

NOTICE TO INSTALLER: Instructions must remain with installation.

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Product information presented here reflects conditions at time of publication. Consult factory regarding discrepancies or inconsistencies.



FM1799
1014
Supersedes
0214

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REPAIR MANUAL

600 SERIES SUBMERSIBLE NON-CLOG UNITS

Since 1939 the name Zoeller has represented the standard for submersible dewatering and sewage pumps. The same high quality workmanship and easy maintenance design has been incorporated into this line of heavy-duty solids-handling submersible sewage pumps.

This manual incorporates the parts list and repair instructions into one document to aid in the ownership of a Zoeller submersible non-clog wastewater product. Please read and review this manual before

repairing the product. Follow the steps and procedures listed on FM0990 for a proper start-up upon installation. Many items contained within, when followed correctly, will not only ensure a long and problem-free life for the pump, but also save time and money during installation. Reference FM1798 for owner's manual on 600 Series Pumps. Should further assistance be necessary please call our Technical Service Department at 1-800-928-PUMP (7867).

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To Order Replacement Parts

- PLEASE FURNISH THE FOLLOWING INFORMATION:*
- Model Number
 - Part Number of Pump
 - Serial Number
 - System Voltage
 - Replacement Part Number and Description.(refer to pages 2 & 3)

Short Term Storage

Storage of six months or less will not damage the submersible pump. However, to ensure the best possible protection, the following is advised:

- Store pump inside whenever possible or cover with some type of protective covering.
- Tape or seal in plastic bag the terminal ends of wire leads.
- Spray coat unpainted surfaces with rust-inhibiting oil.
- See FM1798-Owner's Manual before start-up.

Safety Instructions

TO AVOID SERIOUS OR FATAL PERSONAL INJURY OR MAJOR PROPERTY DAMAGE, READ AND FOLLOW ALL SAFETY INSTRUCTIONS IN THIS MANUAL AND ON THE PUMP.

THIS MANUAL IS INTENDED TO ASSIST IN THE INSTALLATION AND OPERATION OF THIS UNIT AND MUST BE KEPT WITH THE PUMP.



This is a **SAFETY ALERT SYMBOL**.

When you see this symbol on the pump or in the manual, look for one of the following signal words and be alert to the potential for personal injury or property damage.

▲ DANGER Warns of hazards that **WILL** cause serious personal injury, death or major property damage.

