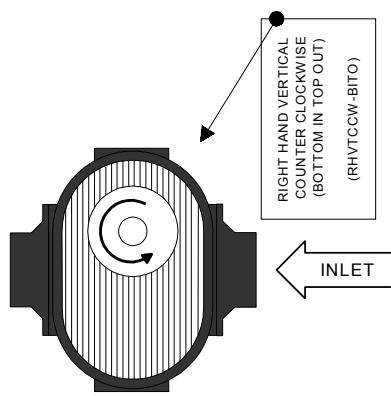
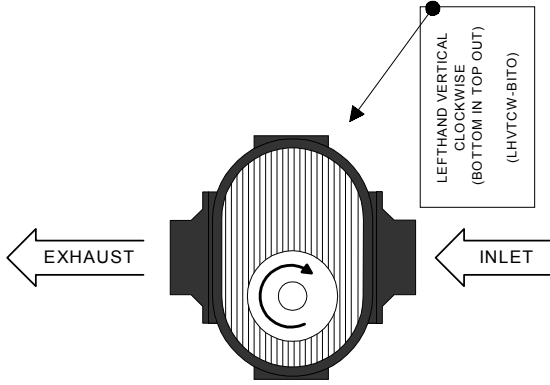
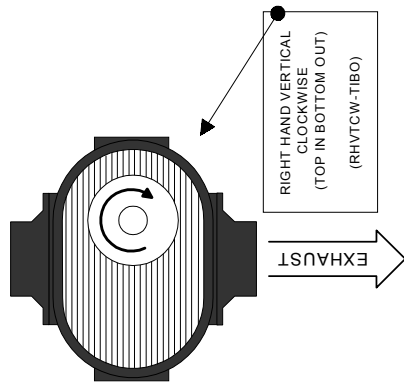
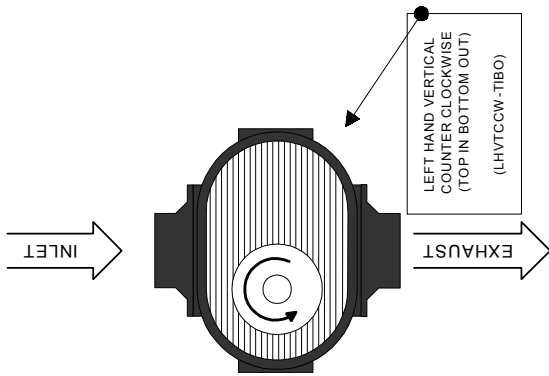
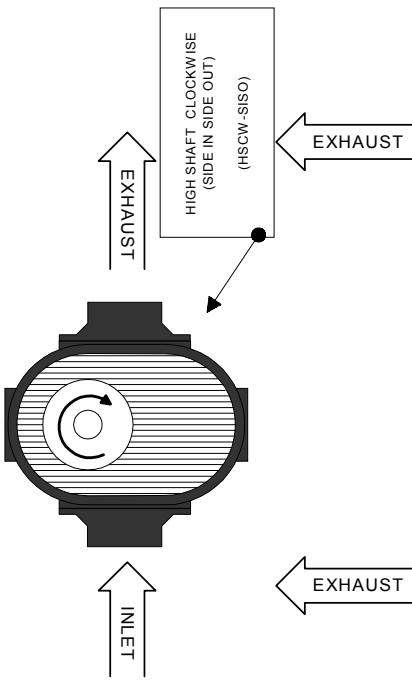
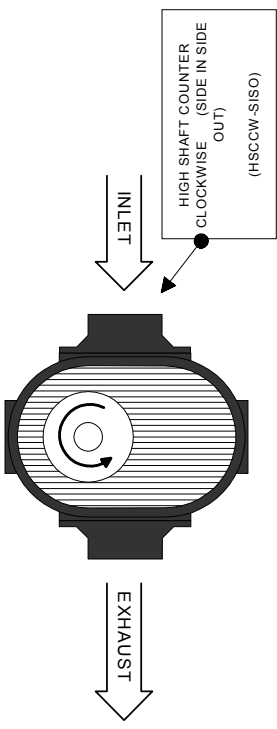
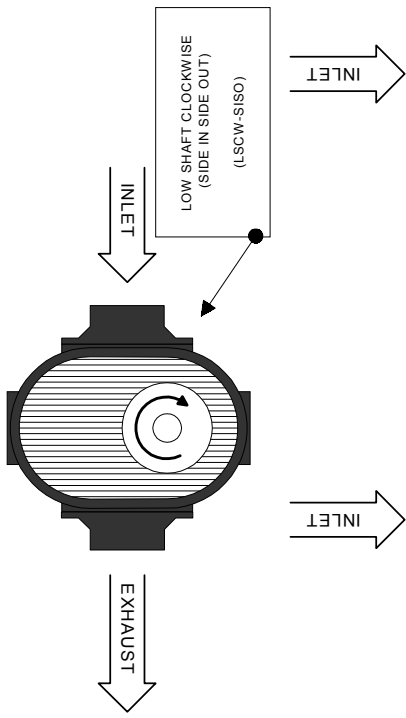
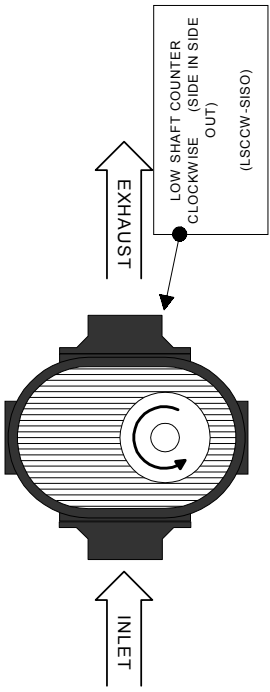


