

### **PURPOSE OF THE KIT**

The Repair Seal Kit should be installed after 1000 hours of operation. It should be installed regardless of whether or not there is leakage or a reduction of fresh water. Learning to perform this procedure will ensure optimal performance of your watermaker.

**NOTE:** If the unit has been operating in water with silt or higher than normal salinity, the Seals will wear somewhat faster.

Before beginning the Repair Kit procedure, note the following precautions:

1. Keep the work area clean of dirt, hair, and other contaminants.
2. Avoid scratching Pump Components when removing or replacing O-rings.
3. Never use petroleum-based lubricants on Seals and O-rings as a substitute for Silicone Grease.
4. When installing O-rings do not roll or twist them.

**NOTE:** Average time to replace all seals is 1 hour. If you are performing this maintenance for the first time, expect 3 hours.

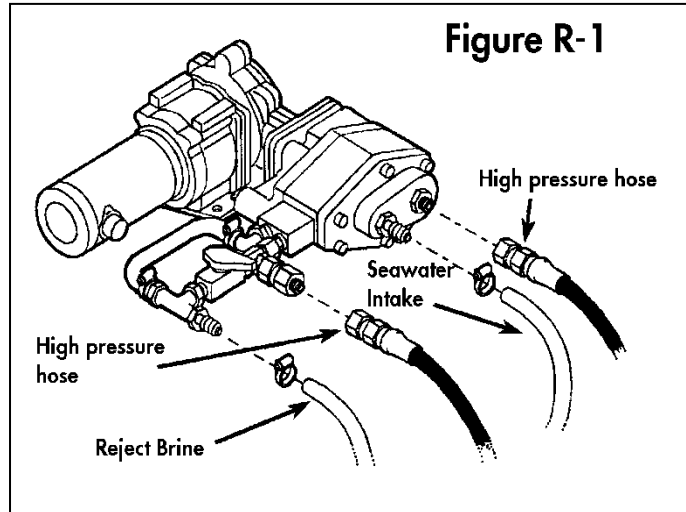
**KIT CONTENTS** (See Figs. A-3 and A-4)

### **TOOLS REQUIRED**

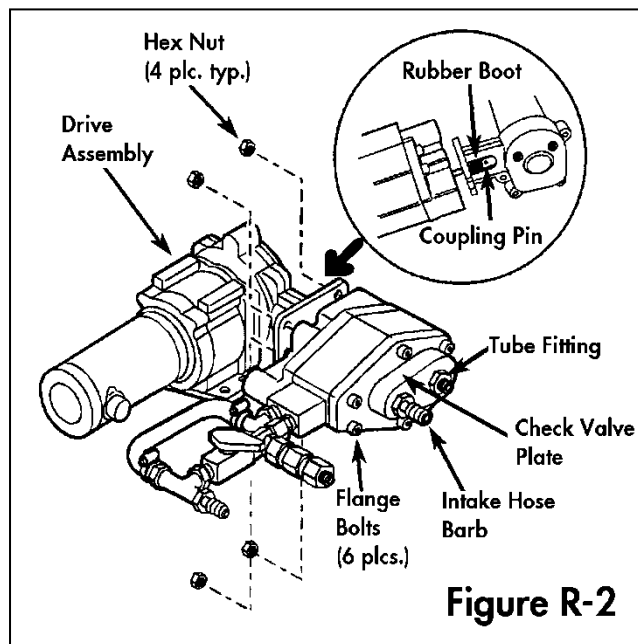
- Piston Seal Installation Tool – supplied with kit
- Needle-nosed pliers
- ¼-inch Allen wrench
- ½-inch open-end wrench
- 11/16-inch open-end wrench
- 7/8-inch open-end wrench
- ½-inch deep socket and socket wrench
- small flat-blade screwdriver
- small scissors

### Disassembly:

1. Before beginning disassembly, run the watermaker and stop it when the piston shaft is at its farthest point of travel away from the pump (toward the drive assembly). This provides enough room for sliding the rubber boot back toward the pump in Step 3.
2. Use the 11/16" open-end wrench to disconnect the two high-pressure hoses (coming from the membrane housing) from the tube connectors on the check valve plate and the valve assembly. Loosen the hose clamps and remove the reinforced plastic seawater intake and reject brine hoses. See **Figure R-1**.

