

3270-Series Engine Cooling Pump Coupling Alignment Important Installation Information

Great care should be taken in following the recommended procedure. We still have new pumps returned with fractured couplings due to misalignment. From time to time, over many years, we have tested couplings for hardness and manufacturing tolerance; no faults have been found.

The following is taken for the PERKINS 4.108 WORKSHOP MANUAL (December 1988)

Alignment of Sea Water Pump Adaptor Plate

Should it be necessary to remove the sea water pump adaptor plate, it must be aligned on refitting by means of the tool shown in fig. M.4.

Loosen the adaptor plate securing nuts so that they just support the weight of the sea water pump.

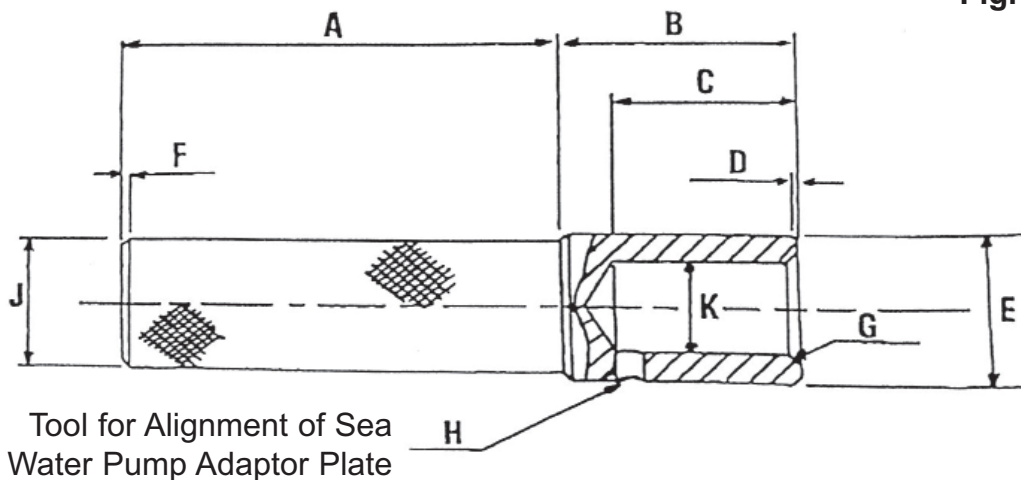
To line up the adaptor plate, loosen the holding nuts and insert the tool in the water pump drive position to centralise the adaptor plate to the sea water pump driving shaft. Once the tool is located, the adaptor plate securing nuts should be tightened. The tool can be then removed and the sea water pump fitted.

Rotate the engine two or three turns by hand: this will ensure that the adaptor plate/sea water pump will centralise to the fuel pump gear shaft. Then retighten the adaptor plate securing nuts.

To cover conditions where a centralising tool is not available, the following interim measures can be taken.

It should be remembered that the latter procedure should only be used as an interim measure as it is not as accurate an alignment as when using the tool previously described.

Fig. M.4



A - 4" (101.60mm)	F - 0.0625" (1.60mm) at 45°
B - 2.215" (54mm)	G - 0.0937" (2.38mm) at 45°
C - 1.625" (41.30mm)	H - Drill 0.25" (6.35mm) dia air hole
D - 0.0625" (1.60mm) at 45°	J - 1.250" (31.75mm)
E - 1.3725" (34.90mm)	K - 0.8768" / 0.8778" (22.27mm / 22.30mm)



3270-Series Pumps - Supplementary Information

11/07



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ITALY

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