CLOUD SELLERS

TANKMASTER
OPERATION & MAINTENANCE INSTRUCTIONS

Read all instructions in this manual before operating machine.

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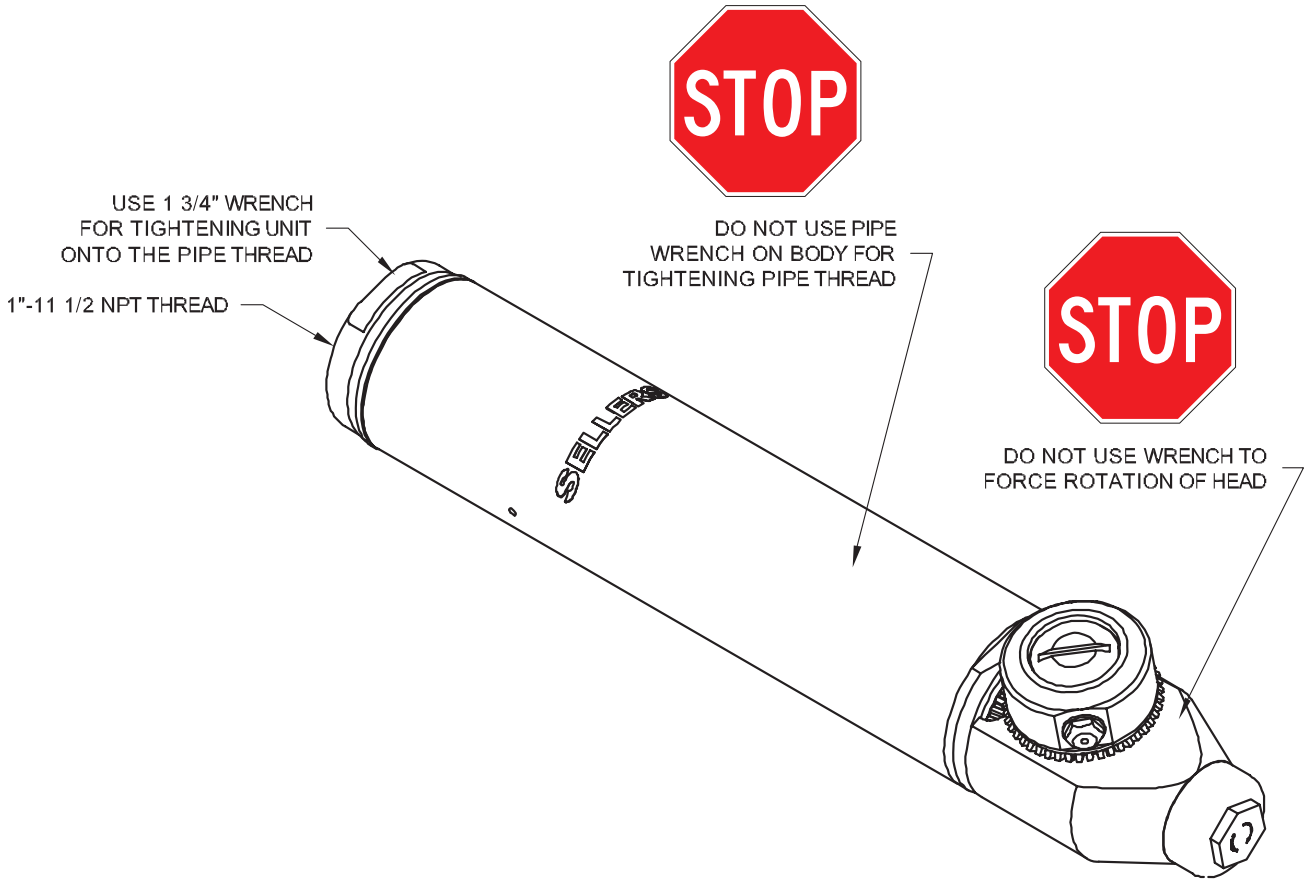
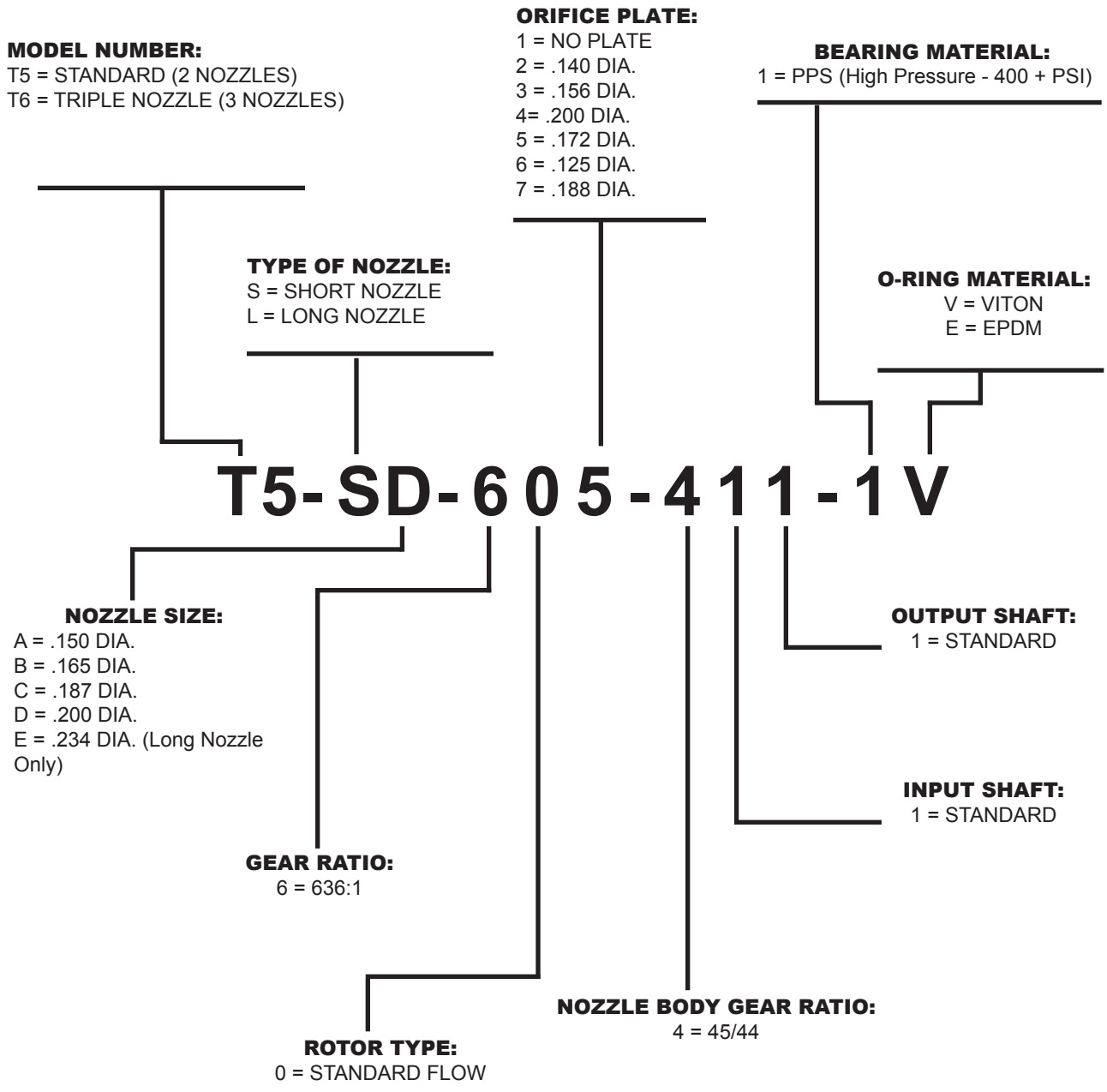


FIGURE 1

CAUTION: If chemicals, hazardous materials, operations, and equipment are used in conjunction with this cleaning equipment, it is the responsibility of the user to establish appropriate associated safety and health practices. Prior to application, the user must consult and determine the applicability of regulatory (federal, state, local and facility) safety and environmental agency limitations.

WARNING: In closed tanks, provisions should be made for adequate venting during operation to allow the escape of any gases or volatile vapors which may be produced during operation. This will also prevent the tank from collapsing due to vacuum formation, which can be caused by a cold rinse cycle in a warm tank.

SECTION: 1 TANKMASTER PART NUMBER DESCRIPTION



SECTION: 2 PREVENTATIVE MAINTENANCE

2.1 Preventative Maintenance Schedule

Daily preventative maintenance

It is recommend that the Tankmaster NOZZLES (47) be inspected for foreign material at the beginning of each workday. Foreign material in the nozzles (47) or inlet strainer (7) will significantly reduce the cleaning quality of the Tankmaster. If foreign material is present remove both nozzles or inlet strainer and eliminate the obstruction.

Scheduled preventative maintenance

It is recommended that the Tankmaster internal input shaft and seal, sections 2.2 thru 3.6, be inspected at 100-300 hour intervals. Initially the components should be inspected every 100 hours until an under standing of the application severity is achieved.

All wear items I.E. bearings, seals, and o-rings should be replaced every 300-500 hours of operation. Again this will depend of the severity of the application.

Note: A well-planned preventative maintenance schedule will greatly extend the life of the Tankmaster. An active P.M. schedule will help to identify damaged or worn items before premature failure of other, more costly components occurs.

General Assembly Notes

CAUTION: Always use NEVER-SIEZE compound on all threaded connections to prevent galling and siezing. Only use concentrated soapy water to lubricate seals and o-rings. Do not use grease or oil. Pay special attention to left hand threads as identified in the manual.

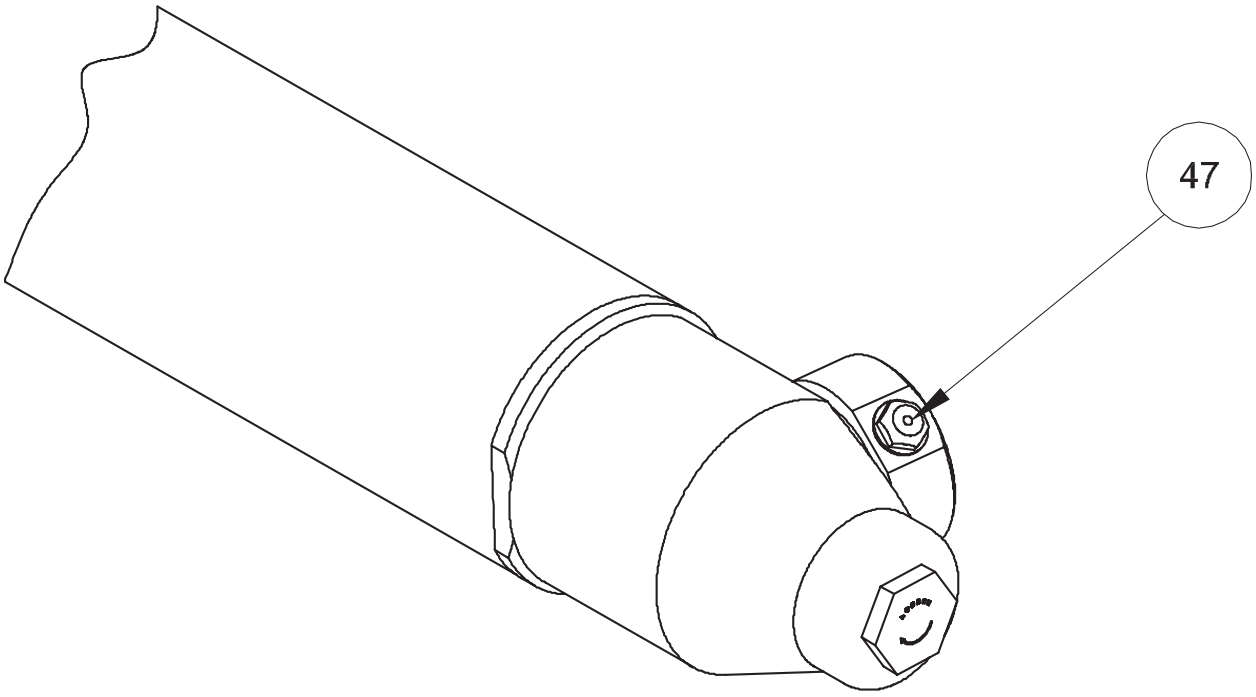


FIGURE 2

2.2 STATOR DISASSEMBLY

See Figure 3

CAUTION: BEFORE WORKING WITH THE UNIT, INSURE THAT ALL HAZARDOUS CHEMICALS HAVE BEEN REMOVED.

Remove cap (1) and strainer (7) from main housing (29).
Remove flow divider (3) from housing (29) by using 3/8" socket or a medium size screwdriver.
Remove turbine shroud (9) from main housing (29).

IMPORTANT! Do not clamp the main body (29) into a vise.

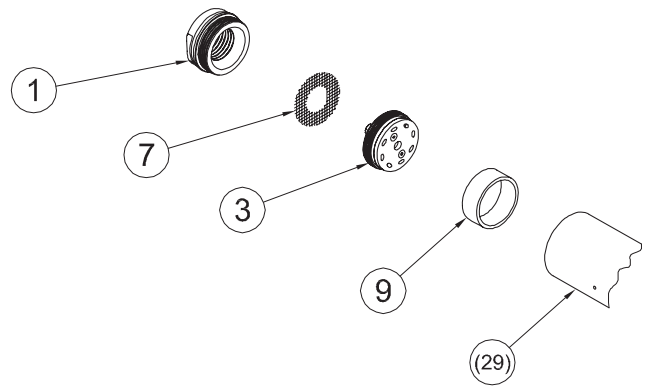


FIGURE 3

2.3 SPRAY HEAD DISASSEMBLY

See Figure 4.

While holding the Spray Head (41) by hand or with cushioned vise jaws, remove the end cap (53) by using 11/16" socket, turning in the direction of the arrow.

IMPORTANT! Do not try to remove end cap (53) by clamping the main housing (29). This may cause damage to the gear head.

Loosen the set screw (23). Remove dowel pin (65)

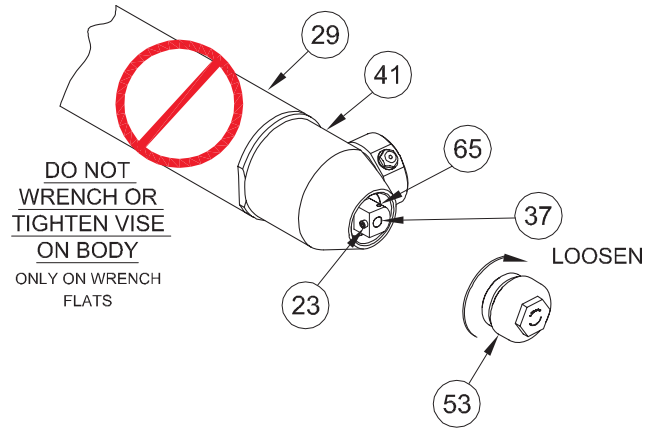


FIGURE 4

See Figure 5

Remove the spray head assembly (32) from the housing (29) using the wrench flats.
Slide the shaft (37) out of the housing (29).

IMPORTANT! The spray head assembly (32) has ***LEFT HAND*** threads. Tighten and loosen per directional arrow on Figure 5.

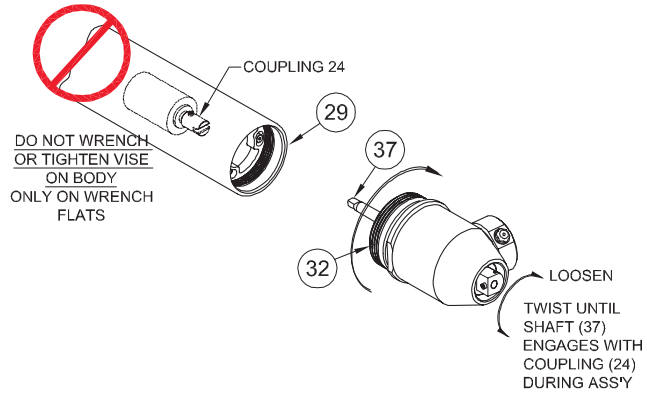


FIGURE 5

2.4 TURBINE DRIVETRAIN DISASSEMBLY

See Figure 6.

Remove the 3 #6-32 screws (31) with an Allen wrench.
Slide the turbine drivetrain assembly out the inlet end of the main housing (29) by pushing on the output housing.