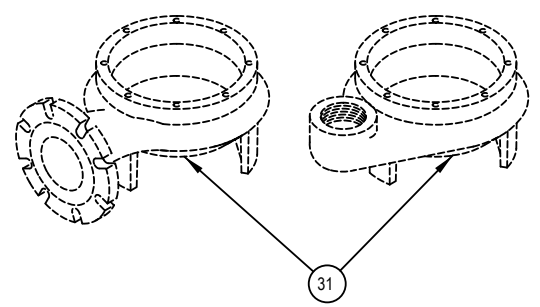
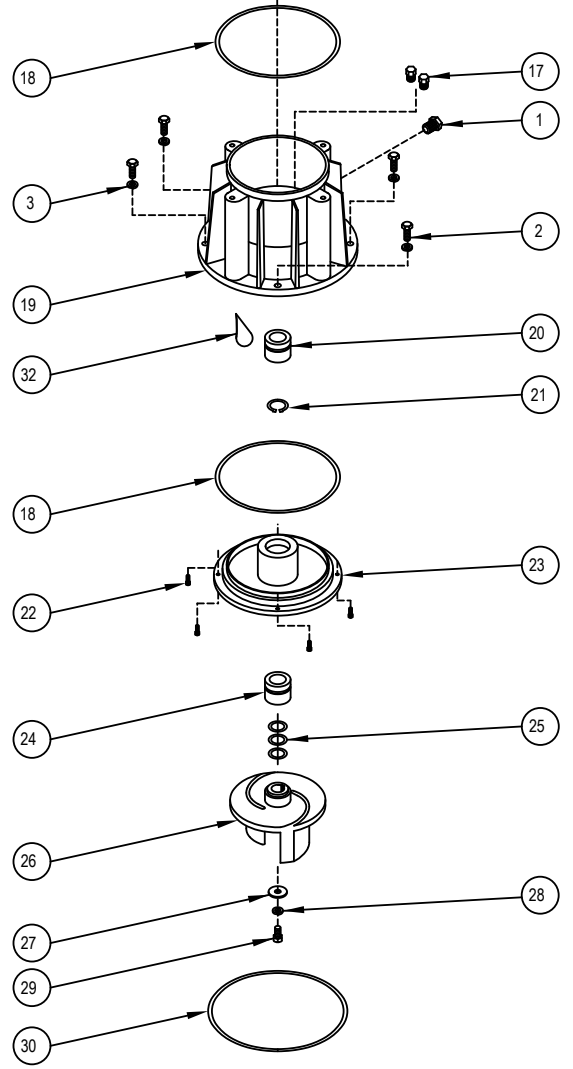
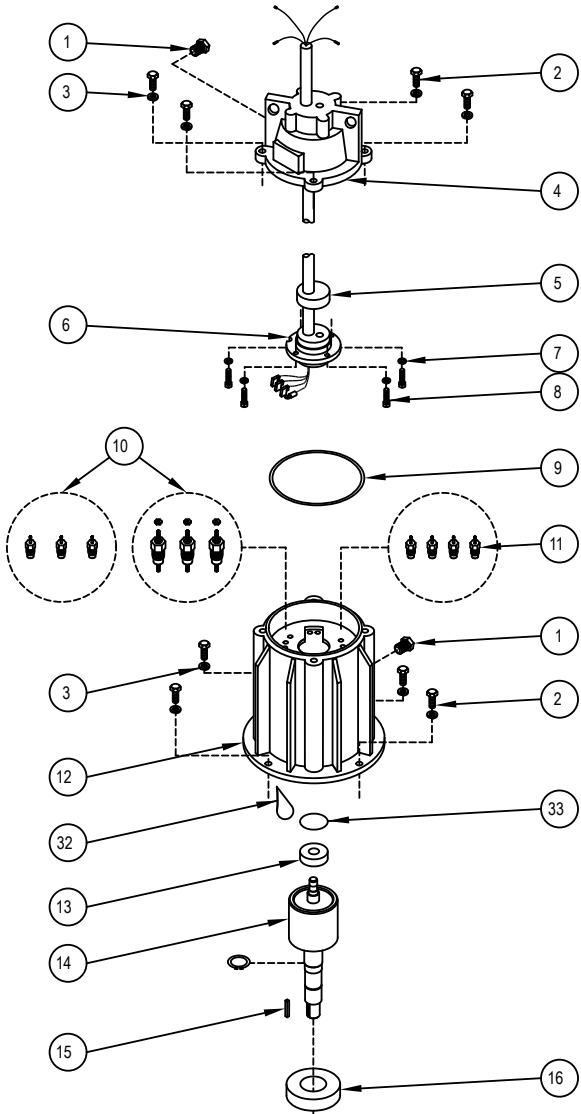
▲ WARNING Warns of hazards that **CAN** cause serious personal injury, death or major property damage.

▲ CAUTION Warns of hazards that **CAN** cause personal injury or property damage.

▲ NOTICE INDICATES SPECIAL INSTRUCTIONS WHICH ARE VERY IMPORTANT AND MUST BE FOLLOWED.

THOROUGHLY REVIEW ALL INSTRUCTIONS AND WARNINGS PRIOR TO PERFORMING ANY WORK ON THIS PUMP.

