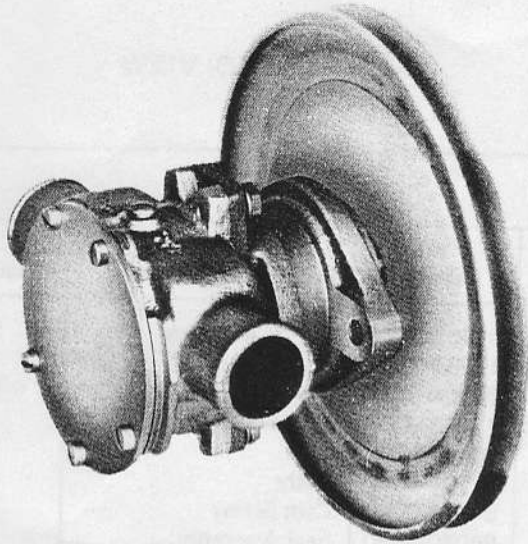


ABSCO® PUMPS

SELF-PRIMING PUMPS

MODEL 17200-0001

PRODUCT DATA



DESIGN FEATURES

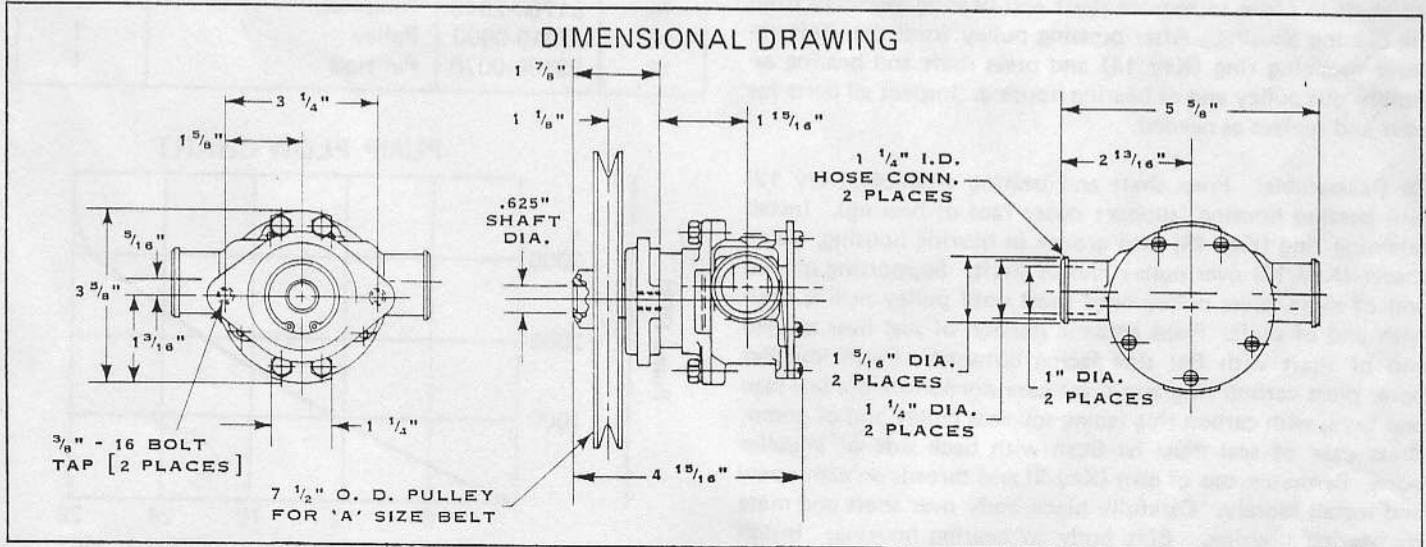
- Body: Bronze
- Impeller: Jabco Neoprene Compound
- Shaft: Stainless Steel
- Shaft Seal: Carbon-ceramic Face-type
- Ports: 1 1/4" hose connection
- Pulley: 7 1/2" OD, for "A" size belt

APPLICATION

Marine Engine Cooling for Chrysler Engines
 LM 318 (225) after serial number 117181
 LM 340 (250) after serial number 117181
 LM 383 (260) after serial number 117181
 M 400 (280) after serial number 117181
 M 440 (300, 330, 335 and 375) after serial number 117181
 Replaces Chrysler pump numbers 3527374 and 3675763