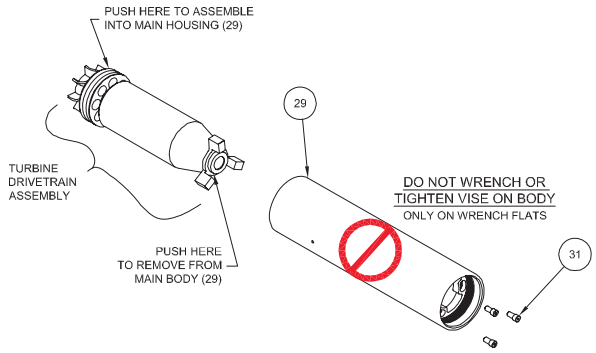


FIGURE 6

2.5 TURBINE DRIVETRAIN DISASSEMBLY

See Figure 7.

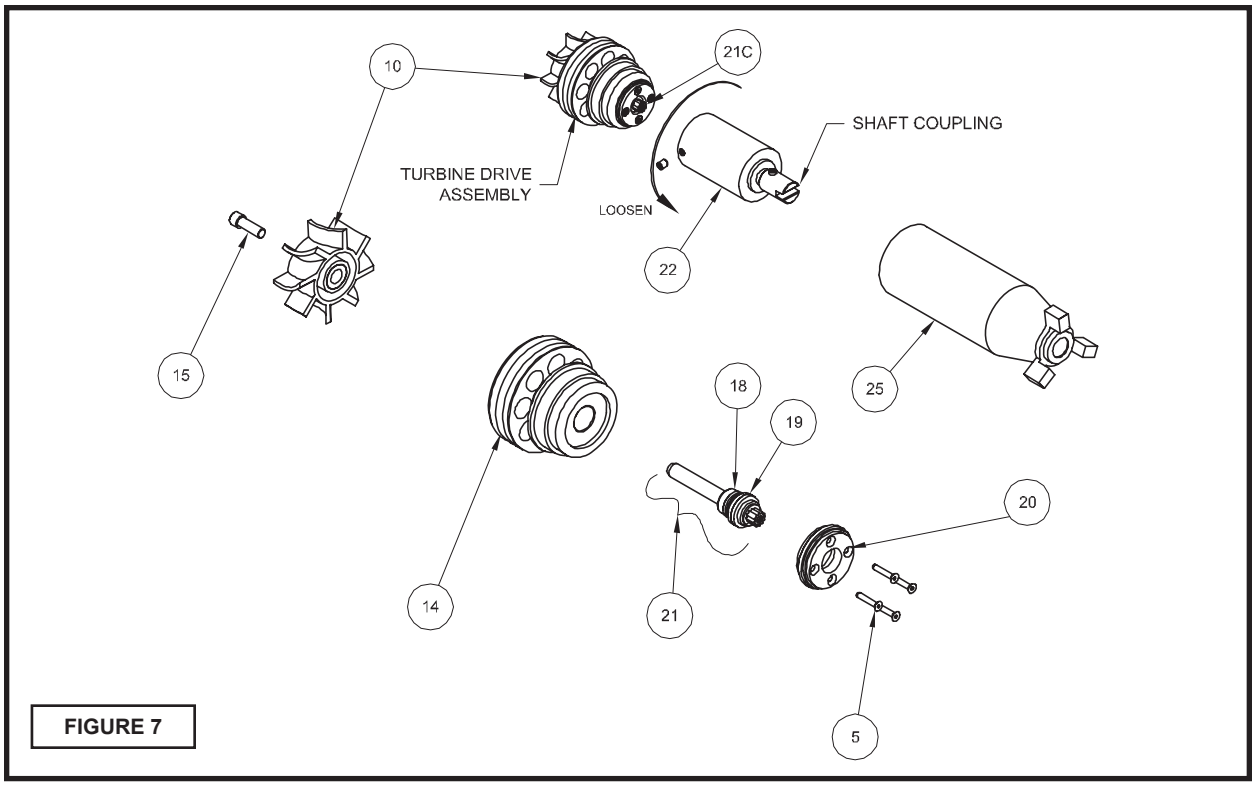


FIGURE 7

Remove the turbine drivetrain assembly from the housing (25). Loosen the small setscrew locking the gearbox (22) to the upper cap assembly (14). Unscrew the gearbox (22).

Remove # 6-32 screw (15) and remove the turbine (10) from the gear box cap (14).
Slide the shaft assembly (21) out of the gear box cap (14).

IMPORTANT! NEVER disassemble gearbox (22). Visually inspect the gearbox for moisture and contaminants. If excessive wear of the exposed gear teeth is apparent it is recommended that the entire gearbox be replaced.

2.6 SHAFT/SEAL INSPECTION

See Figures 8 & 9.

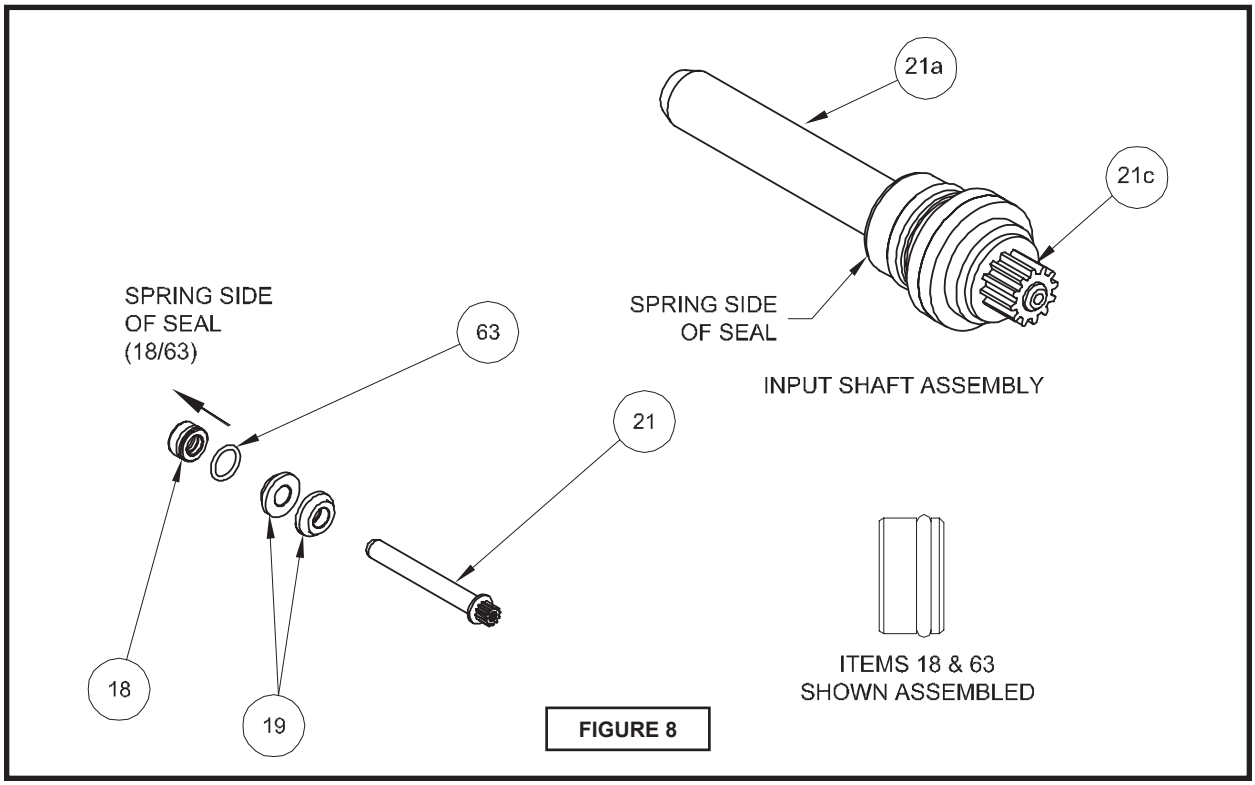


FIGURE 8

Remove the seal assembly (18/63) and 2 seal spacers (19) from the input shaft (21). Inspect the seal area of the input shaft (See Figure 9).

NOTE: It is recommended that the shaft be replaced if there is excessive grooving or radial scoring. See Figure 9. The input seal must always be replaced when performing this inspection.

If the seal and shaft shows no evidence of wear the inspection intervals can be extended.

DISASSEMBLY NOW COMPLETE.

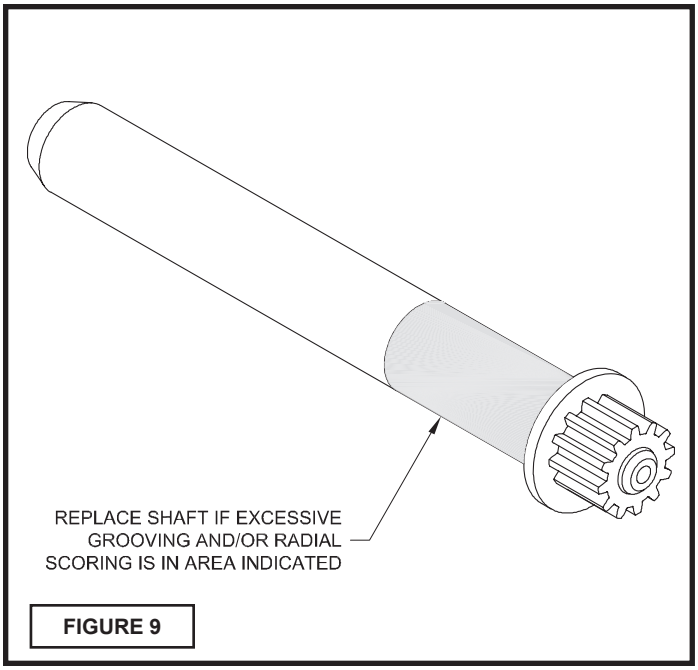


FIGURE 9

SECTION: 3 PREVENTATIVE MAINTENANCE RE-ASSEMBLY

3.1 ASSEMBLY OF INPUT SHAFT:

See Figure 8.

Slide 2 seal spacers (19) flange to flange onto shaft (21).
Install o-ring (63) onto seal (18).
Carefully slide seal (63/18) onto shaft assembly (21).

IMPORTANT! See Figure 8 for the correct orientation of the seal (18) onto the shaft (21). The spring on the seal should face away from the pinion gear (21c).

3.2 TURBINE DRIVE ASSEMBLY:

See Figure 7.

Carefully slide input shaft assembly from 3.1 into the gearbox cap (14) using soapy water to lubricate seal O.D.
Secure plate (20) with 4 #2-56 screws (5).

NOTE: You can use the plate (20) to help install the input shaft assembly (21) into the gearbox cap (14) by pushing the plate (20) against the input seal assembly (21).

Secure turbine (10) onto the input shaft assembly (21) by using the #6-32 screw (15).
Thread gearbox (22) onto Turbine Drive Assembly. You might have to “twist” the turbine (10) until the pinion (21c) seats into the gearbox (22). Lock in place by gently tightening set screw.
Tighten Turbine Drive Assembly onto housing (25).

3.3 TURBINE DRIVETRAIN ASSEMBLY:

See Figure 6

Slide the turbine drivetrain assembly into the inlet end of the main housing (29) by pushing on the gear box cap (14), can use shroud (9) to assist installation. Lubricate o-rings with soapy water.
Secure the turbine drivetrain assembly into the housing (29) by tightening the 3 #6-32 screws (31).

3.4 SPRAY HEAD ASSEMBLY:

See Figure 5.

Slide shaft (37) into housing (29). Gently push and twist the shaft (37) until it engages with the coupling (24).
Install the spray head assembly (32) onto the main housing (29) using the wrench flats.

IMPORTANT ! The spray head assembly (32) has ***LEFT HAND*** threads. Tighten and loosen per directional arrow on Figure 5.

See Figure 4.

Align the dowel pin hole with the flat on the output shaft (37) and install dowel pin (65). Tighten set screw (23). While holding output housing (41) tighten end cap (53) by using 11/16” socket.

IMPORTANT! DO NOT try to tighten end cap (53) while holding the main housing (29). This may cause damage to the gear head. Tighten and loosen (53) per directional arrow on Figure 3.

3.5 STATOR ASSEMBLY:

See Figure 3

Install shroud (9) into main housing (29).
Thread flow divider (3\4) into housing (29) using 3/8” socket or a medium size screwdriver until it shoulders.
Install strainer (7) into main housing (29).
Install cap (1) into main housing (29)

IMPORTANT ! DO NOT clamp the main body (29) into a vise.

Preventative Maintenance Completed.
See Figure 1 for the installation of the Tankmaster.

SECTION: 4 COMPLETE ASSEMBLY BUILD

4.1 ASSEMBLY OF GEARBOX HOUSING:

See Figure 10.

Using a small tip screw driver install 7/16” snap ring (17) into inboard groove of cap (28).
Slide bearing (8) into cap (28) with chamfered end towards snap ring.
Install 7/16” snap ring (17) into the outboard groove of cap (28).
Install o-ring (26) onto cap (28).
Install o-ring (63) onto seal (52).
Slide seal assembly (52/63) and the seal spacer (19) into the lower gearbox cap (28), lubricate with soapy water.

IMPORTANT! See Figure 10 for the correct orientation of the output seal (52/63) into the lower gearbox cap (28). The spring on the seal should face the short bushing (8).

NOTE: You can use the seal spacer (19) to push the output seal (52/63) into the lower gearbox cap.

Install 1/2” snap ring (54) into cap (28).
Thread cap (28) into gearbox housing (25).

IMPORTANT ! The lower gearbox cap (28) has ***LEFT HAND*** threads. Tighten/Loosen per the illustration in Figure 10.

Subassembly is complete. Set aside in a clean environment.

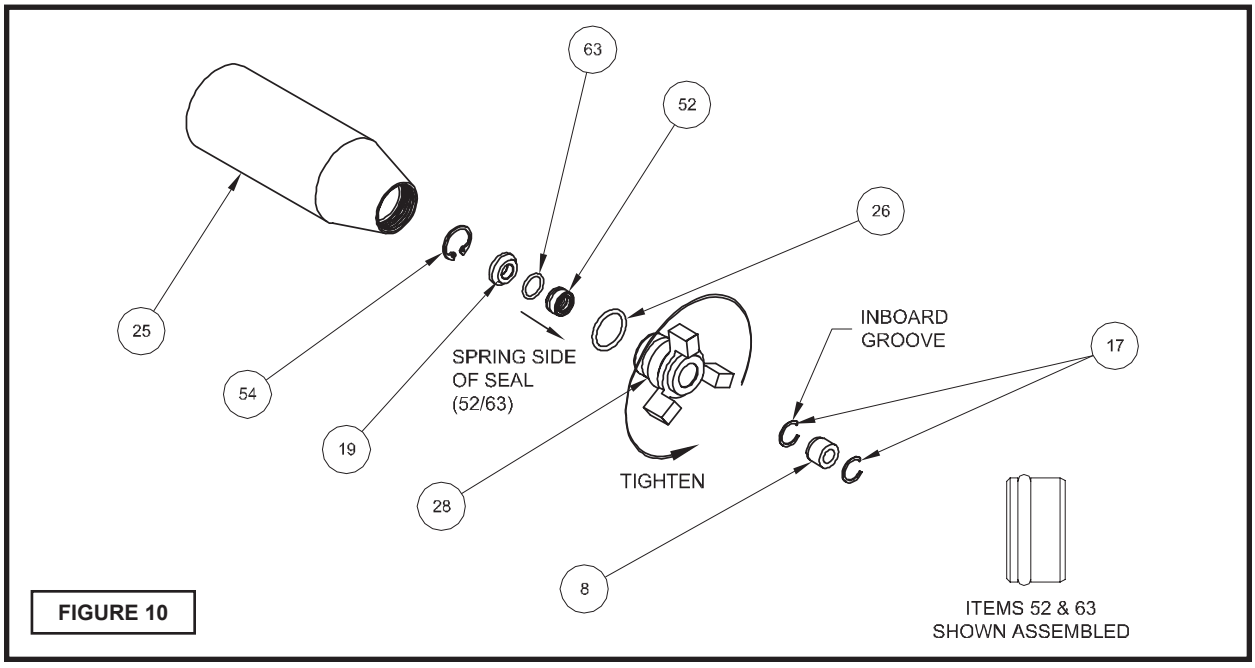


FIGURE 10

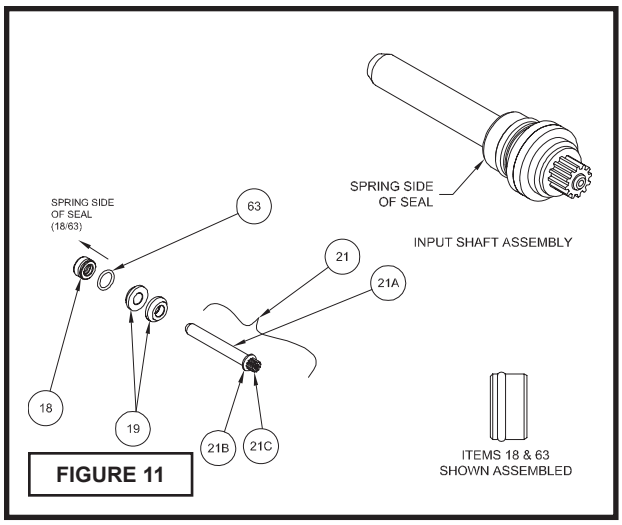


FIGURE 11

4.2 INPUT SHAFT ASSEMBLY:

See Figure 11.