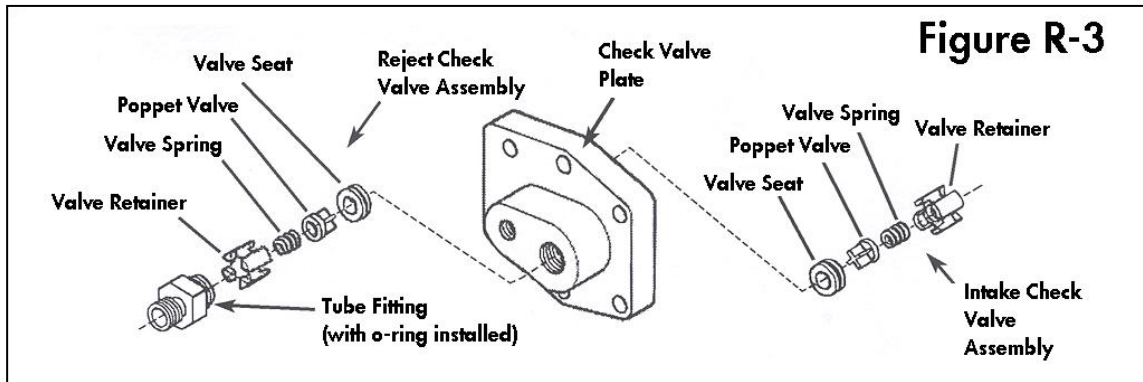


3. Use the 1/2" open-end wrench to remove the four hex nuts securing the pump back plate to the drive assembly. Then pull the pump away from the drive assembly to expose as much of the piston shaft as possible. Slide the black rubber boot on the piston shaft toward the pump to expose the shaft coupling pin. Use a small screwdriver or allen wrench to push the coupling pin out of the shaft. (Note: the coupling pin is a loose fit and may fall out on its own. Do not lose it.) Separate the pump from the drive assembly and set the drive assembly aside in a safe place. Slide the black rubber boot off the piston shaft. Move the pump to a clean work surface for further disassembly. See **Figure R-2**.



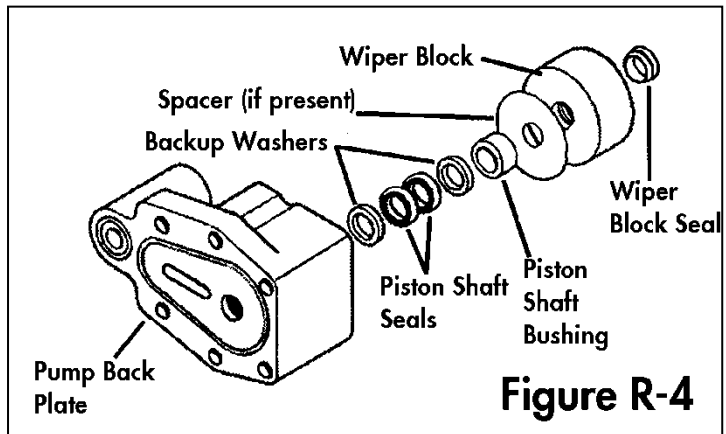
4. Remove the plastic intake hose barb from the check valve plate. While the pump is still bolted together, use the 7/8" open-end wrench to just loosen the tube fitting in the check valve plate. Then use the 1/4" allen wrench to remove the six sockethead flange bolts that hold the check valve plate to the pump body. Separate the check valve plate from the pump body and remove the large o-ring (8012830) seal between them. See **Figure R-2**.

- Disassemble the two check valve assemblies. Use the needlenose pliers to lift the intake valve retainer, valve spring and poppet valve out of their bore in the inside surface of the check valve plate. Remove the tube fitting, reject check valve retainer, valve spring and poppet valve from their bore in the outside surface of the check valve plate. To remove the valve seats, use an allen wrench (or similar flat-ended tool) to push each valve seat out of its bore, working from the opposite side of the bore from which the rest of the valve assembly was removed. See **Figure R-3**.



