



ELIMINATOR[®]

OPERATING MANUAL



ELIMINATOR 2-STAGE DIRECT DRIVE VACUUM PUMP SERIES

CONTENTS

Introduction	2
Motor Specifications	2
Operation	2
Pump Maintenance	2
Adding Oil	2
Changing Oil	2
Flushing Oil	2
ELIMINATOR [®] Pump Models	3
Cord Options	11
Keeping the Life in Your Pump—Tech Tips From the Pros	4
Using Charging and Testing Hoses for Evacuation	5
Digital Micron Gauges	6
Inaccurate Readings	6
Erratic Readings	6
Breaking Vacuum	7
Cross Reference of Vacuum Measurements	7
Troubleshooting and Repair	8
Repair Parts for DV-3E, DV-4E and DV-6E Series Pumps	9
Flexible Couplers	10
Replacing Coupler (Motor Removed)	10
Sight Glass Repair	10
Tethered Safety Exhaust Caps	10
Cartridge Repair and Replacement	10
Accessories	12
Return for Repair	12
Warranty	12



DV-6E



DV-6E-250SP
Spark-Proof



WARNING: UNIT DRAINED OF OIL
FOR SHIPMENT. DO NOT OPERATE
WITHOUT ADDING OIL.

IMPORTANT



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DO NOT OPERATE WITHOUT ADDING OIL.**

INTRODUCTION

Each ELIMINATOR® vacuum pump has been factory tested to guarantee 25 microns (25,400 Microns = 1 Inch of Hg) or better, and listed CFM performance. The serial number has been recorded. Complete and mail the enclosed Warranty Registration Card or register online at www.jbind.com to validate your warranty.

NOTE: ELIMINATOR® pumps are not to be used on Ammonia or Lithium Bromide (salt water) systems. Pump maintenance is the responsibility of the owner.

MOTOR SPECIFICATIONS

Pump and oil must be above 30°F. Line voltage must be equal to motor nameplate $\pm 10\%$. Normal operating temperature is approximately 160°F, which is hot to the touch. Line voltage and ambient conditions can slightly affect this. Motor has automatic resetting thermal overload protection.

The ELIMINATOR® is designed for continuous duty and will run for extended periods without overheating.

International Dual Voltage Pump

ELIMINATOR® -250 Series models feature a dual voltage motor with switch and removable, interchangeable power cord. Specify US, EU, UK, AU or BR plug type.

Spark-Proof Pump

ELIMINATOR® -250SP Series models feature a spark-proof, dual voltage motor with switch and removable, interchangeable power cord for use with A2L refrigerant gases such as R32 and 1234yf, DV-6E-250SP.

OPERATION

The following procedures will prevent oil from being drawn into the pump cartridge and creating hard start-up.

Start-up: Close both sides of manifold and make connection to vacuum pump or auxiliary blank-off equipment. Start pump.

Shutdown: Crack open unused port to break vacuum. Allow pump to run 2-3 seconds. Shutdown and remove hose connections and cap intakes.

PUMP MAINTENANCE

In order to make the best use of your investment, familiarize yourself with the features and operating instructions before starting pump. With routine care and following proper maintenance guidelines, your ELIMINATOR® will give you years of reliable service. ELIMINATOR® pumps are designed for deep vacuum work in air conditioning and refrigeration systems.

For a complete overview of proper care and pump maintenance, refer to the *Keeping the Life in your Pump* section on page 4.

Adding Oil

Step 1: Slowly add oil until level rises to the top of the oil level line. (Figure 1)

Step 2: Replace oil fill plug.

If oil level is too low, you will hear air out of the exhaust. If oil level is too high, excess oil will be blown out of the exhaust.

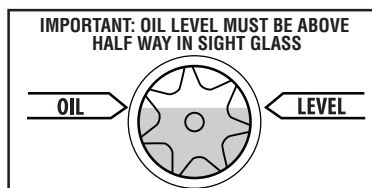


Figure 1

IMPORTANT: Use oil specifically refined for deep vacuum pumps. Using oil not refined for deep vacuum pumps and/or operating with contaminated oil will void warranty.

Pump oil should be changed after each use. If system is heavily contaminated, oil may have to be changed several times during evacuation. After initial fill up, it is best to check oil level with pump running.

After evacuation, oil contains rust forming water and corrosive acids. Drain immediately while pump is warm.

Changing Oil

To reach deep vacuum, ELIMINATOR® pumps need clean, moisture-free oil throughout evacuation. Care should be taken to avoid contact on skin and clothing when changing oil. Used oil should be disposed of in the DV-T1 TANK Oil Caddy after every evacuation while the pump is warm and the oil is thin.

Step 1: Place the TANK on a level surface. Unscrew black plug in drain base to open.

Step 2: Place vacuum pump in the cradle and drain pump.

Step 3: When pump has finished draining, replace black plug. The TANK can hold up to five oil changes.

Step 4: Close oil drain valve on pump. Remove oil fill plug and fill to top of oil level line with BLACK GOLD Pump Oil (Figure 1). Replace oil fill plug.

Flushing Oil

Step 1: Always drain pump before flushing. If the oil is badly contaminated, flushing may be necessary.

Step 2: Slowly pour 1/3 to 1/2 cup of BLACK GOLD Pump Oil into the intake connection while pump is running.

Step 3: Repeat as required until contamination is removed from oil reservoir, pump rotors, vanes and housing.

Step 4: Dispose of all oil used in flushing of pump.

WARNING: DO NOT START PUMP BEFORE ADDING OIL

Black Gold Pump Oil

Acts as a coolant, lubricant and sealant—simultaneously.