Slide 2 seal spacers (19) onto shaft (21a).
Install o-ring (63) onto seal (18).
Carefully slide seal (63/18) onto shaft (21a).

IMPORTANT ! See Figure 11 for the correct orientation of the seal (63/18) onto the shaft (21a). The spring on the seal should face away from the washer (21b).

4.3 TURBINE DRIVE ASSEMBLY:

See Figure 12.

Install two o-rings (11) onto gearbox cap (14).
Install o-ring (13) into gearbox cap (14).
Install bushing (12) into gearbox cap (14).

NOTE: See Figure 12 for the correct orientation of the bushing (12).

Install o-ring (16) onto gearbox cap (14).
Carefully slide input shaft assembly (21) into the gearbox cap (14), Lubricate o-rings with soapy water.
Secure plate (20) with four #2-56 screws (5).

NOTE: You can use the plate (20) to help install the input shaft assembly (21) into the gearbox cap (14) by pushing the plate (20) against the input seal assembly (21).

Secure turbine (10) onto the input shaft assembly (21) by using the #6-32 screw (15).
Thread gearbox (22) onto Turbine Drive Assembly. You might have to “twist” the turbine (10) until the pinion (21c) seats into the gearbox (22). Lock in place by gently tightening set screw.
Align flat of coupling (24) to flat of gearbox output shaft. Tighten set screw (23).
Tighten Turbine Drive Assembly onto housing (25).

SUBASSEMBLY COMPLETE.
SET ASIDE IN CLEAN ENVIRONMENT.

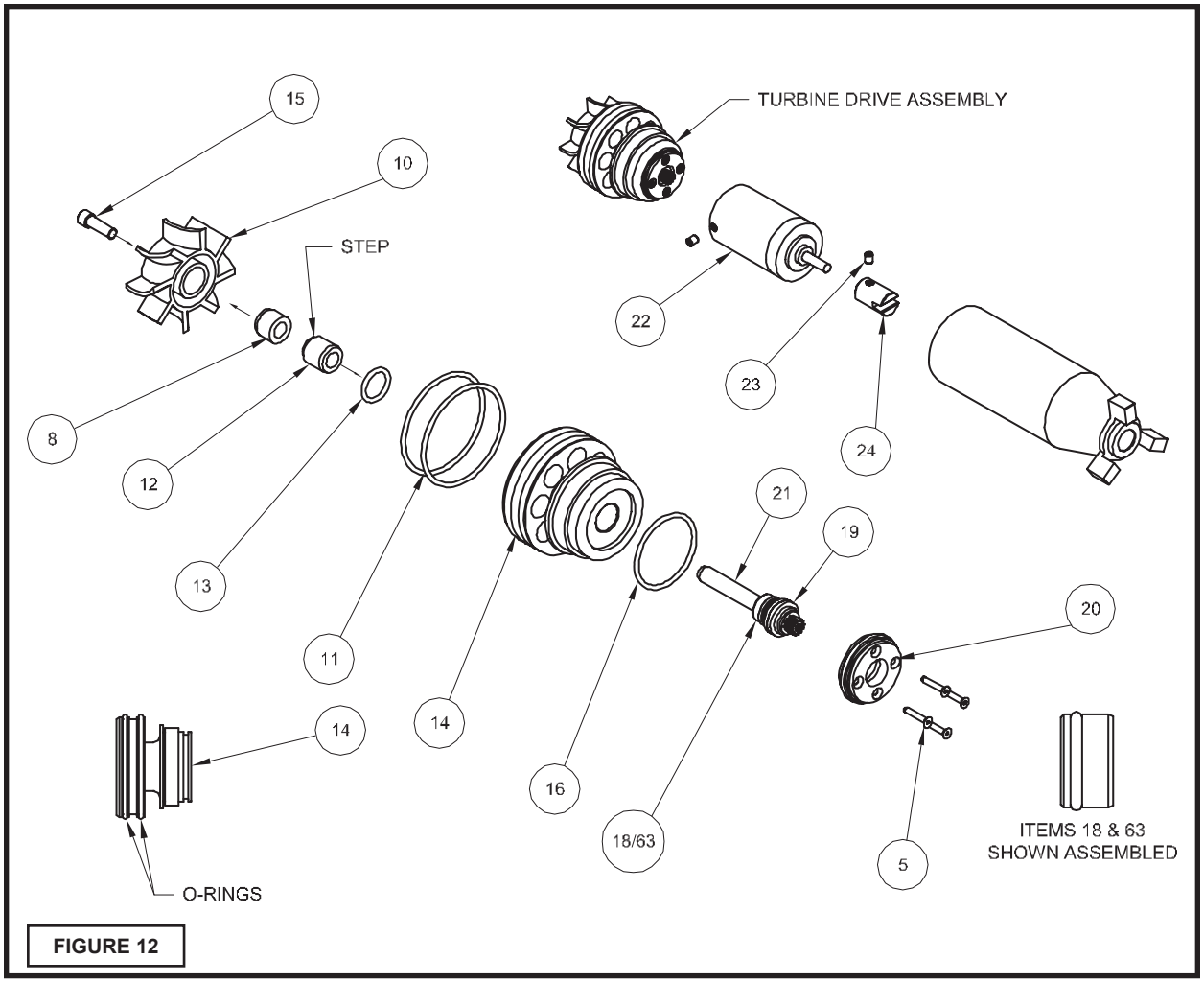


FIGURE 12

4.4 TURBINE DRIVETRAIN ASSEMBLY:

See Figure 13.

Thread ring clamp (30) into body (29) until it bottomsout on the shoulder.

IMPORTANT! Ring clamp (30) has ***LEFT HAND*** threads. Tighten and loosen per directional arrow in Figure 13.

Slide Turbine Drivetrain Assembly into housing (29). Secure gearbox assembly using 3 screws (31).

Subassembly complete.

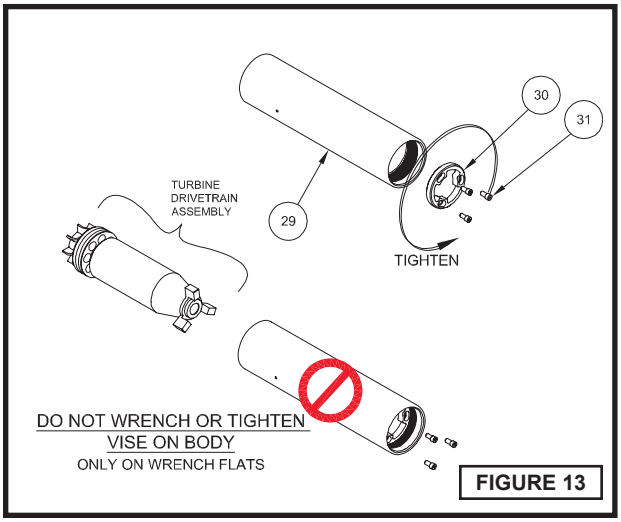


FIGURE 13

4.5 BODY CAP ASSEMBLY:

See Figure 14.

Press 1/16” dowel pin (33) into cap (32).
Locate gear (34) onto shaft (36).
Lubricate o-ring (35) and install onto shaft (36).
Lubricate o-ring (11) and install onto (32).
Secure cap (32) into a vise using wrench flats.
Tighten shaft (36) onto cap (32).

IMPORTANT! Shaft (36) has ***LEFT HAND*** theads. Tighten and loosen per directional arrow in Figure 14.

Lubricate o-ring (56) and install onto shaft (37) until o-ring is approximately 1” from the flats on shaft.

Slide shaft (37) into gearbox assembly. See figure 14 for orientation of the output shaft.

NOTE: Shaft (37) may have to be “Twisted” in a circular motion to seat with coupling. See Figure 14.

Thread body cap (32) into housing (29).

NOTE: Cap (32) should completely thread into housing (29), see Figure 15. If it does not then go back and properly tighten ring clamp (30), see Figure 13.

IMPORTANT! Body cap (32) has ***LEFT HAND*** threads. Tighten and loosen per directional arrow in Figure 14.

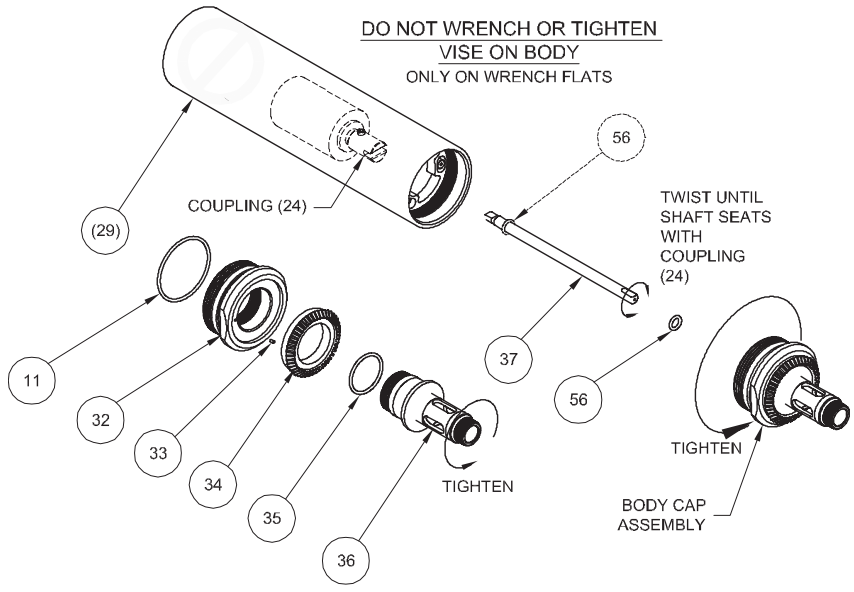


FIGURE 14

4.6 PIVOT SHAFT ASSEMBLY:
See Figure 15.

Lubricate o-ring (63) and install output seal (52). Using bearing (40) push seal (63/52) into the shaft (36). Install bearing (38) onto shaft (36). Lubricate rod seal (39) and install onto shaft (36). See Figure 15 for correct orientation of seal. Install spiral locks (59) into grooves on shaft (36). This part of the assembly is complete.

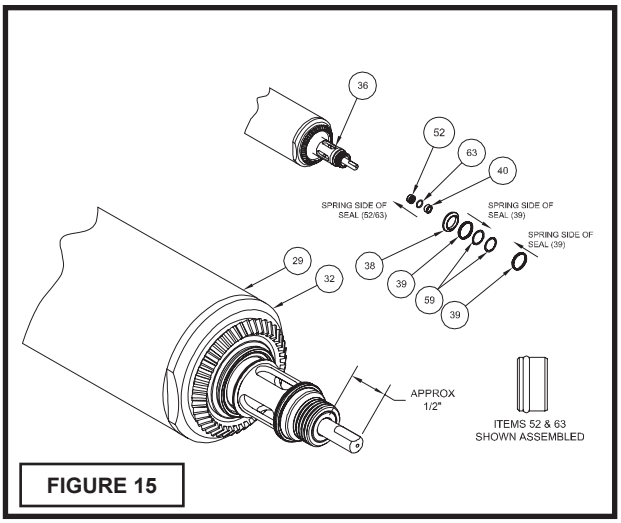


FIGURE 15

4.7 SPRAY NOZZLE ASSEMBLY:
See Figure 16.

Install shaft (42) onto housing (41). Locate housing (41) onto shaft (36). **NOTE:** It is recommended that you loctite shaft (42) onto housing (41) with a permanent adhesive.

IMPORTANT! Carefully install housing (41) over the 3/4" rod seal. DO NOT damage seal from excessive force during installation.

Install bearing (58).

IMPORTANT! Items 50, 51 and 53 have ***LEFT HAND*** threads. Tighten per directional arrow on Figure 16.

Tighten bushing (50) by using 11/16" deep well socket. While holding housing (41) tighten inner cap (51) by using 11/16" deep well socket. Align flat on shaft (37) up with dowel pin hole and install dowel pin (65). Tighten set screw (23). While holding housing (41) install end cap (53).

NOTE: Item (50) should be torqued to 20 Ft. Lbs while holding item (32).

IMPORTANT ! DO NOT tighten cap (53/51) while holding housing (29). This may cause damage to the gear head.

This part of the assembly is complete.

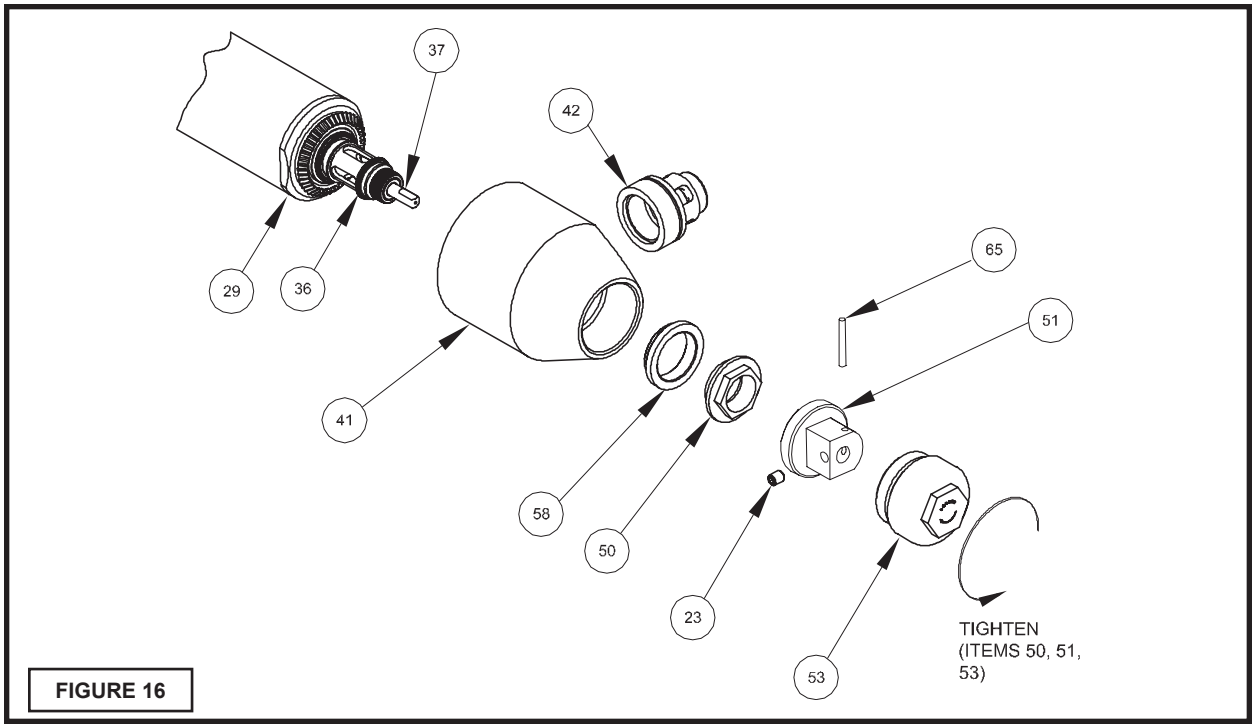


FIGURE 16

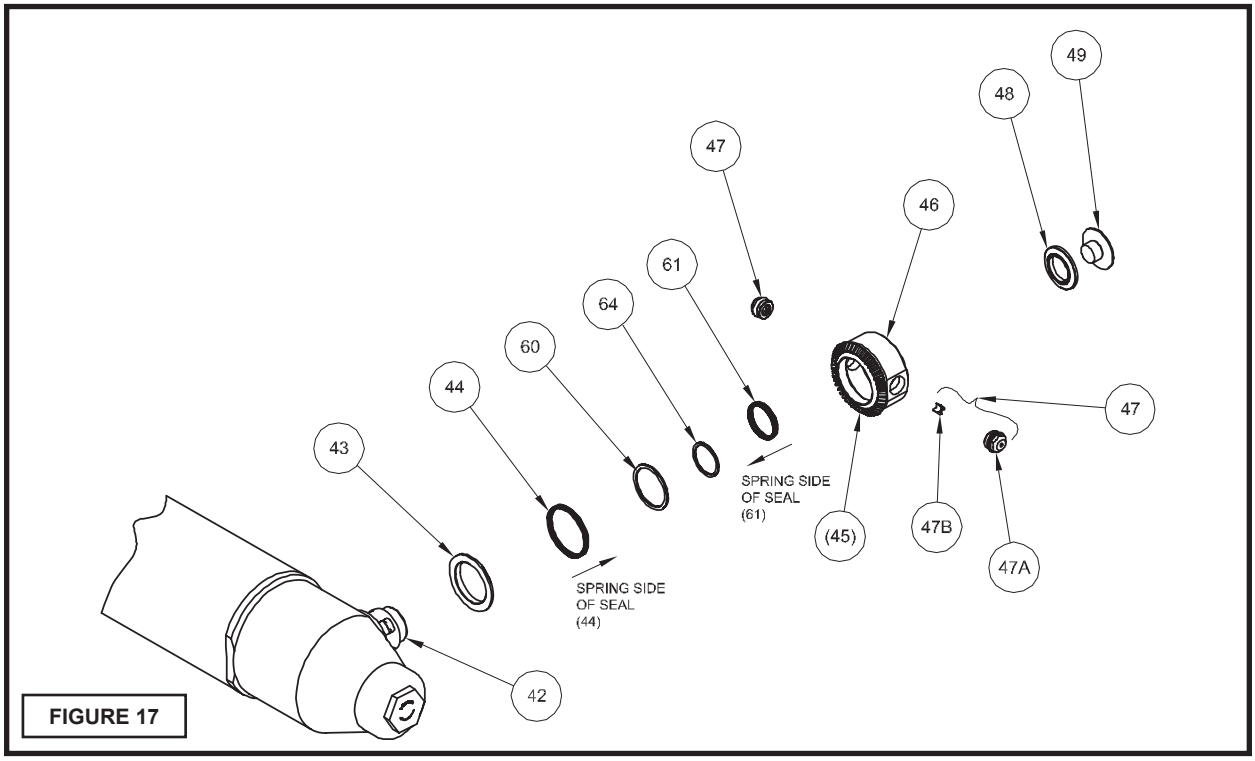


FIGURE 17

4.8 NOZZLE BODY ASSEMBLY:

See Figure 17.