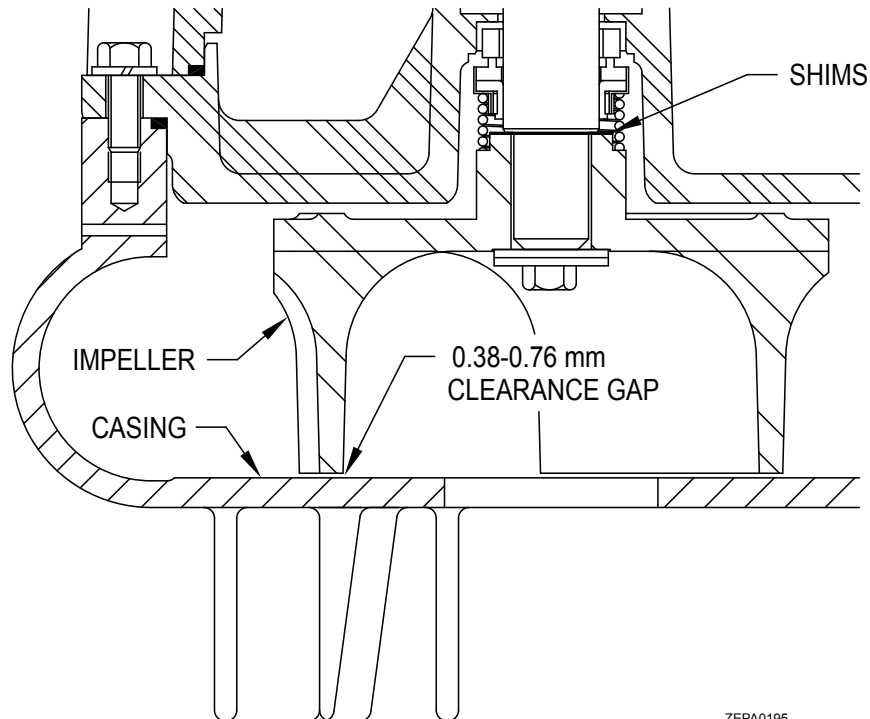
MAINTAIN ALL SAFETY DECALS.



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600 SERIES PARTS LIST

NUMBER	DESCRIPTION	QTY.	PART NO.
1	PLUG	3	011162
2	SCREWS	12	006451
3	WASHER, LOCK	12	004497
4	COVER	1	(see job folder for BOM) small or large power cord hole.
5	CORD SEAL	1	(see job folder for BOM) 12 or 8 ga.
6	CORD AND CLAMP ASSEMBLY	1	(see job folder) 12 or 8 ga.
7	WASHER, LOCK	4	002255
8	SCREWS, CORD CLAMP	4	004416
9	SEAL, COVER	1	011157
10	THRU WALL TERMINALS, POWER	3	(see job folder for BOM)
11	THRU WALL SEAL	4	003402
12	MOTOR HOUSING AND STATOR	1	(see job folder for BOM)
13	BEARING, UPPER	1	010069
14	ROTOR	1	(see job folder for BOM)
15	KEY, IMPELLER	1	006487
16	BEARING, LOWER	1	008225 (1 Phase) / 011190 (3 Phase)
17	PLUGS	2	034090
18	SEAL, MTR HSG. / SEAL RETAINER	2	011158
19	ADAPTER HOUSING	1	011153
20	ROTARY SEAL, UPPER	1	006510 (carbon/ceramic)
21	SNAP RING	1	006416
22	SCREW, SEAL RETAINER	4	007774
23	SEAL RETAINER	1	011155
24	ROTARY SEAL, LOWER	1	006510 (carbon/ceramic)
25	SHIM PACK	1	011671
26	IMPELLER	1	(see job folder for BOM)
27	WASHER, IMPELLER	1	006488
28	WASHER, LOCK	1	004497
29	SCREW, IMPELLER	1	006405
30	SEAL, PUMP HOUSING	1	006478
31	PUMP HOUSING	1	(see job folder for BOM)
32	OIL	2	008419 (requires (2) one gal. cans)
33	PRELOAD SPRING	1	012595 (after manufactures's Date 2/2000)



ZEPA0195

IMPELLER CLEARANCE DIAGRAM

Disassembly Procedures

DISASSEMBLY PROCEDURES

A. Before you begin...

1. Shut off pump.
2. Disconnect power source.
3. Remove pump from system.

B. When removing impeller (26)...

1. Complete Section A.
2. Remove the four screws (2) and lock washers (3) from the flange of the adapter housing (19).
3. Remove the pump housing (31) and gasket (30).
4. Immobilize the impeller (26) by holding the vanes with a pipe wrench. Using a socket, remove the impeller bolt (29), lock washer (28) and impeller washer (27).
5. Using two pry bars, carefully pry the impeller (26) from the shaft.
6. Remove the square key (15) and any impeller shims (25) which are on the shaft.

NOTE: The number of shims removed so the same number can be installed upon reassembly.

NOTE: Impeller hub serves as lower seal retainer. When impeller is removed, seal spring will fall free.