DV-T1 Tank Pump Oil Caddy

- Change oil between jobs
- No more mess and spills
- Easy, convenient, and portable
- Capacity for five oil changes

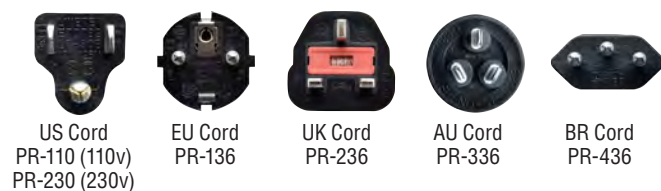


ELIMINATOR® PUMP MODELS

ELIMINATOR® PUMPS								
	DV-3E		DV-4E		DV-6E			
CFM	3 CFM (85 l/m)		4 CFM (113 l/m)		6 CFM (170 l/m)			
MOTOR	1/2 HP, 1725 RPM		1/2 HP, 1725 RPM		1/2 HP, 1725 RPM			
VOLTAGE	115v/60Hz		115v/60Hz		115v/60Hz			
INTAKE PORT	1/4" x 3/8"		1/4" x 3/8"		1/4" x 3/8"			
OIL CAPACITY	28oz (828cc)		25oz (739cc)		25oz (739cc)			
SHIPPING DIMS	17-5/8" x 9-1/8" x 14"		17-5/8" x 9-1/8" x 14"		17-5/8" x 9-1/8" x 14"			
WEIGHT	29lbs (13.2kg)		30lbs (13.6kg)		30lbs (13.6kg)			
ELIMINATOR® DUAL VOLTAGE AND SPARK-PROOF								
	DV-3E-250		DV-4E-250		DV-6E-250		DV-6E-250SP	
MOTOR	1/2 HP, 1725/1425 RPM		1/2 HP, 1725/1425 RPM		1/2 HP, 1725/1425 RPM		1/2 HP, 1725/1425 RPM	
VOLTAGE	115v/60Hz, 230v/50Hz		115v/60Hz, 230v/50Hz		115v/60Hz, 230v/50Hz		115v/60Hz, 230v/50Hz	
PLUG	US 220v		US 220v		US 220v		US 220v	
PLUG OPTIONS*	US/EU/UK/AU/BR		US/EU/UK/AU/BR		US/EU/UK/AU/BR		US/EU/UK/AU/BR	

*Specify plug type when ordering; -250 for US, -250EU for EU, -250UK for UK.

Cord Options



Oil Fill Plug
(Do not wrench down
or use sealant on threads)

Oil Drain Valve
(Close drain finger-tight)



IMPORTANT

JB PUMPS ARE NOT TO BE USED ON AMMONIA OR LITHIUM BROMIDE (SALT WATER) SYSTEMS. PUMP MAINTENANCE IS THE RESPONSIBILITY OF THE OWNER.

KEEPING THE LIFE IN YOUR PUMP— TECH TIPS FROM THE PROS

Remember to change the oil. JB recommends changing oil after every evacuation and for larger jobs, it may need to be changed a few times. Hydrofluoric and hydrochloric acids and moisture collect in the oil. Left sitting in a pump, they act as an abrasive on internal surfaces, rusting and corroding them.

Cleaning and Testing Your Vacuum Pump

One of the easiest ways to spot if your pump is in need of a good cleaning is to look at the sight glass. If the oil looks milky, rusty, or full of debris, then the inside of the pump is in worse shape (**Figure 2**).

To clean, start the vacuum pump and allow it to run for about 15 minutes to warm up the oil. Make sure that you have allowed enough working room to safely drain and capture the oil. After the oil has stopped dripping, tilt the pump forward to remove any remaining excess oil (**Figure 3**). Let sit for a few minutes and return the pump to its normal running position. Repeat tilting forward. Close drain valve. Dispose of contaminated oil properly.

Once the oil has been completely removed, stand the pump on the nose of the cover (**Figure 4**) and remove either the two rubber feet from the bottom of the pump or remove pump base (depends on the age of the pump which option is available).

Next, turn the pump on to the motor end (**Figure 5**) and remove the 6 socket head cover screws holding the cover in place (**Figure 6**). Remove the cover from the pump and wipe the inside surface with a dry, clean rag. The sight glass is more difficult to clean. Try pouring in some solvent and using a pipe cleaner.

Next, remove the oil deflector which is held in place with a socket head screw (**Figure 7**). Wipe with a clean, dry rag. If needed, a wire brush can be used to clean any discoloration to metal parts (this will not affect the pump's performance once the cleaning is complete). Remove the cover seal and clean cover seal (**Figure 8**). Wipe the outside of the cartridge's surfaces with a clean, dry rag. A wire brush can be used on all surfaces including the exhaust valve and the intake relief valve. If they are discolored, they will still perform fine.

DO NOT

Disturb the four cartridge bolts or the two smaller hex head screws (Figure 8). These are the setting screws.

If the intake relief valve set or the exhaust valve set is damaged and needs replacing, these items can be ordered through your local wholesaler under JB Part Number PR-18. It is best to replace after completing the cleaning of the cartridge. Pay attention to the order in which they are assembled for correct re-installation.

Reassemble the oil deflector (**Figure 9**). Clean out the channel for the cover seal with a clean, dry rag and smear some grease into the channel. This will help hold the cover seal in place for reinstallation of the cover. If the cover seal seems a little tight, stretch the seal a little and try again. All seals in JB pumps are designed to be reused. Reset the cover in place and replace the cover screws. Tighten in a crisscross pattern. Reattach feet or base.

Next, return the pump to its normal running position and place where you drained the oil. Open the drain valve, the top port on the intake, and the isolation valve. Have 1/3 cup of clean oil ready. Start the pump and pour the clean oil into the intake port. Let the pump run for 5 to 6 seconds and then shut the pump off. Drain the oil, tipping the pump forward (**Figure 3**) to completely drain. Close the drain valve and dispose of spent oil properly after the flushing is complete.



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8

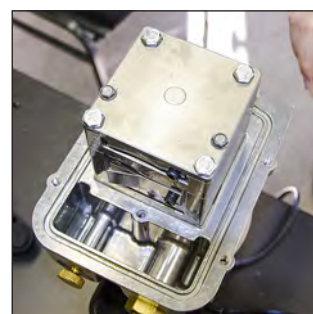


Figure 9

Now, fill the pump to the proper oil level and allow the pump to run with the isolation valve closed for 3 or 4 minutes to warm up the oil. Check all o-ring caps for dirt and proper seal. Connect a vacuum gauge (JB recommends the DV-22N, DV-41 or DV-40S) directly to the 1/4" port on the intake tee (**Figure 8**). Do not use a charging line. Open the isolation valve.

DO NOT

USE A CHARGING LINE

A charging line, especially a new line, will give you a higher micron reading because you are reading the environment inside the hose (Figure 11).