Install bearing (43) onto shaft (42). Lubricate rod seal with soapy water (44) and install onto shaft (42).

IMPORTANT! *See Figure 17 for the correct orientation of both seals (44/61)*.

Install 1" spiral lock (60) onto shaft (42). Install spiral lock 5/8" (64) on shaft (42). Install stream straighter (47b), chamfer goes into the nozzle, into nozzle (47a). Thread nozzles (47) into body (46). Slide body (46) onto shaft (42). Slide bearing (48) into body and secure with cap (49).

NOTE: Perform above steps twice for T7 model (Dual nozzle bodies).

4.9 STATOR ASSEMBLY:

See Figure 18

Secure orifice plate (4) to flow divider (3) using screws (6). See Figure 18 for correct orientation of orifice plate.

Install turbine shroud (9) into the tube (29). Thread flow divider into housing (29) by using 3/8" socket or a medium size screwdriver. Place strainer (7) into body (29). Tighten cap (1) to body (29).

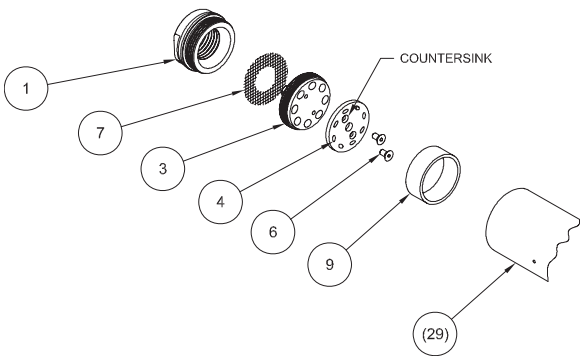


FIGURE 18

The Tankmaster is now assembled and ready for service.

See Section 1 for the installation of the Tankmaster.

SECTION: 5 PARTS BREAK DOWN

5.1 EXPLODED VIEW

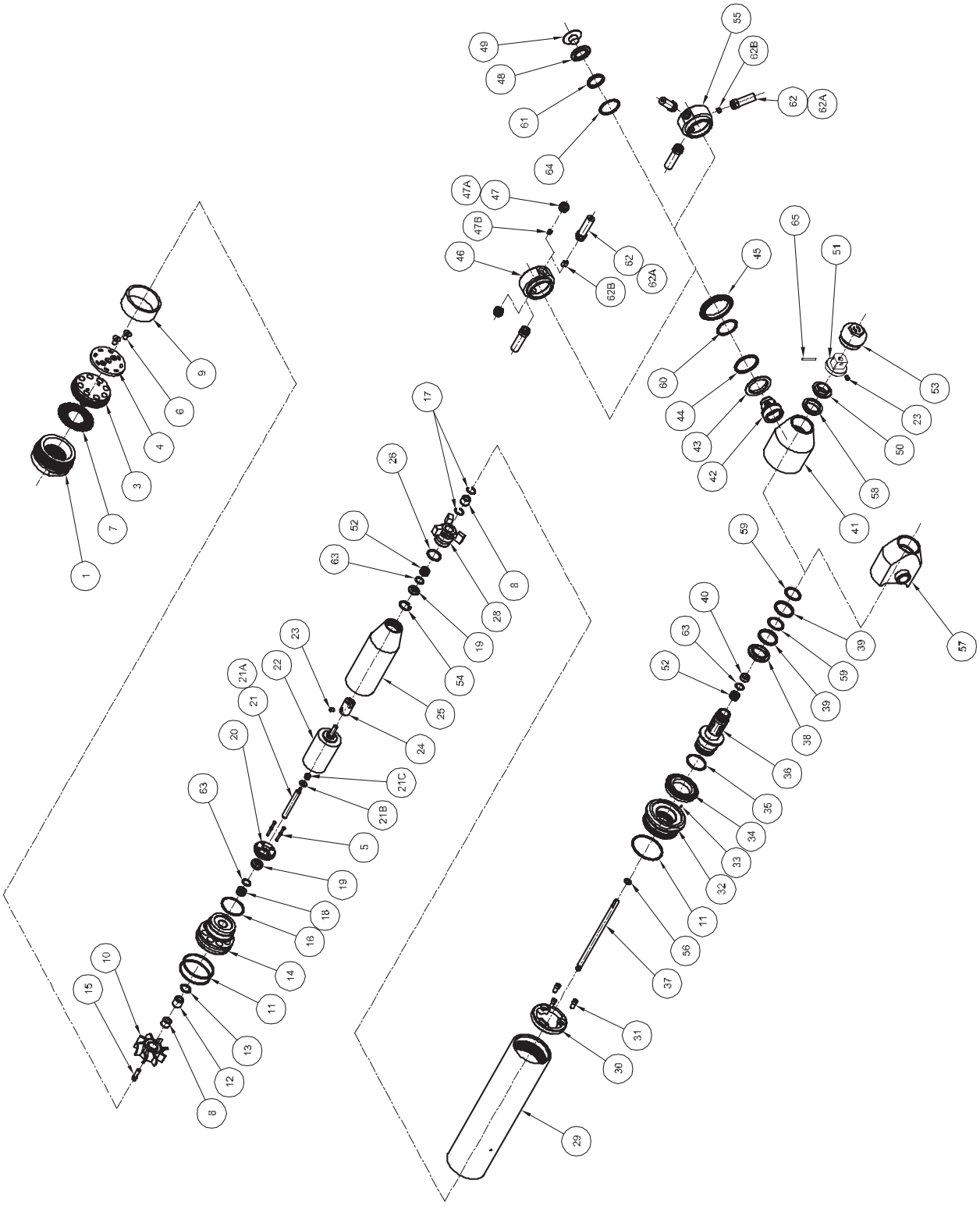


FIGURE 19

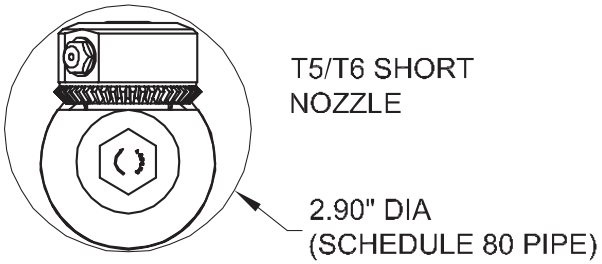
SECTION: 5.2 COMPONENT PARTS BY ITEM NUMBER

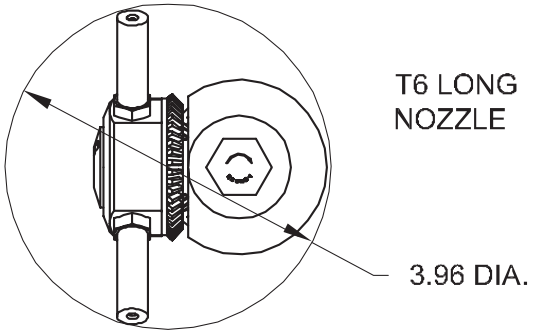
ITEM No.	QTY	QTY	QTY	PART No.	DESCRIPTION

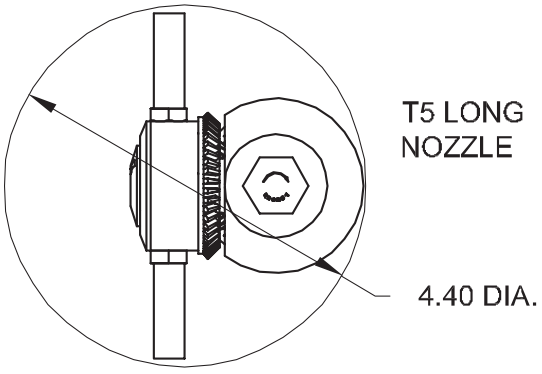
		T6			T6 TANKMASTER
			T5		T5 TANKMASTER
1		1	1	107307	INLET CAP
3		1	1	107308	FLOW DIVIDER
4		1	1	107309-XX	ORIFICE PLATE
5		4	4	105811	2-56 SCREW
6		2	2	106948	6-32 SCREW
7		1	1	107196	STRAINER
8		2	2	106946	BUSHING SHORT
9		1	1	105820	TURBINE SPACER
10		1	1	107891	TURBINE
11		3	3	105813-030X	O-RING
12		1	1	101580	BUSHING THRUST
13		1	1	105813-013X	O-RING
14		1	1	105806	UPPER CAP REDUCTION
15		1	1	11-3-1	6-32 SCREW
16		1	1	105813-025X	O-RING
17		2	2	101588	RETAINING RING
18		1	1	107906	SEAL INPUT
19		3	3	105784	SEAL SPACER
20		1	1	105802	ADAPTER PLATE
21		1	1	107310	INPUT SHAFT ASSY
21A		(1)	(1)	107311	INPUT SHAFT
21B		(1)	(1)	105777	WASHER
21C		(1)	(1)	101575	GEAR
22		1	1	101574-XX	GEAR REDUCER
23		2	2	108351	8-32 SET SCREW
24		1	1	114963	COUPLING
25		1	1	105801	GEARBOX HOUSING
26		1	1	105813-016X	O-RING
28		1	1	107872	LOWER CAP REDUCTION
29		1	1	105799	INPUT HOUSING
30		1	1	105285	RING CLAMP
31		3	3	105286	6-32 SCREW
32		1	1	105798	BODY CAP
33		1	1	105816	DOWEL PIN
34		1	1	105780	GEAR
35		1	1	105813-012X	O-RING
36		1	1	108035-P	PIVOT SHAFT
37		1	1	107314-P	LOWER OUTPUT SHAFT
38		1	1	108052-XX	UPPER PIVOT BEARING
39		2	2	105812-018	SEAL ROD
40		1	1	105852-XX	BEARING OUTPUT SHAFT
41		1	1	108048-P	OUTPUT HOUSING
42		1	1	108042-P	NOZZLE SHAFT
43		1	1	105787-XX	NOZZLE, BODY, BEARING
44		1	1	105812-022	SEAL ROD
45		1	1	108050-P	GEAR
46		---	1	108045-P	NOZZLE BODY
47		3	2	095660-X	NOZZLE, SHORT
47A		(1)	(1)	108044	NOZZLE
47B		(1)	(1)	103750	STREAM STRAIGHTENER
48		1	1	108046-XX	NOZZLE, BODY, BEARING
49		1	1	108047	SHAFT CAP
50		1	1	105817	BUSHING, HEX
51		1	1	114962	INNER CAP
52		2	2	107906	SEAL
53		1	1	107318	END CAP
54		1	1	106945	RETAINING RING
55		1	---	108056-P	BODY NOZZLE TRIPLE
56		1	1	105813-010X	O-RING
58		1	1	108036-XX	BEARING PIVOT LOWER
59		2	2	108049-01	RING SPIRAL
60		1	1	108049-02	RING SPIRAL
61		1	1	105812-016	SEAL ROD
62		3	2	108053-X	LONG NOZZLE
62A		(1)	(1)	109993	NOZZLE BLANK
62B		(1)	(1)	75-1848	STREAM STRAIGHTENER
63		3	3	108345-X	O-RING
64		1	1	108049-03	RING SPIRAL
65		1	1	114960	DOWEL PIN .09” DIA. x .75” LONG

