 (102.0)	830.0 (93.0)	31.5 (119.5)	810.0 (91.0)	36.0 (136.0)	910.0 (102.0)

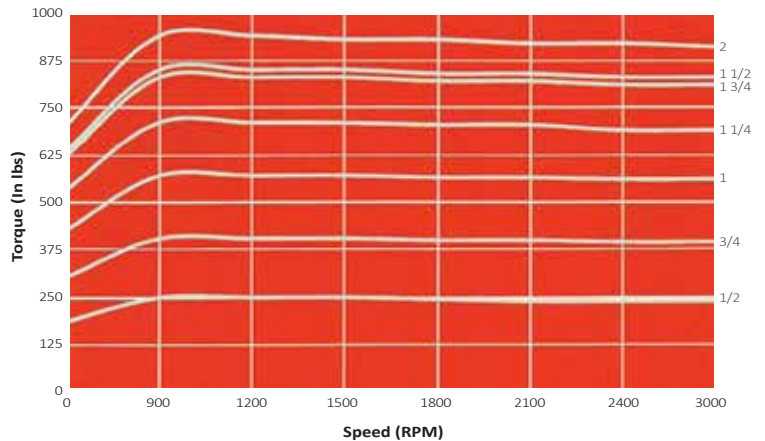
Note: Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses)

$$HP = \frac{T \times RPM}{63025}$$

### AVERAGE PERFORMANCE DATA AT 3000 PSI (207 BAR) Nb 1 3/4" and 2" at 2500 psi



### AVERAGE TORQUE OUTPUT AT 3000 PSI (207 BAR)



Note: Torque calculated at 3000 psi (1 3/4" and 2" at 2500 psi)

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'A' Spline (5/8" 9 tooth)	4450	-
SAE 'B' Tandem (7/8" 13 tooth)	13000	-
SAE 'B' Key (7/8" keyed)	9000	-
Connecting Shaft	-	5250

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

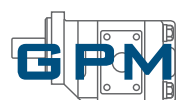
Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

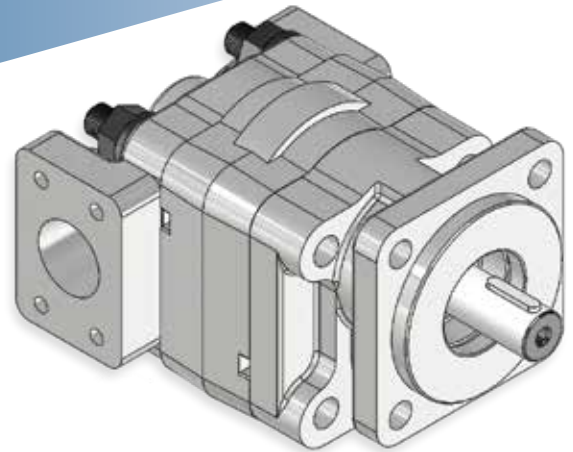


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# GP/GM 230 SERIES PUMPS



The GP/GM 230 is the next size series of high pressure gear pumps/motors.

Compacted graphite iron gear housings are utilised, combined with teflon-coated steel bush journal bearings. This provides excellent performance in high pressure mobile applications.

Available in 16cc to 64cc configurations, with a pressure rating of up to 240 Bar (dependent on gear size).

## OPTIONS

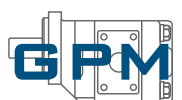
- Flanged Ports Code 61  
(Code 62 available on request)
- Viton Seals
- Multiple Assembly
- Continental Shaft
- Shorten/Drill and Tap Shafts
- Rear Ports
- Transmission Seals with drain
- Stepdown options with GP 215
- 2 Bolt 'A' mount available on request
- Common inlet port for multiple sections/stepdown pumps

CODE	05	07	10	12	15	17	20
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
Displacement (cc/rev) (cu in/rev)	10.2 (0.62)	15.2 (0.93)	20.3 (1.24)	25.4 (1.55)	30.5 (1.86)	35.6 (2.17)	40.6 (2.48)
Maximum Pressure (BAR) (PSI)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	220 (2900)	207 (3000)
Maximum Speed (RPM)	3000	3000	3000	3000	3000	3000	3000



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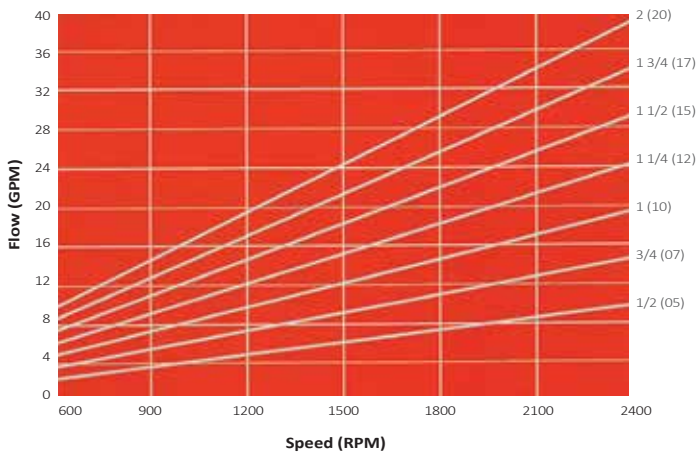


## FLOW RATES

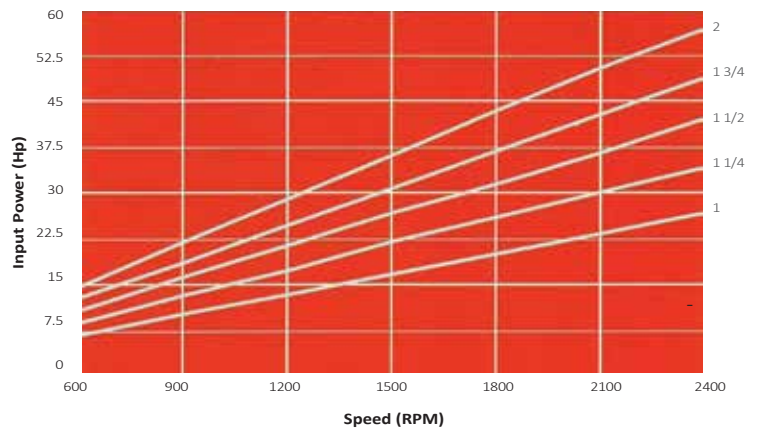
SPEED/GEAR WIDTH	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
600	2.57 (7.5)	3.47 (13.0)	4.61 (17.4)	5.76 (21.8)	6.9 (26.0)	8.0 (30.5)	9.3 (35.0)
900	3.4 (12.8)	5.2 (19.5)	6.9 (26.0)	8.7 (33.0)	10.5 (40.0)	12.2 (46.0)	14.0 (53.0)
1200	5.0 (18.9)	6.9 (26.0)	9.4 (35.6)	11.8 (44.6)	14.4 (54.0)	16.5 (62.0)	19.0 (71.5)
1500	5.7 (21.5)	8.6 (32.7)	17.7 (44.5)	14.8 (56.5)	17.8 (67.0)	20.8 (79.0)	23.8 (90.0)
1800	7.0 (26.5)	10.6 (40.0)	14.0 (53.5)	17.8 (67.0)	21.6 (82.0)	25.0 (94.0)	28.5 (108.0)
2100	8.1 (30.6)	12.3 (47.0)	16.5 (62.5)	21.0 (80.0)	25.3 (95.0)	29.5 (111.0)	33.5 (127.0)
2400	9.2 (35.0)	14.3 (54.0)	19.0 (72.0)	24.0 (91.0)	29.0 (109.0)	33.7 (127.0)	38.5 (145.0)
3000	11.5 (44.0)	17.8 (67.5)	24.0 (91.0)	30.0 (114.0)	36.0 (136.0)	42.0 (159.0)	48.0 (182.0)

**Note:** Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).

## FLOW RATE



## REQUIRED INPUT POWER



**Note:** Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'B' Spline (7/8" 13 tooth)	8400	6250
SAE 'B' Key (7/8" keyed)	6250	6250
SAE 'BB' Spline (1" 15 tooth)	13000	-
SAE 'BB' Key (1" keyed)	9300	6250
SAE 'C' Spline (1 1/4" 14 tooth)	-	6250
Connecting Shaft	-	6250

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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# GM 230 SERIES GEAR MOTOR

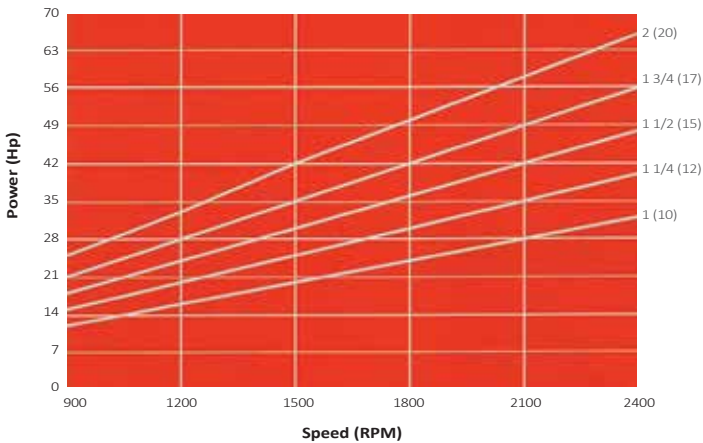
## AVERAGE PERFORMANCE

SPEED	1" Gears		1 1/4" Gears		1 1/2" Gears		1 3/4" Gears		2" Gears	
	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE
900	9.5 (35.0)	865.0 (97.0)	11.3 (43.0)	1080.0 (122.0)	13.7 (52.0)	1310.0 (148.0)	15.8 (60.0)	1530.0 (172.0)	17.7 (67.0)	1765.0 (199.0)
1200	11.8 (45.0)	860.0 (97.0)	14.7 (56.0)	1080.0 (122.0)	17.7 (67.0)	1310.0 (148.0)	20.6 (78.0)	1530.0 (172.0)	22.7 (86.0)	1760.0 (199.0)
1500	14.5 (55.0)	855.0 (96.0)	18.2 (69.0)	1070.0 (120.0)	21.6 (82.0)	1300.0 (146.0)	24.8 (94.0)	1520.0 (171.0)	28.5 (108.0)	1755.0 (198.0)
1800	17.1 (65.0)	850.0 (96.0)	21.6 (82.0)	1060.0 (119.0)	25.8 (98.0)	1300.0 (146.0)	29.3 (111.0)	1510.0 (170.0)	33.5 (127.0)	1735.0 (196.0)
2100	20.3 (77.0)	850.0 (96.0)	25.0 (95.0)	1055.0 (119.0)	29.8 (113.0)	1295.0 (146.0)	34.3 (130.0)	1505.0 (170.0)	38.8 (147.0)	1700.0 (192.0)
2400	23.2 (88.0)	845.0 (95.0)	28.4 (107.0)	1050.0 (118.0)	33.2 (126.0)	1290.0 (145.0)	38.8 (147.0)	1495.0 (169.0)	44.1 (167.0)	1695.0 (191.0)
3000	28.8 (109.0)	830.0 (93.0)	35.1 (107.0)	1040.0 (117.0)	42.2 (159.0)	1280.0 (144.0)	49.2 (186.0)	1485.0 (167.0)	56.3 (213.0)	1685.0 (190.0)

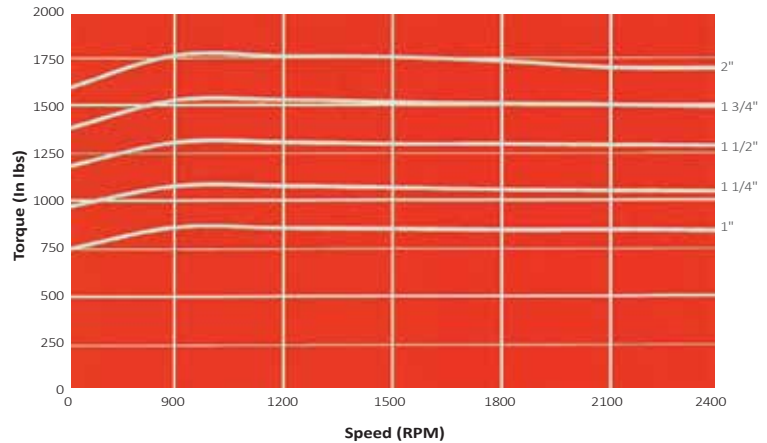
Note: Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses)

$$HP = \frac{T \times RPM}{63025}$$

AVERAGE PERFORMANCE DATA AT 3000 PSI (207 BAR)



AVERAGE TORQUE OUTPUT AT 3000 PSI (207 BAR)



## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'B' Spline (7/8" 13 tooth)	8450	6250
SAE 'B' Key ( 7/8" keyed)	6250	6250
SAE 'BB' Spline (1" 15 tooth)	13000	-
SAE 'BB' Key ( 1" keyed)	9300	6250
SAE 'C' Spline (1 1/4" 14 tooth)	-	6250
Connecting Shaft	-	6250

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

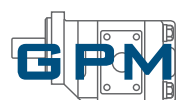
Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

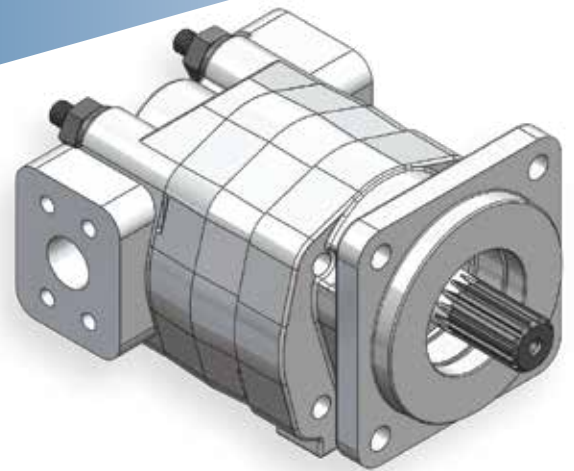


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# GP/GM 250 SERIES PUMPS



The GP/GM 250 is the mid range series of high pressure gear pumps.

Compacted graphite iron gear housings are utilised, combined with teflon-coated steel bush journal bearings. This provides excellent performance in high pressure mobile applications.

Available in 20cc to 104cc configurations, with a pressure rating of up to 240 Bar (dependent on gear size).

CODE	05	07	10	12	15	17	20	22	25
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2
Displacement (cc/rev) (cu in/rev)	20.9 (1.28)	31.3 (1.91)	41.8 (2.55)	52.2 (3.19)	62.7 (3.83)	73.1 (4.46)	83.6 (5.1)	94.0 (5.74)	104.5 (6.38)
Maximum Pressure (BAR) (PSI)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	220 (3200)	207 (3000)	190 (2750)	173 (2500)
Maximum Speed (RPM)	2400	2400	2400	2400	2400	2400	2400	2400	2400

## OPTIONS

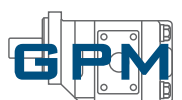
- Flanged Ports Code 61 (Code 62 on request)
- Viton Seals
- Multiple Assembly
- Shorten/Drill and Tap Shafts
- Rear Ports
- Transmission Seals with drain
- Stepped down with 215 series
- Add On options with 2 Bolt 'A' or 'B', 9 or 13 tooth female inputs
- Common inlets for multiple sections and step downs

$$T = \frac{HP \times 63025}{RPM}$$



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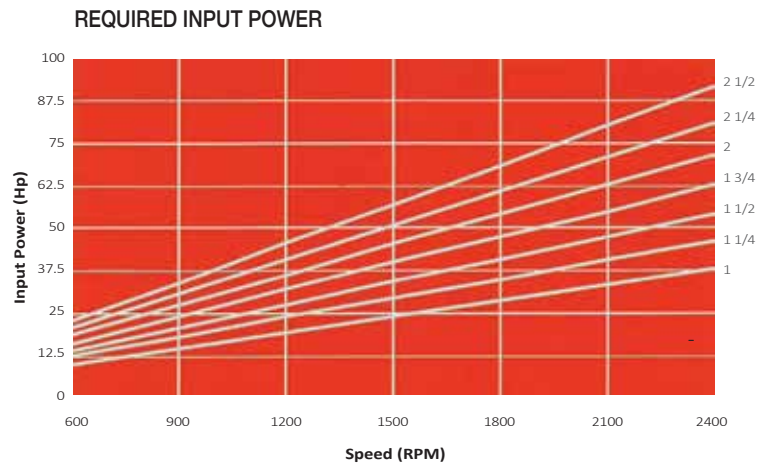
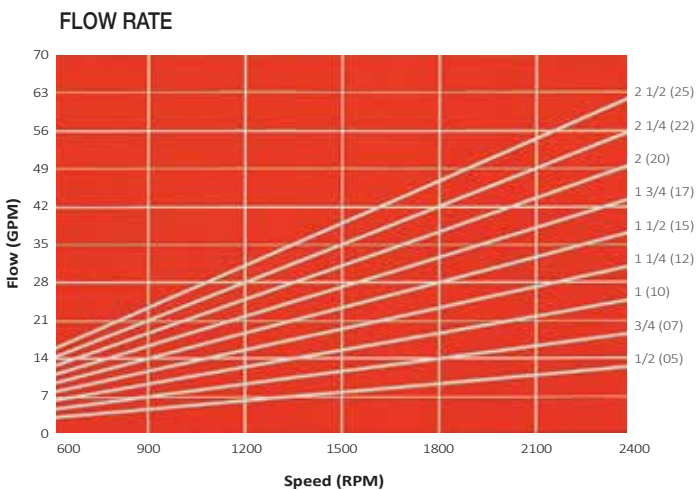


# GP 250 SERIES GEAR PUMP

## FLOW RATES

SPEED/GW	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4
600	2.65 (10.0)	4.2 (16.0)	5.8 (22.0)	7.4 (28.0)	9.2 (35.0)	10.8 (41.0)	12.4 (47.0)	13.7 (52.0)
900	3.97 (15.0)	6.3 (24.0)	8.8 (33.5)	11.3 (43.0)	13.7 (52.0)	16.0 (61.0)	18.5 (70.0)	20.8 (79.0)
1200	5.5 (21.0)	9.0 (34.0)	12.0 (46.0)	15.3 (58.0)	18.5 (70.0)	21.6 (82.0)	24.8 (94.0)	28.0 (106.0)
1500	7.0 (27.0)	11.2 (42.5)	15.2 (57.5)	19.2 (73.0)	23.0 (88.0)	27.4 (104.0)	31.0 (118.0)	34.8 (132.0)
1800	8.45 (32.0)	13.4 (51.0)	18.2 (69.0)	23.0 (87.5)	28.0 (106.0)	32.7 (124.0)	37.5 (142.0)	41.7 (158.0)
2100	9.9 (37.5)	15.4 (59.5)	21.2 (80.5)	27.0 (102.0)	32.5 (123.0)	38.0 (144.0)	43.6 (165.0)	48.8 (185.0)
2400	11.3 (43.0)	17.9 (68.0)	24.3 (92.0)	30.7 (116.5)	37.0 (140.0)	43.3 (164.0)	49.6 (188.0)	55.4 (210.0)

**Note:** Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).



**Note:** Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'B' Spline (7/8" 13 tooth)	6450	6450
SAE 'BB' Spline (1" 15 tooth)	9900	-
SAE 'BB' Key (1" keyed)	7100	7100
SAE 'C' Spline (1 1/4" 14 tooth)	19000	9000
SAE 'C' Key (1 1/4" keyed)	13900	9000
Connecting Shaft	-	9000

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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# GM 250 SERIES GEAR MOTOR

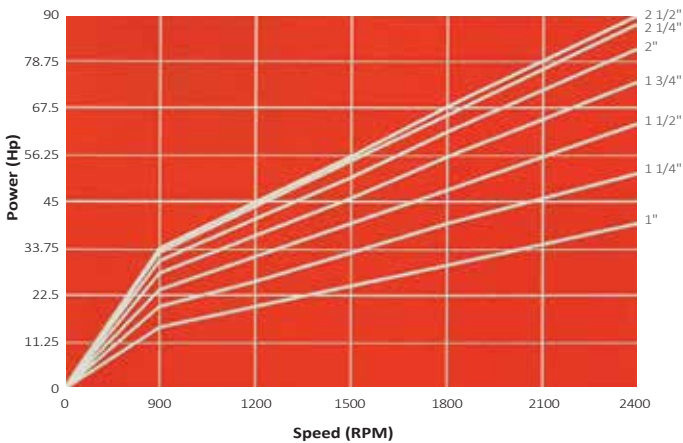
## AVERAGE PERFORMANCE

SPEED	1 1/4" Gears		1 1/2" Gears		2" Gears		2 1/2" Gears	
	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE
900	14.5 (55.0)	1400.0 (160.0)	17.1 (65.0)	1672.0 (188.0)	22.9 (87.0)	2320.0 (262.0)	29.0 (110.0)	2380.0 (268.0)
1200	19.2 (73.0)	1380.0 (156.0)	22.9 (87.0)	1672.0 (189.0)	30.6 (116.0)	2300.0 (259.0)	37.5 (142.0)	2370.0 (267.0)
1500	23.7 (90.0)	1360.0 (154.0)	28.2 (107.0)	1663.0 (188.0)	37.7 (143.0)	2270.0 (256.0)	45.9 (174.0)	2350.0 (265.0)
1800	28.0 (106.0)	1350.0 (153.0)	33.2 (126.0)	1637.0 (185.0)	44.3 (168.0)	2250.0 (254.0)	54.0 (205.0)	2340.0 (264.0)
2100	32.2 (122.0)	1330.0 (150.0)	38.5 (146.0)	1619.0 (183.0)	51.5 (195.0)	2240.0 (253.0)	62.8 (238.0)	2320.0 (262.0)
2400	36.9 (140.0)	1320.0 (149.0)	44.1 (167.0)	1610.0 (182.0)	58.0 (220.0)	2240.0 (253.0)	70.8 (268.0)	2300.0 (259.0)

Note: Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses)

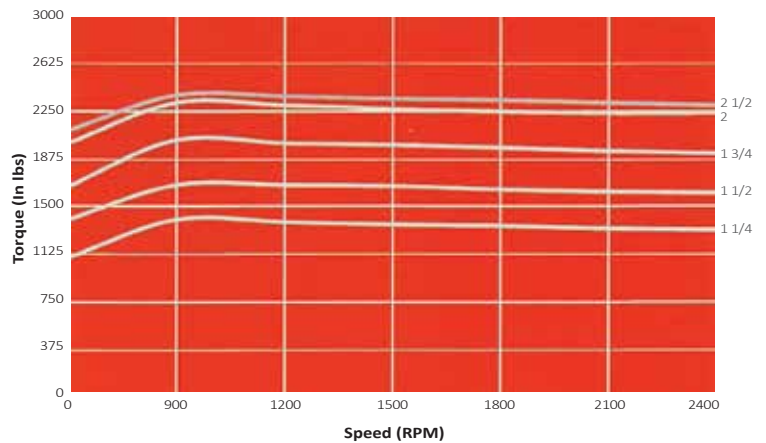
$$HP = \frac{T \times RPM}{63025}$$

AVERAGE PERFORMANCE DATA AT 3000 PSI (207 BAR)



Note: 2 1/4" and 2 1/2" at 2500 psi (172 Bar)

AVERAGE TORQUE OUTPUT



Note: Torque calculated at 3000 psi, except 2 1/4" and 2 1/2" gears (2500 psi)

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'B' Spline (7/8" 13 tooth)	6450	6450
SAE 'BB' Spline (1" 15 tooth)	9900	9000
SAE 'BB' Key ( 1" keyed)	700	7000
SAE 'C' Spline (1 1/4" 14 tooth)	19000	9000
SAE 'C' Key (1 1/4" keyed)	13900	9000
Connecting Shaft	-	9000

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

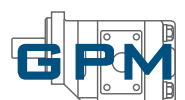
Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

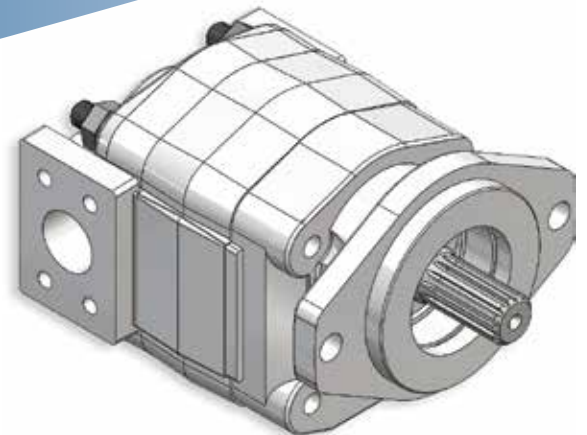


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# GP/GM 265 SERIES PUMPS



The GP/GM 265 is the largest of a series of high pressure gear pumps.

Compacted graphite iron gear housings are utilised, combined with teflon-coated steel bush journal bearings. This provides excellent performance in high pressure mobile applications.

Available in 44cc to 147cc configurations, with a pressure rating of up to 240 Bar (dependent on gear size).

CODE	07	10	12	15	17	20	22	25	27	30
Gear Size (inches)	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	3 1/4	3 1/2
Displacement (cc/rev) (cu in/rev)	44.3 (2.7)	59 (3.6)	73.8 (4.5)	88.5 (5.4)	103.3 (6.3)	118 (7.2)	132.8 (8.1)	147.5 (9.0)	163.5 (9.9)	178.4 (10.9)
Maximum Pressure (BAR) (PSI)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	220 (3200)	207 (3000)	200 (3000)	200 (3000)
Maximum Speed (RPM)	2400	2400	2400	2400	2400	2400	2400	2400	2400	2400

## OPTIONS

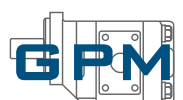
- Flanged Ports Code 61 (Code 62 on request)
- Viton Seals
- Multiple Assembly
- Shorten/Drill and Tap Shafts
- Transmission Seals with drain
- Stepped down with 230 series
- Add On options with 2 Bolt 'A' or 'B', 9, 13 or 15 tooth female inputs
- Common inlets for multiple sections and step downs

$$T = \frac{HP \times 63025}{RPM}$$



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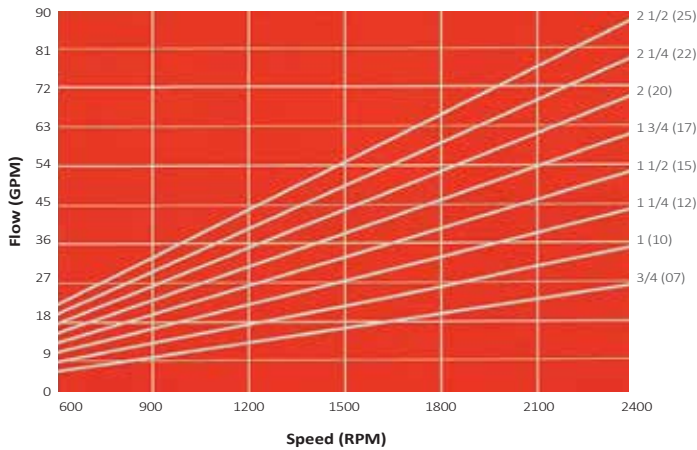


## FLOW RATES

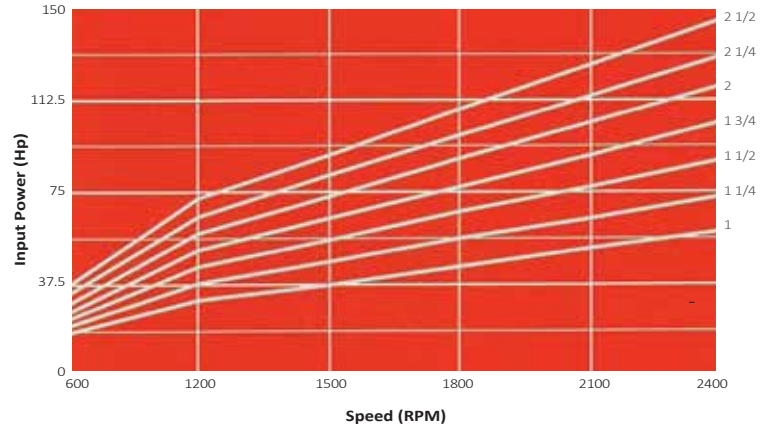
SPEED/GW	3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2
600	5.9 (22.5)	7.5 (28.5)	10.0 (37.8)	12.5 (47.3)	14.7 (55.6)	16.5 (62.4)	19.0 (72.0)	21.0 (79.6)
900	8.6 (32.5)	11.4 (43.1)	15.4 (58.2)	18.9 (71.6)	22.0 (83.0)	25.2 (95.5)	28.0 (106.0)	31.5 (119.4)
1200	11.4 (43.0)	16.6 (63.0)	21.0 (79.6)	25.0 (94.6)	30.0 (114.0)	34.0 (128.6)	38.7 (146.4)	42.5 (161.0)
1500	14.8 (56.0)	20.5 (77.6)	26.0 (98.4)	32.0 (121.0)	38.0 (144.0)	43.0 (162.7)	49.5 (187.4)	53.7 (203.5)
1800	18.5 (70.0)	25.5 (96.6)	31.5 (119.5)	39.0 (148.0)	45.6 (172.7)	51.6 (195.3)	59.4 (225.0)	64.5 (244.0)
2100	21.5 (81.3)	30.0 (113.9)	37.6 (142.0)	45.0 (170.0)	53.2 (201.1)	60.8 (230.4)	70.0 (265.0)	77.0 (291.0)
2400	25.0 (94.6)	34.6 (131.0)	43.0 (162.8)	52.0 (196.0)	61.5 (232.9)	70.3 (266.0)	80.0 (302.8)	88.0 (333.0)

Note: Speed in RPM, Flow in US GPM (Flow in Litres/min in parentheses).

### FLOW RATE



### REQUIRED INPUT POWER



Note: Horsepower calculated at 2000 psi for all gear widths

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'C' Spline (1 1/4" 14 tooth)	14900	11950
SAE 'C' Key (1 1/4" keyed)	10800	10800
Connecting Shaft	-	11950

For each section of a pump, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

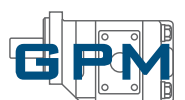
Multiple pumps, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.



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# GM 265 SERIES GEAR MOTOR

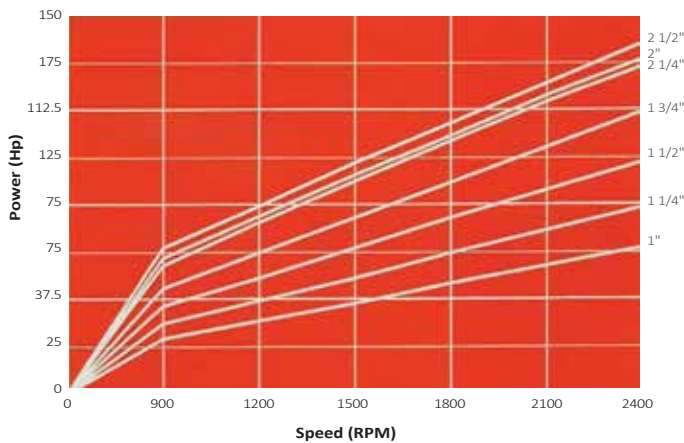
## AVERAGE PERFORMANCE

SPEED	1 1/2" Gears		1 3/4" Gears		2" Gears		2 1/2" Gears	
	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE
900	25.8 (98.0)	2445.0 (276.0)	29.5 (112.0)	2950.0 (333.0)	33.0 (125.0)	3800.0 (429.0)	40.0 (151.0)	4120.0 (460.0)
1200	33.0 (125.0)	2425.0 (274.0)	37.5 (142.0)	2930.0 (331.0)	42.5 (161.0)	3700.0 (418.0)	52.0 (197.0)	3980.0 (450.0)
1500	40.0 (151.0)	2380.0 (269.0)	46.0 (174.0)	2890.0 (326.0)	52.0 (197.0)	3640.0 (411.0)	63.5 (240.0)	3890.0 (440.0)
1800	47.0 (178.0)	2370.0 (267.0)	53.8 (204.0)	2860.0 (323.0)	61.0 (231.0)	3580.0 (404.0)	75.0 (284.0)	3760.0 (425.0)
2100	54.0 (204.0)	2300.0 (260.0)	62.6 (237.0)	2830.0 (319.0)	70.0 (267.0)	3530.0 (398.0)	87.0 (329.0)	3717.0 (420.0)
2400	61.0 (231.0)	2250.0 (254.0)	70.5 (267.0)	2800.0 (316.0)	80.0 (303.0)	3470.0 (392.0)	98.5 (373.0)	3700.0 (418.0)

Note: Input Flow US GPM (LPM in parentheses) Output Torque in lbs (Nm in parentheses)

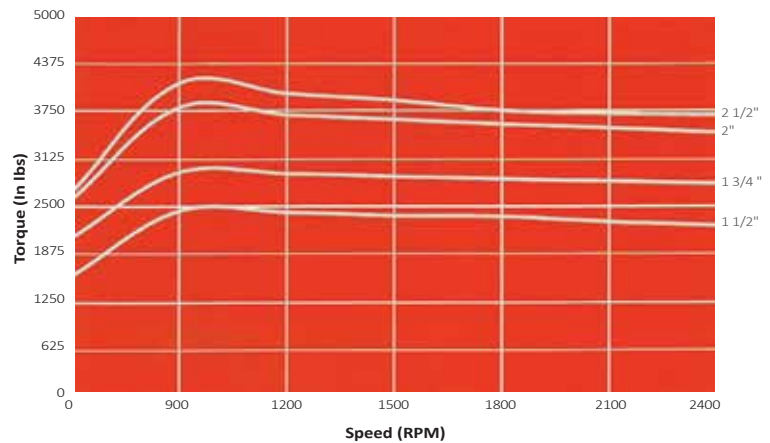
$$HP = \frac{T \times RPM}{63025}$$

AVERAGE PERFORMANCE DATA AT 3000 PSI (207 BAR)



Note: 2 1/2" gears at 2500 psi (172 Bar)

AVERAGE TORQUE OUTPUT AT 3000 PSI (207 BAR)



Note: Torque calculated at 300 psi, except for 2 1/2" gears (2500 psi)

## INPUT POWER LIMITING FACTOR

SHAFT STYLE	INTEGRAL SHAFT & GEAR	TWO PIECE STYLE
SAE 'C' Spline (1 1/4" 14 tooth)	14900	11950
SAE 'C' Key (1 1/4" keyed)	10800	10800
Connecting Shaft	-	11950

For each section of a motor, this is determined by the maximum pressure (psi) multiplied by the gear width (inches).

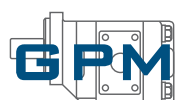
Multiple motors, each section is added together. The total must not exceed the numbers in the corresponding table.

Refer to start of section for an explanation of the PL factor.

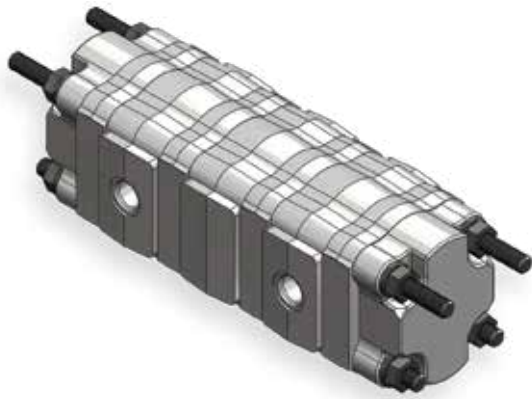


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# GF 131 / 151 / 176 FLOW DIVIDERS



Rotary Gear Flow Dividers are an excellent means of splitting a single pump output flow into as many as 6 independent flows. The divided flows can either be equal or unequal in displacement and are pressure independent.

They are manufactured from the same high quality components used across the GPM pump and motor series.

Unlike fixed spool or orifice-type flow dividers, rotary gear flow dividers utilise all the available input horsepower. Unwanted downstream energy is used internally, rather than being converted into heat.

## EXAMPLE

Two motors are running off a single pump. One motor runs at 1000 psi and the other runs at 2000 psi. Input flow is 20gpm.

For a **Fixed Spool Divider**, the calculation would be as follows:

$$\begin{aligned} \text{Input HP} &= \frac{\text{GPM} \times \text{PSI}}{1714} \\ &= \frac{(20 \times 2000)}{1714} \\ \text{Total HP} &= \mathbf{23.3 \text{ Hp}} \end{aligned}$$

$$\begin{aligned} \text{Downstream HP} \\ \text{Motor 1} &= \frac{(10 \times 2000)}{1714} \\ &= \mathbf{11.6 \text{ Hp}} \\ \text{Motor 2} &= \frac{(10 \times 1000)}{1714} \\ &= \mathbf{5.8 \text{ Hp}} \\ \text{Total HP} &= \mathbf{17.4 \text{ Hp}} \end{aligned}$$

For **Rotary Flow Dividers** →  
**Input HP = Total Output HP**

There would be a small loss due to friction between the rotating parts (approximately 1-2%). Again as in the example on the left, there is a lower downstream pressure in the second motor. The excess energy in the second gear section of the flow divider transfers across the unit via the connecting shaft, helping to drive the first gear section. This lowers the input pressure to drive both sections, therefore no energy is converted into heat.

The following formula can be used to calculate the input pressure:  
(This example assumes one inch gears for both sections)

$$\text{Input Pressure} \times \text{Total Gear Width} = (\text{Pressure} \times \text{Gear Width [1]} + \text{Pressure} \times \text{Gear Width [2]})$$

$$\text{PSI} \times 2'' = (2000 \times 1'') + (1000 \times 1'')$$

$$\text{PSI} = 3000/2''$$

$$\text{Input PSI} = \mathbf{1500 \text{ psi}}$$

Input flow in a rotary flow divider is still 20 gpm, but the input pressure has dropped to 1500 PSI.

Therefore 20 GPM x 1500 PSI = **17.4 Hp**

$$\begin{aligned} \text{Energy saved using a rotary flow instead of a fixed spool divider} \\ &= 23.3 - 17.4 = \mathbf{5.9 \text{ Hp}} \end{aligned}$$

(In a fixed spool flow divider, 5.9 Hp would be converted to heat).

By using a rotary gear flow divider instead of a fixed spool, the input pressure and heat output of the system can be lowered.

This results in 2 advantages:

- No wasted horsepower converted into heat
- Extended pump life due to the pump working at lower pressure

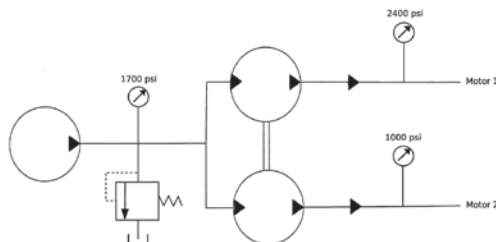
## Pressure Intensification

Maximum pressure relief valves must be used in all downstream legs of a rotary flow divider, and between the hydraulic pump and the inlet port of the flow divider. This guards against unwanted pressure intensification. However pressure intensification can be a desirable feature in a hydraulic circuit.

In the previous example the maximum pump pressure is 2000 psi, but Motor 1 may be required to go to 2400 psi, with Motor 2 remaining at 1000 psi. The same formula is applied:

$$\begin{aligned} \text{Input PSI} \times \text{Total Gear Width} &= (P1 \times \text{GW1}) + (P2 \times \text{GW2}) \\ \text{PSI} &= \frac{3400}{2} \\ \text{Input PSI} &= \mathbf{1700 \text{ psi}} \end{aligned}$$

The pump pressure rises to 1700 psi to achieve 2400 psi on Motor 1.



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## GF 131 SERIES - Size Selection

SIZE / SPEED	600	900	1200	1500	1800
1/2	2 (7)	3 (11)	4 (15)	5 (19)	6 (22)
3/4	3 (11)	5 (19)	7 (26)	8 (30)	10 (39)
1	4 (15)	6 (24)	9 (34)	11 (43)	14 (53)
1 1/4	5 (19)	8 (30)	11 (43)	14 (55)	18 (68)
1 1/2	6 (22)	10 (38)	14 (53)	17 (66)	21 (81)
1 3/4	7 (26)	12 (45)	16 (60)	20 (77)	25 (94)
2	8 (30)	13 (50)	19 (70)	23 (88)	29 (110)

**Note:** Output flow in US GPM (LPM in parentheses). Recommended range in dark columns.

## GF 151 SERIES - Size Selection

SIZE / SPEED	600	900	1200	1500	1800	2100
1/2	2 (7.5)	4.5 (17)	6 (22.5)	8 (30.5)	9.5 (36)	11 (41.5)
3/4	3.5 (13)	6 (22.5)	9 (34)	11.5 (43.5)	14 (53)	16 (60.5)
1	5 (19)	8.5 (32)	12 (45.5)	15 (57)	18 (68)	21.5 (81.5)
1 1/4	6.5 (24.5)	10.5 (39.5)	15 (57)	19 (72)	23 (87)	27 (102)
1 1/2	8 (30.5)	13 (49)	18 (68)	23 (87)	27.5 (104)	32.5 (123)
1 3/4	9.5 (36)	15 (57)	21 (79.5)	27 (102)	32.5 (123)	38.5 (146)
2	11 (41.5)	17.5 (66)	24 (91)	31 (117)	37.5 (142)	44 (167)
2 1/4	12.5 (47.5)	20 (75.5)	27 (102)	35 (132)	42 (159)	49.5 (187)
2 1/2	14 (53)	22 (83.5)	30 (114)	39 (148)	47 (178)	55 (208)

**Note:** Output flow in US GPM (LPM in parentheses). Recommended range in dark columns.

## GF 176 SERIES - Size Selection

SIZE / SPEED	600	900	1200	1500	1800	2100
1/2	2 (7.5)	4.5 (17)	6 (22.5)	8 (30.5)	9.5 (36)	11 (41.5)
3/4	3.5 (13)	6 (22.5)	9 (34)	11.5 (43.5)	14 (53)	16 (60.5)
1	5 (19)	8.5 (32)	12 (45.5)	15 (57)	18 (68)	21.5 (81.5)
1 1/4	6.5 (24.5)	10.5 (39.5)	15 (57)	19 (72)	23 (87)	27 (102)
1 1/2	8 (30.5)	13 (49)	18 (68)	23 (87)	27.5 (104)	32.5 (123)
1 3/4	9.5 (36)	15 (57)	21 (79.5)	27 (102)	32.5 (123)	38.5 (146)
2	11 (41.5)	17.5 (66)	24 (91)	31 (117)	37.5 (142)	44 (167)
2 1/4	12.5 (47.5)	20 (75.5)	27 (102)	35 (132)	42 (159)	49.5 (187)
2 1/2	14 (53)	22 (83.5)	30 (114)	39 (148)	47 (178)	55 (208)
2 3/4						
3						

**Note:** Output flow in US GPM (LPM in parentheses). Recommended range in dark columns.

### EXAMPLE Flow Divider Selection RPM

Input is 28 GPM

Output required is 19 x 9 GPM

**At 1200 RPM = 2" Gears x 1" Gears for a GF 131**

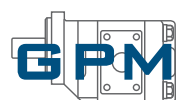
(Depending on downstream maximum pressure requirements)

**Note:** For pressures above 3000 psi (207 Bar), Bush Series Flow Dividers are available in 230, 250 and 265 Series

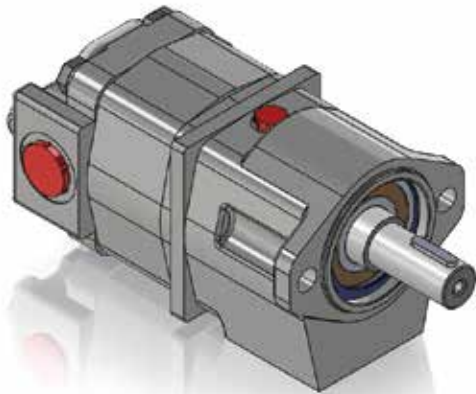


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# GM 215 FAN MOTOR



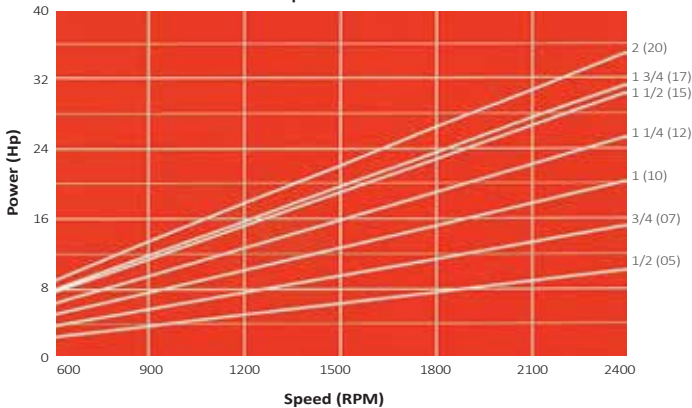
The GM 215 Fan Motor is a specially designed motor with an overhung load adapter built in.

Features of the motor include:

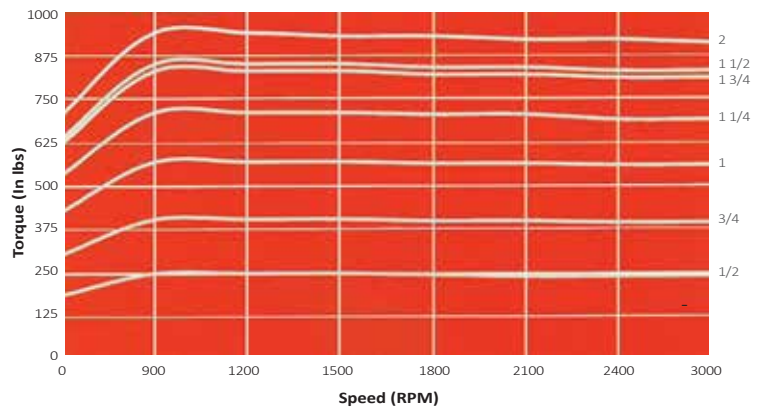
- Combination 2 Bolt 'A' mounting flange and bottom pad mount
- Long standout 1" keyed shaft, drilled and tapped to 5/16" unf
- Can be ordered with a built in over run, anticavitation check valve in the rear cover
- Special double front bearings make it suitable as a belt driven pump, or direct mounted fan drive motor

CODE	05	07	10	12	15	17	20
Gear Size (inches)	1/2	3/4	1	1 1/4	1 1/2	1 3/4	2
Displacement (cc/rev) (cu in/rev)	10.2 (0.62)	24.1 (1.48)	32.2 (1.97)	40.3 (2.46)	48.3 (2.96)	56.4 (3.45)	64.5 (3.94)
Maximum Pressure (BAR) (PSI)	240 (3500)	240 (3500)	240 (3500)	240 (3500)	220 (3200)	207 (3000)	172 (2500)
Maximum Speed (RPM)	3000	3000	3000	3000	3000	3000	3000

AVERAGE PERFORMANCE DATA AT 3000 PSI (207 BAR)  
Nb 1 3/4" and 2" at 2500 psi



AVERAGE TORQUE OUTPUT AT 3000 PSI (207 BAR)



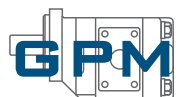
Note: Torque calculated at 3000 psi (2500 for 1 3/4" and 2")

## AVERAGE PERFORMANCE

SPEED	1" Gears		1 1/4" Gears		1 1/2" Gears		1 3/4" Gears		2" Gears	
	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE	INPUT FLOW	OUTPUT TORQUE
900	6.0 (22.7)	570.0 (64.0)	7.0 (26.5)	711.0 (80.0)	8.2 (31.0)	850.0 (96.0)	9.6 (36.3)	830.0 (93.0)	11.0 (41.6)	940.0 (106.0)
1200	7.5 (28.3)	570.0 (64.0)	9.2 (35.0)	711.0 (80.0)	11.0 (41.6)	850.0 (96.0)	13.0 (49.0)	830.0 (93.0)	14.6 (55.0)	940.0 (106.0)
1500	9.2 (35.0)	570.0 (64.0)	11.5 (43.5)	710.0 (80.0)	13.6 (51.6)	850.0 (96.0)	16.0 (60.5)	830.0 (93.0)	18.0 (68.0)	930.0 (105.0)
1800	11.3 (42.7)	565.0 (63.0)	14.0 (53.0)	705.0 (79.0)	16.0 (60.5)	840.0 (94.0)	19.0 (72.0)	820.0 (92.0)	21.5 (81.0)	930.0 (105.0)
2100	12.8 (48.6)	565.0 (63.0)	16.0 (60.5)	705.0 (79.0)	19.0 (72.0)	840.0 (94.0)	22.0 (83.6)	820.0 (92.0)	25.0 (94.6)	920.0 (104.0)
2400	14.5 (55.0)	560.0 (62.0)	18.2 (69.0)	690.0 (78.0)	21.6 (82.0)	830.0 (93.0)	25.5 (96.5)	810.0 (91.0)	28.0 (106.0)	920.0 (104.0)
3000	18.0 (68.5)	560.0 (62.0)	22.5 (85.0)	690.0 (78.0)	27.0 (102.0)	830.0 (93.0)	31.5 (119.5)	810.0 (91.0)	36.0 (136.0)	910.0 (102.0)



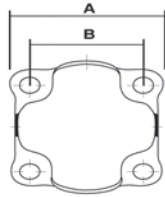
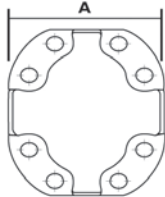
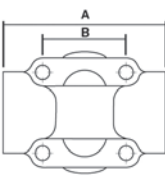
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# PUMP IDENTIFICATION

## EXTERNAL - PORT END COVER VIEW

Measurements in Millimeters

	120	131	125	151	176	215	230	250	265
	A	127.00	122.20	128.50	128.50				
	B	80.00	90.40	90.40	90.40				
	A	120.00	125.00		130.00	155.70			
	A						115.00	184.00	194.00
	B						60.00	90.50	90.00

## EXTERNAL - SHAFT END COVER VIEW

	120	131	125	151	176	215	230	250	265
SHAFT BEARING OD	52.00	52.00		68.50	80.00		52.00	68.50	80.00
SCREW IN RETAINER		X							

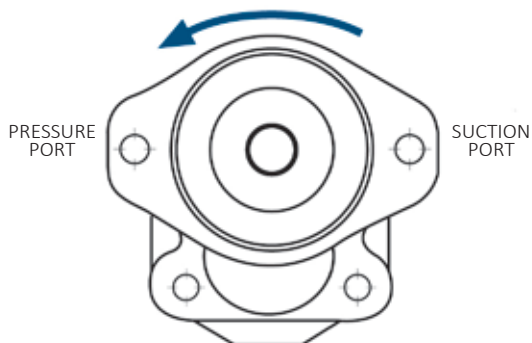
## INTERNAL

	120	131	125	151	176	215	230	250	265
DOWEL PINS		X		X	X	X	X	X	X
GEAR DIAMETER	53.30	53.30	60.83	60.83	76.10	44.50	53.30	60.83	76.10
ROLLER BEARING OD	43.00	43.00	49.00	49.00	59.00				
ID	27.00	27.00	32.00	32.00	38.10				
BUSH OD					27.10	30.30	37.00	42.30	
ID					24.30	27.40	33.20	38.50	

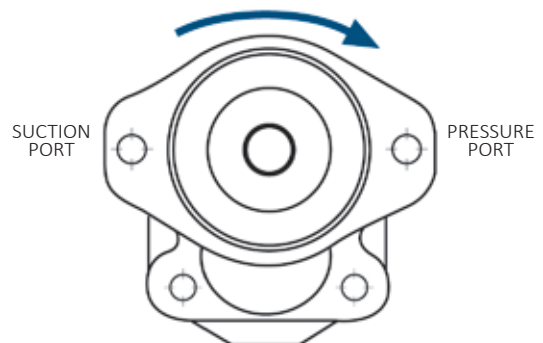
## ROTATION

TO DETERMINE ROTATION VIEW PUMP AS SHOWN. LOOK AT THE SHAFT END COVER OF PUMP WITH THE DRIVE SHAFT AT THE TOP. NOTE THE LOCATION OF THE PORTS.

### COUNTER CLOCKWISE (CCW)

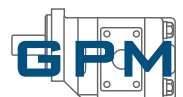


### CLOCKWISE (CW)



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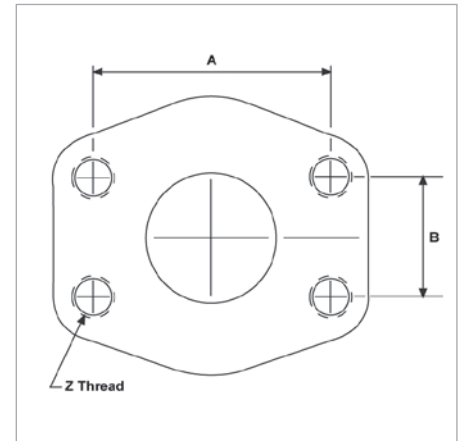
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# PORT IDENTIFICATION

Dimensions are for reference purpose only

SAE Flange Size (D)	Port ID mm	Dash Size	A		B		Thread (Z)	
			mm	inches	mm	inches	UNC	Metric
1/2"	12.50	-08	38.10	1.50	17.46	0.69	5/16" x 18	M8 x 1.25
3/4"	19.00	-12	47.63	1.88	22.22	0.88	3/8" x 16	M10 x 1.50
1"	24.50	-16	52.39	2.06	26.19	1.03	3/8" x 16	M10 x 1.50
1 1/4"	30.50	-20	58.72	2.31	30.16	1.19	7/16" x 14	M10 x 1.50
1 1/2"	39.50	-24	69.85	2.75	35.72	1.41	1/2" x 13	M12 x 1.75
2"	49.50	-32	77.79	3.06	42.86	1.69	1/2" x 13	M12 x 1.75
2 1/2"	63.00	-40	88.90	3.50	50.80	2.00	1/2" x 13	M12 x 1.75
3"	76.20	-48	106.38	4.19	62.93	2.44	5/8" x 11	M16 x 2.00



Port Size	UNO (ODT)		
	Dash Size	Port ID mm (inches)	Thread mm (inches)
1/8"	-05	6.85 (0.27)	5/16" - 24
1/4"	-07	10.00 (0.39)	7/16" - 20
3/8"	-09	13.00 (0.51)	9/16" - 18
1/2"	-12	17.00 (0.69)	3/4" - 16
5/8"	-14	20.50 (0.81)	7/8" - 14
3/4"	-17	24.50 (0.98)	1 1/6" - 12
1"	-21	30.50 (1.20)	1 5/6" - 12
1 1/4"	-26	39.00 (1.54)	1 5/8" - 12
1 1/2"	-30	45.00 (1.77)	1 7/8" - 12
2"	-40	61.50 (2.42)	2 1/2" - 12

Port Size	NPT		
	Dash Size	Port ID mm (inches)	Thread mm (inches)
1/8"	-02	8.3 (0.32)	1/8" - 27
1/4"	-04	10.75 (0.42)	1/4" - 18
3/8"	-06	14.25 (0.56)	3/8" - 18
1/2"	-08	17.50 (0.68)	1/2" - 14
5/8"	NA	NA	NA
3/4"	-12	22.75 (0.89)	3/4" - 14
1"	-16	28.50 (1.12)	1" - 11.50
1 1/4"	-20	37.50 (1.47)	1 1/4" - 11.50
1 1/2"	-24	43.50 (1.71)	1 1/2" - 11.50
2"	-32	55.50 (2.18)	2" - 11.50

Port Size	BSPP		
	Dash Size	Port ID mm (inches)	Thread mm (inches)
1/8"	-02	8.59 (0.34)	1/8" - 28
1/4"	-04	11.46 (0.45)	1/4" - 19
3/8"	-06	14.96 (0.59)	3/8" - 19
1/2"	-08	19.00 (0.74)	1/2" - 14
5/8"	NA	NA	NA
3/4"	-12	24.50 (0.96)	3/4" - 14
1"	-16	30.50 (1.20)	1" - 11
1 1/4"	-20	39.50 (1.56)	1 1/4" - 11
1 1/2"	-24	45.00 (1.77)	1 1/2" - 11
2"	-32	57.00 (2.24)	2" - 11

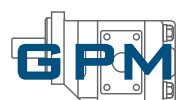
## PORTING ABBREVIATIONS

- NPT - National Pipe Thread Tapered
- ODT - SAE Straight Thread (JIC)
- SFU - Split Flange (UNC) \*
- SFM - Split Flange (Metric)
- BSP - British Standard Pipe

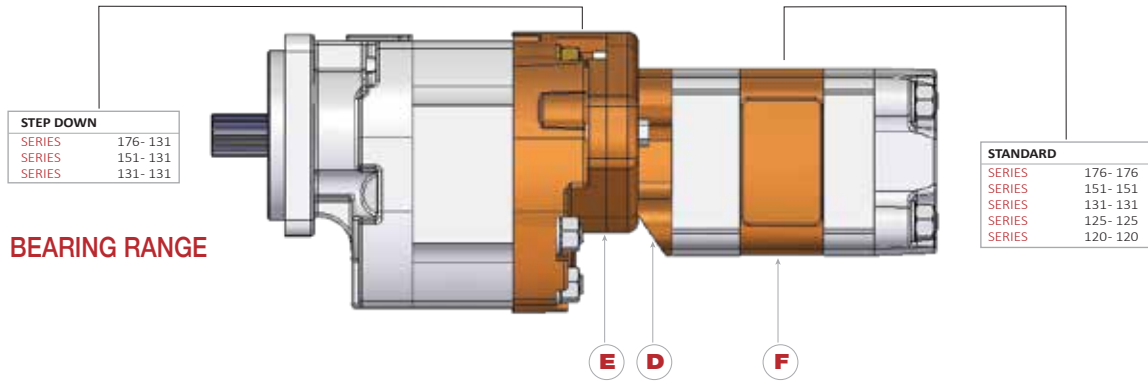


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# TORQUE SETTINGS



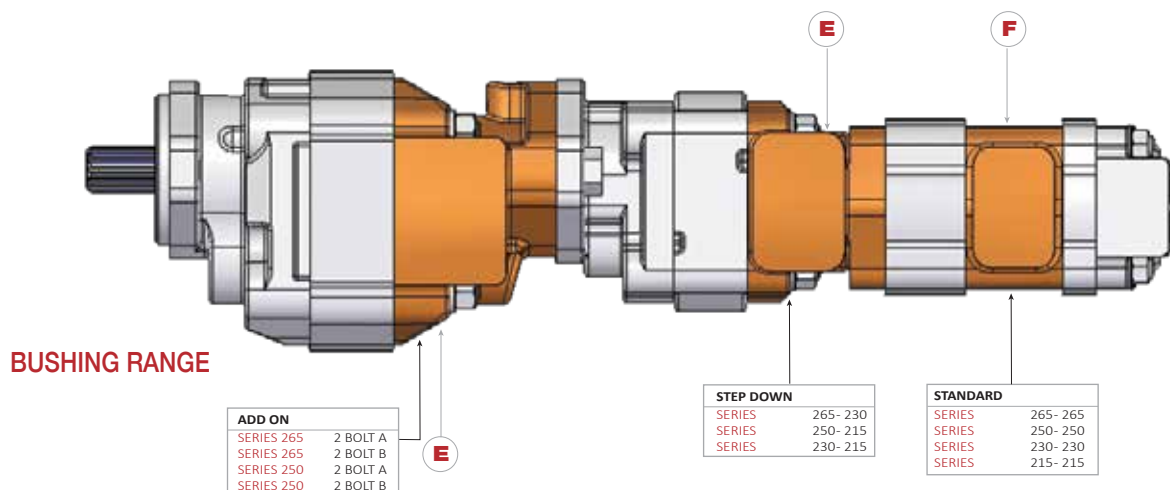
## PUMPS, MOTORS & FLOW DIVIDERS

### BEARING RANGE

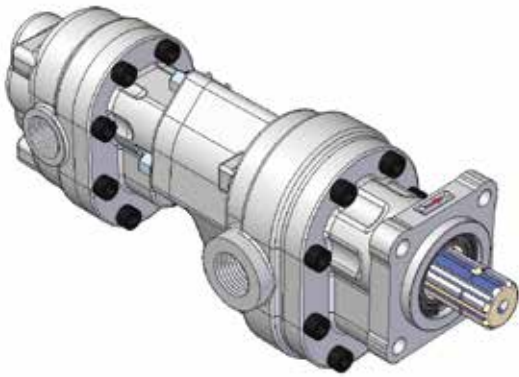
MODEL	BOLT/STUD		Nm	Kpm	FT-LBS	IN-LBS
	Thread	Grade				
GP120	9/16" UNC	8	244	25	180	2160
GM120	9/16" UNC	8	244	25	180	2160
GP125	5/8" UNC	8	271	27.5	200	2400
GM125	5/8" UNC	8	271	27.5	200	2400
GP131	5/8" UNC	8	271	27.5	200	2400
GM131	5/8" UNC	8	271	27.5	200	2400
GF131	5/8" UNC	8	271	27.5	200	2400
GP151	5/8" UNC	8	271	27.5	200	2400
GM151	5/8" UNC	8	271	27.5	200	2400
GF151	5/8" UNC	8	271	27.5	200	2400
GP176	5/8" UNC	8	271	27.5	200	2400
GM176	5/8" UNC	8	271	27.5	200	2400
GF176	5/8" UNC	8	271	27.5	200	2400
Add on units						
GP131/131	1/2" UNC	5	68	7	50	600
GP151/131	1/2" UNC	5	68	7	50	600
GP151/151	1/2" UNC	5	68	7	50	600
GP176/131	5/8" UNC	5	113	11.5	83	1000

### BUSHING RANGE

MODEL	BOLT/STUD		Nm	Kpm	FT-LBS	IN-LBS
	Thread	Grade				
GP215	1/2" UNC	8	149.1	15.23	110	1319
GM215	1/2" UNC	8	149.1	15.23	110	1319
GF215	1/2" UNC	8	149.1	15.23	110	1319
GP230	5/8" UNC	8	271	27.5	200	2400
GM230	5/8" UNC	8	271	27.5	200	2400
GF230	5/8" UNC	8	271	27.5	200	2400
GP250	5/8" UNC	8	271	27.5	200	2400
GM250	5/8" UNC	8	271	27.5	200	2400
GF230	5/8" UNC	8	271	27.5	200	2400
GP265	5/8" UNC	8	271	27.5	200	2400
GM265	3/4" UNC	8	609	62	450	5400
GF265	3/4" UNC	8	609	62	450	5400
Add on units						
GP230AAP	1/2" UNC	5	68	7	50	600
GP250AAP	1/2" UNC	5	68	7	50	600
GP265AAP	1/2" UNC	5	68	7	50	600



# PTO TRUCK PUMPS



The outstanding features of the GPM range of truck pumps include:

- High strength cast iron construction
- Proven bush journal bearing design
- Two piece design to aid pump stability under high pressure
- Working pressures to 300 Bar (reduced on larger displacements)
- GP3T Series available in DIN, AUS, UNI and 2 Bolt 'B' mounts
- 4 Bolt Cloverleaf pattern PTO mount pumps are available in GP 120 Series
- Tandem pumps available

## GP3T-230 SERIES - Frame Sizes

CODE	07	10	12	15
Gear Size (inches)	3/4	1	1 1/4	1 1/2
Displacement (cc/rev) (cu in/rev)	24.2 (1.48)	32.3 (1.97)	40.4 (2.46)	48.4 (2.96)
Maximum Pressure (BAR) (PSI)	300 (4350)	300 (4350)	300 (4350)	300 (4350)
Maximum Speed (RPM)	3000	3000	3000	3000

## GP3T-250 - Frame Sizes

CODE	12	15
Gear Size (inches)	1 1/4	1 1/2
Displacement (cc/rev) (cu in/rev)	52.3 (3.19)	62.7 (3.83)
Maximum Pressure (BAR) (PSI)	300 (4350)	300 (4350)
Maximum Speed (RPM)	2400	2400

## GP3T-265 - Frame Sizes

CODE	12	13	15	17	20	22	25
Gear Size (inches)	1 1/4	1 3/8	1 1/2	1 3/4	2	2 1/4	2 1/2
Displacement (cc/rev) (cu in/rev)	73.8 (4.5)	80.0 (4.9)	88.5 (5.4)	103.3 (6.3)	118.0 (7.2)	132.8 (8.1)	147.5 (9.0)
Maximum Pressure (BAR) (PSI)	270 (3900)	270 (3900)	270 (3900)	240 (3500)	240 (3500)	220 (3200)	200 (2900)
Maximum Speed (RPM)	2400	2400	2400	2400	2400	2400	2400

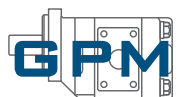
**Please Note:**  
Maximum pressures on UNI, AUS, and SAE B style truck pumps are reduced due to driveshaft limitations.

GP3T-062 max 280 Bar  
 GP3T-072 max 250 Bar  
 GP3T-080 max 230 Bar  
 GP3T-088 max 201 Bar  
 GP3T-102 max 180 Bar  
 GP3T-118 max 160 Bar  
 GP3T-132 max 140 Bar  
 GP3T-147 max 130 Bar



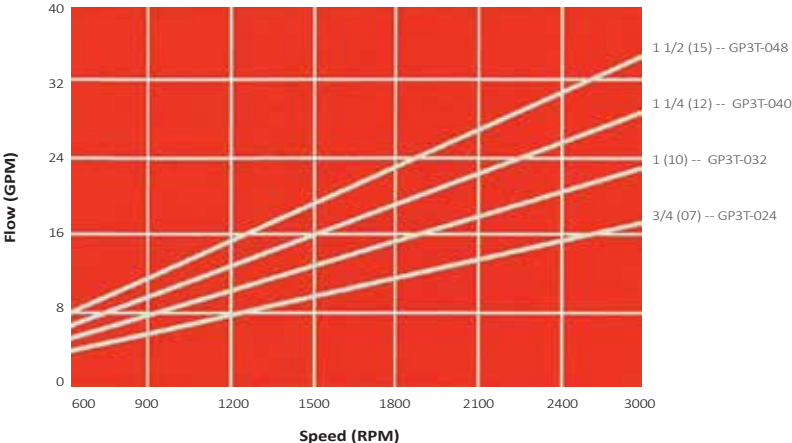
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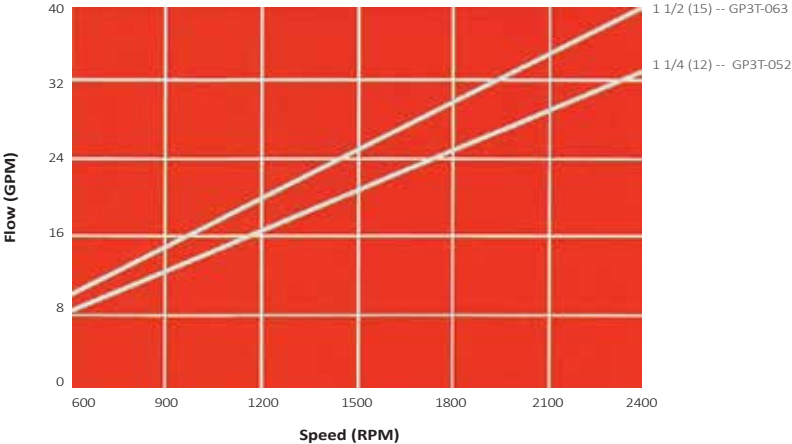
**GP 230 FRAME FLOW RATE**



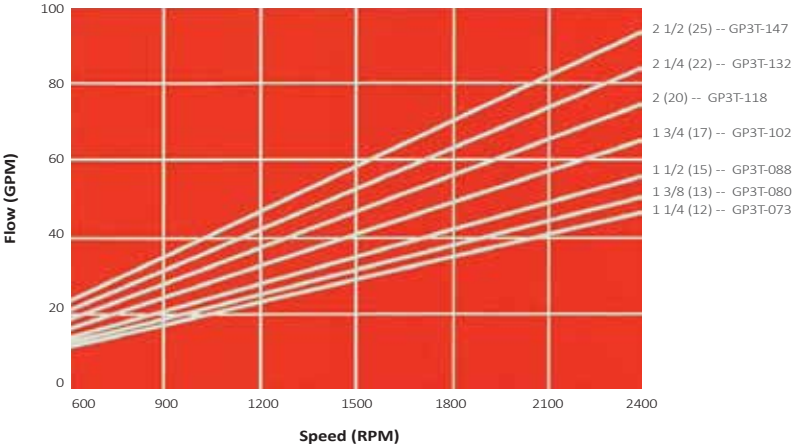
**Please Note:**  
Maximum pressures on UNI, AUS, and SAE B style truck pumps are reduced due to driveshaft limitations.

- GP3T-062 max 280 Bar
- GP3T-072 max 250 Bar
- GP3T-080 max 230 Bar
- GP3T-088 max 201 Bar
- GP3T-102 max 180 Bar
- GP3T-118 max 160 Bar
- GP3T-132 max 140 Bar
- GP3T-147 max 130 Bar

**GP 250 FRAME FLOW RATE**



**GP 260 FRAME FLOW RATE**



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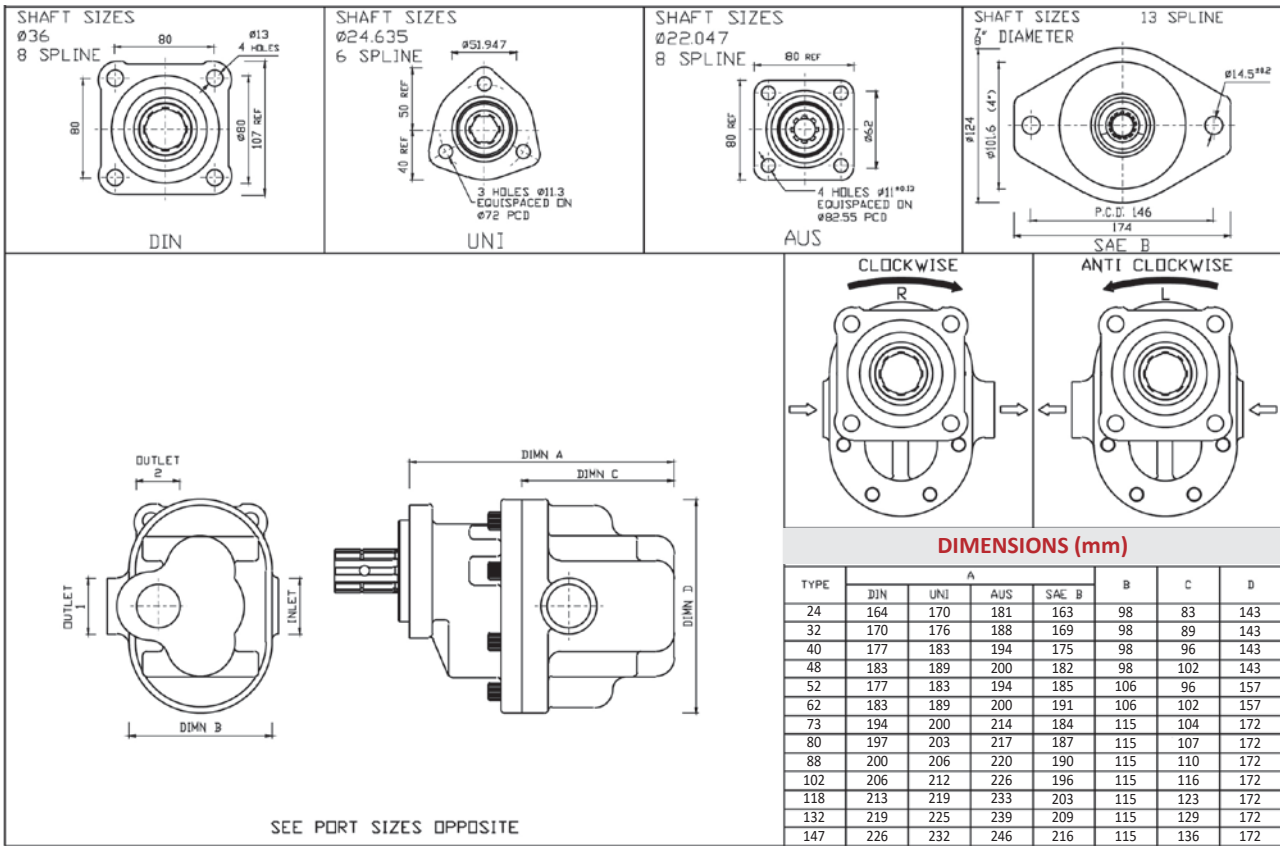
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# PTO TRUCK PUMPS

## PTO TRUCK PUMP DIMENSIONS

Manufactured in South Africa



- Working Pressure up to 300 BAR
- Heavy Duty Bushing Design
- High Strength Steel Gears
- Pressure Balanced Thrust Plates
- Quality Compacted Graphite Bodies
- Interchangeable Parts

Manufactured in South Africa

	07	10	12	13	15	17	20	22	25
<b>FRAME GP 230</b>									
<b>Part Number</b>	GP3-024	GP3-032	GP3-040		GP3-048				
<b>Gear Size (in)</b>	0.75	1.00	1.25		1.50				
<b>Displacement (cm³/Rev)</b>	24	32	40		48				
<b>Pressure (Bar)</b>	300	300	300		300				
<b>Inlet Port (Bsp)</b>	1.00	1.00	1.00		1.00				
<b>Outlet Port (Bsp)</b>	0.75	0.75	0.75		0.75				
<b>Weight (Kg) - UNI/DIN</b>	8.0/9.0	8.5/9.5	9.0/10.0		9.0/10.0				
<b>FRAME GP 250</b>									
<b>Part Number</b>			GP3-052		GP3-062				
<b>Gear Size (in)</b>			1.25		1.50				
<b>Displacement (cm³/Rev)</b>			52		62				
<b>Pressure (Bar)</b>			300		300				
<b>Inlet Port (Bsp)</b>			1.00		1.00				
<b>Outlet Port (Bsp)</b>			1.00		1.00				
<b>Weight (Kg) - UNI/DIN</b>			9.5/10.5		10.5/11.5				
<b>FRAME GP 265</b>									
<b>Part Number</b>			GP3-073	GP3-080	GP3-088	GP3-102	GP3-118	GP3-132	GP3-147
<b>Gear Size (in)</b>			1.25	1.38	1.50	1.75	2.00	2.25	2.50
<b>Displacement (cm³/Rev)</b>			73	80	88	102	118	132	147
<b>Pressure (Bar)</b>			270	270	270	240	240	220	200
<b>Inlet Port (Bsp)</b>			1.25	1.25	1.25	1.25	1.25	1.50	1.50
<b>Outlet Port (Bsp)</b>			1.00	1.00	1.00	1.00	1.00	1.00	1.00
<b>Weight (Kg) - UNI/DIN</b>			13.0/14.0	13.5/14.5	14.0/16.0	14.0/16.0	14.5/16.5	15.0/16.5	15.5/16.5

## PUMP SPECIFICATIONS

The above data are average results based on a series of tests and are not necessarily representative of any single unit. Gear Pump Manufacturing reserves the right to amend the technical data without notice.



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# PTO TRUCK PUMPS



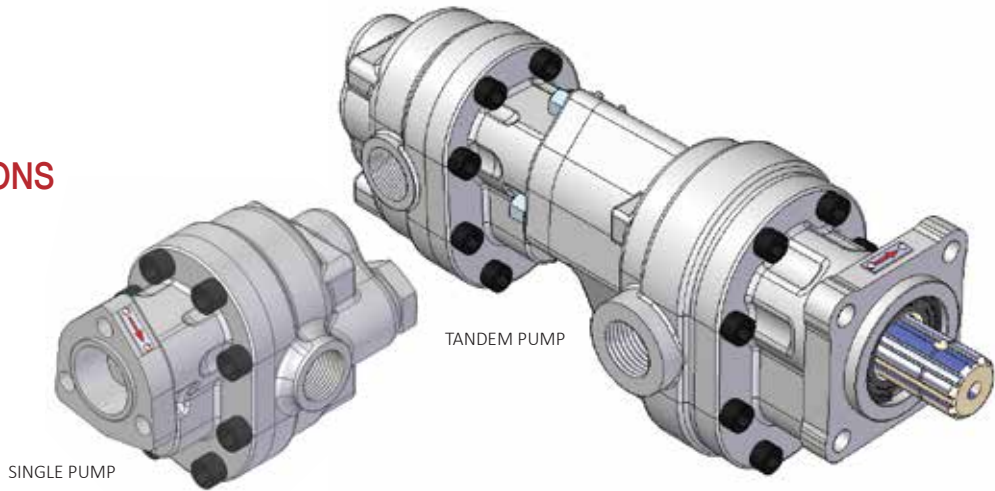
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# PTO TRUCK PUMPS

## PUMP SPECIFICATIONS



### GP3 - Single & Bi Pumps

	cc/rev	Lpm (at 1000rpm)	cu in (cu in/rev)	Max Pressure (bar)	Max Pressure (psi)	Max Speed (rpm)	Pump Weight (kg)
<b>024 / 024 BI</b>	24.10	24.10	1.48	300	4300	3000	9.20
<b>032 / 032 BI</b>	32.20	32.20	1.97	300	4300	3000	9.75
<b>040 / 040 BI</b>	40.30	40.30	2.46	300	4300	3000	10.00
<b>048 / 048 BI</b>	48.30	48.30	2.96	300	4300	3000	10.65
<b>052 / 052 BI</b>	52.10	52.10	3.19	300	4300	2400	11.25
<b>062 / 062 BI</b>	62.60	62.60	3.82	300	4300	2400	11.85
<b>073 / 073 BI</b>	73.50	73.50	4.49	270	3900	2400	15.00
<b>080 / 080 BI</b>	80.60	80.60	4.92	270	3900	2400	15.15
<b>088 / 088 BI</b>	88.00	88.00	5.37	270	3900	2400	15.25
<b>102 -</b>	102.00	102.00	6.22	240	3500	2400	15.90
<b>118 -</b>	118.00	118.00	7.20	240	3500	2400	16.25
<b>132 -</b>	132.60	132.60	8.09	220	3200	2400	16.30
<b>147 -</b>	147.00	147.00	8.97	200	3200	2400	17.30

### GP3T - Tandem Pump

	cc/rev	Lpm (at 1000rpm)	cu in (cu in/rev)	Max Pressure (bar)	Max Pressure (psi)	Max Speed (rpm)	Pump Weight (kg)
<b>052</b>	52.10	52.10	3.19	300	4300	2400	12.90
<b>062</b>	62.60	62.60	3.82	300	4300	2400	13.65
<b>073</b>	73.50	73.50	4.49	270	3900	2400	16.10
<b>080</b>	80.60	80.60	4.92	270	3900	2400	16.55
<b>088</b>	88.00	88.00	5.37	270	3900	2400	16.80

The above data are average results based on a series of tests and are not necessarily representative of any single unit. Gear Pump Manufacturing reserves the right to amend the technical data without notice.

#### SINGLE PUMP ORDER CODES - EXAMPLE:

<b>GP3</b>	-	<b>080</b>	-	<b>D</b>	-	<b>R</b>
<b>SERIES</b>		<b>SIZE</b>		<b>MOUNT</b>		<b>ROTATION</b>
		024 032 040 048 052 062 073 080 088 102 118 132 147		<b>D</b> (DIN 4 bolt) <b>U</b> (UNI 3 bolt) <b>S</b> (SAE B 2 bolt) <b>A</b> (AUS 4 bolt)		<b>L</b> (Left hand/ Counterclockwise) <b>R</b> (Right hand / Clockwise)

#### TANDEM PUMP ORDER CODES - EXAMPLE:

<b>GP3T</b>	-	<b>080</b>	-	<b>032</b>	-	<b>D</b>	-	<b>R</b>
<b>SERIES</b>		<b>FRONT SIZE</b>		<b>REAR SIZE</b>		<b>MOUNT</b>		<b>ROTATION</b>
		052 062 073 080 088		024 032 040 048 052 062 073 080		<b>D</b> (DIN 4 bolt)		<b>L</b> (Left hand/ Counterclockwise) <b>R</b> (Right hand / Clockwise)

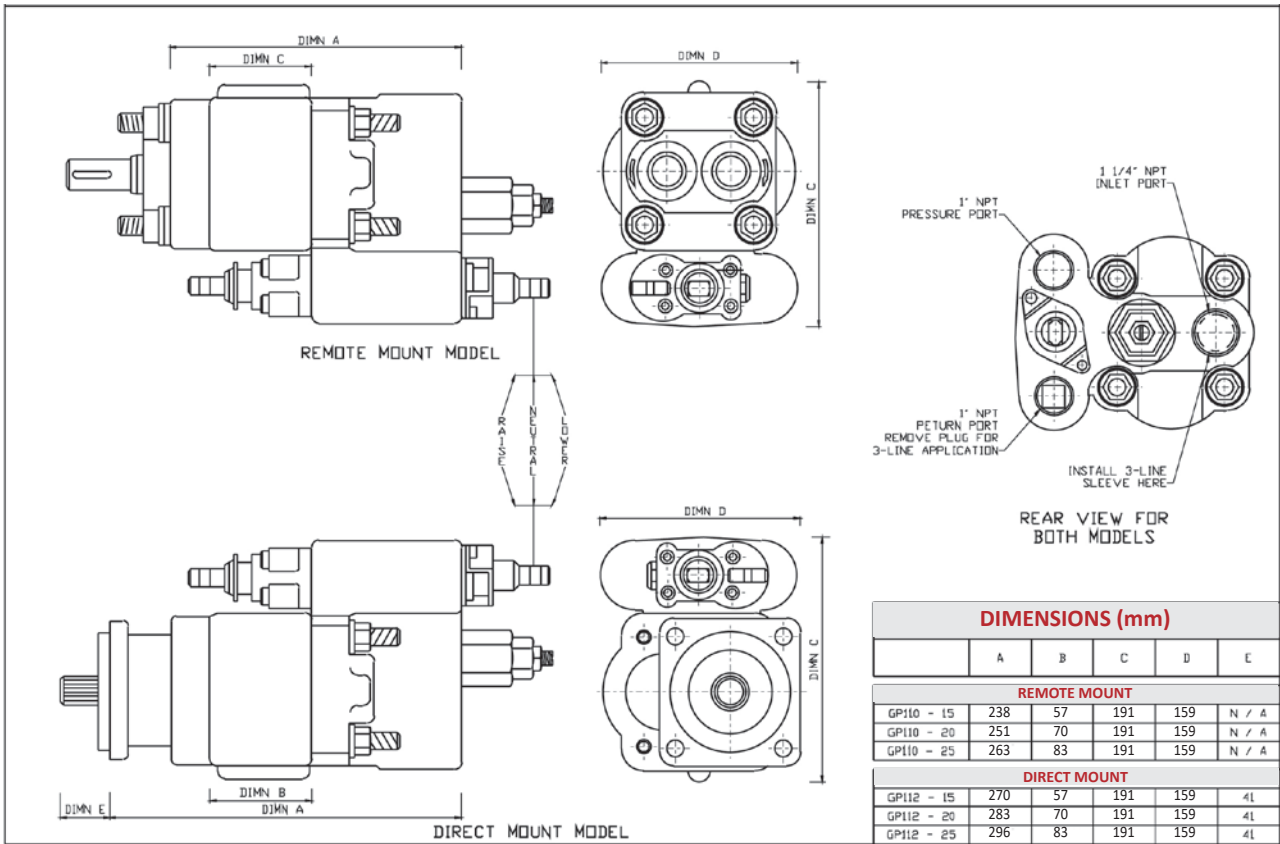
Useful Formulae	To Convert	Inches	Bar	Cu in/rev	US GPM	US GPM	kg
	Into	Millimeters	Psi	cc/rev	Cu In/rev	cc/rev	lbs
	Multiply by	25.4	14.5	16.39	2.31	3.785	2.205



# DUMP PUMPS

## DUMP PUMP DIMENSIONS

Manufactured in South Africa



## PUMP SPECIFICATIONS

Manufactured in South Africa

REMOTE MOUNT / TWIN SHAFT - mounting bracket optional	15	20	22	25
<b>Part Number</b>	<b>GP110-15</b>	<b>GP110-20</b>		<b>GP110-25</b>
<b>Gear Size (in)</b>	1.50	2.00		2.50
<b>Displacement (cm<sup>3</sup>/Rev)</b>	62.6	83.5		104.4
<b>Pressure (Bar)</b>	172	172		172
<b>Inlet Port (NPT)</b>	1.25	1.25		1.25
<b>Outlet Port (NPT)</b>	1.00	1.00		1.00
<b>Weight (Kg)</b>	27.5	28.5		29.5
<b>DIRECT MOUNT SAE B/13 SPLINE</b>				
<b>Part Number</b>	<b>GP112-15</b>	<b>GP112-20</b>		<b>GP112-25</b>
<b>Gear Size (in)</b>	1.50	2.00		2.50
<b>Displacement (cm<sup>3</sup>/Rev)</b>	62.6	83.5		104.4
<b>Pressure (Bar)</b>	172	172		172
<b>Inlet Port (NPT)</b>	1.25	1.25		1.25
<b>Outlet Port (NPT)</b>	1.00	1.00		1.00
<b>Weight (Kg)</b>	29	30		31
<b>PAD MOUNT / TWIN SHAFT</b>				
<b>Part Number</b>		<b>GP113-20</b>	<b>GP113-22</b>	<b>GP113-25</b>
<b>Gear Size (in)</b>		2.00	2.25	2.50
<b>Displacement (cm<sup>3</sup>/Rev)</b>		83.5	94.0	104.4
<b>Pressure (Bar)</b>		172	172	172
<b>Inlet Port (NPT)</b>		1.50	1.50	1.50
<b>Outlet Port (ODT)</b>		0.75	0.75	0.75
<b>Weight (Kg)</b>		20.5	21.5	22.5

The above data are average results based on a series of tests and are not necessarily representative of any single unit. Gear Pump Manufacturing reserves the right to amend the technical data without notice.

Type	Series	Displacement Code	Shift Options	Rotation
GP	110	15	S	L
	112	20	M	R
	113	22	A	B
		25		

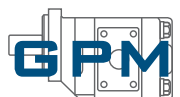
GP=Pump	110 = remote mount	15 = 62.6	S = standard	L = counterlock
	112 = direct mount	20 = 83.5	M = manual	R = clock
	113 = pad mount	22 = 94.0	A = air	B = bi rotation
		25 = 104.4		

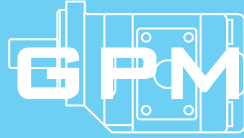
Example: GP112-25-M-L



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