- Separate the pump back plate from the pump body by first using the 1/4" allen wrench to re-move the four sockethead flange bolts that hold them together. It is unlikely that the two parts will separate easily. Insert the wide end of the piston seal installation tool into the pump body cylinder from the check valve side of the pump body until it contacts the exposed end of the piston. Use a soft mallet to tap the small end of the installation tool and drive the piston and pump back plate away from the pump body. When the back plate has separated from the pump body, pull the piston out of the back body and remove the two old o-rings (8012830) and (8012444). Be careful not to lose the large relief valve spring that is exposed when the pump parts separate.
- Remove the old PIP ring and cup seal from the piston. One method to accomplish this is to wedge a small screwdriver underneath the cup seal and pry it up far enough that it can be cut with a pair of small scissors or a razor blade. Repeat the process for the PIP ring.

- Remove the wiper block from the pump back plate, and use a pair of needle-nose pliers to pull the old wiper block seal out of the wiper block. Remove the spacer washer, if present. Working from the side of the back plate that faces the pump body, use a flat-ended tool or a small socket on an extension to press out the two backup washers, two piston shaft seals and shaft bushing from the back plate. Refer to **Figure R-4**. This completes the disassembly of all user-serviceable parts of the Katadyn *PowerSurvivor 80E* watermaker.

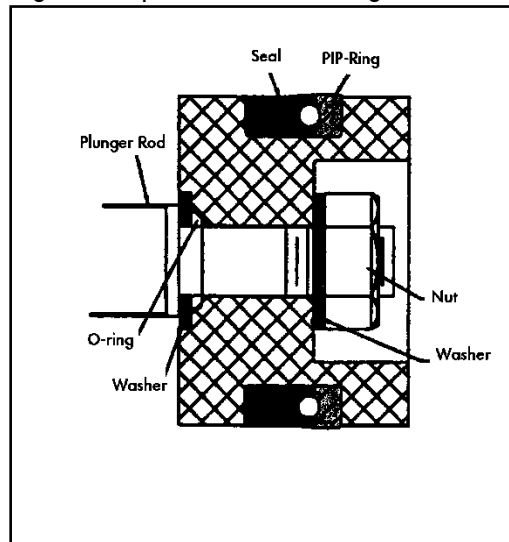


**Reassembly:** Before you begin reassembly of the watermaker, clean all parts using clean, lint-free rags. At this time, all parts should be carefully inspected for wear or damage. Use a 10x magnifier or loupe to examine the seals, o-rings and other small parts. Stubborn rust stains and deposits on metal parts may be cleaned with a soft-metal wirebrush (e.g., stainless steel or brass). Do *not* use polishes, cleaning compounds containing abrasive materials, or regular steel wire brushes. Refer to the exploded drawing of the pump in **Figure A-2** in the *Appendix* for the location of parts and seals during reassembly. Refer to **Figures A-3** and **A-4** in the *Appendix* for full-size drawings and identification of the components included in the **Repair Seal Kit**. In the following procedure, references to the **Repair Seal Kit** will be abbreviated to "RSK." It will be assumed that all o-rings, seals, and mating surfaces have been lightly lubricated with non-petroleum silicon grease (supplied with the RSK).

**Warning:** Use only non-petroleum silicon grease to lubricate your watermaker. Lubricants with a petroleum base will damage several watermaker components, including the reverse osmosis membrane. Be especially cautious of lubricants that "contain" teflon, silicon, etc.—such products could also contain petroleum-based components. An ample supply of silicon grease is included with each RSK.