Figures 11 and 12 are the same, but (**Figure 10**) is a direct connection hook-up and (**Figure 11**) is a connection through a new charging line. Both hook-ups are allowed to run the same length of time, but (**Figure 10**) is at 20 microns while (**Figure 11**) is at 297. If left on, the charging line hook-up will come down in its micron reading, but it will take a much greater period of time. If the hose is cleaned out with alcohol and vacuumed for a long period of time, the micron reading will go lower.

USING CHARGING AND TESTING HOSES FOR EVACUATION

If a leak is suspected: An evacuation/dehydration hook-up requires a leak-proof design in all of the components. Only soft copper tubing, pure rubber hoses, or flexible metal hoses are absolutely vacuum tight. Charging hoses are designed for positive pressure. Even with the advanced technology of today's hoses, permeation through the hose compound still exists (**Figure 12**).

If you have blanked-off your pump to check pressure rise and your hoses and connections are not leak-free, the atmosphere will permeate to the lower pressure in the hoses. Your reading will slowly rise and you will spend time looking for system leaks.

PUMP CONNECTIONS

Moving to the connections on the pump, the factory intake is locitted into place and each pump is tested for leaks. If this is not disturbed, the chances of a leak are virtually non-existent. Any leak would come from the connection at the port being used and to the connection to the system.

One of the most common errors with both the o-ring and the gasket couplers is the wrenching down of these couplers with a pair of pliers or channel locks (**Figure 13**). Please refer to our *Principles of Deep Vacuum* article. This article can be found at www.jbind.com under Product Support.

DO NOT

Wrench down on coupler (Figure 13).

The article, *Principles of Deep Vacuum*, shows there is a need for sealing with a vacuum tight o-ring (**Figure 14**). Gaskets, like those used in charging lines, are made for pressure. What wrenching of the coupler does is to smash the brass cup that holds the gasket or o-ring against the male flare fitting. This causes the brass cup to expand outward against the threads of the coupler and makes it tight to turn. This causes the o-ring to fall out of the cup that is holding the o-ring or gasket in place.

Another error seen is that technicians have a brass adapter fitting on the intake of the pump with no copper gasket. The first time you wrench the adapter into place, it might seal. But, as soon as you break the seal and re-tighten, there is a chance for a leak. The best hook-up that guarantees there are no leaks in the system is by using JB's valve core removal tools (**Figure 15**).



Figure 10



Figure 11

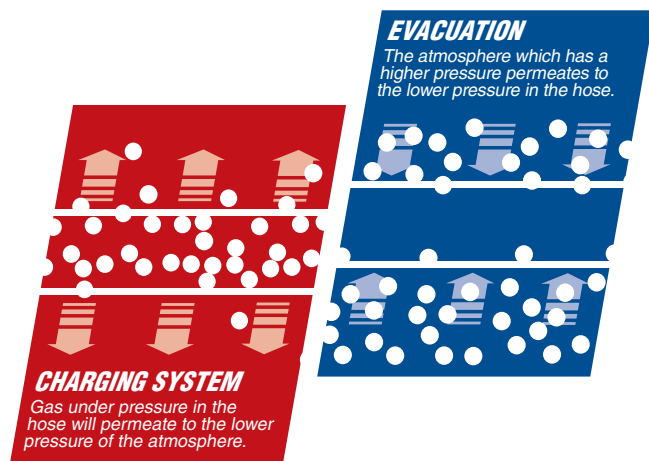


Figure 12



Figure 13

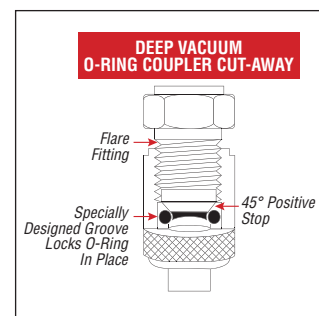


Figure 14



Figure 15

Charging lines have been used for many years for the vacuum end of air conditioning and refrigeration servicing. Charging line use stretches back as far as when inches of Mercury (inHg) was the way measuring of a vacuum on a system was taught. A charging line hose can be vacuumed to 50 microns if it is clean. New environmental hoses, fresh off of the shelf, will only reach about 300 microns until they are cleaned out with alcohol and vacuumed out for a while. Why is this? First, the charging lines are mostly gaskets made for positive pressure. Second, they are permeated. See page 7 for how permeation occurs.

The only vacuum tight hose is a flexible metal hose. Third, the compound of the hose inside will out-gas when under a vacuum until it is cleaned out, as discussed earlier.

If you are used to using a compound gauge when testing for a leak or holding a vacuum, using a digital gauge will be a little tricky the first time you use it. JB digital vacuum gauges will display microns jumping up and down in measure. You might think that the gauge is erratic or that there is a leak in the system. The reason for the changing microns is due to a whole other area of understanding the environment inside a system being vacuumed. We will discuss this event in the next section on *Digital Micron Gauges*.

To help show the difference of a digital and analog displays in microns, and a compound gauge display in inches of mercury (inHg) as it relates to their displays of vacuum, we need to hook them up. Take a compound gauge and a digital micron gauge, and an empty refrigerant tank. This hook-up is illustrated on the next page (**Figure 16**). This allows you to demonstrate the four components in holding a vacuum: the connections, the volume, the depth of vacuum, and the length of time that volume is in deep vacuum.

Link both gauges together by solid brass adapters and o-ring couplers and couple to the tank. The tank is connected by an o-ring coupler to one of the intake ports of the pump by way of braided metal hose with o-ring connections. Then, with the isolation valve in the open position, we can begin to vacuum this hook-up and watch the readings on the various gauges move into deep vacuum. Within seconds, the compound gauge's needle should be nearing 27-29" while the digital and analog gauge readings are still heading into deeper microns.

After the digital gauge reaches 500-600 microns, close the isolation valve. You will see the digital reading start a pretty rapid rise in micron readings. Notice that the compound gauge's needle has not moved.

