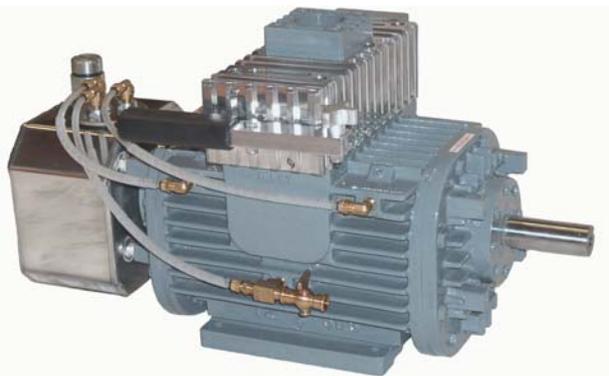




**SIMPLY
DESIGNED
SUPERIOR**

PUMP OWNERS MANUAL

CONDE SDS SERIES PUMPS



Westmoor, Ltd.
P.O. Box 99, 906 West Hamilton Avenue
Sherrill, New York 13461

Phone: 800-367-0972
Fax: 315-363-0193
E-mail: pumps@westmoorltd.com

INITIAL START UP OF SDS SERIES PUMPS

Congratulations on your purchase of a Conde SDS Series pump. You have selected the finest and most innovative vacuum pump available. Conde designs and builds pumps for long life, durability and ease of use.

SAFETY INFORMATION

WARNING: The vacuum pump has rotating parts. Keep guards in place. Never operate the pump with the guards removed.

WARNING: The vacuum pump may reach temperatures above 200 degrees F during extended or severe duty operation. Allow to cool before servicing.

CAUTION: Never operate without oil. Failure to properly lubricate the pump will cause premature failure.

CAUTION: The pump will discharge oil from the exhaust port. Connect the exhaust port to an adequate oil recovery system.

IMPORTANT VACUUM RELIEF VALVES

Vacuum relief valve has NOT been pre-set.
(This should be adjusted after the pump is installed)

SDS 6HD: vacuum relief valve adjustment (part# RVP13)

- 1) If the pump is equipped with the Slide Valve, pull the handle out to engage in the vacuum mode.
- 2) Close all openings in the vacuum system.
- 3) Start pump.
- 4) Loosen jam lock nut on top of the relief valve.
- 5) Under the jam nut is the adjustment nut. Turn nut clockwise to increase vacuum, turn counter-clockwise to decrease vacuum.
- 6) After desired vacuum is reached, re-tighten jam lock nut.

SDS 6 (VAC ONLY) & SDS 12: vacuum relief valve adjustment (part# RVV03)

- 1) If the pump is equipped with the Slide Valve, pull the handle out to engage in the vacuum mode.
- 2) Close all openings in the vacuum system.
- 3) Start pump.
- 4) Remove plastic cover and loosen jam lock nut on top of the relief valve.
- 5) Inside the jam nut is the adjustment screw. Turn nut clockwise to increase vacuum, turn counter-clockwise to decrease vacuum.
- 6) After desired vacuum is reached, re-tighten jam lock nut.

CONDE WICK OILING SYSTEM

All Conde SDS Series pumps are now equipped with the trouble free and adjustment free Conde Wick Oiling System. The Conde Wick system has been engineered to provide constant oiling to your vacuum pump under all operating conditions. There is never any need for adjustment of any kind. No more fooling with tricky drip oilers.

Before operating your pump, fill the oil reservoir with a premium quality 5W-30 or 10W-30 grade synthetic high detergent motor oil. **After taking delivery of your pump, make sure that the oil reservoir is filled. Pumps are not shipped with oil in the reservoir.** Fill the tank until it is just below the level of the tank jets in the inside of the reservoir. All tank oilers are equipped with a sight glass to determine the oil level inside the tank.

OIL RECOMMENDATIONS

Use high detergent 5W-30 or 10W-30 motor oil only. **IT IS HIGHLY RECOMMENDED TO USE A SYNTHETIC OIL SUCH AS MOBIL 1 FOR BEST RESULTS.** Using the proper type and weight oil is essential for long life and trouble free operation. Using the wrong oil or dirty oil can cause loss of vacuum or pump failure.

Below 50 degrees F use 5W-30, above 50 degrees F use 10W-30.

Changing the oil is not necessary since the oil is discharged from the pump and should be properly disposed of.

Check the oil level daily or every 8 hours of operation.

Any oil catch devices used with the pump unit should be periodically drained to avoid oil being blown out the exhaust. **This used oil should not be re-used.**

GENERAL MAINTENANCE

If pump is pulley driven, adjust belt to 1/2" of free play at center of the pulleys. Make the first adjustment after the first 24 hours of operation. Make any additional adjustments when necessary.

Generally, the only maintenance required on the SDS vacuum pump, is to maintain oil in the oil reservoir. It is imperative that the pump is always getting the proper supply of oil. Periodically or at least once a week, visually look at the wick oiler oil tube, to make sure the proper amount of oil is being drawn into the pump. If no oil is being sucked into the pump, immediately turn the pump off. Please refer to the trouble shooting section of this manual for more information on correcting the problem.

The pump should be isolated from any contaminants so that no foreign substance or moisture can enter the pump. However, if anything is inadvertently sucked into the pump, the pump should be flushed immediately to remove all contaminants. If it is not immediately flushed, rust can form inside the pump which can, in turn, cause pump failure.

FLUSHING INSTRUCTIONS

It may be necessary to flush your pump to remove any gum or varnish buildup inside the pump that causes the vanes to stick inside their slots. This is a simple maintenance operation and should be the first step when troubleshooting a loss of vacuum in a system. The **Conde Flush Kit (part# KITFLUSH)** allows for easy maintenance of your pump. The kit comes with an aluminum container and step by step instructions are printed on the container.

Before starting, be sure the exhaust from the oil catching devise (oil catch muffler) is directed away from the motor or engine and any other hot surfaces. Use kerosene or diesel fuel for flushing. **NEVER USE GASOLINE OR OTHER HIGHLY FLAMMABLE LIQUID FOR FLUSHING.**

Step By Step Instructions:

1. Start pump and bring to working vacuum
2. Open ball valve to begin flushing
3. Continue to run pump with valve open until liquid level drops 1 graduation (approx. 6 fluid ounces)
4. Close ball valve
5. Continue to run the pump at operating vacuum for another 2 minutes to ensure all flushing fluid is purged out of the pump
6. Stop pump
7. Drain oil catch muffler or oil separator and dispose used fluid at an approved recycling site

On badly gummed up pumps it may be necessary to repeat the above process.