C. When removing rotary seal (20 & 24)...

1. Complete Sections A and B.

▲ WARNING Pump should be at room temperature. Seal and motor housing may be pressurized. Care should be used in removing pipe plugs (1) so that oil is not sprayed.

▲ CAUTION Do not touch sealing face of the rotating section or the stationary section of the rotary seal (20 & 24) when removing or installing seal. When seal replacement should be done in shop atmosphere if possible.

2. Remove the spring of the lower rotary seal (24) from the shaft. See rotary seal component placement diagram for part identification.
3. Remove the pipe plug (1) in the side of the adapter (19) and drain the oil from the chamber with the pump laying on its side.
4. Remove the four socket head screws (22) from the seal retainer (23).
5. Use two screw drivers to lightly pry the seal retainer (23) from the adapter (19). The remaining part of the lower seal assembly will also be removed.
6. Press seal seat out of the seal retainer (23).
7. Remove the seal ring (18) from the seal retainer and inspect for damage.
8. Slowly remove the oil plug (1) from the side of the motor housing (12). (see warning above)
9. Turn the pump on its side to drain the motor chamber oil.
10. Remove the upper seal retainer ring (21) from the shaft and remove the spring holder and seal spring of the upper rotary seal (20) from the shaft.
11. Using a bearing puller or other suitable tools, pull the rotating section of the upper rotary seal (20) from the rotor shaft. If needed, carefully pry rotating section loose and pull off by hand.
12. The stationary seal can be pried with a screw driver. Be careful not to chip as chips may fall into motor.

NOTE: If the adapter and motor housing are going to be separated to work on the motor it may be easier to do so before removing the upper seal. When the rotor and bearing are pulled from the adapter it will strip the seal off the shaft on the lower side.

D. When removing the power cord assembly (6)...

1. Complete section A.
2. To replace cord assembly. Remove four screws (8) and lock washers (7).
3. Using a small pry bar, pry around the edges of the cord clamp area of the cord and clamp assembly (6) to loosen it.
4. Remove the ground screw and disconnect the ground wire from the inside of the cover (4).
5. Pulling on the power leads on the inside of the cover, remove the cord and clamp assembly (6) and seal (5) from the cover. The entire length of the power cord will be pulled through the cover.

NOTE: It may take some wiggling and prying to loosen this assembly, because the rubber seal (5) will have taken a set.

10. Inspect the cord seal (5) for damage.

E. When removing motor rotor (14)...

1. Complete sections A, B, and C. Section D may or may not be completed first. If the cord and cover assembly has been removed, two 3/8" eye bolts will be required when lifting the motor housing and stator off the unit.
2. Place the pump vertical on the work surface. The pump must be blocked or set back in pump housing to allow shaft to extend out the bottom.
3. Remove four screws (2) and lockwashers (3) between motor housing (12) and adapter (19).
4. Lift the motor housing and stator (12) up off the adapter.
5. Finish lifting the motor housing (12) off the adapter (19). Be careful to lift the motor housing straight up, so as not to damage the stator windings or bearings.
6. Remove seal ring (18) from adapter (19) and inspect.
7. Remove bearing pre-load washer (33) from motor housing (12) and inspect.
8. Remove rotor assembly (14) from adapter (19).
9. Using a bearing puller, against the inner race, remove the lower bearing (16) and upper bearing (13) from the shaft. Replace the bearings if needed.

NOTE: Bearings should be cleaned with volatile mineral spirits and relubricated with proper lubricants immediately after cleaning. Never dry bearings with compressed air, and never spin unlubricated bearings.

F. Motor Stator...

NOTE: The motor housing and stator assembly removed in Section E number 5, is a factory assembled unit and must be replaced as such: it consists of the motor housing, the glued in stator, the through the wall electrical terminals for the power, and the moisture sensor wires if applicable.

Assembly Procedures

ASSEMBLY PROCEDURES

Pumps are reassembled in reverse order of disassembly. The following suggestions are offered.

NOTE: While the pump is dismantled, all gaskets, seal rings and retaining rings should be checked for wear and deterioration. Replace all worn items. Ensure that all parts are thoroughly cleaned before assembly.

A. Assembly of rotor (14)...

1. Inspect rotor to see that the snap ring is in place and snapped in the groove. This snap ring serves as a locator for the lower bearings.