NOTE: If the compound gauge's needle does move toward zero on the scale, you have an air leak in your connections. Open the isolation valve again and this time let the hook-up vacuum for 5 minutes. Then close the isolation valve again and watch. Open the isolation valve for about a minute, then move the valve to the pause position for about 5 seconds, then close the valve completely. This removes that trapped air around the isolation valve. You will still see a rise in pressure, but not as rapid. The readings will start to stabilize the longer this hook-up is allowed to vacuum down and use the pause position of the isolation valve the slower and lower the rise in pressure.

If you increase the volume of the cylinder and follow the same procedure, you will notice a slower and lower rise. If you watch your compound gauge, you will notice there is no movement.



DIGITAL MICRON GAUGES

Inaccurate Readings

NOTE: For the JB digital vacuum gauges we have a stated accuracy that references AVERAGE accuracy. Thus, between 250 and 6000 microns the unit is +/-10% AVERAGE accuracy and between 50 to 250 microns it is +/-15% AVERAGE accuracy. This does not mean our gauge has a large accuracy discrepancy.

The term AVERAGE is an important part of this accuracy description. The number of increments displayed on the JB digital micron gauge between 50 and 250 microns are 97. Between 250 microns and 6000 microns, there are 232 increments. If you take a comparison reading between the JB digital vacuum gauges and the MKS Baratron master gauge at each of the increments displayed on the digital micron gauge the average accuracy would be +/-10% in one range and +/-15% the average in the other range. Also, the number of increments decrease from the lower micron readings to the higher micron readings.

For example, from 250 to 300 microns there are 16 increments, from 650-700 microns there are only 7 increments, between 1000 and 1050 there are 4 increments, and between 4000 and 4500 there are 4 increments. So at 650 to 700 microns the gauge has the ability to show 650-658-667-675-680-685-690-695. But at the micron range of 4000 to 4500, the gauge only displays 4125-4250-4375. This is important because when the system has an actual micron level of 4260, the digital micron gauge will show a reading of 4375 because the threshold for the lower value that the gauge displays, 4250, has not been reached. Once that threshold has been reached, the gauge will display that lower value of 4250. Because the readings in these higher micron ranges only need to show the movement through them, the difference between 4375 and 4250 is of no concern in reaching the ultimate vacuum desired. This is why the JB digital vacuum gauges are designed with the most increments in range that are going to be the most critical in determining if the system is ready for charging.

If you understand the size of a micron, then small differences in ranges is nothing to be concerned about (**Figure 16**).

MICRON RANGE	MICRON DIFFERENCE
60-100	10-20
200-350	30-40
500-700	50-60
900-1500	80-100
2500-4000	200-300

Figure 16

When a JB digital vacuum gauge comes in for repair, it is compared to a secured system set up with a N.I.S.T. traceable master gauge. Usually starting around (1) 60-100 microns, then (2) 200-350 microns, then (3) 500-700 microns, then (4) 900-1000 microns. These ranges of vacuum are the most common that people work with to determine deep vacuum.

Erratic Readings

There are three issues involved in the discussion of erratic readings. One is the understanding of the gauge's displayed micron increments that was just discussed. The second involves the re-sampling period. The third is the environment inside the system being evacuated. When JB digital vacuum gauges are turned on, the display will show "JB" and the sensor will start to calculate the ambient temperature.

Once the gauge has finished calculating the ambient temperature, it will display "000000" indicating over-range if it is not introduced to a vacuum level of 100,000 microns or less.

There is also instability inside the system being evacuated. Liquids (moisture) are being turned into gases and molecules are moving at different rates of collision with other molecules at different areas of the system at different times between the high and low sides. The deeper the vacuum, the further apart these molecules get

and the less rubbing together. This decrease in friction changes the temperature around those molecules and the JB digital vacuum gauge is registering those changes by way of temperature changes at the sensor's filament. The environment inside a system being evacuated has more instability at higher micron levels (9000 to 1000) than at lower micron levels (700 to 50). This is evidenced when testing JB digital vacuum gauges at the different ranges on a secured system. When in the range of 4000 microns, the gauge display will show 4000 microns, then jump to 4350, then regress to 3875, then jump back to 4000. After being blanked-off at this level for a period of time, the changing back and forth will level out to changing from the incremental display of 4000 microns and the next incremental display up or down of either 4125 or 3875. But, when in a deeper vacuum like 350 microns, the changes in display on increments may be from 350 to 357 and back down to 350 or even 329 as the environment inside the system becomes more stable and the time period of these changes will be less as most of the out gassing has been done. (Figure 17).

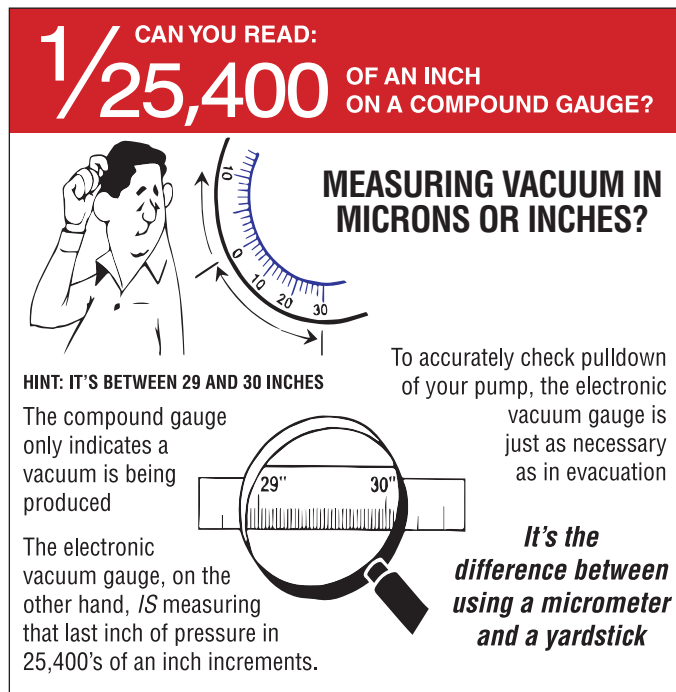


Figure 17

Breaking Vacuum

Breaking vacuum prior to shut down is important on larger CFM pumps. This procedure relieves the stress on the flexible coupler on the next start up. When a pump is shut down without breaking vacuum, the oil in the cover is pulled back into the cartridge and intake chamber of the pump trying to fill the vacuum there. Upon the next start up the pump has to clear the oil out of these areas and all the stress is on the flexible part of the coupler, especially if the oil is cold. You can see this occurring by shutting down the pump and watching the sight glass. The oil will start to drop down and appears as if you are low on oil. Then when you restart the pump the oil level returns to normal.

