



TECH BULLETIN

076
1/96

Published regarding engineering changes and improvements

SUBJECT: Valve Seat Change 2530 and 2537 Pumps

Recently the valve seat and o-ring design was changed to enhance performance life of this pump, particularly in harsh conditions.

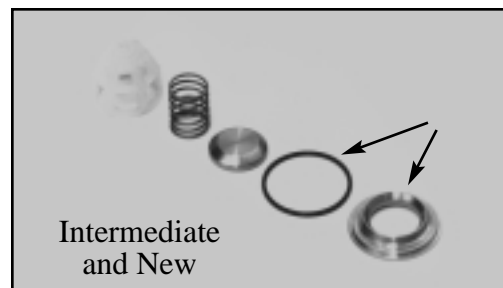
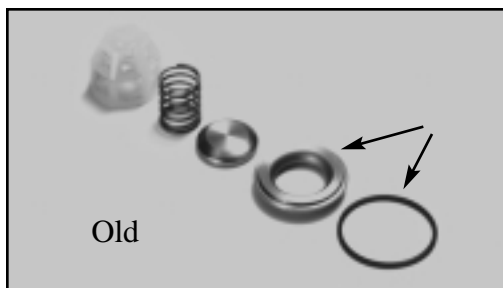
The original design called for the o-ring to be installed onto the lip of the seat, after the valve seat was installed. This position periodically allowed the o-ring to extrude and contribute to possible erosion in the manifold chamber.

Effective with 695 mfg date, the o-ring was moved to the back side of the valve seat with the o-ring installed first, onto the lip in the manifold chamber, then the valve seat with the **machined o-ring groove down**.

Effective with 1195 mfg date, the valve seat was modified to a new thicker style, still with the o-ring installed first, onto the lip in the manifold chamber, then the valve seat with the **machined o-ring groove down**.

Kit 33951 will service all pumps prior to 1195 mfg date, while kit 33952 will service all pumps after 1195 mfg date. If the 33952 is used to service an old style pump, all 6 valve seats must be upgraded to the new 46857.

	★ Old Parts [Prior to 695]	★ Intermediate Parts [After 695]	New Parts [After 1195]
Valve Seat	45754 304SS 45841 316SS	— 46828 316SS	— 46857 316SS
Valve Kit	30951	33951	33952



★ Both old and intermediate parts are no longer available. Upgrade to new thicker valve seat requires all six valve seats or two kits.

CAT PUMPS
Technical Services Department