NOTE: Before installing the bearing, wipe the bearing seats on the shaft clean and coat the seats with oil to prevent galling of the shaft as the bearings are pressed onto the shaft. A properly sized pressing sleeve should be used to install bearings, with pressure being applied to only the inner bearing race.

2. Install the lower ball bearing (16) and the upper ball bearing (13) on the rotor shaft (14).
3. Set the adapter (19) on blocks to allow the rotor shaft to clear the work surface when installed.
4. Install the rotor/bearings assembly into the adapter housing (19). Make sure the lower bearing is seated in the bearing pocket.

B. Installing the motor housing/stator (12)...

NOTE: The motor housing/stator assembly is furnished from the factory as a glued in unit. The assembly will include the motor housing, the stator prewired to installed through wall terminals (10).

1. Lightly oil and position the seal ring (18) around the pilot shoulder of the adapter (19).
2. Install the pre-load washer (33) in the upper bearing pocket of the housing/stator unit (12). The pre-load washer should be stretched a little to allow it to remain in the pocket when turned upside down.
3. With the rotor/adapter assembly in the vertical position suspend the motor housing/stator unit over it. Slowly lower the unit aligning the rotor and stator opening.
4. Secure the motor housing/stator (12) to the adapter (19) with four screw (2) and four lock washers (3). Torque screws to 175-195 in-lbs.

NOTE: The small arrow heads on housing flanges are to be aligned for proper orientation.

C. Installing cord and cover assembly...

NOTE: The power cord will come from the factory as a cord and clamp assembly (6). The assembly consist of the power cord, the wire terminals, the clamp and the potting compound between the cord and clamp.

1. Unroll the cord of the cord and clamp assembly (6) and slide the cord seal (5) down the cord to the clamp.

2. From the inside of the cover (4) place the cord of the assembly (6) through the hole and pull through the top.
3. Push the cord seal (5) into its pocket inside the cover (4). Push the clamp (6) tight against the seal.
4. Apply thread locker compounds to the screws (8) and install into clamp along with lock washers (7). Using a cross pattern tighten the screws to the seal clamp evenly. Torque screws to 69-72 in-lbs.
5. Apply thread locker compound to ground screw and install ground wires to cover.
6. Lightly oil and install seal ring (9) on shoulder of cover (4).
7. Suspend the cord and cover assembly over the motor housing and make wiring connections per the proper wiring diagram.

NOTE: The power wiring goes to the numbered terminal.

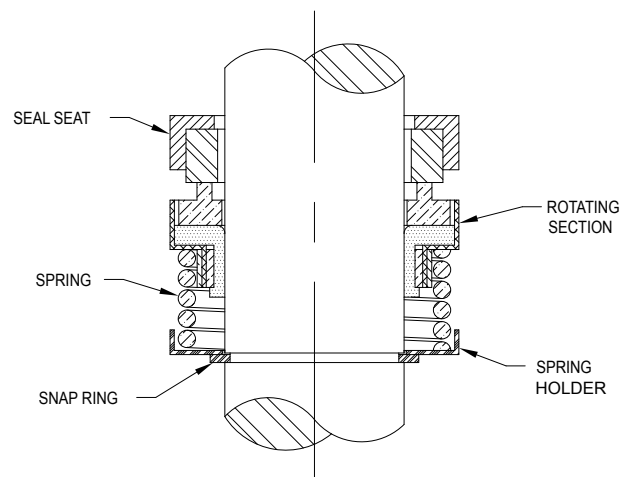
8. Tuck the wires in the cover assembly as installing the cover into place.
9. Secure the cover (4) to the motor housing (12) with four screws (2) and four lock washer (3). Torque screws to 175-195 in-lbs.

NOTE: The small arrow heads on the castings are to be aligned for proper orientation.

D. Installation of rotary seals and seal retainer

CAUTION Make sure all seal faces remain free of dirt particles. Apply a light coat of oil to seal faces before installing.

1. Refer to rotary seal component placement diagram for relative positioning of seal parts.
2. Apply a coating of oil to the seal seat and the bore of the adapter (19), and using a nonmetallic sleeve, press the seat into position in the adapter.