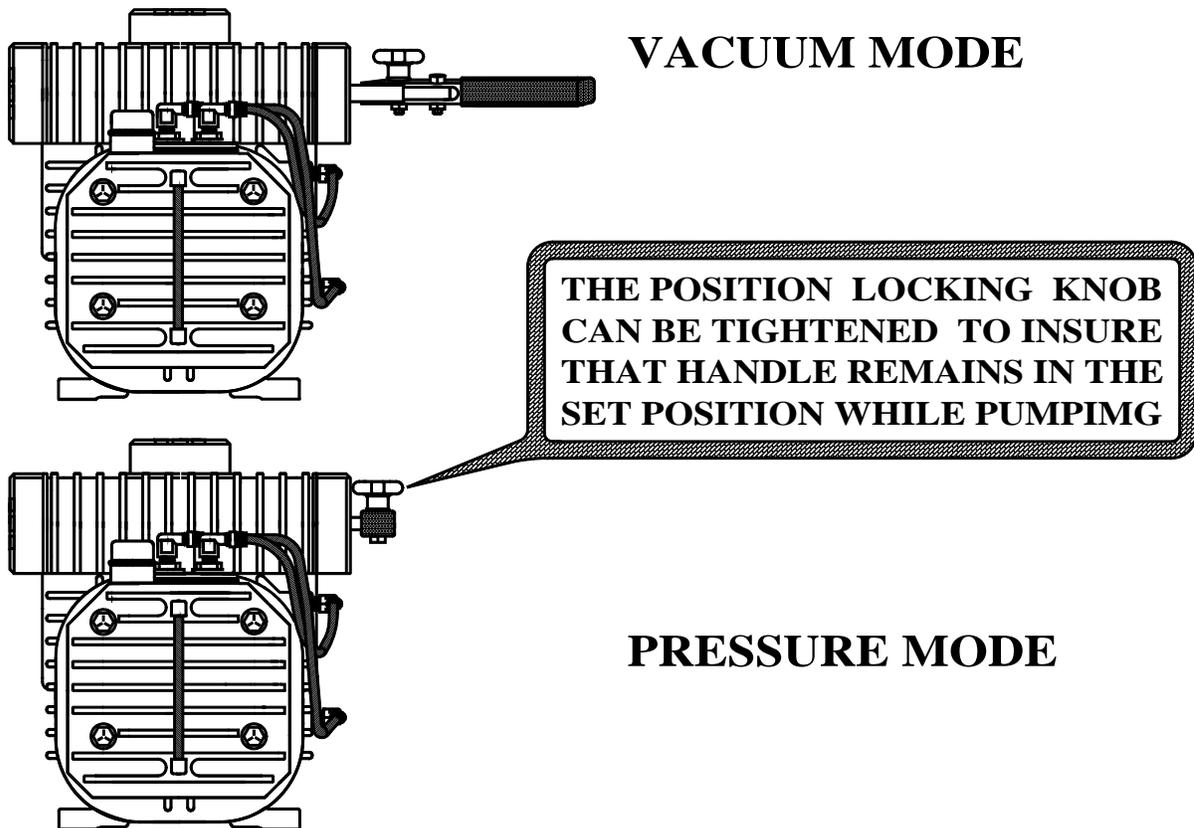
STORAGE OF VACUUM PUMPS

Disconnect air lines and pump fittings from the intake and exhaust ports of the air pump. Then open the flush valve and pour about five ounces of oil into it. Turn the rotor shaft by hand a few times to coat the inside of the pump housing with oil. Close the flush valve and fill the oil tank with oil. Plug the pump ports with commercial pipe plugs or the plastic plugs that were supplied with the unit. Coat the shaft with a small amount of grease or oil to prevent rust buildup during storage. Store the air pump in a cool, dry place.

IMPORTANT – When RE-STARTING the air pump after storage, turn the pump over by hand to be sure the shaft and rotor assembly spins freely within the pump housing. If any binding or restriction is felt, the pump must be taken apart and cleaned.

SLIDE VALVE OPERATION

The Conde Slide Valve is a unique changeover valve developed by Conde Pumps to enable the vacuum pump to be switched from vacuum to pressure mode. This is accomplished by simply pulling out the slide valve handle (vacuum mode) or pushing in the handle (pressure mode). The Conde Slide Valve also has a built in check valve to hold tank vacuum even when the pump is turned off.



CONDE SDS SERIES DISASSEMBLY & ASSEMBLY

TOOLS REQUIRED:

Flathead Screwdriver

1/2" Wrench

9/16" Wrench

Hammer

Rubber Mallet

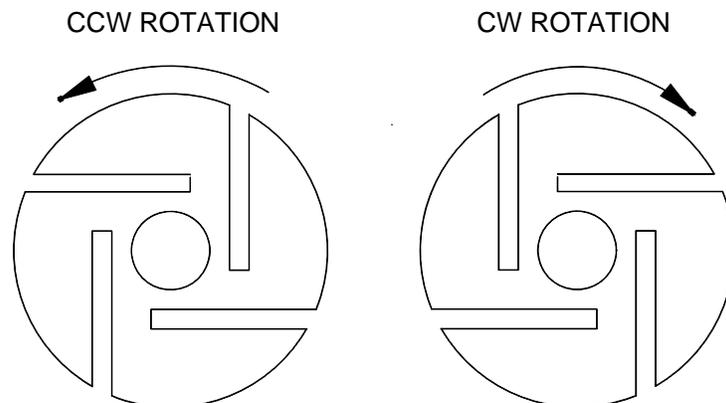
Fine File

Tool Kit (Optional) Includes: Shaft Collar, Endplate Removal Bolts, Bearing Installation Tool.

Disassembly

- 1) If pump is HD model, remove the slide valve first by:
 - a) Detach the oil lines from the pump to the oil reservoir.
 - b) Remove the four bolts from 1-1/2" NPT adaptor block at top of the Slide Valve and lift off.
 - c) Remove the six bolts from the top of the Slide Valve and lift off.
- 2) Remove the tank oiler (if attached to the pump).
- 3) Remove all endplate hex screws and all twelve bearing cover screws.
- 4) Remove both bearing covers, and all shims.
- 5) Slide the shaft collar (from tool kit) over shaft and tighten screw very securely. Use the fan set hole to help keep the collar from sliding.
- 6) Grease the ends of the bolts (from tool kit) and screw them into the three threaded holes located in the endplate on the opposite side of the pump that the collar is on. Turn the bolts alternating with no more than one turn at a time until endplate slides off the rotor shaft.
- 7) Remove the bearing and oil seal from the endplate.
- 8) Put the plate just removed back in place without bearing, then slide the collar over the shaft and tighten very securely using the fan set hole.
- 9) Remove the opposite endplate using the 3 bolts as previously done.
- 10) Remove the bearing and oil seal from the endplate.
- 11) Remove the rotor and vanes from the rotor.

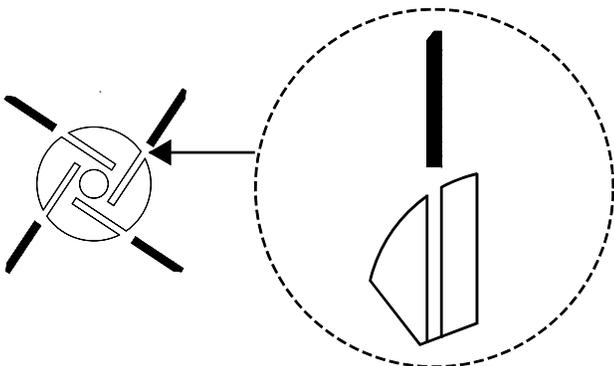
Pump rotation can be determined by viewing the disassembled rotor.



ASSEMBLY

NOTE: Refer to exploded parts diagrams towards end of manual for additional guidance on how parts are oriented on pump and slide valve. Assemble the pump in a vertical position. This will align the rotor with the endplates and the housing.