To break vacuum on the PLATINUM® vacuum pumps, simply close the isolation valve with the pump still running and open the gas ballast valve all the way and allow the pump to run 2-3 seconds with the gas ballast valve opened and then shut pump off and close the valve.

To break vacuum on the Eliminator vacuum pumps. After blanking off at the manifold or an external isolation valve, if used, crack open the unused intake port on the pump and allow to run 2-3 seconds and shut pump off.

CROSS REFERENCE OF VACUUM MEASUREMENTS

Boiling temperature of water at converted pressures (Figure 18).

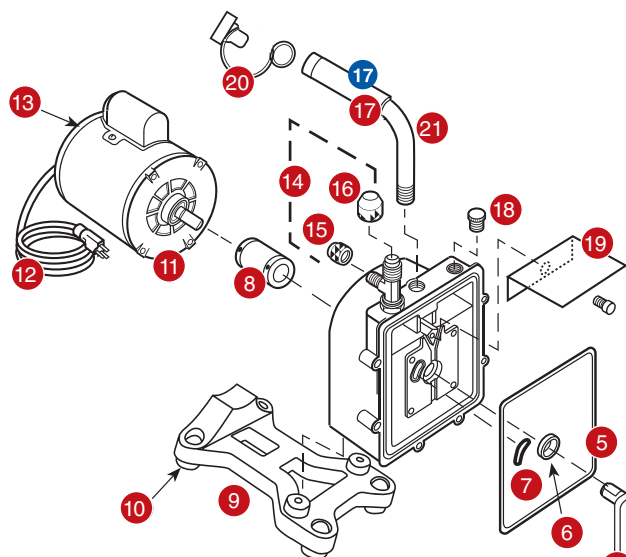
TEMP. F°	MICRONS	INCHES OF HG VACUUM	PRESSURE POUNDS SQ. IN.
212	759,968	0.00	14.696
205	535,000	4.92	12.279
194	525,526	9.23	10.162
176	355,092	15.94	6.866
158	233,680	20.72	4.519
140	149,352	24.04	2.888
122	92,456	26.28	1.788
104	55,118	27.75	1.066
86	31,750	28.67	0.614
80	25,400	28.92	0.491
76	22,860	29.02	0.442
72	20,320	29.12	0.393
69	17,780	29.22	0.344
64	15,240	29.32	0.295
59	12,700	29.42	0.246
53	10,160	29.52	0.196
45	7,620	29.62	0.147
32	4,572	29.74	0.088
21	2,540	29.82	0.049
6	1,270	29.87	0.0245
-24	254	29.91	0.0049
-35	127	29.915	0.00245
-60	25.4	29.919	0.00049
-70	12.7	29.9195	0.00024
-90	2.5	29.9199	0.00005
---	0.00	29.92	0.00000

Figure 18

TROUBLESHOOTING AND REPAIR

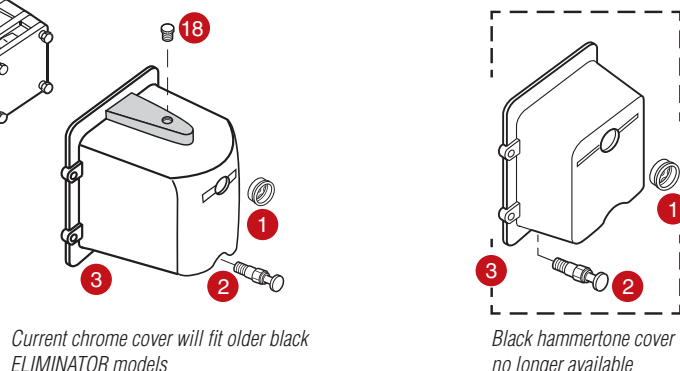
SYMPTOM	POSSIBLE CAUSE(S)	CORRECTIVE ACTION
Pump hard to start	A. Power cord not plugged in securely B. Motor switch not on C. Pump temperature below 30°F D. Inconsistent line voltage E. Pump has not been shut down properly F. Low Battery (DV-142-FLEX or DV-85-FLEX)	A. Plug power cord in securely B. Turn motor switch to ON position C. Warm up pump to 30°F and turn motor switch on D. Line voltage must be within 10% of 115v E. Follow proper start up and shut down procedures F. Check battery charge; re-charge if necessary Step 1: Remove 1/4" cap Step 2: Move blank-off valve to OPEN position Step 3: Turn pump on Step 4: Run 2 to 3 seconds and close blank-off valve PROPER START UP AND SHUT DOWN PROCEDURES: Step 1: Close blank-off valve Step 2: Open gas ballast valve Step 3: Run 2 to 3 seconds Step 4: Shut pump off Step 5: Close gas ballast valve NOTE: See previously discussed topic <i>Breaking Vacuum</i>
Pump won't pull deep vacuum In order for your pump to pull to a near perfect vacuum, oil must be clean and moisture-free throughout evacuation.	A. Contaminated oil B. Oil level too low C. Air leak in system being evacuated D. Pump inlet fittings missing or not tightened E. Coupler slipping F. Missing or damaged seals or o-rings	A. Change oil B. Add oil C. Locate and repair leak(s) D. Clean or replace o-ring E. Tighten coupler set screws to flats of cartridge and motor F. Replace damaged seals or o-rings Step 1: With isolation valve closed, start pump. Oil level should be to the top of the oil level line embossed on the front of the pump's cover. Just a teaspoon low can affect the ultimate vacuum. Step 2: Flush pump and refill with fresh oil. See <i>Cleaning and Testing Pump</i> on page 4 for review. Step 3: Check all connections to pump and system for damaged or missing o-rings. If brass adapters are being used, make sure copper gaskets are in place.
Oil drips from point where shaft enters the pump housing	Damaged shaft seal	Replace shaft seal
Pump shuts down and will not start	A. Thermal overload may be open	A. Step 1: Disconnect pump from system Step 2: Wait approximately 15 minutes for motor to cool Step 3: Turn pump on Step 4: If it cycles off again, return for repair
Pump cycles on and off from a completely cold start and then runs smoothly	A. Oil backed up into cartridge and was being cleared out B. Pump has not been shutdown properly	Step 1: Remove 1/4" cap Step 2: Turn pump on
Motor just hums	If pump has been dropped, the armature in motor may be out of alignment with the motor's bell housing	Step 1: Set pump on bench with motor standing up Step 2: Loosen the four motor bolts Step 3: Shake motor and re-tighten motor bolts Step 4: Start pump If this doesn't work, the pump most likely will need to be sent in for repair.
Motor runs, but no suction	A. Flexible coupler is either broken or loose	Step 1: Set pump on bench with motor standing up Step 2: Look between motor and pump housing from the bottom to see if the flexible part of the coupler is split or broken. If it is broken, see <i>Flexible Coupler</i> section of this booklet. If the coupler is not broken, the coupler may be spinning on either the shaft to motor or cartridge. Step 3: Go to product support at www.jbind.com for cartridge replacement instructions. These instructions are good for replacing: flexible couplers, motors, shaft seals, and cartridges.