UPPER ROTARY SEAL COMPONENT PLACEMENT DIAGRAM

(Lower rotary seal is same except impeller hub serves as spring holder and snap ring)

Assembly Procedures (continued)

3. Apply 80-90 weight gear oil to the shaft and to the inside diameter of the rotating section of rotary seal (20). Push the rotating section onto the shaft in a continuous motion until the seal faces meet.
4. Install the spring and spring holder over the shaft and seat against the rotating section. Compress the spring as necessary and install retaining ring (21) in the groove of the motor shaft.
5. Lightly oil and install seal ring (18) on the seal retainer (23).
6. Press the seal retainer (23) into the adapter (19) and secure with the four socket head screws (22).
7. Install the seal seat and rotating section of the lower rotary seal assembly (24) into the seal retainer (23) in the same manner described in steps 2 and 3 above.

E. Installing the impeller...

1. Install the spring of the lower rotary seal (24) on the exposed end of the rotor/shaft.

NOTE: Spring holder not required on lower rotary seal.

2. Install the proper number of impeller shims (25) on the shaft give the face of the impeller (26) a clearance of 0.015 to 0.030 inch with the wearing face of the pump housing (31). (See impeller clearance diagram.)
3. Install the square key (15) in the groove in the shaft.
4. Install the impeller (26), impeller washer (27), lock washer (28). Secure the impeller (26) by immobilizing it, use a pipe wrench to grip the vanes and install the impeller bolt (29) in the end of the shaft.

NOTE: Apply thread locking compound to impeller bolt (29) before installing and torque bolt to 230-240 inch pounds.

5. Lightly oil and install the seal ring (30) on the adapter (19) and install the adapter on the pump housing, securing it with the four screws (2) and lock washers (3).

Leak Test

Before oiling pump perform a leak test on the pump seals by installing a regulated air supply into the holes (1/4" NPT access) the motor chamber, seal chamber and cover chamber must be checked. The pressure of the air supply should be set at approximately 9 psi. Submerge the pump in clear water watching for small air bubbles around square ring seals, rotary seal, cord connection, and oil fill plugs.

NOTE: Make certain that the pump is placed in the water so that no areas are present that would trap air (such as the cavity around the lower rotary seal), not allowing the bubbles to rise to the water surface.

If it is not possible to leak test the pump using the submersion method, a regulated air supply with a (0-15 psi) air gage can be installed in the fill holes. The pump to be pressurized and held at 9 psi. After removing the air supply, the pressure should not drop more than 1/2 psi in a 24 hour period.

F. Oiling and final assembly.

1. After leak testing has been completed, clean pipe plugs and reapply pipe dope or teflon tape. Install pipe plug (1) in cover (4).
2. With the pump laying on its side, with the oil fill hole up, and fill the seal chamber cavity with an anti-wear non-detergent, rust inhibiting, paraffining oil of approximately 100 SUS. (See table below for acceptable type of oil.)

Refiner	Product Name
Arco	Duro 22 or 32
Exxon	Teresstic 22 or 32 or acceptable equal
Chevron	Clarity Hydraulic Aw ISO22 or ISO32

3. Clean pipe plugs and reapply pipe dope or teflon tape. Install pipeplug (1) in adapter (19).
4. While pump is on its side place approximately one quart of oil in motor housing. (Use the same oil as used in the seal cavity.)
5. Set the pump upright and finish filling the motor chamber with oil until it runs back out the fill hole. With the oil running out the fill hole the oil will be at the proper level for the top bearing.

▲ WARNING **Do not over fill.**

6. Clean pipe plug and reapply pipe dope or teflon tape. Install pipe plug (1) in motor housing (12).

START KITS AND COMPONENTS FOR SINGLE PHASE 600 SERIES

PART #	DESCRIPTION (BEFORE 10/1/07)
10-0914	KIT, START MODELS 611 / 621
015030	CAPACITOR, 40UF / 370 VAC
007453	RELAY, UNIVERSAL SUPCO
007597	CAPACITOR, 324-389UF / 110-125V