- 1) De-burr all parts with a fine file, especially where endplate removal bolts were digging into housing.
- 2) Determine correct rotor rotation (refer to drawing on previous page). Apply a few drops of oil to the vanes and check the vane slots for free movement. Set the vanes aside.
- 3) Start assembly with one end plate. Press the oil seal in place and position the housing O ring on the housing. Install the endplate on the housing with the eight hex bolts and finger tighten. Drive the two dowel pins in place and then tighten hex screws securely.
- 4) Insert rotor into housing according to rotor rotation. (The pump must be assembled in the same position as it was disassembled. The rotation can not be changed). Assemble the air pump in a vertical position. This will align the rotor with the endplates and housing.
- 5) Press bearing on the shaft using a bearing installation tool (from tool kit) or an arbor press. **IMPORTANT:** press on the inner race of bearing only. Pressing on the plastic seal may cause damage to roller bearings.
- 6) Invert pump assembly and install the vanes in the slots.
- 7) Press the shaft seal in place on the remaining endplate. Insert dowel pins and place O ring in position on the housing. Install the endplate with the hex bolts and tighten securely.
- 9) Press bearing onto shaft as previously done.
- 10) Shim the pump as follows: First of all, turn rotor by hand to get a "feel" of how it turns when not binding on the endplates. With rubber mallet, hit one end of the rotor shaft to push rotor against opposite endplate. Insert shims and bearing cover on the side with the shaft you hit. Add enough shims so that the cover is flush with the endplate. Screw in bearing cover screws. **NOTE:** You can install three of the six screws equally spaced to save time. Turn pump by hand, and if rotor feels like it is not binding at all, add more shims until a slight binding is felt. Once this is done, remove .005" of shims, and then set the remainder aside, along with the bearing cover. Now, hit the other end of the rotor shaft and repeat process of adding shims until binding occurs. Remove .005" of these shims and re-install bearing cover with all screws. Install shims and bearing cover on other side that were previously set aside. Now turn pump over by hand. **IMPORTANT:** The pump should spin freely by hand when completed. If any binding occurs, repeat above process.
- 11) Reinstall oiler tubes.
- 12) If pump is a SDS HD model, reassemble the Slide Valve HD models by:
 - a) Place O rings on pump housing.
 - b) Place Slide Valve housing on housing, making sure that the check valve flap per assembly is properly seated.
 - c) Screw in the six mounting bolts on the Slide Valve.



IMPORTANT:

When installing the vanes in rotor slots, make sure that the beveled edges of the vanes are aligned as shown. Installing the vanes with the bevel in the wrong direction can cause pump to lock up and cause damage to the vanes and/or pump.

NOTE: Pumps manufactured prior to August 2006 had (3) vanes.

TROUBLE SHOOTING YOUR PUMP

PROBLEM	CAUSE	SOLUTION
Loss of pump performance	Slide Valve not all the way pushed in or out.	Put slide valve all the way in appropriate position. Tighten handle nut if valve moves during operation.
	Leak in system.	Check all connections for leaks.
	A ball trap is stopping air flow	Drain ball trap and/or empty tank.
	Air filter and/or strainer are plugged up.	Check the filter and/or screens. Clean or replace if necessary.
	A valve is open that should be closed.	Check all valves for correct position. Make sure flush valve is closed.
	Plumbing and/or various other attachments are loose.	Tighten all plumbing and anything else connected to the system.
	Motor is running too slow.	Adjust throttle so that the pumps are running between 1200-1750 rpm.
	Belt is slipping due to lack of tension on belt.	Adjust motor base to allow for 1/2" of free play at center of pulleys.
	Relief valves are faulty.	Check relief valves and reset if necessary.
	One or more pump vane is sticking or is worn.	Flush out pump and replace vanes if necessary.
	Piston cups inside of slide valve are worn out.	Install new piston cups.
	Pulley is not secure to shaft.	Re-secure the pulley to shaft using set hole.
	Blockage within plumbing.	Locate and remove the substance causing blockage within plumbing.

TROUBLE SHOOTING YOUR PUMP (CONT.)

PROBLEM	CAUSE	SOLUTION
Unusual Noises	Pulleys not in alignment.	Loosen pulleys and align using a straight edge.
	Pulley is not properly secured	Re-secure properly.
	One or more pump vane is sticking.	Flush out pump and replace vanes if necessary.
	Pump not receiving adequate oil	Oil level in reservoir has dropped below wick. Fill reservoir
		Vent hole on oil reservoir fill cap has plugged. Clean.
		Oil tube has come off or is leaking. Reattach.
Pump operating too slow	Change pulleys to operate between 1200 and 1750 rpm.	
Inlet or outlet of pump is plugged or restricted.	Clear obstruction.	

PUMP DRIVE CONSIDERATIONS

Conde SDS Series pumps can be belt driven or direct driven with couplings from gasoline or diesel engines, electric motors, PTO drives, or hydraulic motors.

BELT DRIVE SYSTEMS

Pulley combinations should be chosen so that pumps run within the specified speed range. All Conde SDS Models are made to operate between 1000 and 1750 rpm. Pulleys should be specified that have adequate "belt wrap" so that maximum contact of belt to pulley can be achieved and minimize the chance of damage to the pump by over-tightening the belt(s). Please contact Westmoor, Ltd. For information on proper pulley combinations and belt sizes for your SDS model and application. Always leave about 1/2" of belt play when adjusting the belt. Over-tightening the belt can damage the pump and not enough tension can cause belt slip and loss of pump performance.

DIRECT DRIVE COUPLINGS

We recommend Lovejoy type couplings with a flexible rubber "spider" between the pump mounted flange and the motor mounted flange. Couplings must be carefully aligned per the manufacturer's specifications. A small straight edge and set of feeler gauges should be used to insure that the coupling is aligned properly. Call Westmoor, Ltd. to determine which model coupling is correct for your pump and application.

UNDER THE HOOD

SDS Series pumps are available in under-the-hood versions complete with electric clutches. These pumps are designed to be driven off a truck engine. Conde SDS under-the-hood pumps are available with clutches that accept either v-belt or poly-groove serpentine belt drives. The poly-groove clutches are available in either six or eight groove versions. Conde SDS clutch pumps are also available with remote oilers

Due to the many different models and model years of trucks that could be capable of under-the-hood pump installation, Westmoor, Ltd. can not offer mounting brackets for various trucks. It is up to the pump installer to determine how the pump is to be installed. General guidelines for proper belt tensioning should be observed.

INSTALLATION COMPONENTS FOR SDS PUMPS

Use the diagram as a guide for plumbing your liquid waste tank system. Please contact factory if you have any questions or need further assistance.

OIL CATCH MUFFLER: An oil catching device should be part of the pump system. The vacuum pump exhaust should be connected to the oil catch device (on slide valve models, connect to the slide valve body opposite the handle). The pressure relief vent should also be plumbed to the oil catch device since oil from inside the pump will exhaust out the pressure vent.

VACUUM RELIEF VALVE: On certain models, a vacuum relief valve may be installed directly into the pump housing. If not, a vacuum relief valve should be installed in line between the pump and secondary moisture trap.