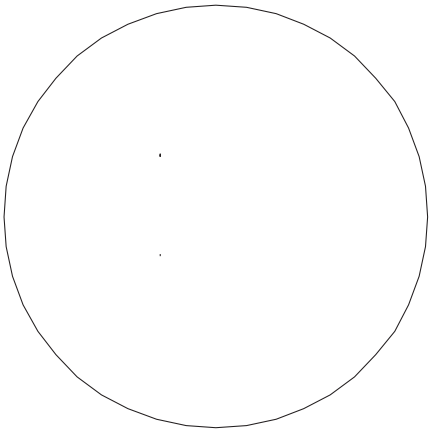
SECTION: 7

7.1 OPENING SIZE



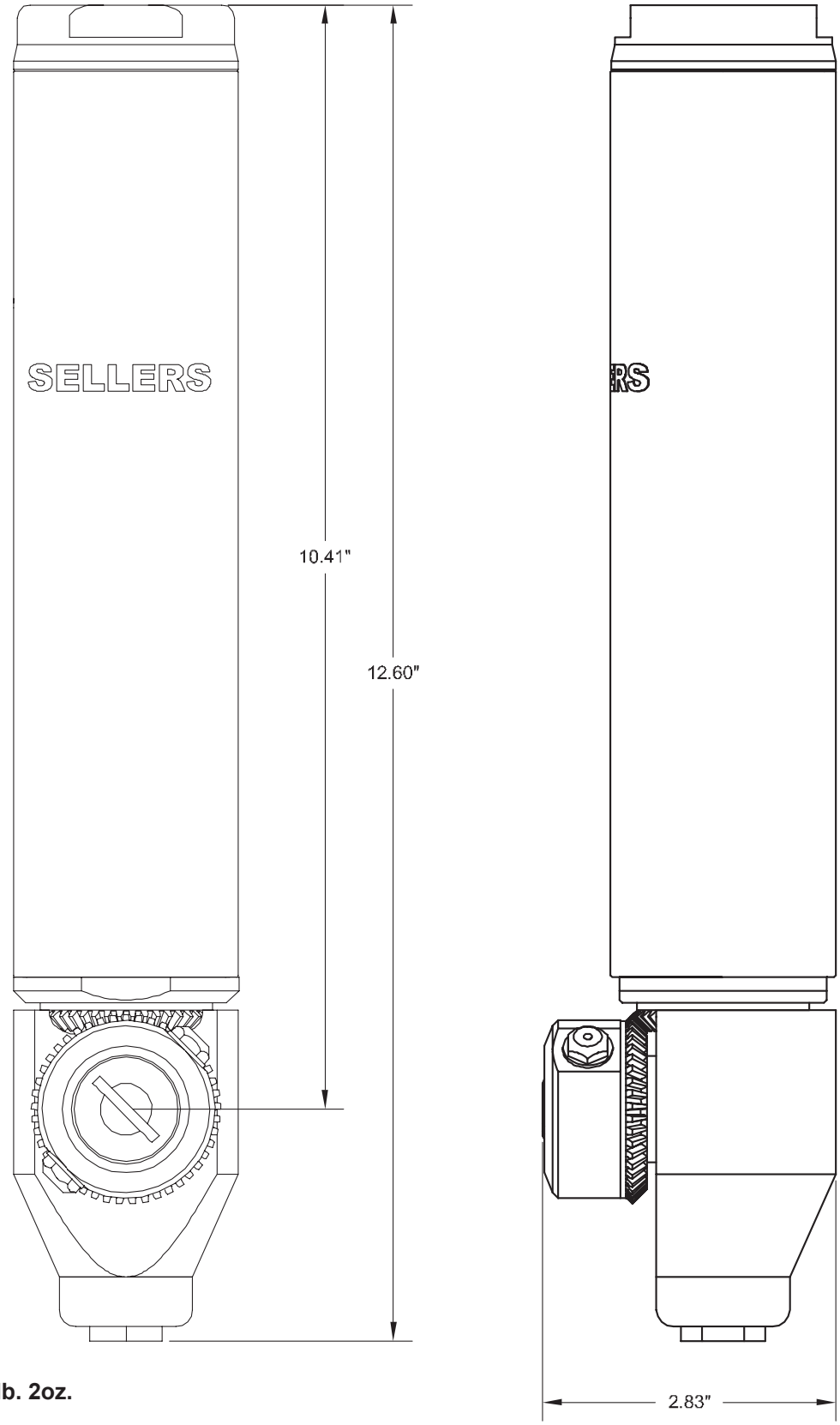




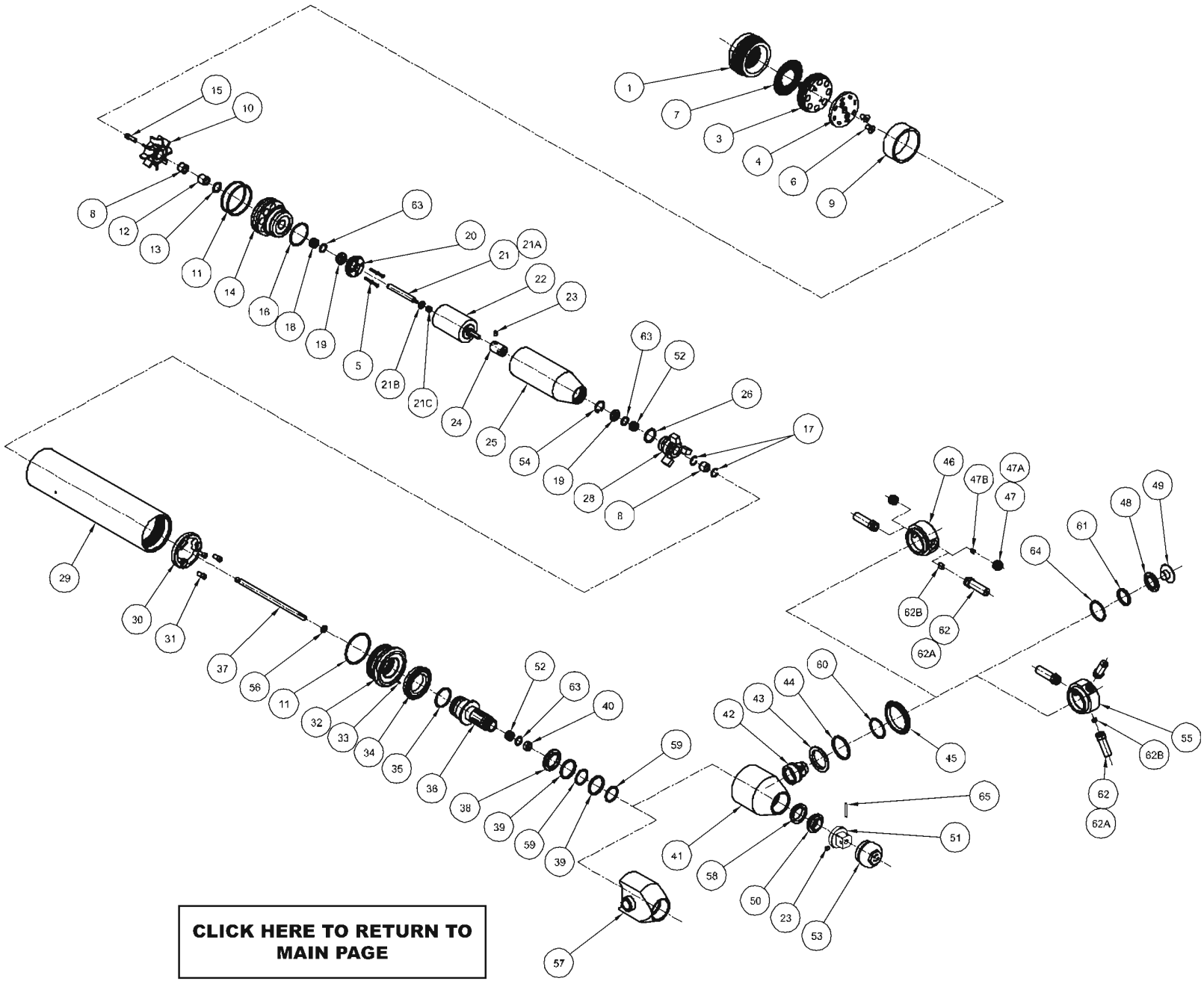


SECTION: 7

7.2 DIMENSIONS

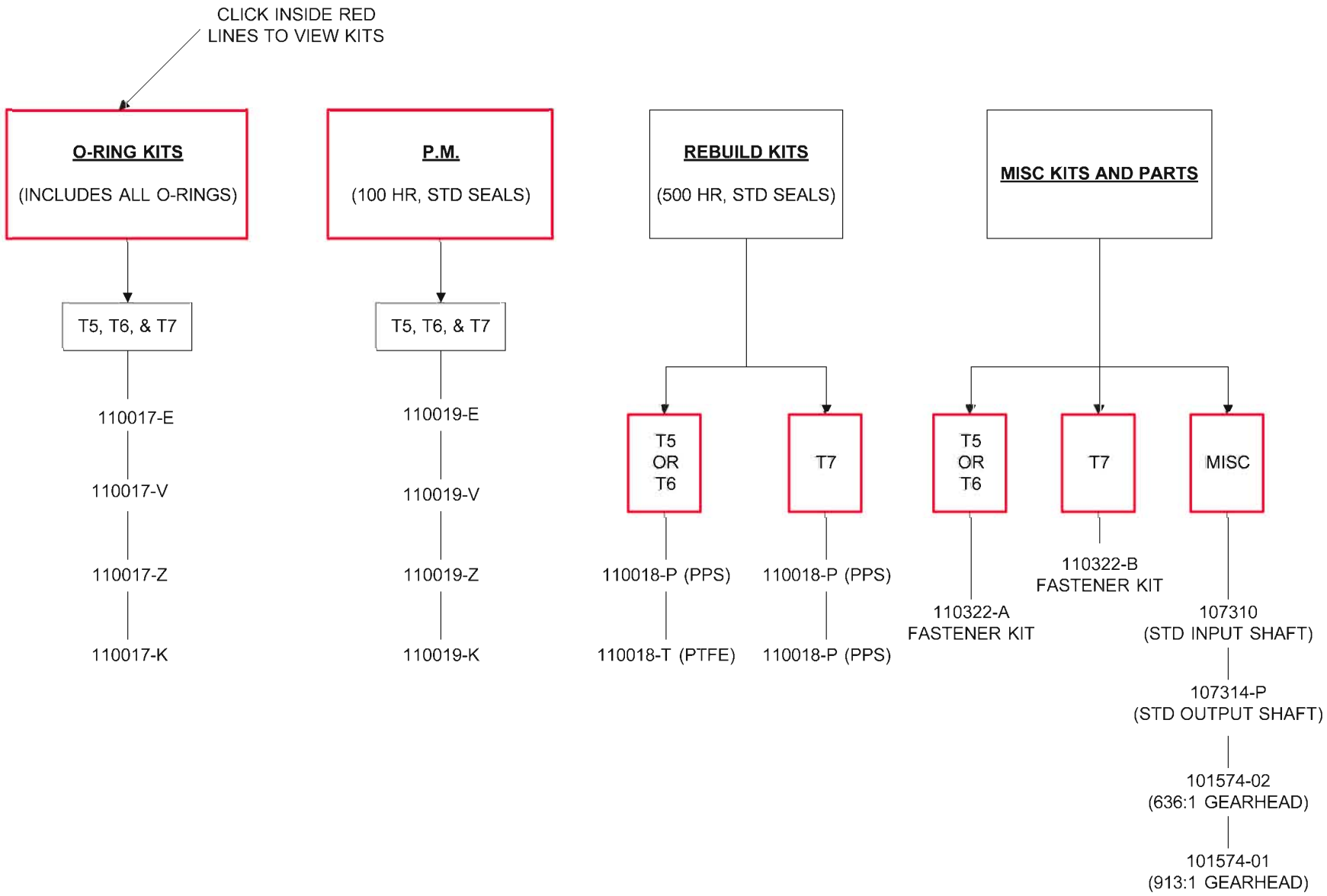


Weight: 8lb. 2oz.



CLICK HERE TO RETURN TO MAIN PAGE

TANKMASTER REBUILD AND PREVENTATIVE MAINTENANCE KITS



SEE MOST RECENT REVISION OF OPERATION MANUAL AND
MAINTENANCE MANUAL, 108359, FOR CORRECT USAGE OF REPAIR KITS

TANKMASTER T5, T6, & T7 O-RING KITS

KIT NUMBER 110017-V

EXAMPLE: T5-SD-605-411-1V

KIT NUMBER	DESCRIPTION	PART NUMBER	ITEM #	QPA	DESCRIPTION
110017-E	O-RING KIT "EP"	105813-030E	11	3	O-RING
	T5, T6, T7	105813-013E	13	1	O-RING
		105813-025E	16	1	O-RING
		105813-016E	26	1	O-RING
		105813-021E	35	1	O-RING
		105813-010E	56	1	O-RING
CLICK HERE FOR MAIN PAGE		108345-E	63	3	O-RING
110017-V	O-RING KIT "VITON"	105813-030V	11	3	O-RING
	T5, T6, T7	105813-013V	13	1	O-RING
		105813-025V	16	1	O-RING
		105813-016V	26	1	O-RING
		105813-021V	35	1	O-RING
		105813-010V	56	1	O-RING
		108345-V	63	3	O-RING
110017-Z	O-RING KIT "ZALAK"	105813-030Z	11	3	O-RING
	T5, T6, T7	105813-013Z	13	1	O-RING
		105813-025Z	16	1	O-RING
		105813-016Z	26	1	O-RING
		105813-021Z	35	1	O-RING
		105813-010Z	56	1	O-RING
CLICK HERE FOR MAIN PAGE		108345-Z	63	3	O-RING
110017-K	O-RING KIT "KALREZ"	105813-030K	11	3	O-RING
	T5, T6, T7	105813-013K	13	1	O-RING
		105813-025K	16	1	O-RING
		105813-016K	26	1	O-RING
		105813-021K	35	1	O-RING
		105813-010K	56	1	O-RING
		108345-K	63	3	O-RING

TANKMASTER T5, T6, & T7 PM KITS (100 HR)

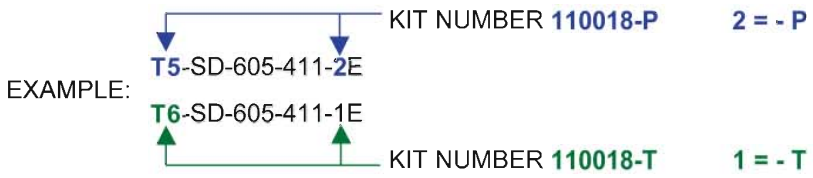
KIT NUMBER 110019-E

EXAMPLE: T5-SD-605-411-1E

					DESCRIPTION
110019-E	100 HOUR PM KIT	105813-030E	11	3	O-RING
	"EP"	105813-025E	16	1	O-RING
	T5, T6, T7	103525	18	1	SEAL
		105784	19	2	SEAL SUPPORT
CLICK HERE FOR MAIN PAGE		108345-E	63	1	O-RING SEAL
110019-V	100 HOUR PM KIT	105813-030V	11	3	O-RING
	"VITON"	105813-025V	16	1	O-RING
	T5, T6, T7	103525	18	1	SEAL
		105784	19	2	SEAL SUPPORT
		108345-V	63	1	O-RING SEAL
110019-Z	100 HOUR PM KIT	105813-030Z	11	3	O-RING
	"ZALAK"	105813-025Z	16	1	O-RING
	T5, T6, T7	103525	18	1	SEAL
		105784	19	2	SEAL SUPPORT
CLICK HERE FOR MAIN PAGE		108345-Z	63	1	O-RING SEAL
110019-K	100 HOUR PM KIT	105813-030K	11	3	O-RING
	"KALREZ"	105813-025K	16	1	O-RING
	T5, T6, T7	103525	18	1	SEAL
		105784	19	2	SEAL SUPPORT
		108345-K	63	1	O-RING SEAL

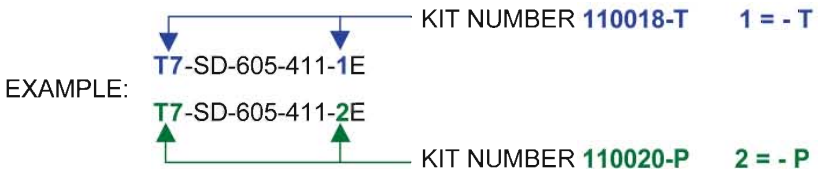
Note: ITEM # 18 is now 107906

TANKMASTER T5 & T6 REBUILD KITS (500 HR)



KIT NUMBER	DESCRIPTION	PART NUMBER	ITEM #	QPA	DESCRIPTION
110018-P	REBUILD KIT	103525	18	1	INPUT SEAL
	500 HRS "PPS"	105784	19	3	SPACER SEAL
	T5 & T6	107310	21	1	INPUT SHAFT ASSY
		107906	52	2	OUTPUT SEAL
		108049-01	59	2	SPIRAL RETAINING .750"
		108049-02	60	1	SPIRAL RETAINING 1.0"
		108049-03	64	1	SPIRAL RETAINING .625"
CLICK HERE FOR MAIN PAGE		105812-018	39	2	.750" SEAL
		105812-022	44	1	1.0" SEAL
		105812-016	61	1	.625" SEAL
		108052-02	38	1	BEARING,PIVOT, UPPER
		105852-02	40	1	OUTPUT SHAFT BEARING
		108036-02	58	1	BEARING, PIVOT, LOWER
		105787-02	43	1	BEARING, BODY, LOWER
		108046-02	48	1	BEARING, BODY. UPPER
110018-T	REBUILD KIT	103525	18	1	INPUT SEAL
	500 HRS "PTFE"	105784	19	3	SPACER SEAL
	T5 & T6	107310	21	1	INPUT SHAFT ASSY
		107906	52	2	OUTPUT SEAL
		108049-01	59	2	SPIRAL RETAINING .750"
		108049-02	60	1	SPIRAL RETAINING 1.0"
CLICK HERE FOR MAIN PAGE		108049-03	64	1	SPIRAL RETAINING .625"
		105812-018	39	2	.750" SEAL
		105812-022	44	1	1.0" SEAL
		105812-016	61	1	.625" SEAL
		108052-01	38	1	BEARING,PIVOT, UPPER
		105852-01	40	1	OUTPUT SHAFT BEARING
		108036-01	58	1	BEARING, PIVOT, LOWER
		105787-01	43	1	BEARING, BODY, LOWER
		108046-01	48	1	BEARING, BODY. UPPER

TANKMASTER T7 REBUILD KITS (500 HR)



KIT NUMBER	DESCRIPTION	PART NUMBER	ITEM #	QPA	DESCRIPTION
110020-T	REBUILD KIT	103525	18	1	INPUT SEAL
	500 HRS "PTFE"	105784	19	3	SPACER SEAL
	T7	107310	21	1	INPUT SHAFT ASSY
		107906	52	2	OUTPUT SEAL
		108049-01	59	2	SPIRAL RETAINING .750"
		108049-02	60	2	SPIRAL RETAINING 1.0"
CLICK HERE FOR MAIN PAGE		108049-03	64	2	SPIRAL RETAINING .625"
		105812-018	39	2	.750" SEAL
		105812-022	44	2	1.0" SEAL
		105812-016	61	2	.625" SEAL
		108052-01	38	1	BEARING,PIVOT, UPPER
		105852-01	40	1	OUTPUT SHAFT BEARING
		108036-01	58	1	BEARING, PIVOT, LOWER
		105787-01	43	2	BEARING, BODY, LOWER
		108046-01	48	2	BEARING, BODY. UPPER
110020-P	REBUILD KIT	103525	18	1	INPUT SEAL
	500 HRS "PPS"	105784	19	3	SPACER SEAL
	T7	107310	21	1	INPUT SHAFT ASSY
		107906	52	2	OUTPUT SEAL
		108049-01	59	2	SPIRAL RETAINING .750"
		108049-02	60	2	SPIRAL RETAINING 1.0"
CLICK HERE FOR MAIN PAGE		108049-03	64	2	SPIRAL RETAINING .625"
		105812-018	39	2	.750" SEAL
		105812-022	44	2	1.0" SEAL
		105812-016	61	2	.625" SEAL
		108052-02	38	1	BEARING,PIVOT, UPPER
		105852-02	40	1	OUTPUT SHAFT BEARING
		108036-02	58	1	BEARING, PIVOT, LOWER
		105787-02	43	2	BEARING, BODY, LOWER
		108046-02	48	2	BEARING, BODY. UPPER