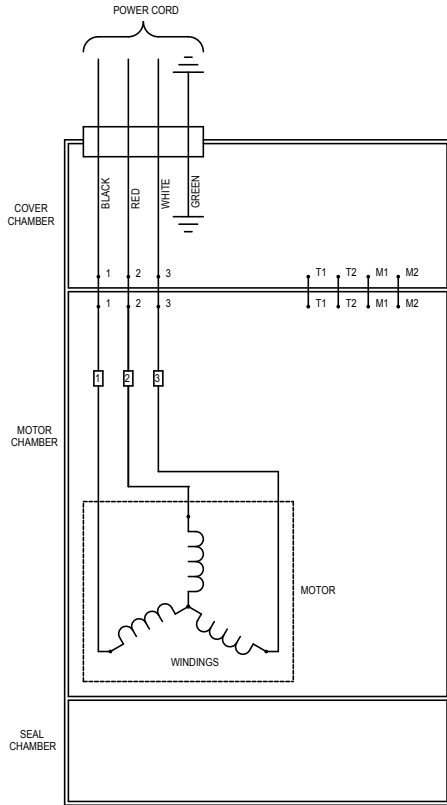
PART #	DESCRIPTION (AFTER 10/1/07)
10-2221	KIT, START MODELS 611 / 621
015030	CAPACITOR, 40UF / 370 VAC
018967	RELAY, GE 3ARR3J4A2
008190	CAPACITOR, 216-259UF / 110-125V

PART#	DESCRIPTION
10-0915	KIT, START MODELS 631 / 641
012869	CAPACITOR, 50UF / 370 VAC
015156	RELAY, GE 3ARR22J6C22
012870	CAPACITOR, 270-324UF / 220-250V

PART #	DESCRIPTION
10-1434	KIT, START MODELS 651
012869	CAPACITOR, 50UF / 370 VAC
015154	RELAY, GE 3ARR22J9R2
012870	CAPACITOR, 270-324UF / 220-250V

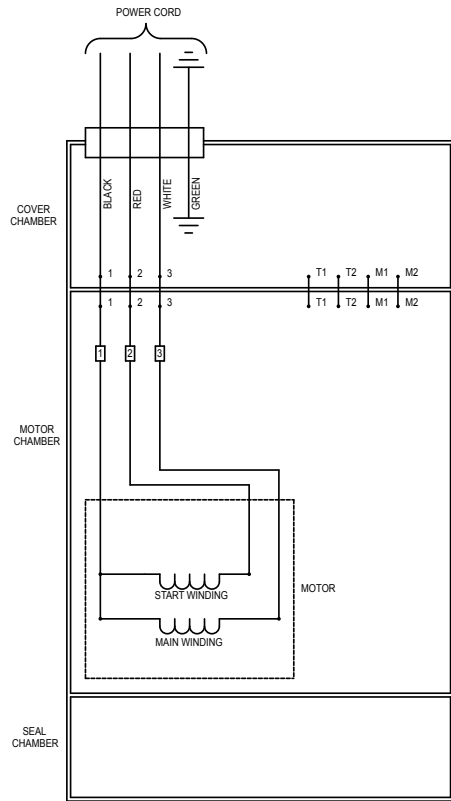
Wiring Diagrams

3 PHASE 600 SERIES



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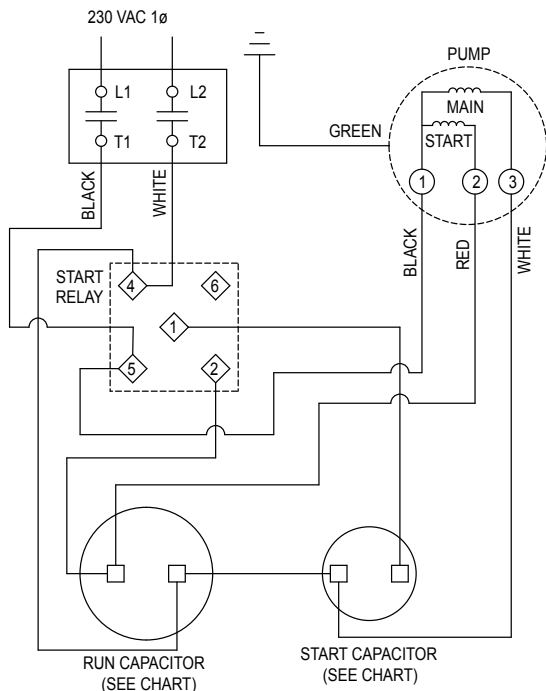
SINGLE PHASE 600 SERIES