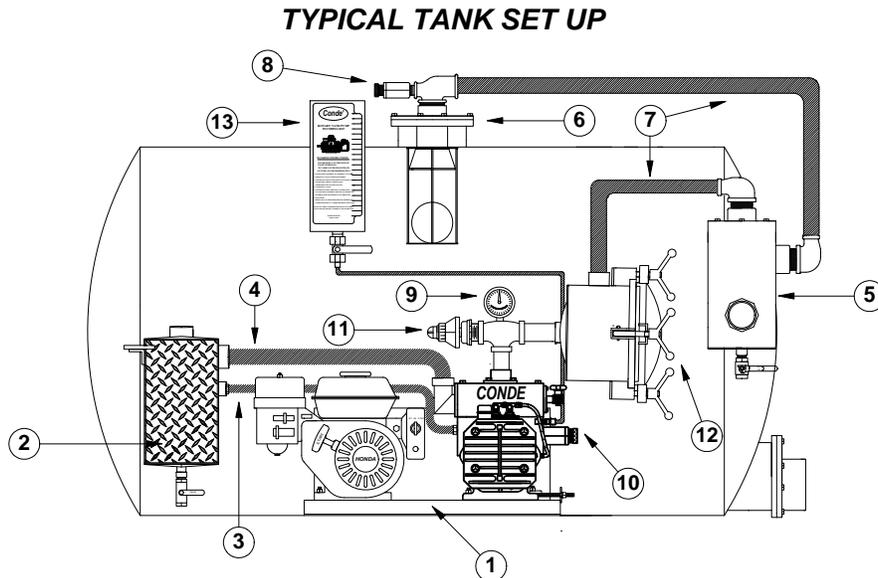
PRESSURE VENT: Relieves tank pressure when pump is shut off. **DOES NOT TAKE THE PLACE OF AN ADDITIONAL PRESSURE RELIEF VALVE**

PRESSURE RELIEF VALVE: As a safety precaution, an additional pressure relief valve should be installed on the tank for slide valve models. **CAUTION: NEVER EXCEED 10 PSI ON NON-CODED TANKS.**

VACUUM GAUGE: A vacuum gauge installed as shown is essential to make sure vacuum levels are correct. The gauge is also essential for trouble shooting.

PRIMARY SHUTOFF: A primary shut-off should be installed in the tank to close off the vacuum line to the pump when the tank is full. The primary trap prevents liquids from entering the pump.

SECONDARY MOISTURE TRAP: The secondary trap spins air to separate moisture out of the air. It will also shut off the vacuum line in the event that the primary shut-off fails.



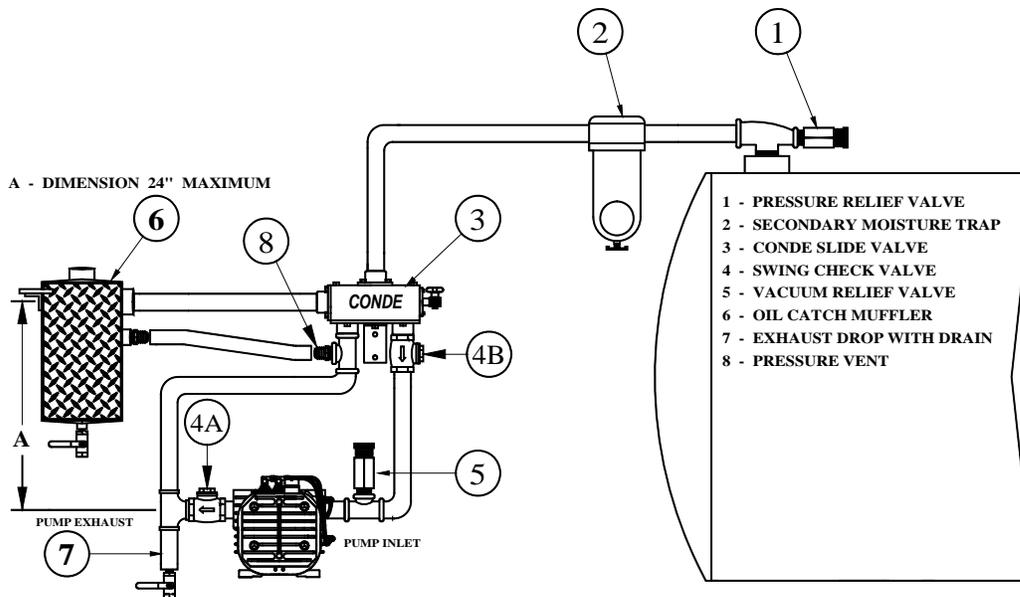
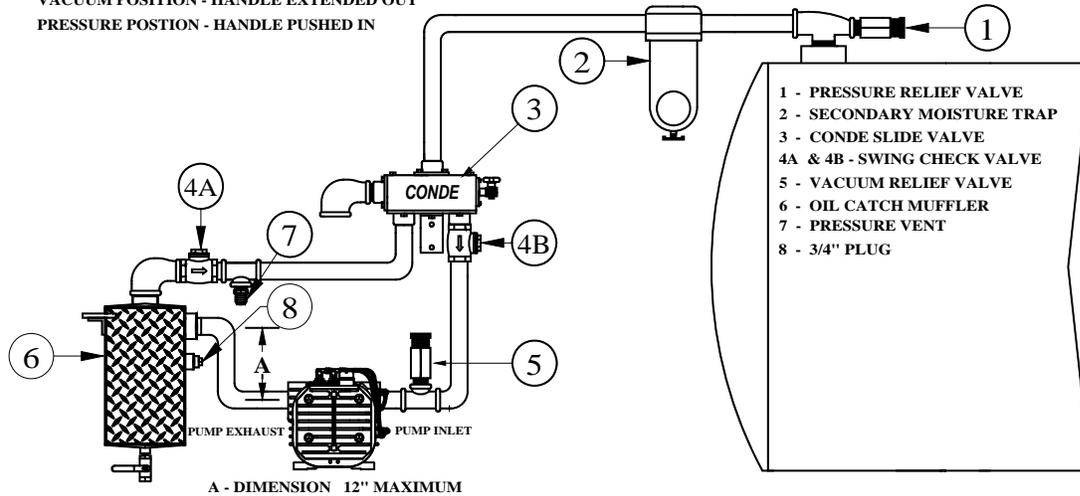
- 1 - SDS GAS UNIT
- 2 - OIL CATCH MUFFLER
- 3 - PRESSURE VENT HOSE
- 4 - PUMP EXHAUST (MIN. 1-1/2" I.D. RUBBER HOSE)
- 5 - SECONDARY MOISTURE TRAP
- 6 - PRIMARY TRAP
- 7 - VACUUM/PRESSURE RATED HOSE (MIN. 1-1/2" I.D.)
- * 8 - PRESSURE RELIEF VALVE
- 9 - LIQUID FILLED VACUUM-PRESSURE GAUGE
- 10 - VACUUM RELIEF VALVE (PART# RVP13)
- 11 - VACUUM RELIEF VALVE (PART# RVV03)
- 12 - FINAL FILTER
- 13 - FLUSH KIT RESERVOIR

* AS A SAFETY PRECAUTION, AN ADDITIONAL PRESSURE SHOULD BE INSTALLED ON THE TANK UNIT.

