**BRONZE RUBBER IMPELLER PUMP**

**FEATURES**
- Bronze Construction - Corrosion Resistance
- Large Suction and Discharge Ports
- Teflon(R)* Barrier Seals Protecting Ball Bearings
- Mechanical Seal
- Seal: The Mechanical Seal has a Buna N Elastomer, Stainless Cage & Carbon Graphite/Ceramic Wearface
- Two Sealed Ball Bearings Spaced for Maximum Load Ability
- Large Vent & Drain Openings Separate Seal & Bearing Areas
- Neoprene Impeller
- High Chrome Nickel Stainless Steel Shaft
- Extra Capacity Ball Bearings Plus Rugged Construction for Prolonged Service Life
- Impeller & Mechanical Seal Easily Replaced
- Machined in Cam

**PIPE SIZE: 3/4”**

**DRIVE**
Tang drive shaft extension.

**LIQUIDS AND TEMPERATURE**
While primarily intended for engine coolant, other liquids compatible with neoprene can be pumped including fresh and salt water solutions and mild chemicals. Do not pump severe solvents or acids. When possible, flush pump with fresh water after each usage. Extremes of cold and heat will affect impeller life. Limits of 40° to 140° F should be observed. Do not allow liquid in pump to freeze. Drain pump by loosening cover screws. Fresh water and sea water only.

**SUCTION LIFT**
Suction lift of 15 feet is possible when impeller is wet. Suction lines must be air tight in order for pump to self prime. A foot valve at beginning of suction line is recommended.

**IMPELLER REPLACEMENT**
The impeller must be replaced if it is worn out or has been damaged by debris or by running the pump dry. Symptoms of a defective impeller are low pumping pressure and low flow causing overheating of the engine.

To replace the impeller remove screws and cover. Pull out the impeller with nose pliers or two screwdrivers. Be careful not to dent (continued on back)

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**PERFORMANCE**

<table>
<thead>
<tr>
<th>Pump Model</th>
<th>Capacity</th>
<th>Feet Hd. 0</th>
<th>20</th>
<th>40</th>
<th>60</th>
<th>80</th>
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<tr>
<td></td>
<td>RPM</td>
<td>PSI</td>
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<tr>
<td>302M-03</td>
<td>800 GPM</td>
<td>0.0</td>
<td>8.7</td>
<td>17.3</td>
<td>26.0</td>
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<tr>
<td></td>
<td>1750 GPM</td>
<td>12.0</td>
<td>10.5</td>
<td>9.2</td>
<td>6.7</td>
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<td>2500 GPM</td>
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<td>3000 GPM</td>
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<td>17.8</td>
<td>15.5</td>
<td>12.7</td>
<td>9.3</td>
</tr>
<tr>
<td></td>
<td>3450 GPM</td>
<td>20.5</td>
<td>19.5</td>
<td>18.8</td>
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</table>

**GPM = Gallons Per Minute**
**RPM = Revolutions Per Minute**
**PSI = Lbs. Per Square Inch Pressure**
**Feet Hd = Feet Head Pressure**
**HP = Horsepower**

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*Teflon(R) is a registered trademark of DuPont. Teflon(R) or equivalent PTFE will be used.*

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**FIT ON PHASOR MARINE DIESEL GENERATOR KUBOTA MODELS:**
V1903-BGE, V2203-BGE, F2803-BGE, D1703-BGE

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FAX (315) 463-9561
the pumping chamber with these tools. When inserting new impeller, line up key slot in impeller with the key in the shaft. Use oil on shaft and avoid forcing the impeller onto the shaft.

The impeller should also be removed for storage periods to prevent the blades from taking a permanent set.

SEAL REPLACEMENT

If water drips from the weep hole or from the area where the shaft exits the pump, the seal is defective and must be replaced. While the Teflon(R)* barrier seals provide a first line of defense, prolonged running of the pump with a leaky seal can destroy the ball bearings resulting in catastrophic pump failure and engine shut-down.

For seal replacement, the pump must be removed from the engine and disassembled in order to gain access to the seal area. Both mechanical seal components (stationary and rotating member) must be replaced at the same time.

Refer to drawing above for seal location and part numbers for ordering purposes.

Specifications are subject to change without notice.