MODEL: 17200-0001

MODEL 17200-0001



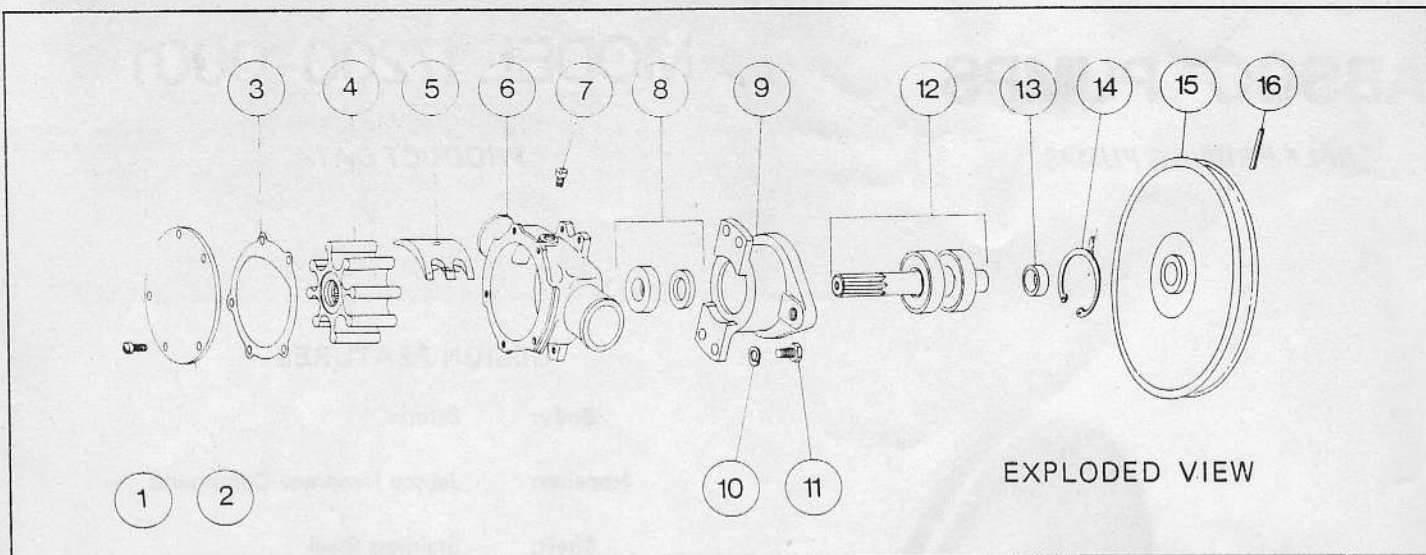
INSTALLATION INSTRUCTIONS

Mount pump on engine bracket. Make sure pump pulley is aligned with drive pulley. Tighten belt by moving bracket. Allow about 1/2" movement in belt when tightened. Slip inlet and outlet hoses over ports and clamp securely.

OPERATING INSTRUCTIONS

Pump will self-prime at low or high speeds. Make sure scoop and inlet line are clear and all connections airtight. Do not run pump dry for more than 30 seconds. Lack of water flow may damage impeller. To drain pump, loosen end cover screws.

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EXPLODED VIEW

SERVICE INSTRUCTIONS

Impeller Replacement: Remove end cover and gasket. Pull impeller out by grasping hub or blades with pliers. Replace impeller, gasket, and end cover. A light coating of grease in impeller bore will aid priming on dry start up. Use correct Jabsco gasket, a thicker or thinner gasket may cause impeller damage. Standard gasket is .010" thick.

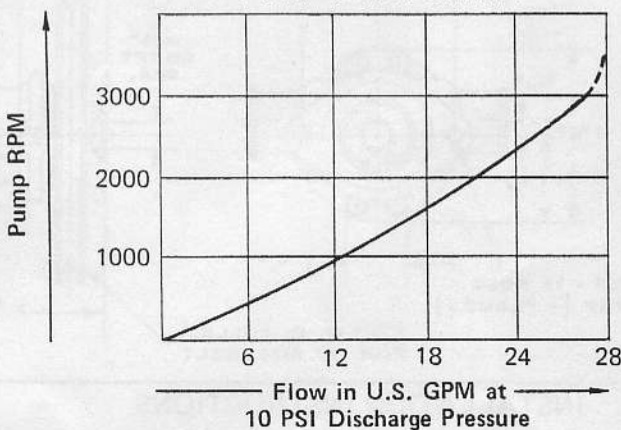
MAJOR REPAIR

Remove pump from engine to replace seal, bearings or shaft. To disassemble pump, first remove end cover screws, end cover, gasket, and impeller. Remove cam screw (Key 7) and cam (Key 5). Remove four bolts (Key 11) and separate body (Key 6) from bearing housing (Key 9). Slide ceramic portion of seal (Key 8) off shaft. Press remainder of seal (carbon ring in brass case) out impeller bore. Remove roll pin (Key 16) from pulley with a punch. Pulley must then be pressed from the shaft in order to remove shaft and bearing assembly from the bearing housing. After pressing pulley from the shaft, remove retaining ring (Key 14) and press shaft and bearing assembly out pulley end of bearing housing. Inspect all parts for wear and replace as needed.

To Reassemble: Press shaft and bearing assembly (Key 12) into bearing housing (support outer race of bearing). Install retaining ring (Key 14) into groove in bearing housing. Slide spacer (Key 13) over pulley end of shaft. Supporting splined end of shaft, press pulley onto shaft until pulley hub is flush with end of shaft. Place ceramic portion of seal over splined end of shaft with flat side facing outward. From impeller bore, press carbon ring and brass case portion of the seal into seal bore, with carbon ring facing towards pulley end of pump. Brass case of seal must be flush with back side of impeller bore. Permatex top of cam (Key 5) and threads on cam screw and install loosely. Carefully place body over shaft and mate to bearing housing. Bolt body to bearing housing. Install impeller, end cover gasket, and end cover. Tighten cam screw. Install pump on engine following installation instructions.

Key	Part Number	Description	Quantity
1	91003-0010	Fil. Head Screw	5
2	17205-0000	Cover, End <i>14937-000</i>	1
3	10184-0000	Gasket	1
4	11979-0001	Impeller	1
5	10182-0000	Cam	1
6	17204-0000	Body	1
7	91004-0090	Cam Screw	1
8	96080-0080	Seal Assembly	1
9	17203-0000	Housing Bearing	1
10	91602-0060	Washer, Lock	4
11	91095-0320	Bolt	4
12	14206-0000	Shaft and Bearing Assy.	1
13	17239-0000	Spacer	1
14	91700-2840	Ring Ret.	1
15	17919-0000	Pulley	1
16	93100-0070	Pin Roll	1

PUMP FLOW CHART



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