TANKMASTER T5, T6, & T7 MISC KITS AND PARTS

KIT NUMBER	DESCRIPTION	PART NUMBER	ITEM #	QPA	DESCRIPTION
110322-A	FASTENER	105811	5	4	2-56 SCREW
	T5, T6	106948	6	2	6-32 X .38" SCREW
		108351	23	2	8-32 SET SCREW
		101588	17	2	RING SPIRAL .438"
		106945	54	1	RING SPIRAL .50"
CLICK HERE FOR MAIN PAGE		105286	31	3	6-32 X .31" SCREW
		108049-01	59	2	.750" SPIRAL LOCK
		108049-02	60	1	1.00" SPIRAL LOCK
		108049-03	64	1	.625" SPIRAL LOCK
		11-3-1	15	1	SCREW 6-32
110322-B	FASTENER	105811	5	4	2-56 SCREW
	T7	106948	6	2	6-32 X .38" SCREW
		108351	23	2	8-32 SET SCREW
		101588	17	2	RING SPIRAL .438"
		106945	54	1	RING SPIRAL .50"
CLICK HERE FOR MAIN PAGE		105286	31	3	6-32 X .31" SCREW
		108049-01	59	2	.750" SPIRAL LOCK
		108049-02	60	2	1.00" SPIRAL LOCK
		108049-03	64	2	.625" SPIRAL LOCK
		11-3-1	15	1	SCREW 6-32
107310	INPUT SHAFT	107310	21	1	INPUT SHAFT
	ASSEMBLY				
	"STD"				
107314-P	OUTPUT SHAFT	107314-P	37	1	OUTPUT
	"STD"				
101574-02	636:1 GEAR HEAD	101574-02	22	1	GEAR HEAD
101574-01	913:1 GEAR HEAD	101574-01	22	1	GEAR HEAD

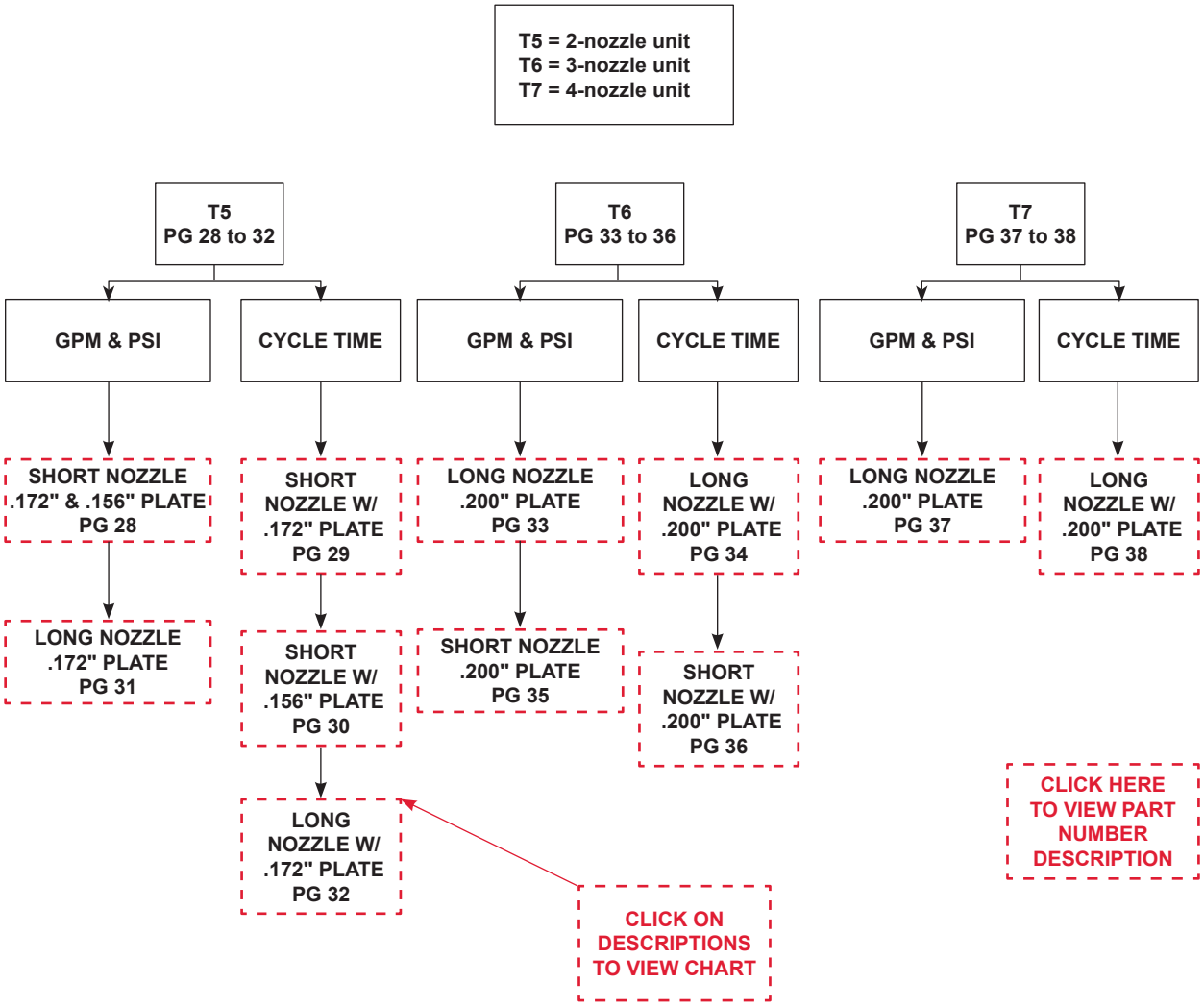
EXAMPLE:
T5-LC-605-411-1V
T6-SD-905-411-2E

GEAR HEAD 101574-02 (636:1)

GEAR HEAD 101574-01 (913:1)

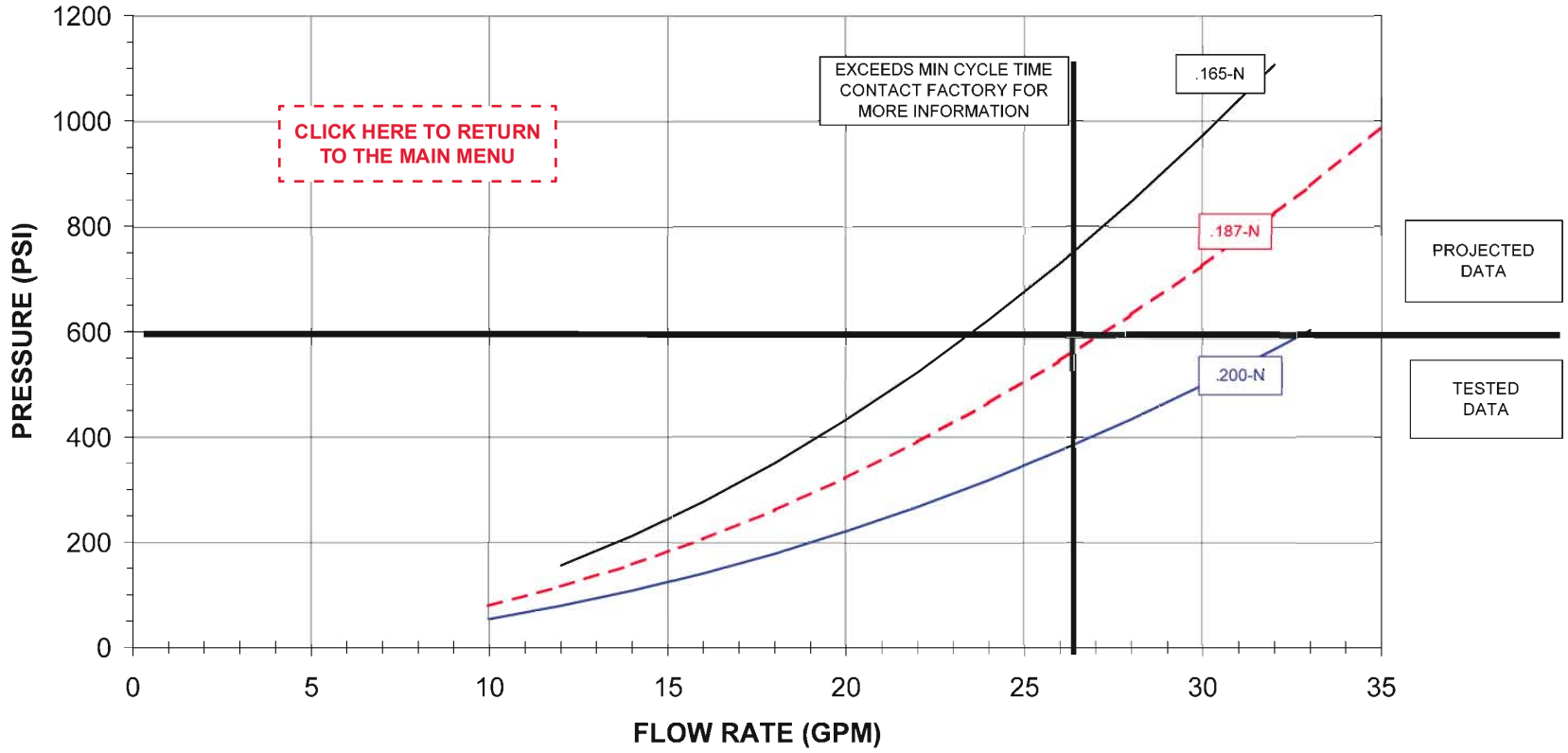
CLICK HERE FOR MAIN PAGE

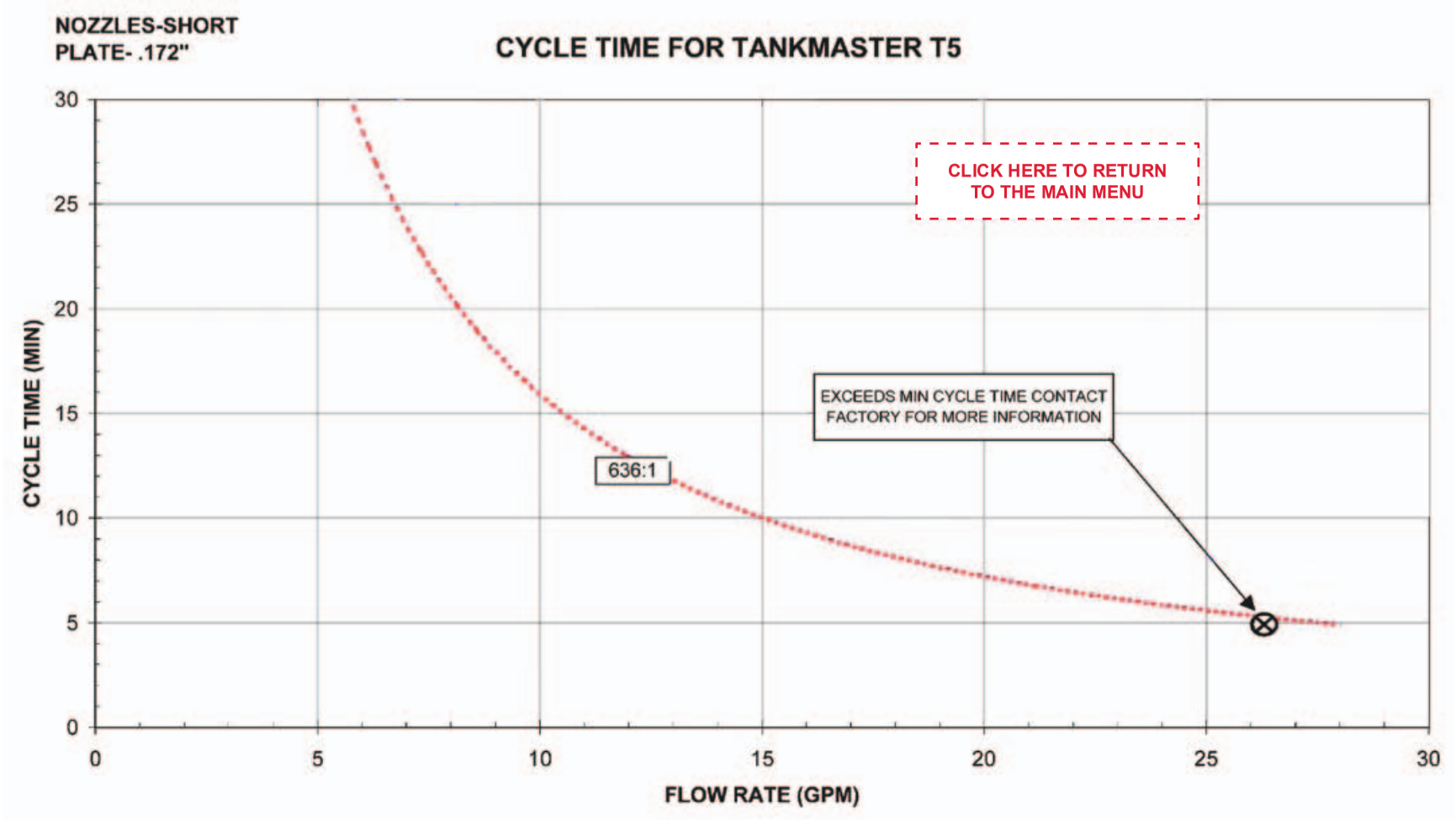
TANKMASTER PERFORMANCE CURVES INDEX

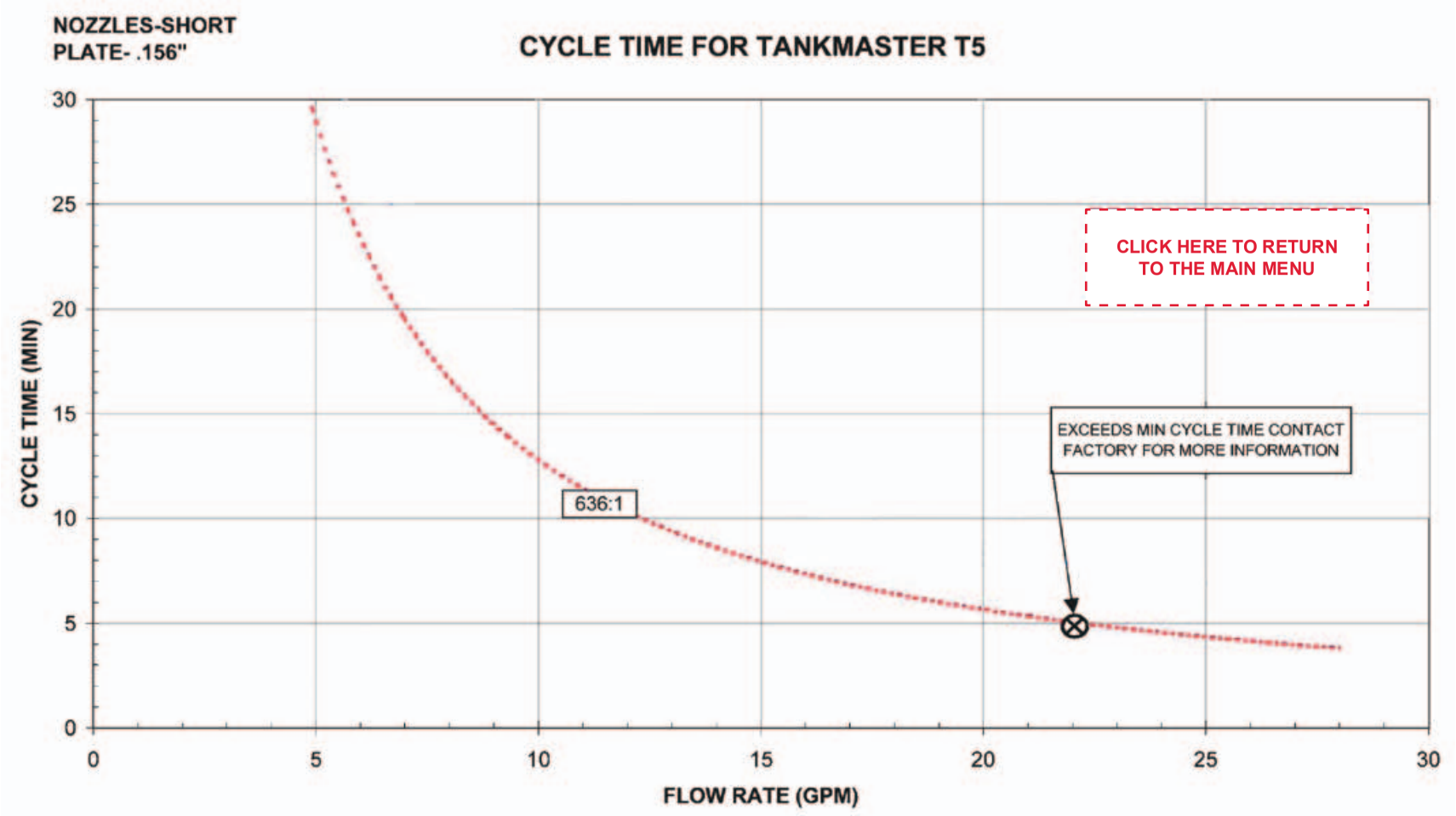


NOZZLE-SHORT
PLATE- .172" & .156"