CAUTION: NEVER EXCEED 10 PSI ON NON-CODE TANKS

CONDE REMOTE SLIDE VALVE INSTALLATIONS

VACUUM POSITION - HANDLE EXTENDED OUT
 PRESSURE POSITION - HANDLE PUSHED IN



NOTE: 7 - EXHAUST DROP WITH DRAIN TO BE INSTALLED - SO EXHAUST OIL WILL NOT DRAIN BACK TO PUMP

IMPORTANT PRECAUTION : ALWAYS HAVE A PRESSURE RELIEF VALVE ON TANK UNIT

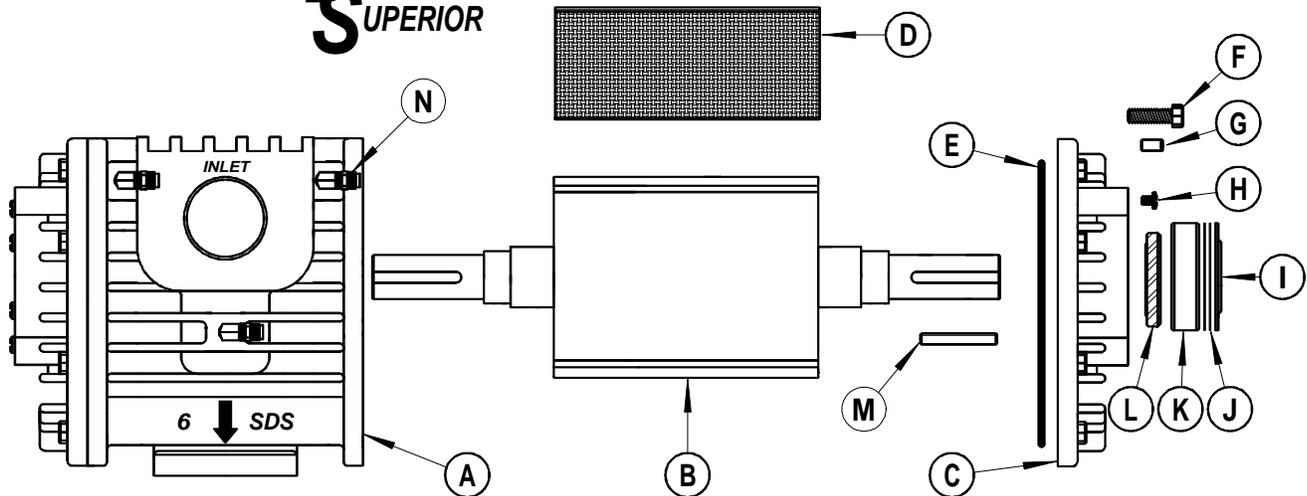
WHEN SLIDE VALVE IS IN THE VACUUM POSITION - (4B) SWING CHECK VALVE WILL ENABLE TANK TO HOLD VACUUM AFTER VACUUM PUMP HAS BEEN SHUT DOWN

WHEN SLIDE VALVE IS IN THE PRESSURE POSITION - (4A) SWING CHECK VALVE TANK PRESSURE WILL NOT BACK FEED THROUGH PUMP WHEN PUMP HAS BEEN SHUT DOWN

**PRESSURE VENT SIZE - IS DETERMINED BY THE SIZE OF THE PUMP
 TO LARGE (WILL NOT ALLOW PUMP TO BUILD TANK PRESSURE)
 TO SMALL (WILL ALLOW PUMP TO BUILD EXCESSIVE TANK PRESSURE)**



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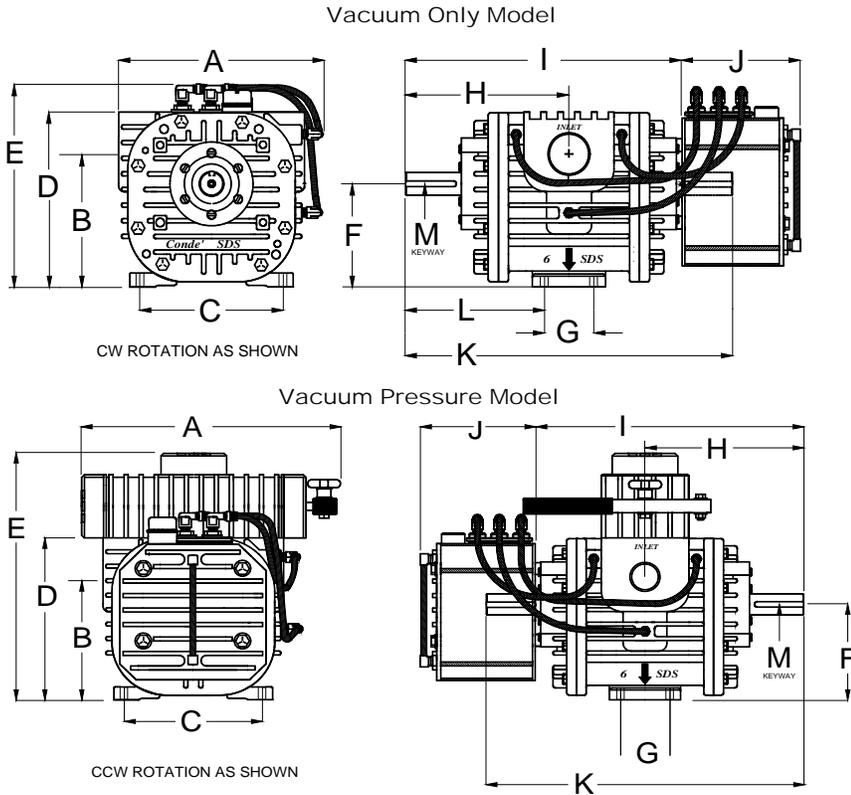
ITEM	QTY	PART NUMBER	DESCRIPTION
A	1	HS06SDS90HD	#6 SDS (VAC. / PRESS.) HOUSING
A	1	HS06SDS90	#6 SDS (VACUUM ONLY) HOUSING
B	1	RT06SDSDF	#6 SDS ROTOR (DOUBLE SHAFT)
C	2	PL12SDS	#6 SDS END PLATE (RIGHT & LEFT)
D	4	VN06FB91SDS	#6 SDS V.O. PUMP VANE
E	2	OR259	#6 / 12 SDS HOUSING O-RING
F	16	FS31100	5/16 - 18 X 1" HEX CAP SCREW
G	4	PIN612S	1/4 DIA. X 7/8" LGTH. DOWEL PIN
H	16	FS19025	#6 / 12 BEARING COVER SCREW
I	2	BRC12	#12 BEARING COVER
J	SET	BRS12	#12 BRASS SHIMS
K	2	BR126306A	#12 SEALED BEARING
L	2	SE0612SDS	#6 / 12 SHAFT OIL SEALS
M	1	KEY06	1/4" SHAFT KEY
N	3	PF169P-4-2	POLY-TITE BRASS MALE ELBOW

TECHNICAL SPECIFICATIONS - SDS 6

Speed Range - 1200 to 1750 RPM
 Lubrication - Conde Automatic
 Port Size - 1-1/2"
 Weight Vacuum Only - 87 Lbs.

Maximum Vacuum - 27" Hg intermittent
 Maximum Pressure - 20 psig intermittent
 Shaft Diameter - 1.0"
 Weight Vacuum/Pressure - 92 lbs.

