

<b>Primer Selection Chart</b>	
<b>Primer</b>	<b>Pipe Size</b>
DP5	2", 3", and 4"
DP7	4", 5", and 6"
DP9	6", 8", or Larger

<b>Primer Capacity Chart</b>									
<b>Primer</b>	<b># of Strokes to Prime Through 25' of 4" Suction</b>			<b># of Strokes to Prime Through 25' of 6" Suction</b>			<b># of Strokes to Prime Through 25' of 8" Suction</b>		
	<b>5" HG</b>	<b>10" HG</b>	<b>15" HG</b>	<b>5" HG</b>	<b>10" HG</b>	<b>15" HG</b>	<b>5" HG</b>	<b>10" HG</b>	<b>15" HG</b>
DP5	10	27	55						
DP7	6	15	32	12	33	65			
DP9	4	9	20	10	23	45	17	37	77

## **Installation & Operation**

- 1 Attach the mounting bracket to the centrifugal pump or skid.
- 2 Connect the primer suction inlet to the priming port on the centrifugal pump with a non-collapsible hose or flexible tubing. Be sure all connections are air tight.
- 3 If the primer is connected to the pump discharge, a cut-off valve should be installed in the priming line. This valve should be closed immediately after priming to prevent the pump from discharging through the primer.
- 4 If the primer is connected to the pump suction, a cut-off valve is recommended.
- 5 A cut-off valve may be used on the pump discharge to prevent air from being drawn into the pump from the discharge line while priming.
- 6 All primers are equipped with a drain cock installed in the suction chamber for draining excess water after each use. The drain cock must always be closed when the primer is in use.

## **Troubleshooting**

If you cannot get the primer to prime, try one of the following.

- 1 Make sure the drain cock is closed. The drain cock should only be opened after priming to drain any liquids in the primer body.

- 2 Make sure there is no debris interfering with the check valve. Any debris can cause clogging.
- 3 Inspect the diaphragm for any tears or cracks.
- 4 Check the suction line for any blockages or loops. The line must be straight and not twisted in any way.
- 5 Check any strainers for blockages.
- 6 Check all sections of the suction for air leaks.