FLOW AND PRESSURE CURVE FOR T5

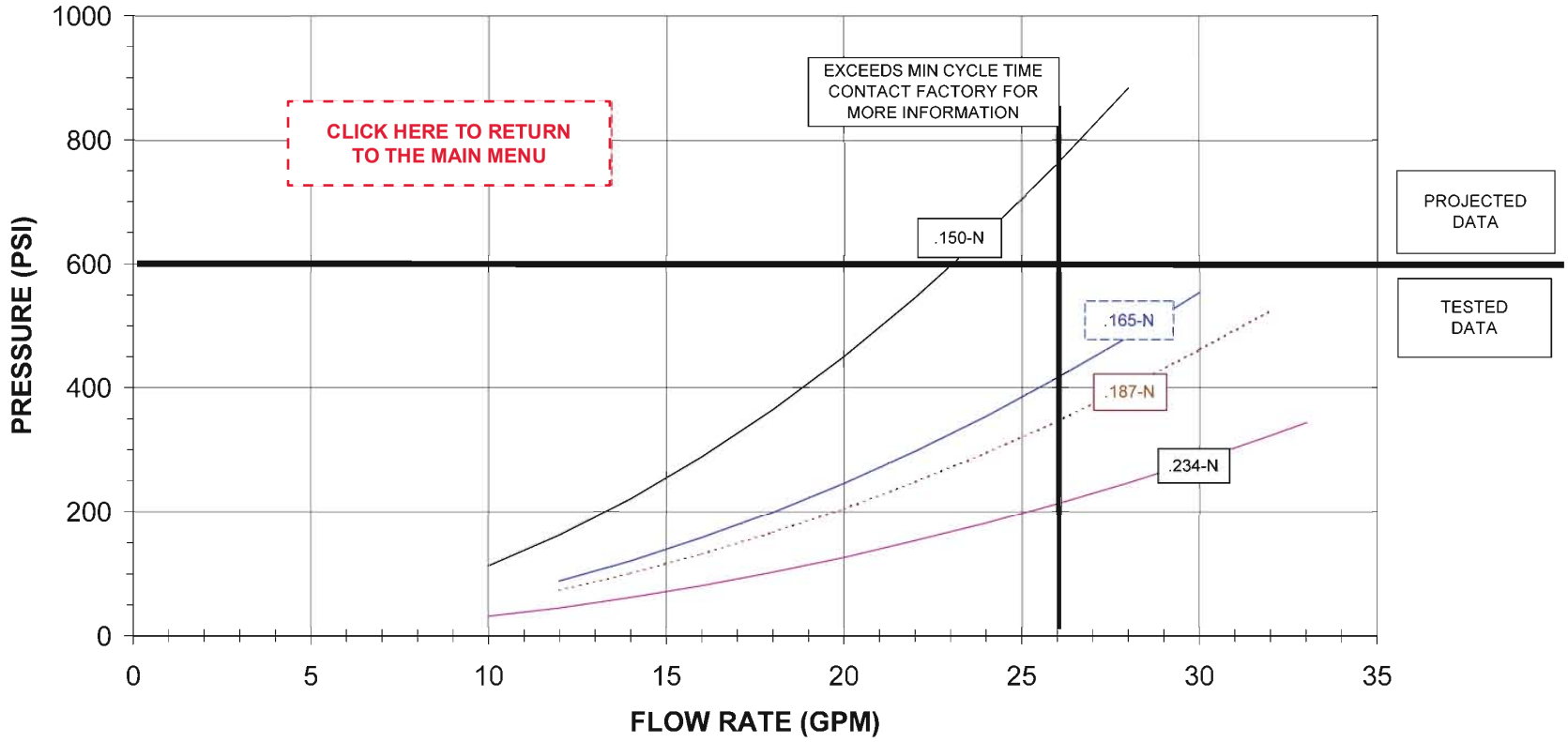


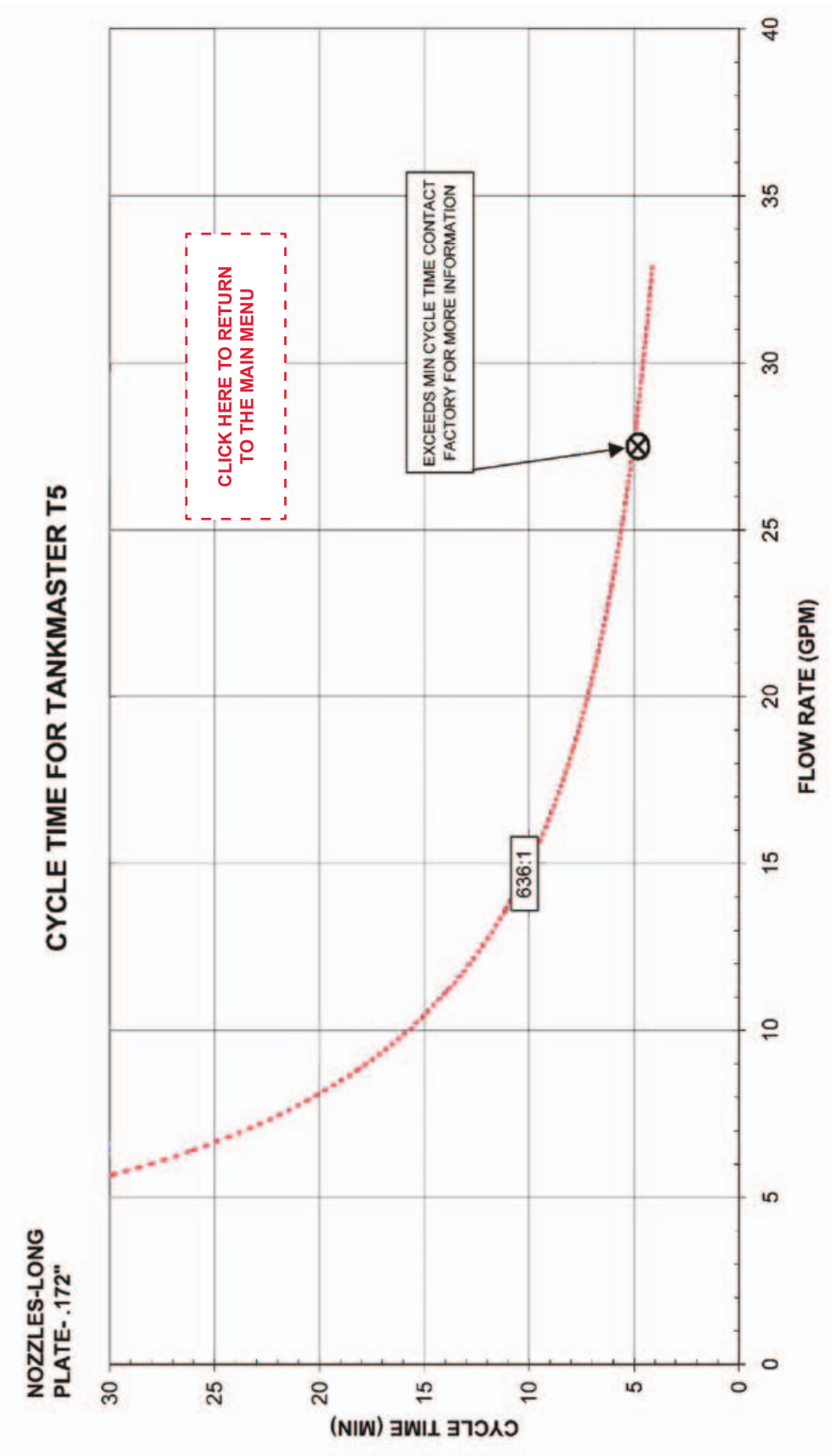

NOZZLES-SHORT
PLATE- .172"
CYCLE TIME FOR TANKMASTER T5
CLICK HERE TO RETURN
TO THE MAIN MENU
EXCEEDS MIN CYCLE TIME CONTACT
FACTORY FOR MORE INFORMATION
636:1
CYCLE TIME (MIN)
FLOW RATE (GPM)
0
5
10
15
20
25
30


NOZZLES-SHORT
PLATE- .156"
CYCLE TIME FOR TANKMASTER T5
CLICK HERE TO RETURN
TO THE MAIN MENU
EXCEEDS MIN CYCLE TIME CONTACT
FACTORY FOR MORE INFORMATION
636:1
CYCLE TIME (MIN)
FLOW RATE (GPM)
0
5
10
15
20
25
30

NOZZLE-LONG
PLATE .172"

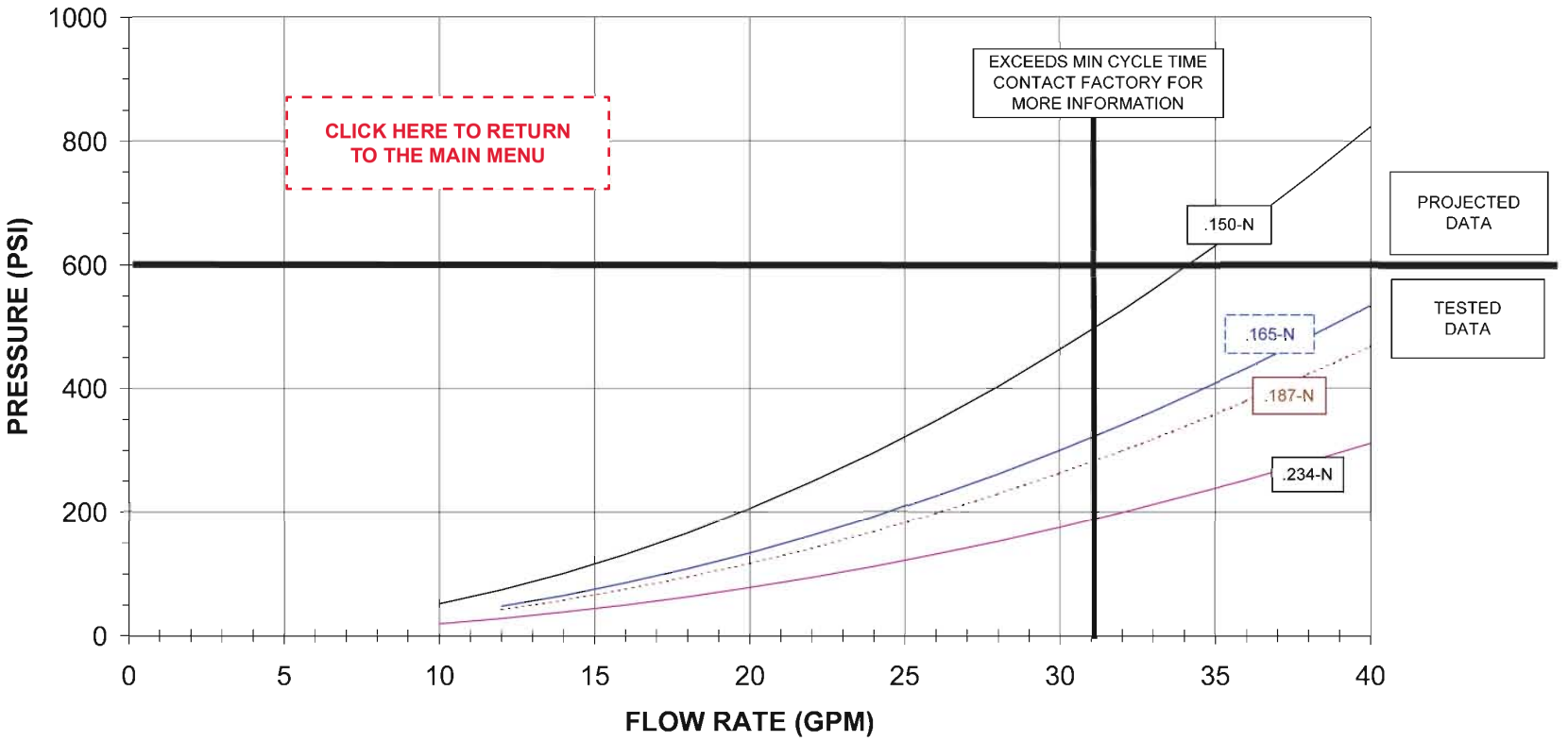
FLOW AND PRESSURE CURVE FOR T5

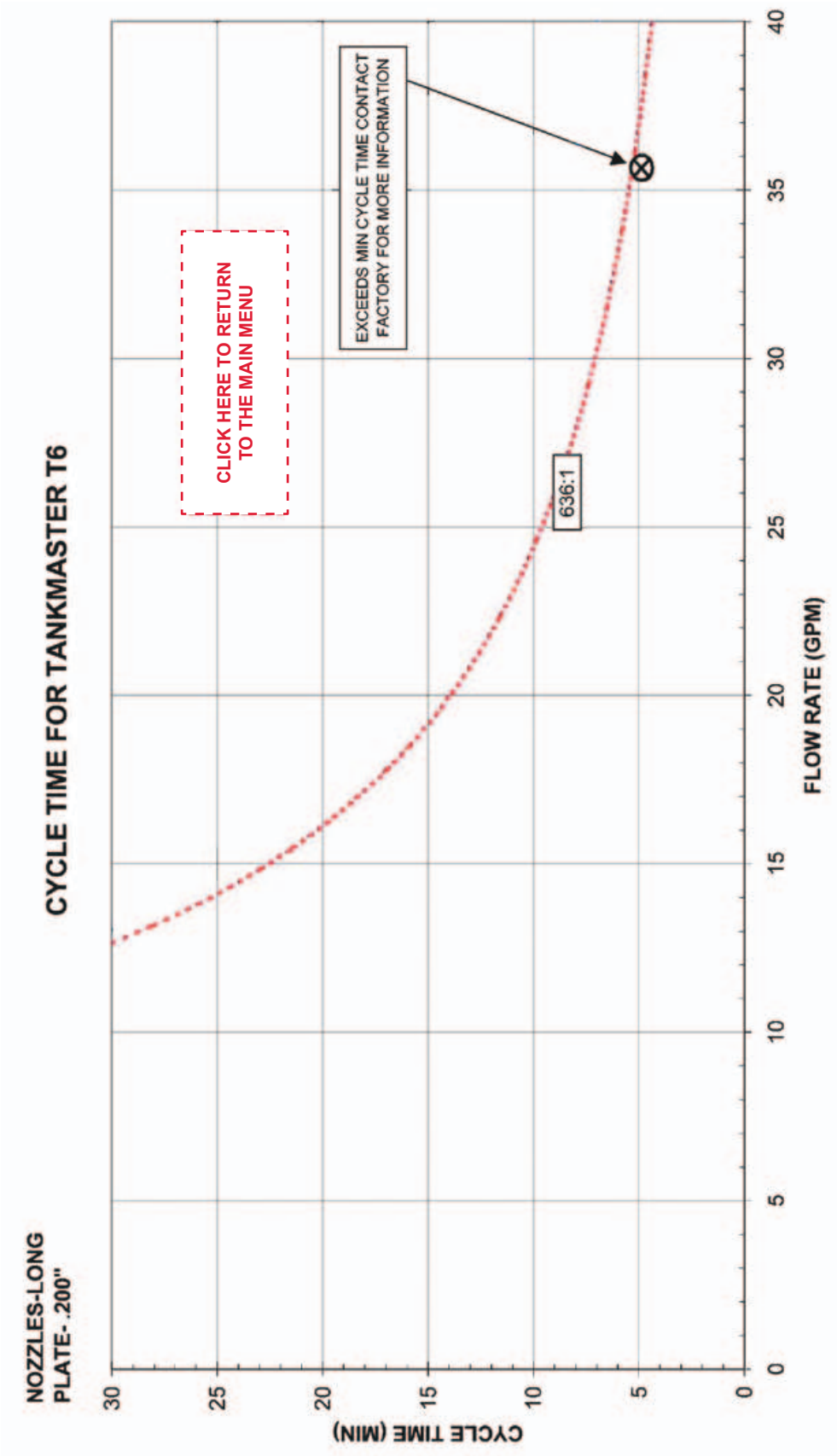



CYCLE TIME FOR TANKMASTER T5
NOZZLES-LONG
PLATE- .172"
CLICK HERE TO RETURN
TO THE MAIN MENU
EXCEEDS MIN CYCLE TIME CONTACT
FACTORY FOR MORE INFORMATION
636:1
CYCLE TIME (MIN)
FLOW RATE (GPM)
0
5
10
15
20
25
30
35
40

NOZZLE-LONG
PLATE .200"