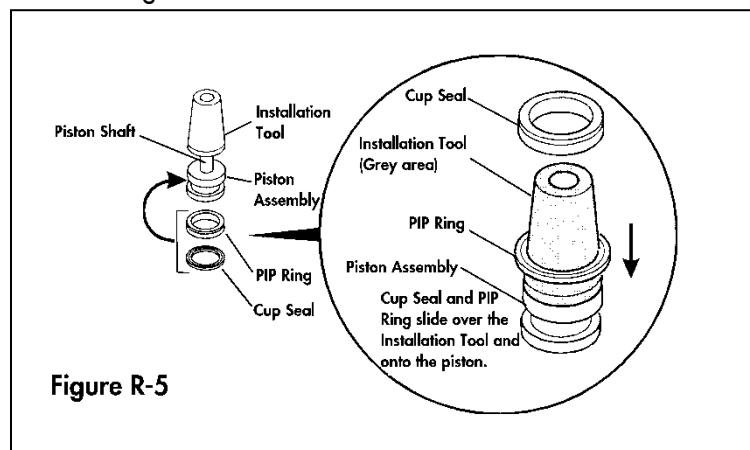
- **Reinstall the piston:** If you want to replace the O-rings on the piston, refer to the figure below

- Install washer with chamfer on washer facing  $\frac{1}{2}$ " dia of plunger rod and a new O-ring onto the plunger rod, if you have an old-style piston, you only have to install a new O-ring into the plunger rod without a washer.
- Slide piston onto the threaded end of the plunger rod, and secure with the washer and nut.



1. Refer to **Figure R-5** during the following procedure. Place the piston assembly on a flat, stable surface with the shaft pointing up. Slide the installation tool (provided in the RSK) over the piston shaft with the wide end down. Lubricate the new PIP ring, cup seal and the installation tool with silicon grease.

With the grooved side facing up, slide the PIP ring down the installation tool and onto the piston. Repeat this process for the cup seal. Note that the grooved side of the cup seal should be facing down; i.e., the grooved sides of the PIP ring and the cup seal should be facing each other. When finished with the installation, remove the installation tool from the piston shaft.



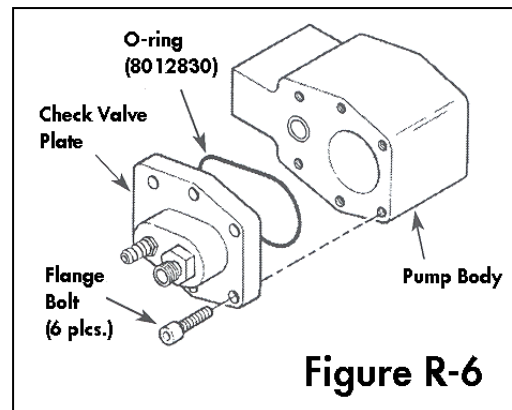
**Figure R-5**

2. To install the check valve components, refer to **Figure R-3**. Locate the two new check valve seats in the RSK. Observe that the hole in the center of each valve seat has a beveled edge on one side. Use your finger to press a valve seat into the bore for the reject check valve assembly. The seat should be pressed all the way in, with the beveled side of the valve facing outward (that is, against

the end of your finger). Use the same technique to install the other valve seat in the bore for the intake check valve assembly. It too should be installed with the beveled edge of the valve seat facing outward, or against your finger.

3. With its cross side facing down (facing the valve seat), lower a new poppet valve into the bore for the reject check valve. The poppet valve should be level and in the center of the valve seat at the bottom of the bore. Observe that one end of the valve retainers has a shallow hole that is the same diameter as the valve spring. Press a new spring into the hole in one of the retainers. When installed correctly, the spring should stay in the valve retainer when it is inverted. Lower the spring and valve retainer into the reject check valve bore with the spring facing the poppet valve. Make sure the tube fitting still has an o-ring installed and then screw it into the reject check valve hole and tighten securely with the 7/8" open-end wrench. Test your installation by inserting a small screwdriver into the hole for the reject check valve on the side of the check valve plate opposite the tube fitting. The reject poppet valve should move up and down slightly.

