Service Parts Guide

PVP SERIES
VARIABLE VOLUME PISTON PUMP

Model PVP60 * * * * 10
Model PVP76 * * * * 10
REAR PORTED PUMP

PVP76

PVP60

Note:
1. Installed ht of item 13 (servo post) above item 39 (rear cover) to be 2.305/2.295 in.
2. Installed ht of item 16 (needle brg) above item 39 (rear cover) to be .130/.150 in.
3. Install item 4 (bushing) .025 to .035 inches below housing trunnion boss.
4. Pumps shown are right hand (cw) rotation. Left hand rotation pumps have pressure, suction & cover drain port reversed. Compensator is also on opposite side.
CONTROL OPTIONS

REMOTE CONTROL OPTION "M"
INTERNAL PRESSURE SENSE

REMOTE CONTROL OPTION "ME"
EXTERNAL PRESSURE SENSE

LOAD SENSE CONTROL OPTION "A"

HI-LO TORQUE CONTROL BLOCK
CONTROL OPTIONS "HLM"
AND "HLA" (SEE NOTE 1).

STANDARD CONTROL OPTION "OMIT"

Note:
1. For proper operation of Hi-Lo horsepower control (control options HLM and HLA) it must be used with corresponding compensator. "M" control for "HLM" and "A" control for "HLA".
THRU SHAFT OPTIONS

THRU SHAFT VARIATIONS "6A4" AND "9A4"
REAR PUMP CONFIGURATION:
- SAE A 2 BOLT
- 3.25 PILOT DIAMETER
- 9 TOOTH 16/32 PITCH SPLINE COUPLER

THRU SHAFT VARIATIONS "6B4" AND "9B4"
REAR PUMP CONFIGURATION:
- SAE B 2 BOLT
- 4.00 PILOT DIAMETER
- 15 TOOTH 16/32 PITCH SPLINE COUPLER

THRU SHAFT VARIATIONS "6B3" AND "9B3"
REAR PUMP CONFIGURATION:
- SAE B 2 BOLT
- 4.00 PILOT DIAMETER
- 13 TOOTH 16/32 PITCH SPLINE COUPLER

THRU SHAFT VARIATIONS "6C3" AND "9C3"
REAR PUMP CONFIGURATION:
- SAE C 2 BOLT
- 5.00 PILOT DIAMETER
- 14 TOOTH 12/24 PITCH SPLINE COUPLER
Note: Pump shown is right hand (CW) rotation. For a left hand (CCW) rotation pump, the port plate and port orientation will be reversed.
Service Notes:
- Use a clean lubricant (compatible with the working fluid) on all pump components during assembly.
- Thoroughly clean the reservoir, suction lines, suction strainer, drain lines, etc. before reinstalling the pump. Most premature pump failures occur when contaminants from a previous failure have not been completely removed from the system, or cause for previous failure is still present (i.e. water in oil, bypassing filter, etc.).
- Always fill the case with clean fluid before starting a new or serviced pump (fill as high as inlet port will allow on a PAVC style pump). For flooded suction, purge air from suction lines by cracking the inlet fitting or vent plug on pump body. This should prevent an airlock condition and allow for faster priming.
- Check for proper shaft rotation if there is a possibility it may have changed during a system rebuild.
- Start pump with an open circuit whenever possible. Reduce the compensator to its minimum setting during start-up. Cycle the pump on and off stroke while increasing the compensator to its required setting, this will assist in break-in of new components and help purge air from the case.
NOTES:
1. ○ O-RING COMPOUND DESIGNATION - ○ (OMIT) = NITRILE, V = VITON
2. SEAL KIT P/N SKPVP □ □ ** (** - DESIGN SERIES)
   - 60 (60 CC/REV)
   - 76 (76 CC/REV)
3. ROTATING GROUP KIT RRKPV □ □ ** (** - DESIGN SERIES)
   - R (CW)
   - L (CCW)
   - 60 (60 CC/REV)
   - 76 (76 CC/REV)
4. DO NOT CATALOG - FOR INTERNAL REFERENCE ONLY.
5. FOR PROPER OPERATION OF HI-LO TORQUE CONTROL, IT MUST BE USED WITH THE CORRECT COMPENSATOR ASSEMBLY. "HLM" CONTROL MUST BE USED WITH "M" (REMOTE) CONTROL ASSEMBLY. "HLA" CONTROL MUST BE USED WITH "A" (LOAD SENSE) CONTROL ASSEMBLY.