DIMENSIONAL SPECIFICATIONS



ALL DIMENSIONS IN

ITEM	Vac	Vac
A	8-7/8	11-7/8
B	5-7/8	5-7/8
C	6-1/4	6-1/4
D	7-3/4	7-3/4
E	9-1/4	11-3/4
F	4-9/16	4-9/16
G	2-1/4	2-1/4
H	7-1/2	7-1/2
I	12-1/4	12-1/4
J	5-1/2	5-1/2
K	14-1/2	14-12
L	5-7/8	5-7/8
M	1/4 X 1/4	1/4 X 1/4

PERFORMANCE SPECIFICATIONS

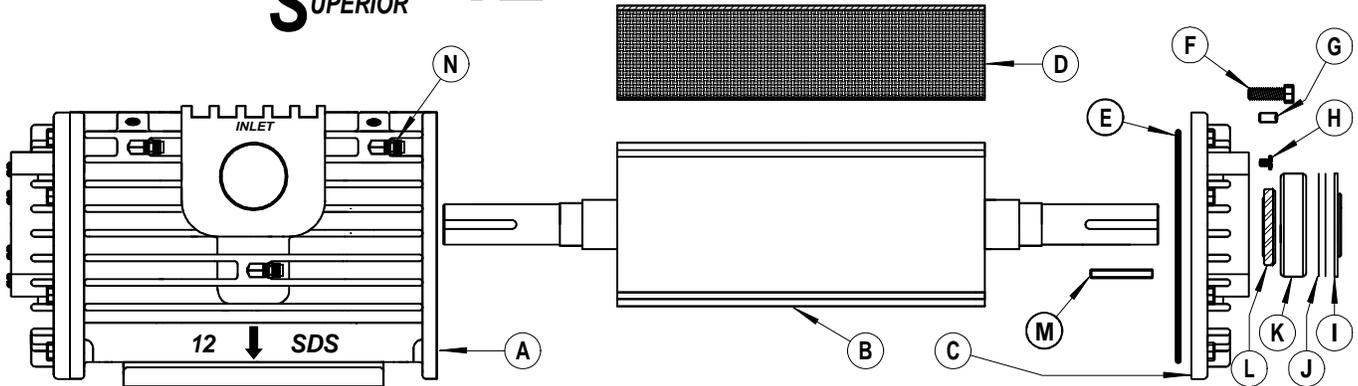
Pump RPM	Displacement CFM	SCFM and ACFM @ Vacuum, "Hg					
		5	10	15	18	20	
1750	115	SCFM	98	78	55	44	36
1750		ACFM	112	111	110	106	103
1500	99	SCFM	84	67	47	38	31
1500		ACFM	96	95	94	91	88
1200	79	SCFM	67	46	38	30	25
1200		ACFM	77	76	75	73	71

Pump RPM	Free Air	CFM at Pressure (PSIG)				
		2	4	8	12	15
1750	115	114	113	111	109	107



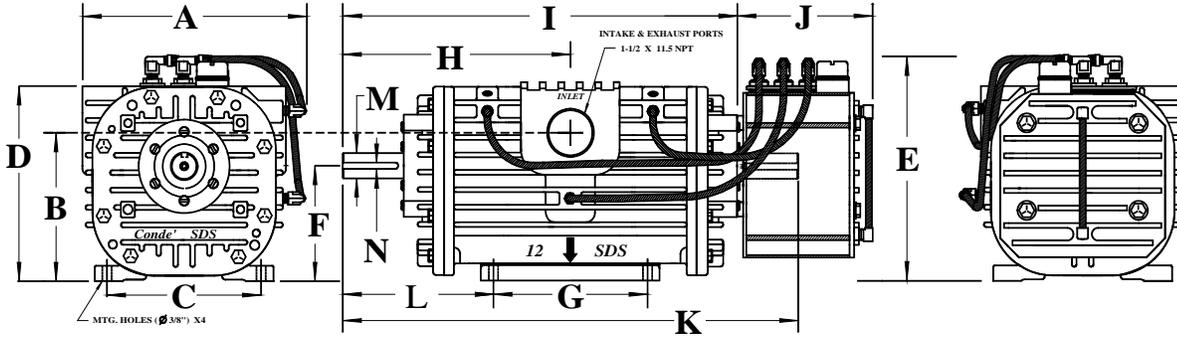
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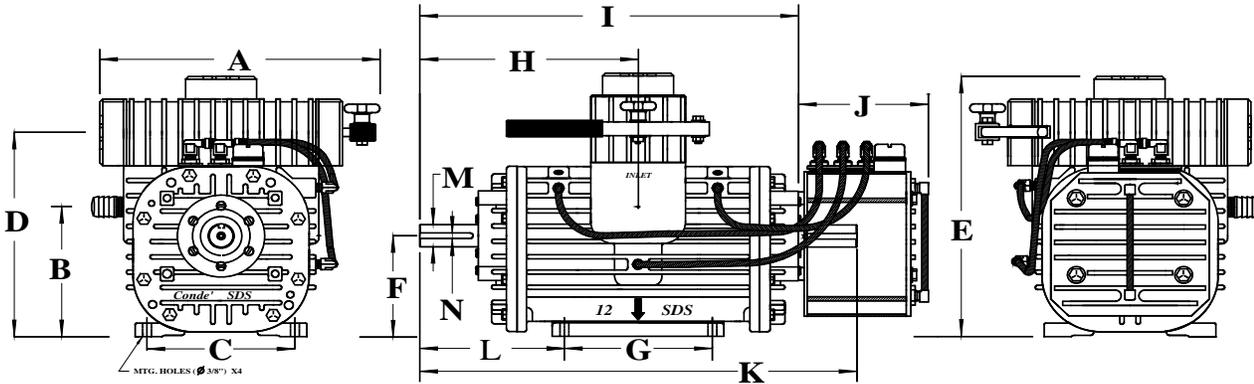
ITEM	QTY	PART NUMBER	DESCRIPTION
A	1	HS12SDS90HD	#12 SDS (VAC./PRESS.) HOUSING
A	1	HS12SDS90	#12 SDS (VACUUM ONLY) HOUSING
B	1	RT12SDSDF	#12 SDS ROTOR (DOUBLE SHAFT)
C	2	PL12SDS	#12 SDS END PLATE (RIGHT&LEFT)
D	4	VN12FB91SDS	#12 SDS V.O. PUMP VANE
E	2	OR259	#6 / 12 SDS HOUSING O-RING
F	16	FS31100	5/16 - 18 X 1" HEX CAP SCREW
G	4	PIN612S	1/4 DIA. X 7/8" LGTH. DOWEL PIN
H	16	FS19025	#6 / 12 BEARING COVER SCREW
I	2	BRC12	#12 BEARING COVER
J	SET	BRS12	#12 BEARING SHIMS
K	2	BR126306A	#12 SEALED BEARINGS
L	2	SE0612SDS	#6 / 12 SHAFT OIL SEALS
M	1	KEY06	1/4" SHAFT KEY
N	3	PF169P-4-2	POLY-TITE BRASS MALE ELBOW

DIMENSIONAL SPECIFICATIONS - SDS12



ALL DIMENSIONS IN INCHES

A	B	C	D	E	F	G	H	I	J	K	L	M	N
8-7/8	5-7/8	6-1/4	7-3/4	9-1/4	4-9/16	6-1/4	9-31/32	16-7/8	5-1/2	19-15/16	6-27/32	1-1/8	1/4 X 1/4 2" LGTH