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WIRING COMPONENT LAYOUT SINGLE PHASE 600 SERIES

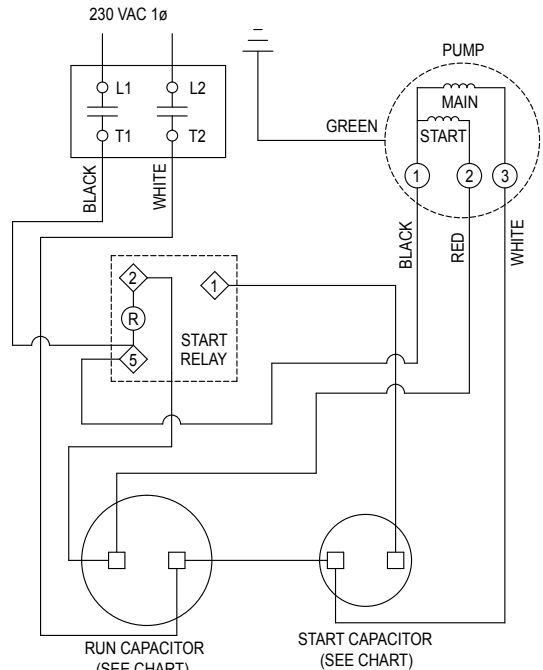
MODELS 611 / 621 USING SUPCO PR90 RELAY BEFORE 10/1/07



MODELS	START CAP.	RUN CAP.
611/621	324-389 UF 125 V	40 UF 370 V

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MODELS 631 / 641 / 651 AND 611 / 621 USING GE RELAY AFTER 10/1/07



MODELS	START CAP.	RUN CAP.
631/641/651	270-324UF 250V	50UF 370V
611/621	216-259UF 125V	40UF 370V

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Service Checklist & Trouble Shooting



▲ WARNING

ELECTRICAL PRECAUTIONS

Before servicing a pump, always shut off the main power breaker to the panel and then disconnect the pump - making sure you are wearing insulated protective sole shoes and are not standing in water. Under flooded conditions, contact your local electric company or a qualified licensed electrician for disconnecting electrical service prior to pump removal.

▲ WARNING

Submersible pumps contain oils which become pressurized and hot under operating conditions - **allow 2½ hours after disconnecting before attempting service.**

CONDITION

A. Pump will not start or run.

Steps	Check Voltage At	If No Voltage	If Voltage
No. 1	Line terminals in pump's control panel L1 - L2 - L3 (3 Phase)	Check Disconnect switch, line fuse, and/or circuit breakers in power supply circuit.	Proceed to No. 2
No. 2	Pump motor terminals in pump's control panel T1 - T2 - T3	Check for control circuit voltage. Check out magnetic starter contacts, thermal overloads, and float switches	Check starting relay and capacitor (1 phase units). Check pump for ground, and binding impeller

COMMON CAUSES

B. Motor overheats and trips overload or blows fuse.

- Incorrect Voltage
- Unbalanced power source
- Incorrect motor rotation
- Negative or low head
- Excessive water temperature
- Impeller or seal mechanically bound
- Defective capacitor or relay
- Motor shorted
- Lost one line in a Three Phase unit

C. Pumps starts and stops too often.

- Check valve stuck open
- Level controls out of adjustment
- Temperature sensor tripping
- Thermal overload switch out of adjustment or defective
- Pit too small

D. Pump will not shut off.

- Debris under float switch
- Float travel obstructed
- Defective or damaged float switch
- Magnetic starter contacts shorted
- Air lock - check vent hole

E. Pump operates but delivers little or no water.

- Check for plugged Pump housing, discharge pipe or sticking check valve
- Vent hole clogged or not drilled
- Discharge head exceeds pumps capacity
- Low or incorrect voltage
- Incorrect motor rotation
- Defective capacitor

F. Drop in head and/or capacity after a period or use.

- Increase Pipe Friction
- Clogged line or check valve
- Abrasive material or chemical deteriorated impeller and pump housing

If the above check list does not uncover the problem, consult the factory - Do not attempt to service or otherwise disassemble pump.