J & H MODEL IDENTIFICATION SYSTEM

J 6 P A _ – B 1000 G –

1. MODEL TYPE

J – SINGLE STAGE
H – TWO STAGE

3450 RPM ONLY:
JJ HH
JA HA
JB HB

2. GEARSET WIDTH

MODEL	GEARS
Discontinued Models	
J/H 1–	.180
J/H 2–	.280
J/H 3–	.280
J/H 4–	.340
J/H 5–	.437
J/H 6–	.562
J/H 7–	.437
J/H 8–	.750
Current Models	
J/H 4–	.335
J/H 6–	.484

3. STRAINER

A – NONE
B – 7 GPH
K – Obsolete use P
N – 8 SQ. IN OPEN AREA
P – Unlimited
C – SAME AS B

4. SHAFT ROTATION & NOZZLE LOCATION (From Shaft End)

A– R.H. ROT. R.H. NOZ.
B– R.H. ROT. L.H. NOZ.
C– L.H. ROT. L.H. NOZ.
D– L.H. ROT. R.H. NOZ.

5. PISTON SPRING – PRESSURE RANGE

LETTER	PSI	BARS
A	20–40	1.4–2.8
B	100–200	7–14
C	150–300	10–20
D	40–80	2.0–5.5
E	10–20	0.7–1.4
K	203–435	14–30
NO LETTER	90–150	6.2–10.3

6. MOUNTING & SPEC. MODEL I.D.

U.S.	EURO	MOUNTING/FEATURES
100	1000	FLANGE
200	2000	HUB
300	3000	FLANGE SHORT–HUB
400	4000	HUB SHORT–HUB
1000	–	STANDARD SERIES
1050	–	BYPASS NOZZLE PLUG

SPECIALS NUMBERED CONSECUTIVELY
50's FOR BY–PASS NOZZLE PLUG MODELS

7. MODEL REVISION

8. SPECIAL FEATURES

B – BOOST PUMP
P – CARBON STEEL
H – HARDENED GEARS
G – GLASGOW, KY MODEL

8. SPECIAL FEATURES

F–Check Valve In Piston For Lift In Single Pipe System
N–No Groove Or No Orifice Piston

MAXIMUM FIRING RATE–GPH
#2 Fuel Oil

| CURRENT | | DISCONTINUED MODELS | | |