ALL DIMENSIONS IN INCHES

A	B	C	D	E	F	G	H	I	J	K	L	M	N
11-7/8	5-7/8	6-1/4	9-1/4	11-3/4	4-9/16	6-1/4	9-31/32	16-7/8	5-1/2	19-15/16	6-27/32	1-1/8	1/4 X 1/4 2" LGTH

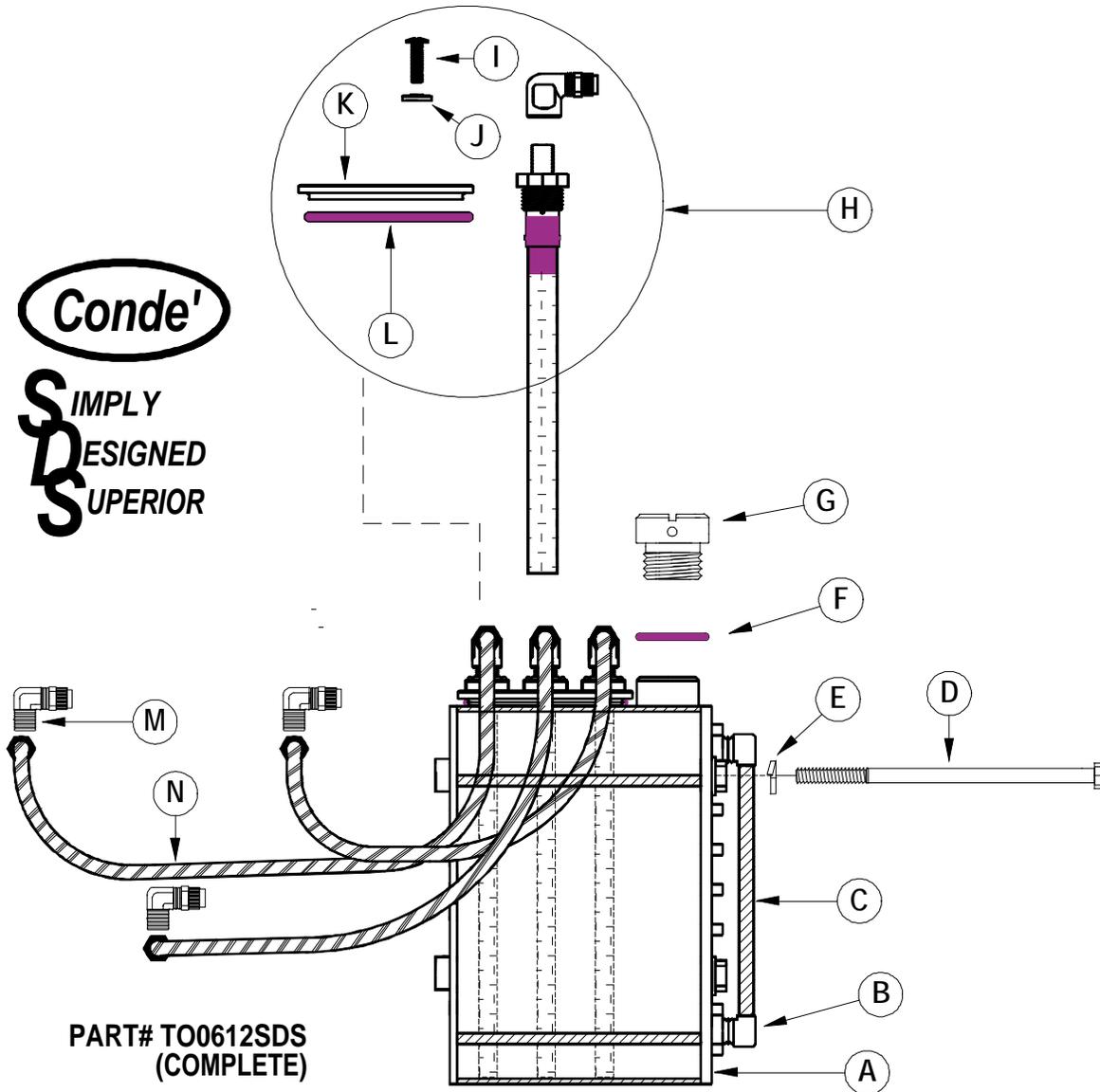
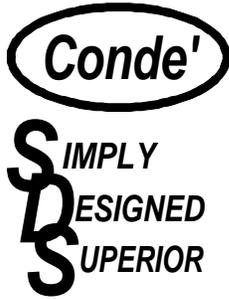
PERFORMANCE SPECIFICATIONS

Pump RPM	Displacement CFM	SCFM and ACFM @ Vacuum, "Hg				
		5	10	15	18	20

1750	180	SCFM	153	122	90	69	56
1750		ACFM	175	173	171	167	162
1500	154	SCFM	131	104	77	51	42
1500		ACFM	149	147	145	141	136
1200	123	SCFM	104	71	62	47	39
1200		ACFM	120	117	115	111	105

Pump RPM	Free Air	CFM at Pressure (PSIG)				
		2	4	8	12	15
1750	180	178	176	174	171	168

Speed Range - 1200 to 1750 RPM
 Maximum Vacuum - 28" Hg intermittent
 Lubrication - Conde Automatic
 Maximum Pressure - 20 psig intermittent
 Port Size - 1-1/2"
 Shaft Diameter - 1-1/8"
 Weight Vacuum Only - 119 Lbs.



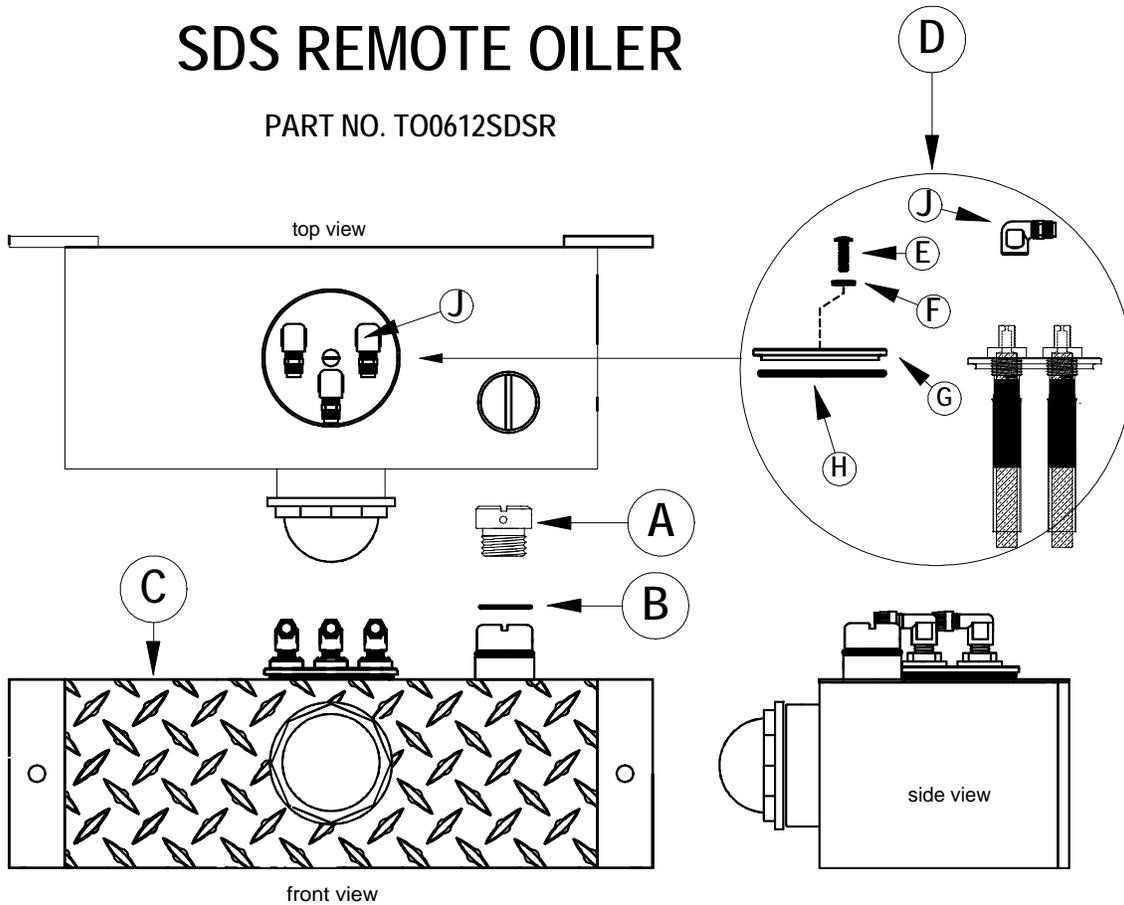
PART# TO0612SDS
(COMPLETE)