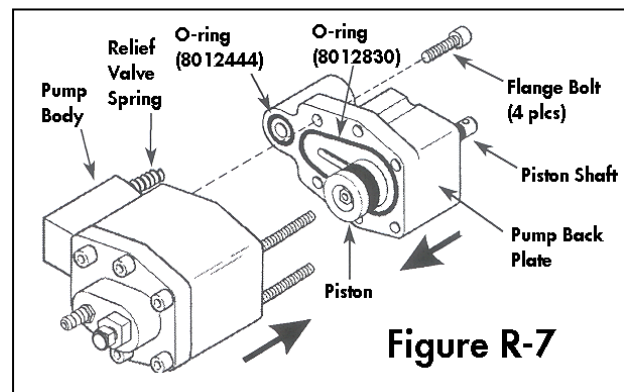
4. Screw the plastic intake hose barb into the check valve plate (See **Figure R-2**). Then, working from the other side of the check valve plate, install a new poppet valve, valve spring and valve retainer, using the same procedure as was used for the reject check valve assembly. Lubricate a new o-ring (8012830) with silicon grease and install it into its groove in the pump side of the check valve plate.



**Figure R-6**

5. Taking care that the intake check valve components do not fall out of their bore, bring the check valve plate and the pump body together, align them, and install the six sockethead flange bolts to hold the assembly together. Tighten these fasteners snugly. (If a torque wrench is available, tighten to approximately 120–140 in.-lbs.) Use a pencil eraser or small screwdriver to test the action of the intake poppet valve. See **Figure R-6**.

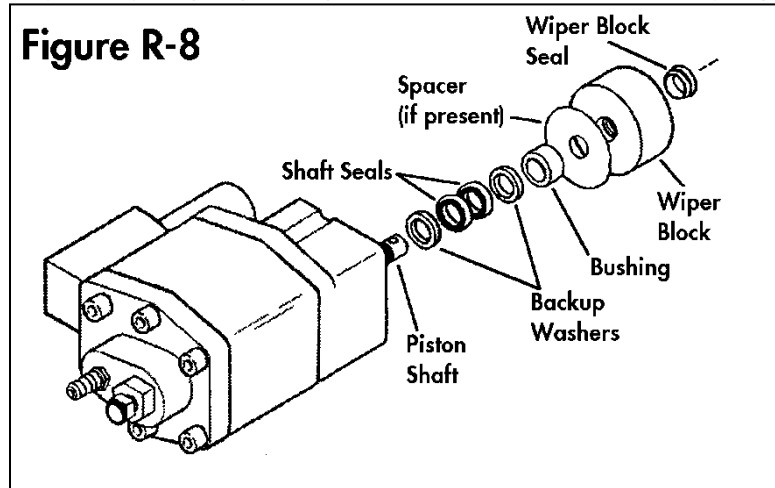
6. Lubricate the inside of the cylinder in the pump body with silicon grease. Insert the piston assembly through its hole in the pump back plate and slide it as far as it will go toward the pump back plate, as shown in **Figure R-7**. Install the two o-rings (8012830) and (8012444) in their grooves in the pump back plate. Make sure the relief valve spring is installed in the pump body. Bring the pump back plate and pump body together carefully, first guiding the piston into the cylinder in the pump body, and then pressing the back plate as close as possible to the pump body. Install the four sockethead flange bolts and tighten snugly (approximately 120–140 in.-lbs.)