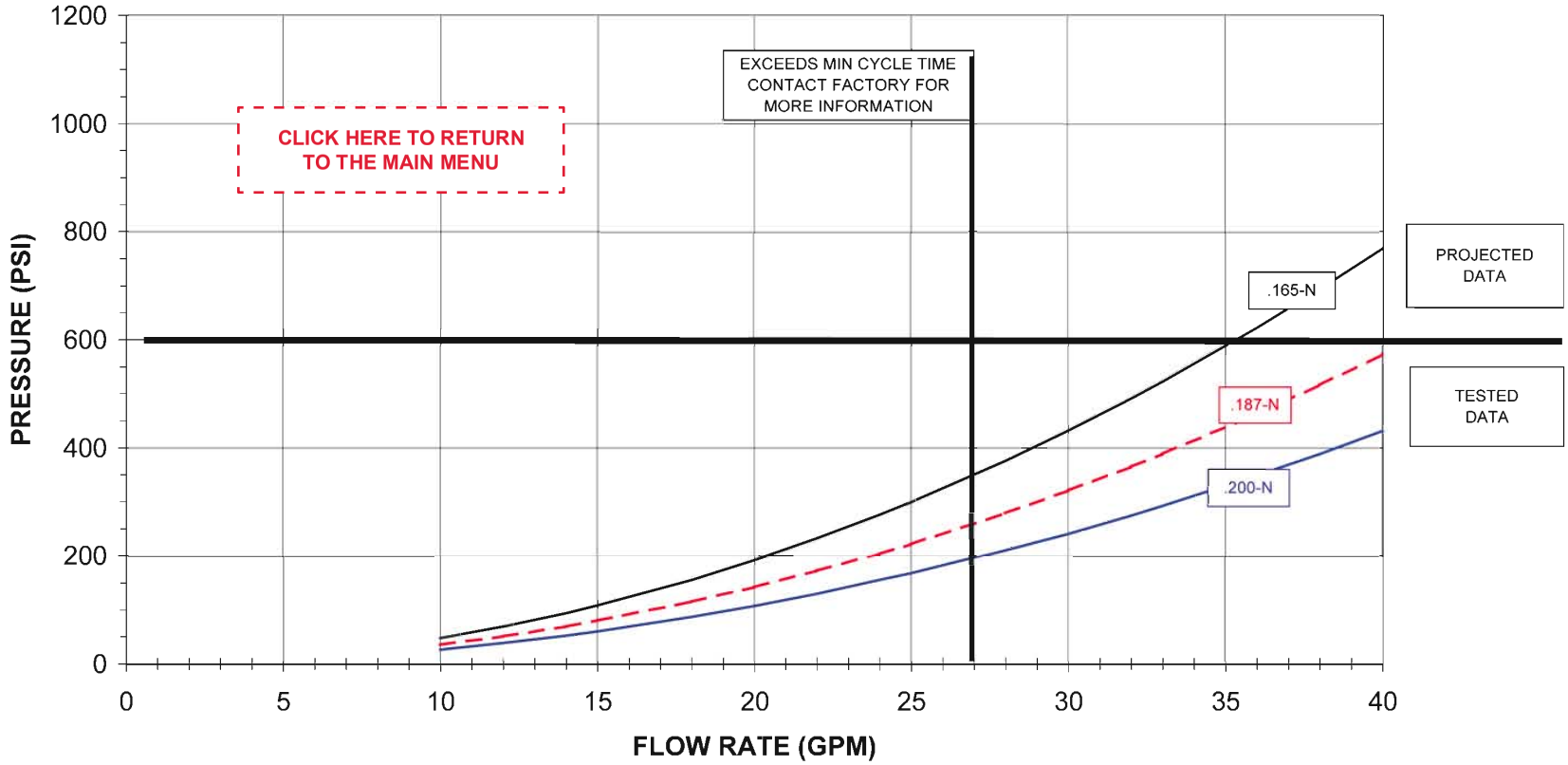
FLOW AND PRESSURE CURVE FOR T6

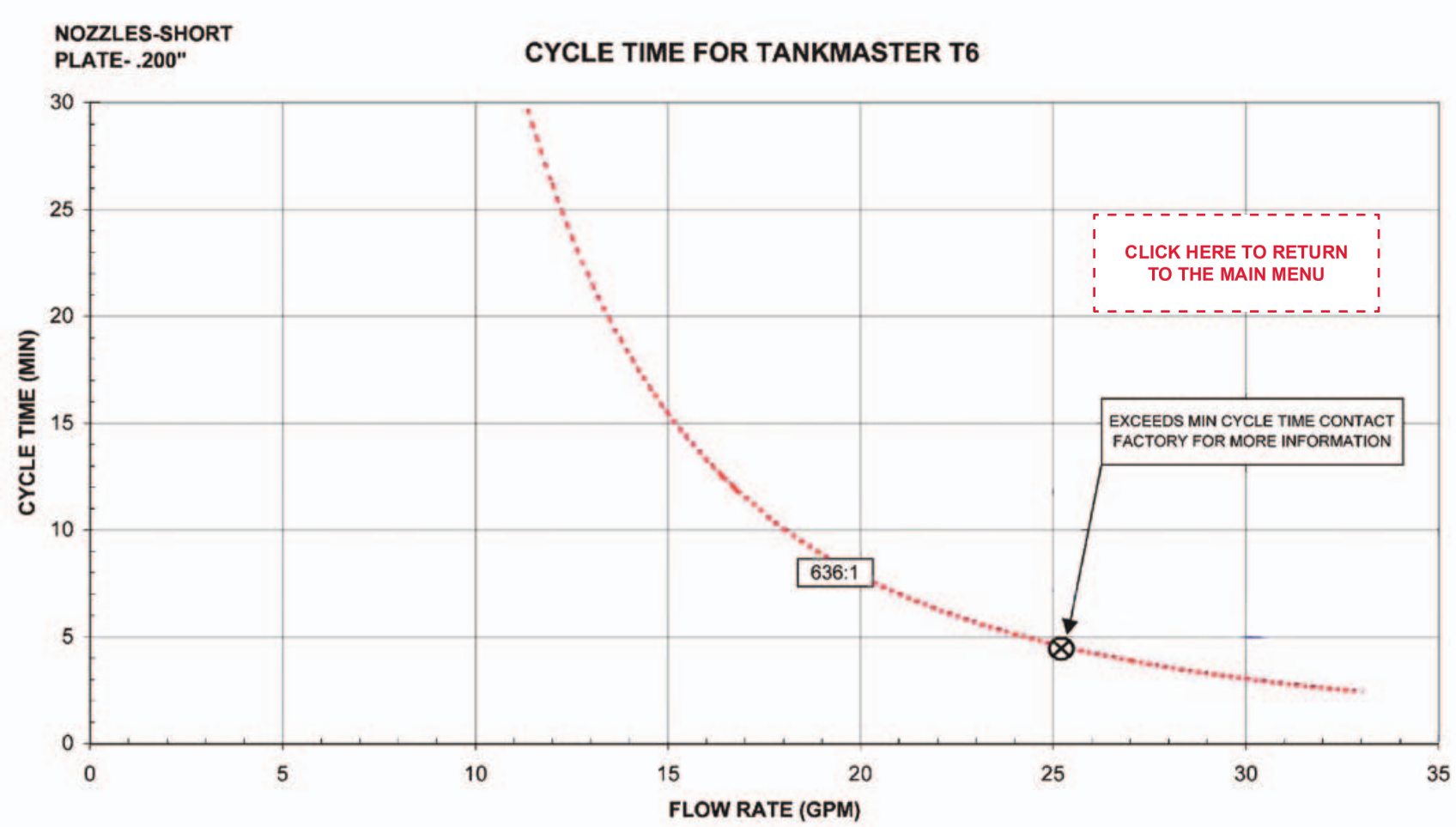



CYCLE TIME FOR TANKMASTER T6
NOZZLES-LONG
PLATE-.200"
CLICK HERE TO RETURN
TO THE MAIN MENU
EXCEEDS MIN CYCLE TIME CONTACT
FACTORY FOR MORE INFORMATION
636:1
CYCLE TIME (MIN)
FLOW RATE (GPM)
0
5
10
15
20
25
30
35
40

NOZZLE-SHORT
PLATE- .200"

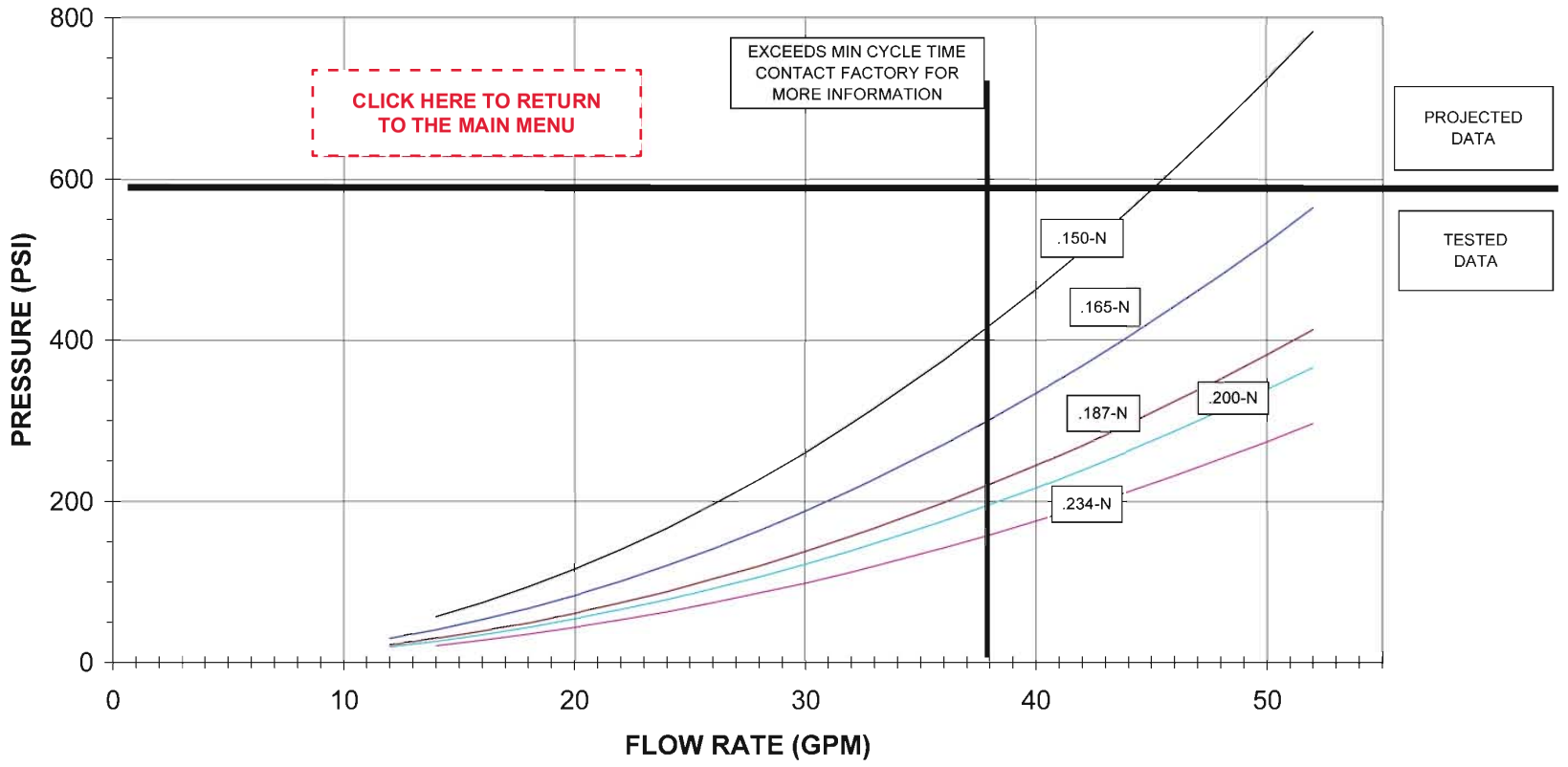
FLOW AND PRESSURE CURVE FOR T6

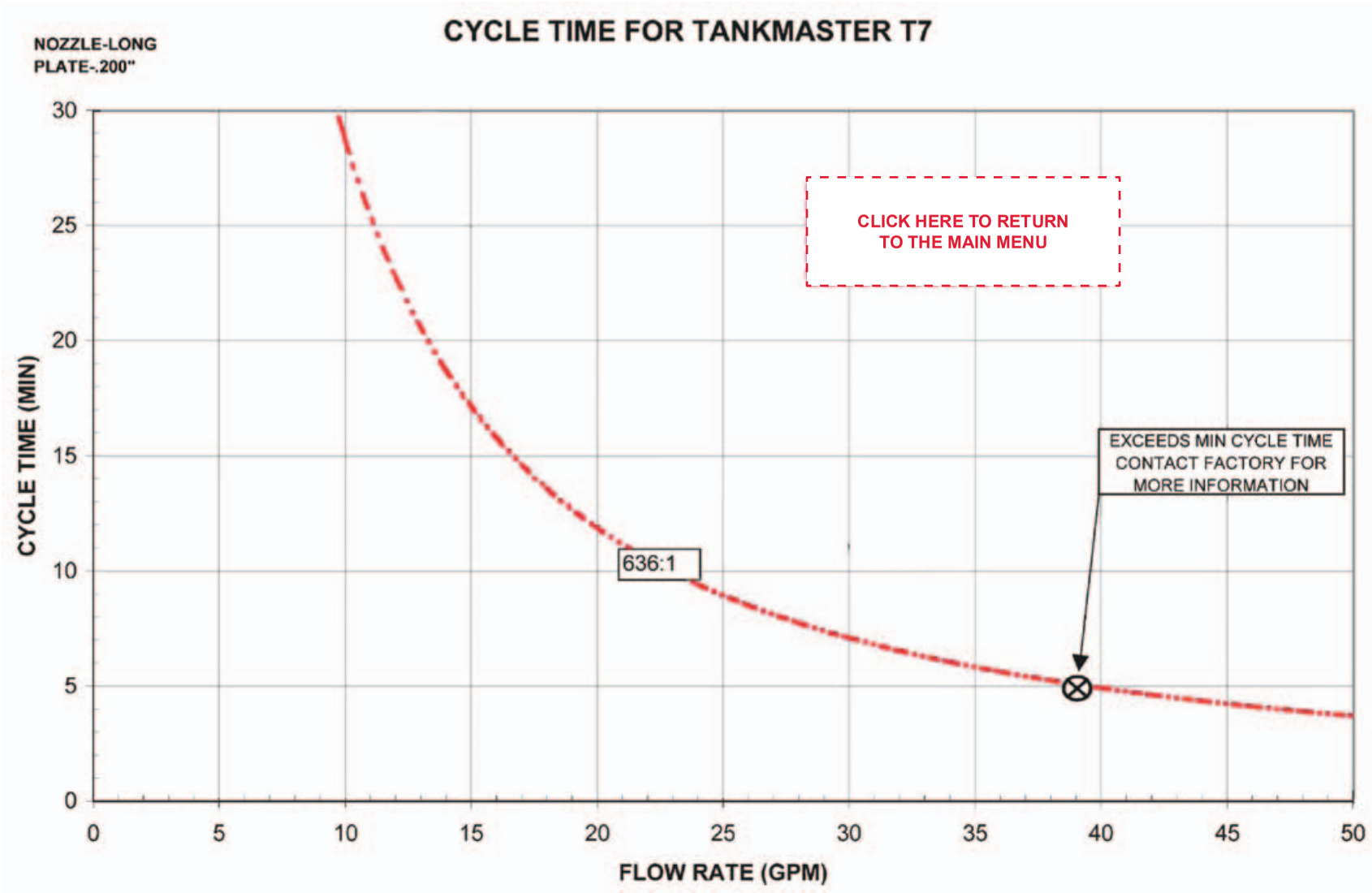



NOZZLES-SHORT
PLATE- .200"
CYCLE TIME FOR TANKMASTER T6
CYCLE TIME (MIN)
FLOW RATE (GPM)
0
5
10
15
20
25
30
35
CLICK HERE TO RETURN
TO THE MAIN MENU
EXCEEDS MIN CYCLE TIME CONTACT
FACTORY FOR MORE INFORMATION
636:1

NOZZLE-LONG
PLATE-.200"

FLOW AND PRESSURE CURVE FOR T7




CYCLE TIME FOR TANKMASTER T7
NOZZLE-LONG
PLATE-.200"
CLICK HERE TO RETURN
TO THE MAIN MENU
EXCEEDS MIN CYCLE TIME
CONTACT FACTORY FOR
MORE INFORMATION
636:1
CYCLE TIME (MIN)
FLOW RATE (GPM)
0
5
10
15
20
25
30
35
40
45
50