Repair Parts for V-3E, DV-4E and DV-6E Series Pumps



Repair parts can be ordered from your local JB wholesaler. When ordering please provide the following information:

- Model number
- Serial number
- Part number and description



ELIMINATOR SERIES REPAIR PARTS		
REF.NO.	PART NO.	DESCRIPTION
1	PR-1	Sight glass*
2	PR-2	Oil drain valve*
3	PR-10	DV-3E, DV-4E and DV-6E cover assembly w/sight glass, drain valve and oil fill plug
4	PR-403	DV-3E Cartridge complete w/o-rings and cover seal
	PR-404	DV-4E Cartridge complete w/o-rings and cover seal
	PR-406	DV-6E Cartridge complete w/o-rings and cover seal
5	PR-217	Cover seal
6	PR-3	Shaft seal
7	PR-315	Trap intake o-ring
8	PR-208	2-1/2" Flexible coupler*
	PR-308	7/8" Middle section; used w/PR-208 2-1/2" Flexible coupler*
	PR-6	2-1/4" Flexible coupler*
	PR-77	1-5/8" Middle section; used w/PR-6 flexible coupler*
9	PR-62	Pump base w/rubber feet and screws (4)
10	PR-59	Rubber pump foot (1)
Not Shown	PR-18	Cartridge valve repair kit

Emerson® is a registered trademark of US Motors. Marathon® is a registered trademark of Marathon Electric.
 * Coat with thread sealant when replacing.

ELIMINATOR SERIES REPAIR PARTS		
REF.NO.	PART NO.	DESCRIPTION
11	PR-206	1/2 HP, 115v/60Hz motor w/line cord and switch
	PR-207	1/2 HP, 115/230v, 50/60Hz dual voltage motor w/line cord and switch (not shown)
	PR-307	1/2 Hp, 115/230v, 50/60 Hz Spark Proof Motor (not shown)
12	PR-31	6' Line cord (Emerson® motor)
	PR-58	6' Line cord (Marathon® motor)
13	PR-35	Rocker-switch 115v Marathon Motor (prongs)
	PR-54	Rocker-switch 115v Emerson Motor (wire leads)
14	PR-63	Intake tee w/cap
15	NFT5-4	1/4" O-ring cap
16	NFT5-6	3/8" O-ring cap
17	PR-500	3/8" Rubber grip and cap
	PR-501	1/2" Rubber grip and cap
18	PR-22	Oil fill plug w/o-ring
19	PR-40	Stainless steel splash guard w/screw
20	DV-EP6	3/8" Red tethered safety exhaust cap
	DV-EP8	1/2" Red tethered safety exhaust cap
21	PR-205	3/8" Cushioned handle
	PR-65	1/2" Cushioned handle

Flexible Couplers

Flexible couplers are a three part assembly (**Figure 19**). Two metal hubs that look like gears and a flexible middle section. The one hub is attached to the shaft of the motor and the other is attached to the shaft of the cartridge. NOTE: The color of the flexible middle section can be black, yellow or green. The middle sections of the PR-208 and the PR-6 can be ordered separately. The PR-208 has a "D" bore in the metal hubs to prevent hubs from spinning on shafts.

1994 and older = PR-6

1995 and newer = PR-208

Prior to 2001 -250 models after serial#0198 and dual pumps prior to 1988 = PR-53



Figure 19

Replacing Coupler (Motor Removed)

Coat setscrew threads with removable thread sealant. Align coupler setscrew with flat surface of cartridge shaft. Tighten screw so coupler slides on to shaft but stops at the bottom of the flat. (**Figure 20**) Tighten until screw head is flush with coupler surface (approx. 40 in-lbs).

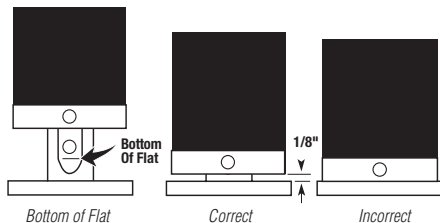


Figure 20

Cartridge Valve Repair Kit



Tethered Safety Exhaust Caps

Red tethered safety exhaust caps for handles help prevent oil leakage out handles if pump is overturned during transportation.

DV-EP-6 3/8" NPT
DV-EP-8 1/2" NPT



Sight Glass Repair

Step 1: With cover off of the pump, lay on two blocks of wood. Pop out the sight glass using a broom handle or other object as a punch. For DV-85 series, DV-142 series, or DV-200 series use a 1" diameter punch (**Figure 21**).

Step 2: Clean the surface with acetone or nail polish remover. Put loctite on the inside surface of the hole.

Step 3: Install the new sight glass from the outside. The hole position does not matter with the new style sight glass.

Step 4: With the wood block covering the sight glass, tap the sight glass into place. Replace the cover on the pump.