**Figure R-7**

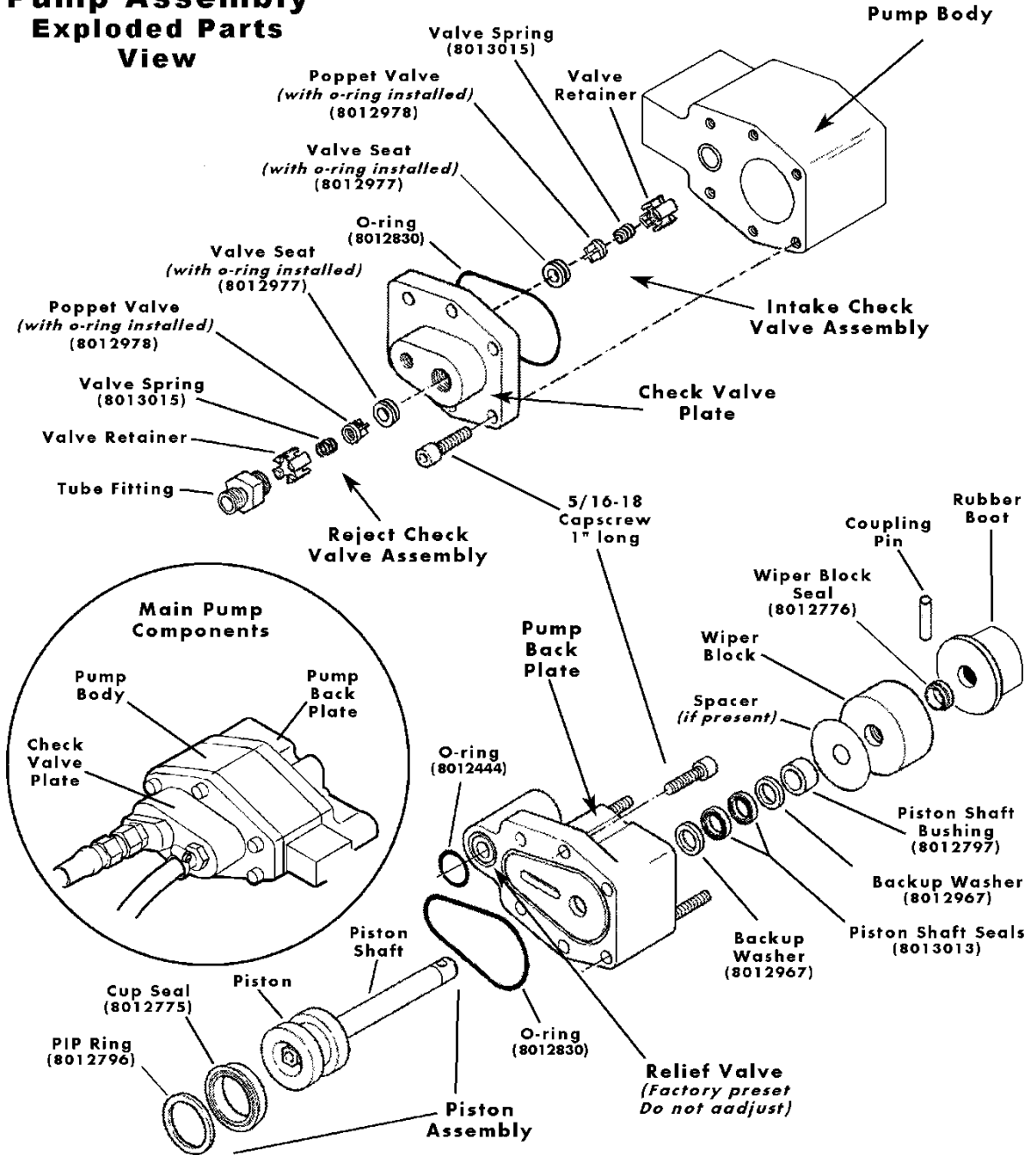
7. Refer to **Figure R-8**. Slide one backup washer over the piston shaft and down into the shaft bore in the pump back plate. Slide one of the shaft seals over the end of the piston shaft with its flared side (the side with an embedded o-ring) facing the pump back plate. Slide it down the shaft and gently work it into the shaft bore.

In-stall the second shaft seal in exactly the same way, with its flared side also facing the pump back plate. Work it into the shaft bore and press both seals in until the back of the second seal is about flush with the top of the shaft bore. Next, slide on the second backup washer, followed by the white plastic piston shaft bushing. Finally, slide the



