



Model 18840-Series

SELF-PRIMING PUMPS ENGINE COOLING

FEATURES

Body:	Bronze
Bearing Housing:	Bronze
Impeller:	Jabsco Neoprene Compound
Shaft:	Stainless Steel
Shaft Seal:	Carbon Ceramic Face Type
Bearings:	Sealed Ball Bearing
Pulley:	6-1/2" "A" Size Belt
Ports:	1" (25.4mm) ID Hose
Weight:	7 lb (3.2 kg)

VARIATIONS AVAILABLE

MODEL NO.	DESCRIPTION
18840-0010	Includes 6-1/2" "A" belt pulley
18840-1010	Includes 6-1/2" "A" belt pulley and high pressure impeller**
Nissan LDM	4 cylinder

APPLICATION

Marine engine cooling

INSTALLATION AND OPERATION

The pump may be mounted in any position. The direction of rotation of the pump determines the location of the intake and discharge ports (refer to dimensional drawings). Before installing, rotate the pump shaft in the direction of the normal operating rotation of the engine that the pump will be mounted on. The mounting bracket used to support the pump must be designed to enable adjustment of the pump position for proper drive belt tension.

Attach the pump to the mounting bracket using 3/8" x 16 hex head screws. The pump mounting holes are tapped to this thread size.

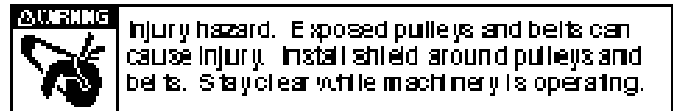
Put pulley drive belt over both the drive pulley and the pump pulley. An "A" section pulley belt should be sufficient to drive the 18840-Series pump. Position the pump to allow 1/2" deflection of the drive belt midway between the engine and pump pulleys. Secure the pump mounting brackets. Attach 1" ID hose to the ports and clamp, using two stainless steel band clamps per port (be sure to attach the water intake line to the proper pump port).

Be sure that all suction lines are airtight so that the pump will self-prime. Start the engine and run at low speed. This pump depends on the water for lubrication. Do Not Run Dry for more than 30 seconds. Lack of water will



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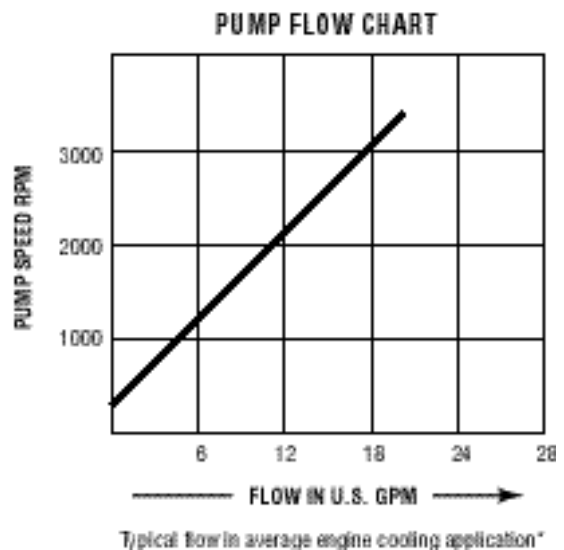
damage the impeller. This pump is designed for liquids between 45° and 180°F. Pumping colder water will shorten impeller life.



WINTERIZING

Drain the pump by loosening the impeller housing bolts and loosening the housing. Flush cooling system with an ethylene glycol base antifreeze. **Do not use a petroleum based rust inhibitor in the pump.**