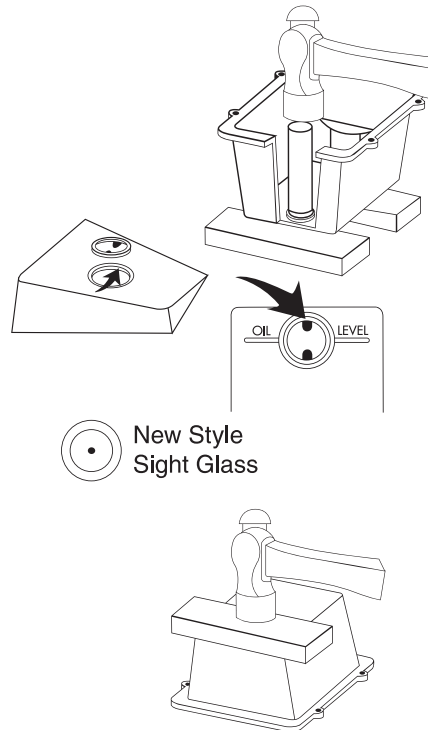


Figure 21

CARTRIDGE REPAIR AND REPLACEMENT

The cartridge kit contains two new o-rings, one cover gasket and shaft seal. Before replacing cartridge, be thoroughly familiar with replacing pump cartridge procedures.

Tools required:

- Hammer
- Medium screwdriver
- 5/32" and/or 1/8" and 3/16" allen wrench
- 11/16" socket head
- 3/8" or 7/16" wrench or socket
- Thread sealant
- Petroleum jelly or grease

NOTE: Instructions pertain to all pump series. Pump styles may vary from illustrations.

Draining Oil And Removing Motor

Step 1: Stand pump on oil cover. If pump has foot mounting bracket, remove unit by loosening foot screws (**Figure 22**).

Step 2: Turn coupling until set screws are facing you. With 5/32" or 1/8" allen wrench (depending on model) loosen set screw on motor shaft (**Figure 23**). Loosen four motor bolts (**Figure 24**). Remove motor. DO NOT REMOVE BOLTS FROM MOTOR AT ANY TIME. If old cartridge is frozen, i.e. coupler will not turn, remove oil cover (**Figure 25**) and four cartridge bolts (**Figure 26**). By turning cartridge, coupler will rotate into position.

Step 3: Loosen set screws on coupler and remove coupling (**Figure 23**).

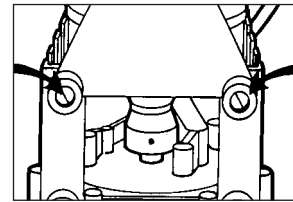


Figure 22
(Models with foot mounting bracket only)

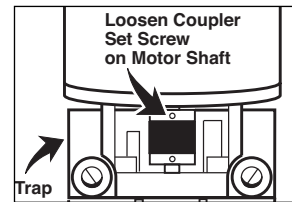


Figure 23

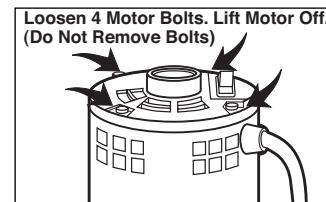


Figure 24

Removing Oil Cover

Using 3/16" allen wrench remove six socket head cap screws from oil cover (**Figure 25**).

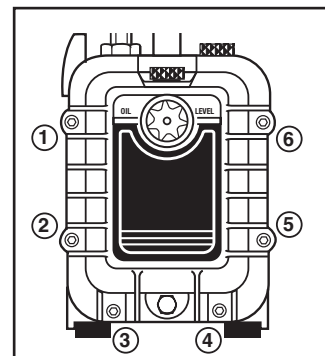


Figure 25

Removing Cartridge

Remove four cartridge screws with 7/16" or 3/8" wrench (**Figure 26**). Discard old gasket seal and two o-rings along with cartridge and bolts.

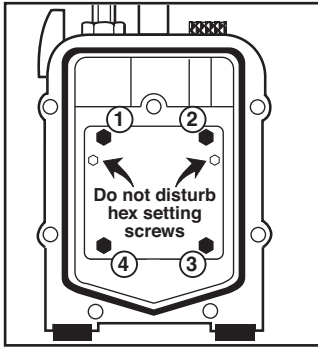


Figure 26

Replacing Shaft Seal and O-rings

Step 1: Insert screwdriver blade under shaft seal and pry the seal from the housing being careful not to damage the walls or face of the trap (**Figure 27**).

Step 2: With clean rag, remove all oil and residue from inside hole and front and back of trap.

Step 3: Lay trap on flat surface with handle toward you. Press new shaft seal with flat side down into opening by hand. To seat, tap seal with 11/16" socket. Seal is properly seated 1/8" down from top edge (**Figure 28**). Apply petroleum jelly or grease to inside edges of seal.

Step 4: Insert intake and gas ballast o-rings in trap (**Figure 29**). Gasket replaced after cartridge is installed.

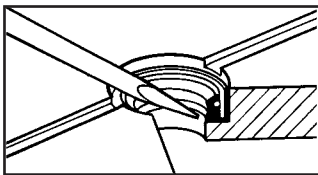


Figure 27

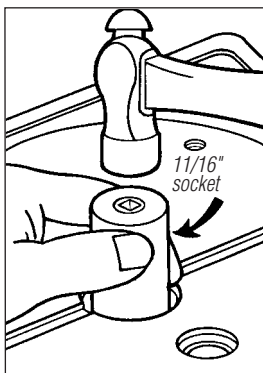


Figure 28

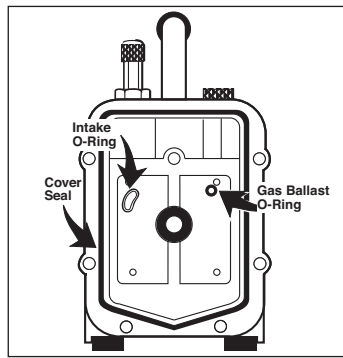
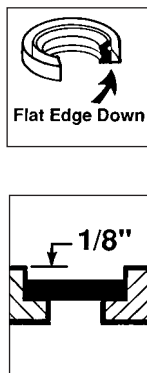


Figure 29

Replacing Pump Cartridge

Read section carefully before attempting replacement.

Step 1: Keep trap flat on bench. **Remove holding nuts from cartridge, keeping all parts in alignment. (Four nuts can be discarded.)** Cartridge is held with shaft down and flutter valves facing intake fitting. Center shaft with seal opening (**Figure 30**). Align with threaded holes and place in position. Hand tighten four bolts. Cross tighten with 7/16" wrench.

