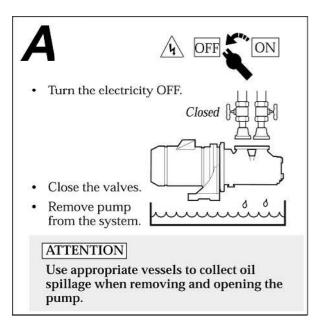
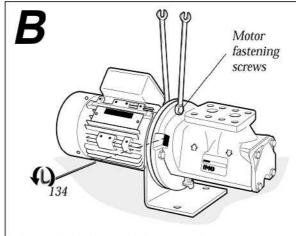
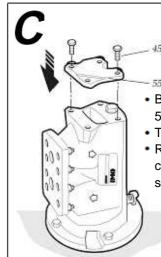
## Re-Assembly with Electric Motor





- Untighten the locking screw 134.
- · Remove the motor fastening screws.
- · Remove the motor and the angle bracket.

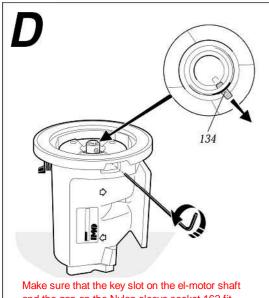


- · Break up the rear cover 551 with the screws 451.
- Take away the gasket 556.
- Refit temporarily the rear cover 551 with two diagonal screws 451.

## Important!

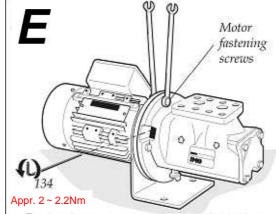
- Fit the rear cover 551. No gasket yet! (This way of reassembling will result in a good adjustment for the shaft seal mounting!)
- · Fit two of the screws 451.

## Important! : Not following those steps results burning the pump & el-motor! \*



- and the gap on the Nylon sleeve socket 162 fit. Adjust location of the locking screw 134 to the
- Turn the locking screw 134 so it fits into the motor shaft key slot.

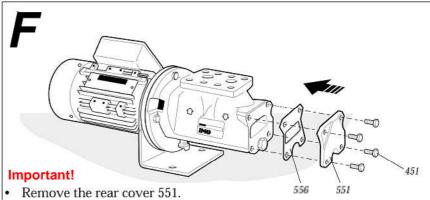
opening in the pump body 401.



- Fit the electric motor and the angle bracket and make sure that the locking screw 134 has entered the motor shaft key slot.
- Tighten the motor fastening screws.
- Tighten the locking screw 134.

After the locking screw 134 got into the key slot, trun 60 ° clockwise to mark the screw location in the key slot, loosen it once, let the screw touch the mark again, then, turn the screw 35 ° to 45 ° clockwise once again to make it tight enough. (Appr.2 ~ 2.2Nm)

\* Must keep the gap between idler rotor and the rear cover 551 to have proper oil lubrication!



- Fit the gasket 556 and put the rear cover 551 back in place.
- Put the pump back into the system. Proceed according to the instructions in the IMO AB Installation and Start up instruction for low pressure pumps.
- Tighten the screws 451 crosswise (24 Nm).