SDS OIL RESERVOIR BILL OF MATERIAL

ITEM	QTY	PART NUMBER	DESCRIPTION
A	1	7TO0612SDS	#6 / 12 SDS OIL RESERVOIR (ONLY)
B	2	PF229-4-2	BRASS MALE BARB ELBOW
C	1	TO016	SIGHT TUBE
D	4	FS25550	1/4-20 X 5-1/2" HEX HD. CAP SCREW
E	4	FSW25050A	1/4" LOCK WASHER
F	1	OR212	FILL PLUG O-RING
G	1	EDMP02A	ALUMINUM (VENTED) FILL PLUG
H	1	TOTOP612SDS	OILER TOP, WICKS AND HOLDER
I	1	FSX19062A	10-32 X 5/8" S.S. PAN HD. SCREW
J	1	FSXW19000	#10 SEALING WASHER
K	1	TO007	ALUMINUM OIL JET HOLDER - SDS
L	1	OR231	JET HOLDER O-RING
M	3	PF169P-4-2	POLY-TITE BRASS MALE ELBOW
N	3	RWPATUB025	1/4" PARFLEX TUBING (OIL LINES)

SDS REMOTE OILER

PART NO. T00612SDSR

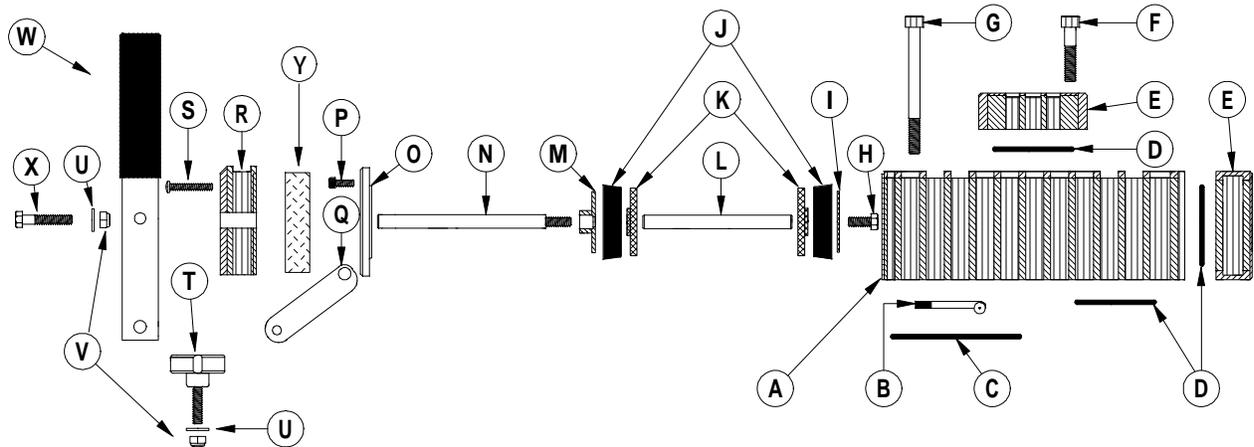


SDS REMOTE OILER BILL OF MATERIAL

ITEM	QTY	PART NUMBER	DESCRIPTION
A	1	EDMP02A	ALUMINUM FILL PLUG
B	1	OR212	FILL PLUG O-RING
C	1	7T00612SDSR	OIL RESERVOIR ONLY
D	1	TOTOP612SDSR	SDS REMOTE OILER TOP COMPLETE
E	1	FSX19075B	10-32 X 5/8" S.S. PAN HD. SCREW
F	1	FSXW19000	#10 SEALING WASHER
G	1	T0007	ALUMINUM OIL JET HOLDER - SDS
H	1	OR231	JET HOLDER O-RING
J	3	PF169P-4-2	POLY-TITE BRASS MALE ELBOW



#6/12 SLIDE VALVE ASSEMBLY



ITEM	QTY	PART NUMBER	DESCRIPTION
A	1	SV003SDS	#6/12 SDS ALUMINUM SLIDE VALVE BODY
B	1	SV012D	#6/12 SDS METAL FLAPPER
C	1	OR237	#6/12 SDS (O-RING) LARGE
D	3	OR228	#6/12 SDS (O-RING) SMALL
E	2	SV048	#6/12 SDS 1-1/2" NPT ADAPTOR BLOCK
F	8	FSX31125	5/16 -18 x 1-1/4" SOCKET HEAD CAP SCREW
G	6	FSX31325	5/16 -18 x 3-1/4" SOCKET HEAD CAP SCREW
H	1	FS25062	1/4-20 X 5/8" HEX CAP SCREW
I	1	SV006E	SEAL CUP WASHER
J	2	SV006C	2" SEAL CUPS
K	2	SV006D	SEAL CUP HUB
L	1	SV001H	SLIDE VALVE INNER ROD
M	1	SV006F	SEAL CUP OUTER WASHER/SPACER
N	1	SV001G	SLIDE VALVE OUTER ROD
O	1	SV002F	MULTI HOLE ENDCAP WITH SCREEN
P	3	FS16050	8-32 x 1/2" SOCKET HEAD CAP SCREW
Q	1	SV030G	HANDLE LINK
R	1	SV010	#6 / 12 SDS S.V. FRONT DEFLECTOR
S	2	FSX16125	8-32 x 1-1/4" S.S. F.H. MACHINESCREW
T	1	SV005C	POSITION LOCKING KNOB
U	2	FSXW25062	1/4" FLAT WASHER
V	2	FSN25	1/4-20 ESNA LOCK NUT
W	1	SV030C	SLIDE VALVE HANDLE
X	1	FS25125	1/4 - 20 x 1-1/4" HEX CAP SCREW
Y	1	SV002D	FRONT DEFLECTOR FILTER

Serial Number

Model

Date Purchased

Notes:
