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## Hydraulic Priming Procedure for Pulsa Series Flat Diaphragm 7120 thru 8480

### Full Priming Instructions:

1. Place stroke adjustment to 100% stroke setting. Always prime at 100% stroke setting on all pumps, to allow the piston to cover its full travel in both directions.
2. Shut down pump and remove coupling guard. Follow your facilities relative lockout and/or tag out and other safety procedures as applicable.
3. Rotate the motor coupling to manually retract piston to the full rearward position. Remember, when piston is fully back, the top of the oscillating housing is fully forward.
4. Remove the automatic air bleed valve assembly from the pump head. Ensure that the small copper sealing washer under the bleed valve is not lost.
5. Place a plastic pipette (turkey baster, funnel, etc.) into the threaded hole, where the manual bleed/auto bleed valve assembly was removed. (In larger pump heads, add oil directly into the pump head. In this case, proceed to Step 7). Try to seal the pipette or baster into the hole by turning it into the threads, so that it serves as an oil reservoir. This will allow air to evacuate the pump head on the forward stroke, and oil to be drawn in on the rearward stroke.
6. Fill pipette with same oil as being used in the gearbox.
7. Rotate the motor coupling by hand a few times to begin drawing oil into the pump head. Add oil to pipette as required to prevent air from being drawn in as the piston moves backward. After most of the air has escaped, you can turn on the pump and run it to complete the evacuation of any trapped air bubbles. Always cycle the pump by hand at first, as large air bubbles can eject oil from the pipette quite forcefully. If the pump has a variable speed drive system, this can be utilized by starting the pump at a low speed and raising it gradually.
8. Shut off the pump and manually move the piston to full forward position.
9. Remove pipette and replace the auto bleed valve assembly in the pump head. Ensure that the small copper washer is in place below the valve.
10. Manually turn the motor coupling, slowly moving the piston through several full strokes. If additional oil is needed, it will be drawn automatically through the oil makeup valve.
11. Verify that the piston moves smoothly through the stroke range.
12. Replace the coupling cover and the priming procedure is complete.