8. Press a new wiper block seal into the groove in the center of the wiper block. Squeeze the seal into an oval and start one edge into the groove. Then work the rest of the seal in until it seats evenly inside the wiper block bore. Slide the wiper block onto the piston shaft and press it down into the cavity in the pump back plate. The side of the wiper block from which the seal was installed should face outward. Slide the black rubber boot onto the piston shaft. Its flat side should face the pump.
9. Place the assembled pump next to the drive unit and check the alignment of the coupling pin hole in the end of the piston shaft. Insert an allen wrench or small screwdriver through the coupling pin hole and use it to rotate the shaft until it will align with the hole in the slider shaft of the drive assembly. Bring the drive assembly and pump together carefully and, when the holes in the piston shaft and the slider shaft are aligned, press the coupling pin through the holes and slide the rubber boot over the coupling pin to hold it in place. Install the four hex nuts on the studs projecting through the flange on the drive unit and tighten them securely.
10. Refer to **Figure R-1** and install the two high pressure hoses, the seawater intake hose and the reject brine hoses to the pump assembly. Tighten the hoses clamps on the two reinforced plastic hoses. This completes the procedure for reassembly of the watermaker. When operation is commenced again, carefully check for any leaks or other signs of incorrect assembly.

# Pump Assembly Exploded Parts View



**Figure A-2**

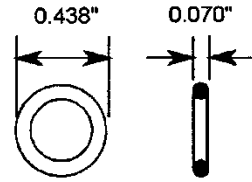
**Poppet Valve Seat  
with O-ring installed  
(8012977)  
Qty: 2**



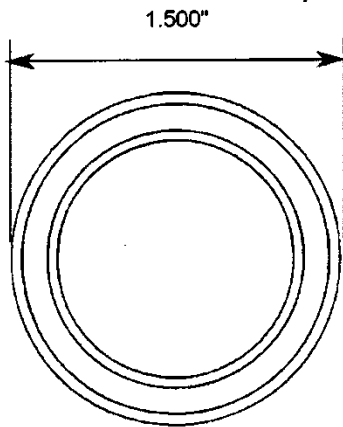
**Poppet Valve  
with O-ring installed  
(8012978)  
Qty: 2**



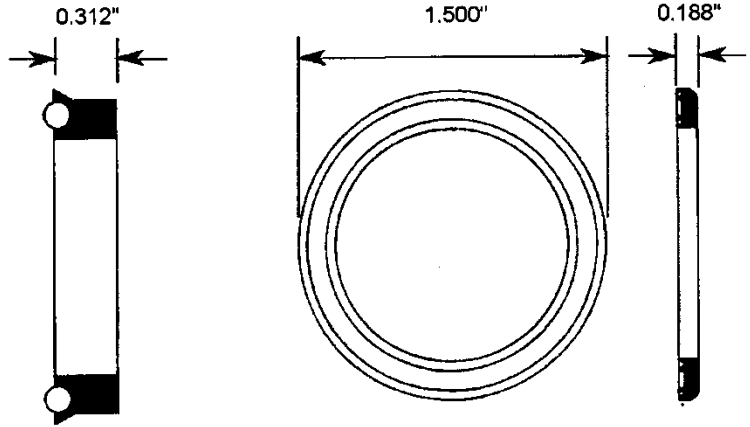
**O-ring  
(8013008)  
Qty: 1**



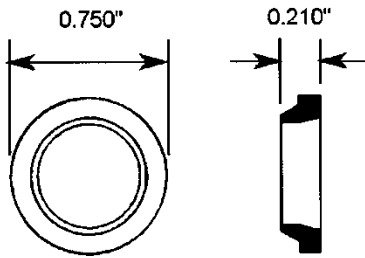
**Cup Seal  
(8012775)  
Qty: 1**



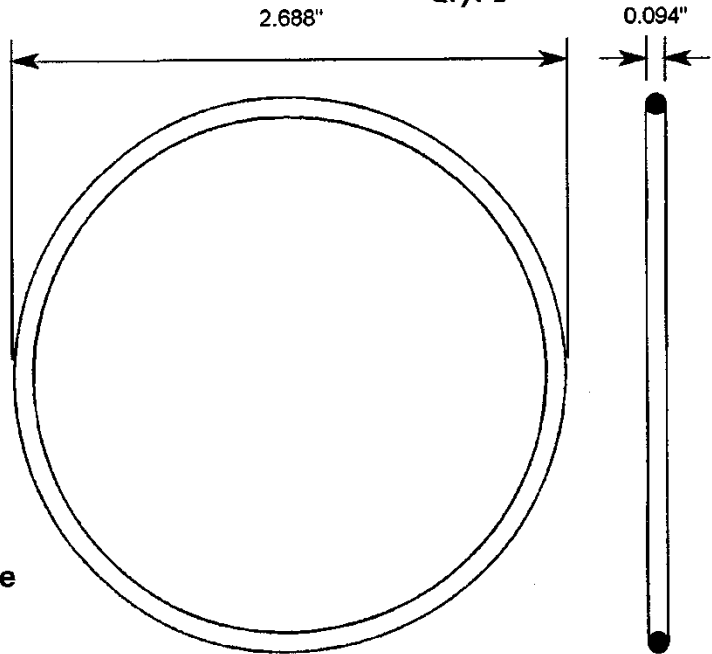
**PIP Ring  
(8012796)  
Qty: 1**



**Wiper Block Seal  
(8012776)  
Qty: 1**



**O-ring  
(8012830)  
Qty: 2**

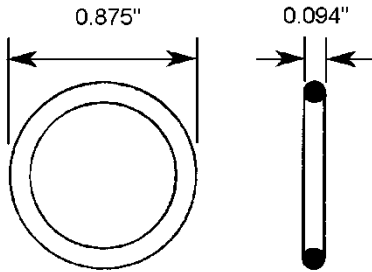


**Figure A-3**

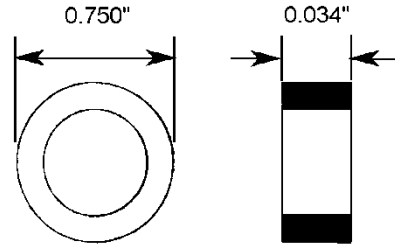
**NOTE: Some dimensions are approximate.**



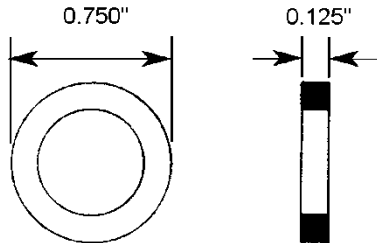
**O-ring**  
(8012444)  
Qty: 1



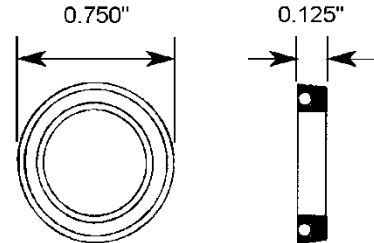
**Piston Shaft Bushing**  
(8012797)  
Qty: 1



**Backup Washer**  
(white nylon)  
(8012967)  
Qty: 2



**Piston Shaft Seal**  
(8013013)  
Qty: 2

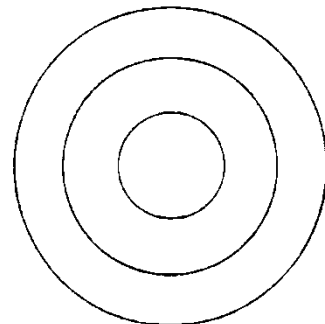
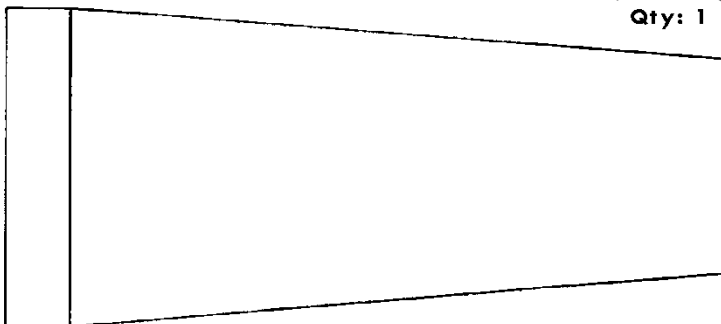


**Poppet Valve Spring**  
(8013120)  
Qty: 2



**Repair Seal Kit**  
also includes  
**Silicone Lubricant**

**Piston Seal Installation Tool**  
(8012812)  
Qty: 1



**Figure A-4**