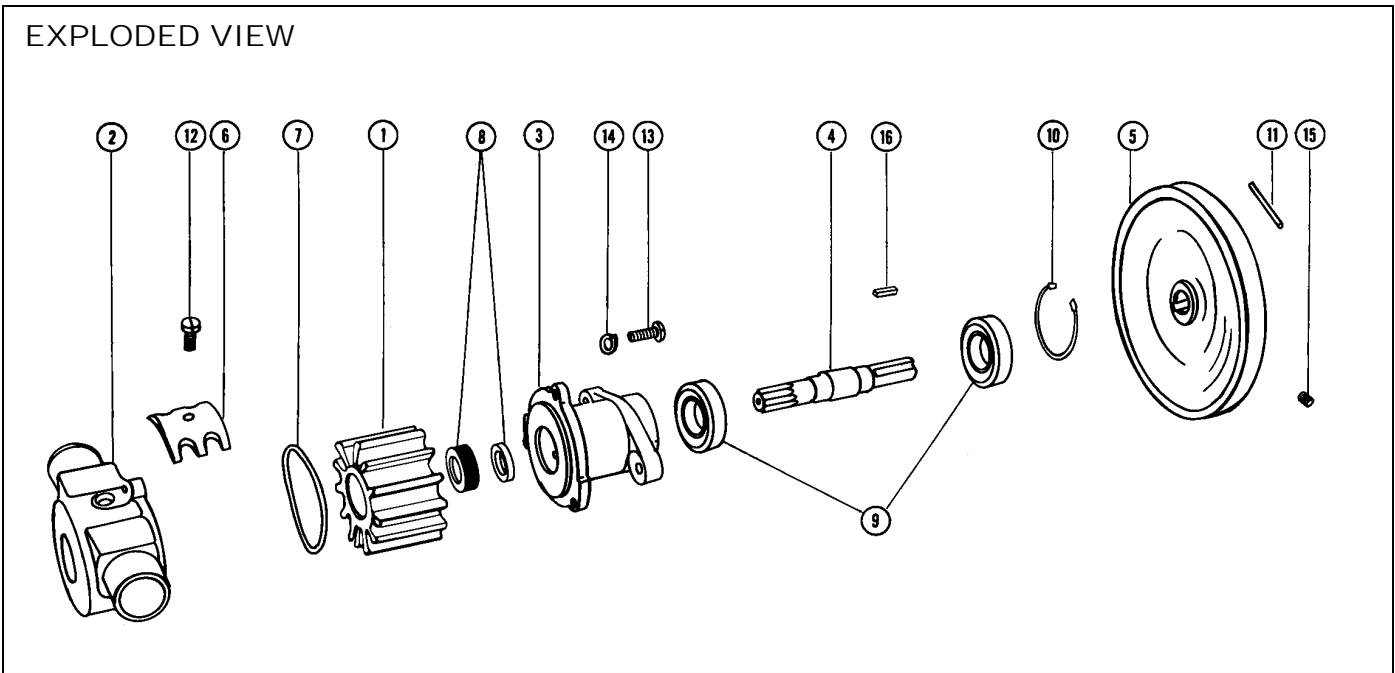
PERFORMANCE



*Average engine cooling applications have discharge pressures of 10-15 psi and inlet vacuums of 3-5 inches of mercury.

**If system discharge pressures range between 15-25 psi, Model 18840-1010 is recommended to maintain flow.

EXPLODED VIEW



PARTS LIST

Key	Description	Qty.	Part Number
1	Impeller and Spline Seal*	1	
	Model 18840-0010	1	1210-0001
	Model 18840-1010	1	3085-0001
2	Impeller Housing	1	18834-1000
3	Bearing Housing	1	18943-1000
4	Shaft	1	18836-1000
5	Pulley	1	18753-0006
6	Cam	1	490-0001
7	O-Ring*	1	18753-0005
8	Seal*	1	96080-0080
9	Ball Bearing	2	92600-0120
10	Retaining Ring†	1	See Hrdw. Kit
11	Roll Pin†	1	See Hrdw. Kit
12	Cam Screw	1	91003-0010
13	Screw Kit (3 ea. with Washers)	1	18753-0001
14	Split Washer		See Screw Kit
15	Set Screw†	1	See Hrdw. Kit
16	Key†	1	See Hrdw. Kit
	Service Kit(Model 18840-0010)	1	90180-0001
	Hardware Kit	1	18753-0010

*Included in Service Kit

†Included in Hardware Kit

For technical advice or service please take your pump into your local pump service center.
To order pump or parts or for pricing please go to the following links :

[Jabsco Pumps Home >>](#)

[Jabsco Pumps stock list >>](#)