Step 2: Check alignment by rotating shaft with coupler. If shaft moves freely continue assembly. If shaft binds, loosen bolts and turn shaft until shaft rotates freely. Retighten bolts. Shaft should be concentric with shaft hole when viewed from backside (**Figure 31**).

Step 3: Replace gasket (**Figure 26**) and reinstall oil cover to trap (**Figure 25**).

Step 4: Remove set screws on coupler. Coat set screw threads with thread sealant. Reinstall coupling to pump cartridge with set screw facing flat side of shaft. Tighten screw so coupler slides on shaft but stops at bottom of flat. Tighten until screw head is flush with coupler. Coupler should be approximately 1/8" off trap surface (**Figure 32**).

If new intake plate on cartridge differs from the old intake plate, use the old intake plate.

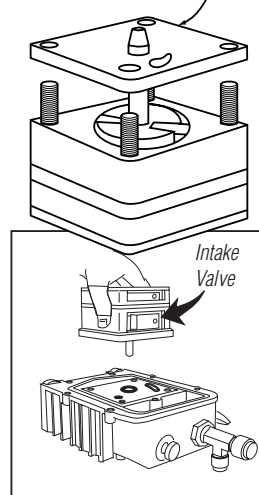


Figure 30

Replacing Motor

Step 1: With pump standing on oil cover, rotate coupling so set screws are facing trap assembly opening. Reinstall motor while aligning flat side of motor shaft with set screw. **IMPORTANT: Assemble in This Order:**

- Tighten four motor screws.
- Tightened coupler set screw on motor shaft.

Step 2: Reinstall foot mounting bracket and rubber feet.

Before Operating

Step 1: Be sure pump switch is in OFF position and plug in.

Step 2: Open oil drain and intake cap. While pump is running, immediately place two to three ounces of fresh oil into intake and run pump for three to four seconds. Repeat procedure at least two times. Allow oil to drain out.

Step 3: Close oil drain and replace intake cap.

Step 4: Fill with new JB BLACK GOLD Vacuum Pump Oil to top edge of oil level line. For those pumps without line, the correct level is 1/8" below top of sight glass. Replace oil fill plug.

Step 5: Run vacuum test.

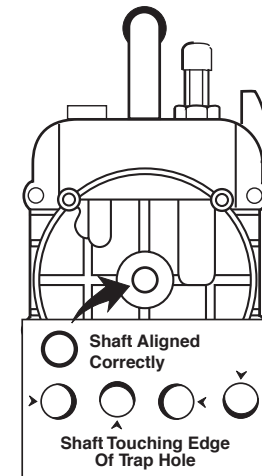


Figure 31

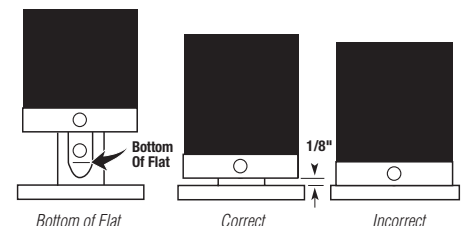


Figure 32

(Coupler styles may vary from illustration)

ACCESSORIES

MICRON GAUGES	
SH-35N	Wireless Digital Gauge for Superheat and Subcooling
DV-40S	Wireless Digital Vacuum Gauge
DV-41	SUPERNOVA® Digital Vacuum Gauge
DV-22N	Digital Vacuum Gauge
VACUUM PUMP OIL	
DVO-1	BLACK GOLD Vacuum Pump Oil (Pint; Case of 24)
DVO-12	BLACK GOLD Vacuum Pump Oil (Quart; Case of 12)
DVO-24	BLACK GOLD Vacuum Pump Oil (Gallon; Case of 6)
OIL CADDY	
DV-T1	The TANK Vacuum Pump Oil Caddy
OIL MIST FILTER	
DV-F6	3/8" Oil mist filter (models prior to 2011)
DV-F8	1/2" Oil mist filter (Models after 2011)
SWIVEL COUPLERS	
D10244	1/4" Female swivel coupler
D10266	3/8" Female swivel coupler
SHUT-OFF VALVE	
D10162	1/4" Female QC x 1/4" flare
QUICK COUPLERS	
QC-E64	3/8" QC x 1/4" SAE elbow
QC-S64	3/8" QC x 1/4" SAE straight
O-RINGS	
P90009	1/4" Replacement o-ring (10 pack)
P90012	3/8" Replacement o-ring (10 pack)
EVACUATION TOOLS	
VL-200	ACCELERATOR Rapid Evacuation kit w/hoses and valve core removal tools
VL-100	VELOCITY Rapid Evacuation kit w/hose and valve core removal tool
QC-206	ACCELERATOR 3/8" Rapid Evacuation kit; 2 CL264-48 hoses, A32525N, A32525SV and Y connector
QC-208	ACCELERATOR 1/2" Rapid Evacuation kit; 2 CL264-48 hoses, A32525N, A32525SV and Y connector
A32525N	Vacuum rated valve core removal tool
DV-29	Vacuum gauge blank-off test kit

RETURN FOR REPAIR

In the event your pump requires repair, please contact JB Customer Service Department to obtain a Return Goods Authorization (RGA) number. Ensure that all returned products are packed to avoid any damage in shipment. Paperwork should be placed in a separate plastic bag and should include JB's assigned RGA number, a description of the problem and any customer assigned repair or purchase order number, if applicable.

Customers in Alaska, Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, and Washington have the option of sending vacuum pump repairs to JB or Merced.

WARRANTY

ELIMINATOR® Economy, Dual Voltage, and Spark-Proof pumps are warrantied against defects in materials and workmanship for two years OTC—not changing oil will void warranty.

JB products are guaranteed when used in accordance with our guidelines and recommendations. Warranty is limited to the repair, replacement, or credit at invoice price, (our option) of products which in our opinion are defective due to workmanship and/or materials. In no case will we allow charges for labor, expense or consequential damage. Repairs performed on items out of warranty will be invoiced on a nominal basis; contact wholesaler for details. Product Warranty Registration, Limited Warranty and OTC Warranty are available



JB INDUSTRIES