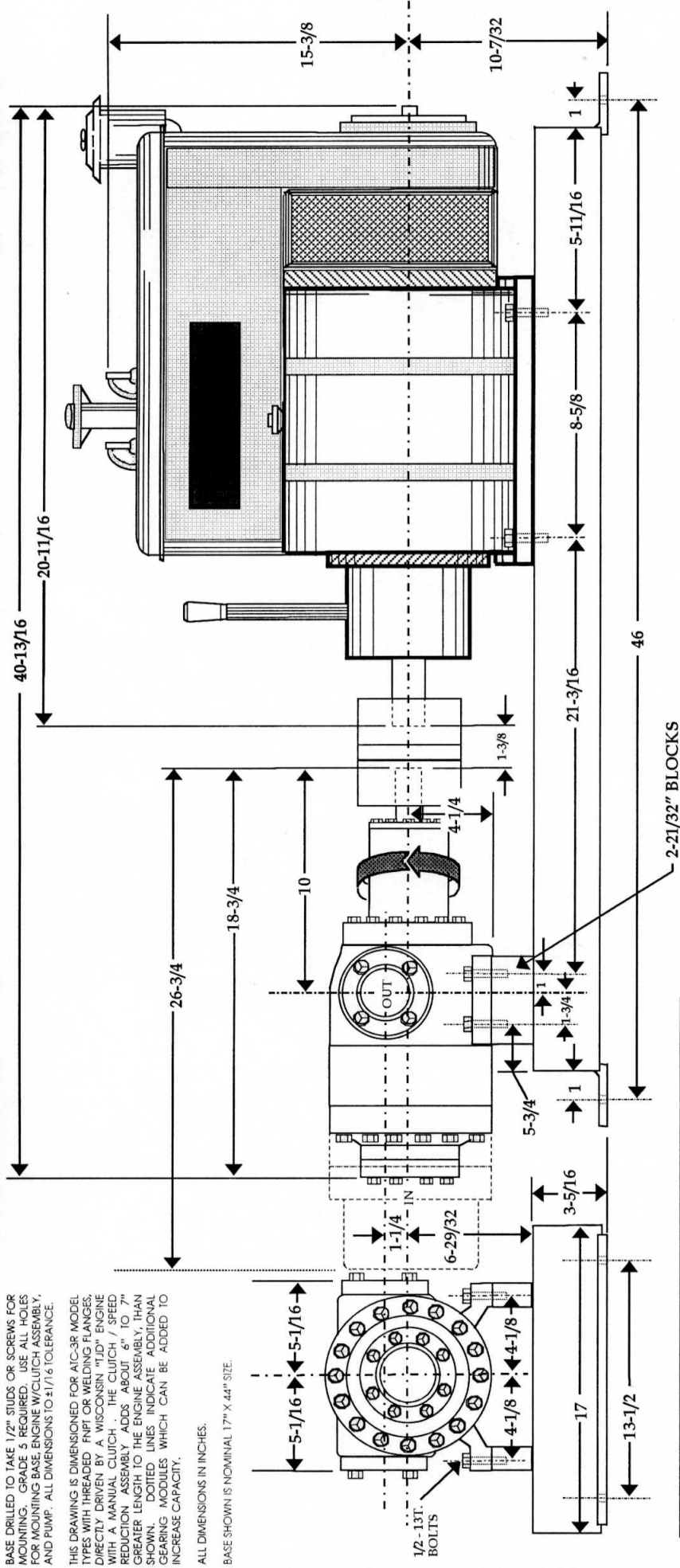


BASE DRILLED TO TAKE 1/2" STUDS OR SCREWS FOR MOUNTING. GRADE 5 REQUIRED. USE ALL HOLES FOR MOUNTING BASE, ENGINE W/CLUTCH ASSEMBLY, AND PUMP. ALL DIMENSIONS TO ±1/16 TOLERANCE.

THIS DRAWING IS DIMENSIONED FOR ATC-3R MODEL TYPES WITH THREADED FNPT OR WELDING FLANGES, DIRECTLY DRIVEN BY A WISCONSIN "TJD" ENGINE WITH A MANUAL CLUTCH. THE CLUTCH / SPEED REDUCTION ASSEMBLY ADDS ABOUT 6" TO 7" GREATER LENGTH TO THE ENGINE ASSEMBLY, THAN SHOWN. DOTTED LINES INDICATE ADDITIONAL GEARING MODULES WHICH CAN BE ADDED TO INCREASE CAPACITY.

ALL DIMENSIONS IN INCHES.

BASE SHOWN IS NOMINAL 17" X 44" SIZE.



NOTE: THIS DRAWING IS INTENDED FOR USE WITH MODELS "ATC-3R", "AT-3R NS", "ATC-3R SA", "ATC-3R NSSA", AND SPECIAL "S" VERSIONS OF THE SAME, WITH OR WITHOUT THE "Z" OPTION. THESE MODELS ARE PROVIDED WITH SMITH FLANGES. THEY CAN BE EITHER FOR WELDING AMERICAN STANDARD PIPE, OR TO ACCEPT AMERICAN STANDARD TAPERED PIPE THREAD (FNPT). THE END PORT IS THE LIQUID INLET, WHICH IS SUPPLIED WITH A 2-1/2" SMITH FLANGE. THE SIDE PORTS ARE SIMULTANEOUS OUTLETS, AND ARE SUPPLIED WITH A 2" SMITH FLANGE, OR A BLIND FLANGE TO BLOCK-OFF A NON-USED OUTLET IF REQUIRED. THIS PUMP IS RUN IN ONE DIRECTION OF ROTATION, AS SHOWN IN THE SKETCH TO THE RIGHT. IN THIS CASE, THE PUMP ROTATION IS DETERMINED BY THE ENGINE ROTATION (COUNTERCLOCKWISE). IF THE CLUTCH/REDUCTION ASSEMBLY UTILIZED HAS TWO GEARS, THE PUMP WILL RUN IN THE OPPOSITE DIRECTION (CLOCKWISE) REQUIRING THE USE OF AN "ATC-3L" MODEL TYPE SO THAT THE LIQUID INLET CAN REMAIN THROUGH THE GEAR END COVER (SEE CATALOG "CP-1").

CAREFULLY READ AND FOLLOW ALL APPLICABLE SAFETY CODES AND PRACTICES INVOLVING THE USE OF THIS ENGINE ASSEMBLY IN LIQUERED GAS OR LIGHT LIQUID TRANSFER OPERATIONS. READ AND FOLLOW CAREFULLY ALL MANUFACTURER'S INSTRUCTIONS. AVOID ANY POTENTIALLY DANGEROUS SITUATIONS. CALL THE FACTORY IF THERE ARE ANY QUESTIONS.

ENGINE SHAFT SIZE = 1-3/16 D.

DISTANCE BETWEEN BOLT CENTERLINES ACROSS ENGINE WIDTH = 10-5/8

GREATEST ENGINE ASSEMBLY WIDTH = 21-11/16

ENGINE SHAFT KEY SIZE = 3/8 X 3/8

AIR CLEANERS AND EXHAUST PIPING CAN BE MOVED TO SUITE INSTALLATION (SEE MANUFACTURER'S DATA)

PUMP SHAFT SIZE = 1 D.

PUMP SHAFT KEY SIZE = 1/4 X 1/4

DRAWING NOT TO SCALE

NOTE: THIS PARTICULAR GASOLINE ENGINE IN COMBINATION WITH THE MANUAL CLUTCH ASSEMBLY SHOWN, HAS BEEN SUCCESSFULLY USED FOR MANY YEARS IN LIQUERED GAS TRANSFER SERVICE. HOWEVER, SINCE IT ALLOWS THE PUMP TO BE RUN AT A 1:1 RATIO CORRESPONDING TO ENGINE RPM, UNLESS PRECAUTIONS ARE TAKEN, THE PUMP CAN BE RUN AT ABOVE ITS MAXIMUM DESIGN SPEED (1800 RPM). ALSO, THE ENGINE MIGHT BE OPERATED AT LESS THAN ITS MINIMUM RECOMMENDED RPM. ON THE OTHER HAND, IF THE CLUTCH / REDUCTION ASSEMBLY IS UTILIZED, AND THE PUMP IS PROPERLY PIPED-IN AND OPERATED, THE PUMP DRIVE SPEED RANGE CAN BE LESS THAN THE MAXIMUM DESIGN SPEED OF THE PUMP, WHICH WILL PROLONG ITS USEFUL SERVICE LIFE. THE CLUTCH / REDUCTION ASSEMBLY WILL INCREASE THE UNIT LENGTH BY APPROXIMATELY 6 - 7 INCHES GREATER THAN SHOWN, ABOVE. SEE MOTOR MANUFACTURER'S ADDITIONAL DATA, SMITH CATALOG "CP-1", "BOOKLET A", BULLETINS "AL-3", "AL-17A" AND OTHERS, FOR ADDITIONAL INFORMATION.

DIMENSION DRAWING

SMITH MODEL TYPE ATC-3R ON BASE DRIVEN BY WISCONSIN TJD ENGINE WITH CLUTCH, STARTER, AND FLYWHEEL ALTERNATOR

SMITH PRECISION PRODUCTS CO.

1299 LAWRENCE DRIVE

NEWBURY PARK, CA 91320

Rss 11-30-98

DATEC-3R/TJD

ATC-3R
Model Types