Masport Supaflo 507 / 509 / 513 Industrial Positive Displacement Pump



Product Catalogue

BLOWER CONFIGURATIONS & CLASSIFICATIONS



MASPORT SUPAFLO POSITIVE DISPLACEMENT BLOWER FEATURES

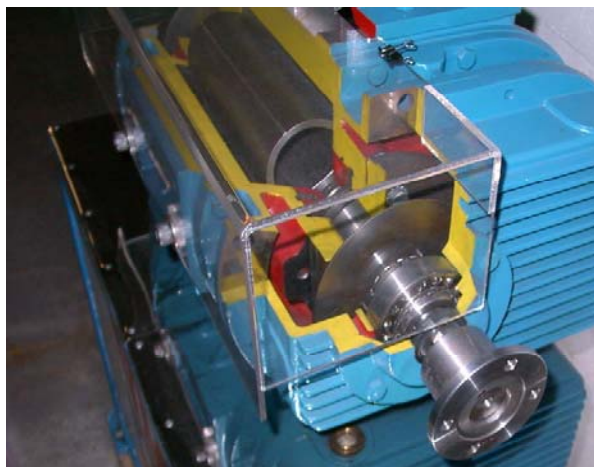
STEP THROUGH SHAFTS

- Masport Supaflo Positive Displacement Blowers feature step through shafts. Stepped shoulders allow more accurate location of rotors, spacers, seals, preventing lateral movement and resulting in smoother operation and enhanced reliability.



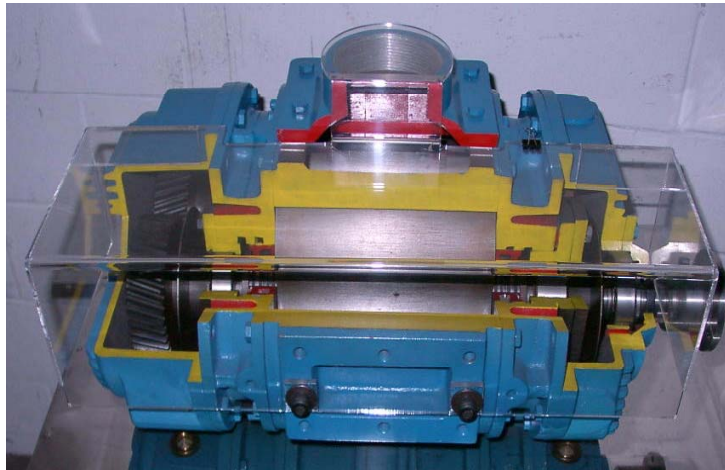
5 BEARING SYSTEM

- Masport Supaflo Positive Displacement Blowers feature High precision, heavy duty Bearings. The additional drive shaft bearing, mounted in the front cover, is a unique feature, which helps the unit to absorb the initial shock, which accompanies Blowers at start up. The results in prolonged Blower life and enhanced reliability.



DUAL END RESEVOIR

- Masport Supaflo Positive Displacement Blowers feature Oil Throwers in self contained single-unit resevoirs located at both end of the Blower housing. These provide optimum lubrication for longer, quieter and cooler performance



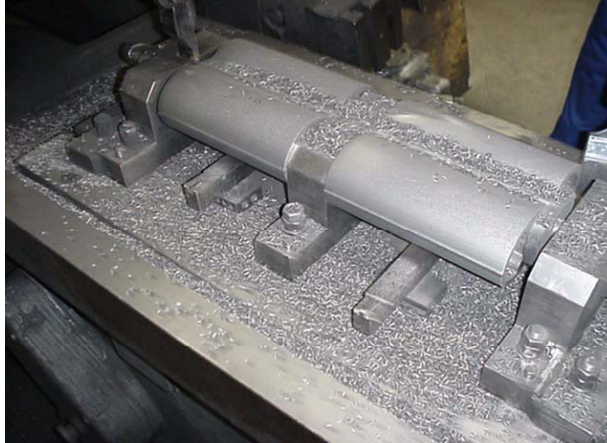
HEAT SHRUNK TAPER PINNED GEARS

- Masport Supaflo Positive Displacement Blowers feature heavy duty case hardened 4340 alloy helical gears that are heat shrunk and taper pinned to the shafts to eliminate impellor slippage and improve operating efficiency and reliability



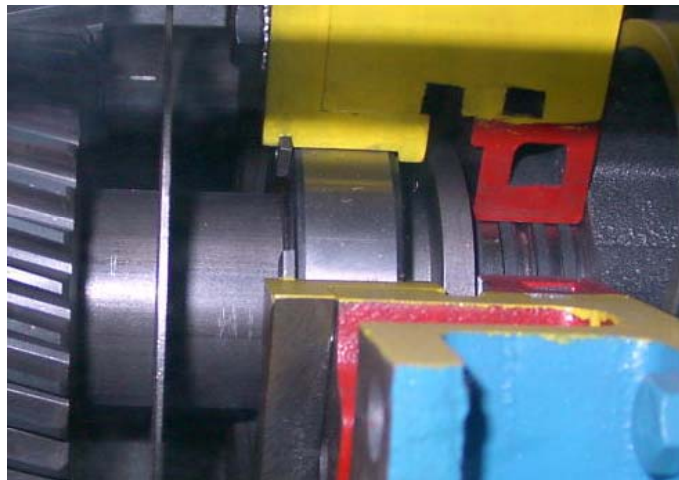
PRECISION MACHINED IMPELLORS AND COMPONENTS

- Masport Supaflo Positive Displacement Blowers feature components which are machined to extremely accurate tolerances, with each pump individually assembled to precise specifications, resulting in a highly efficient, reliable pump.

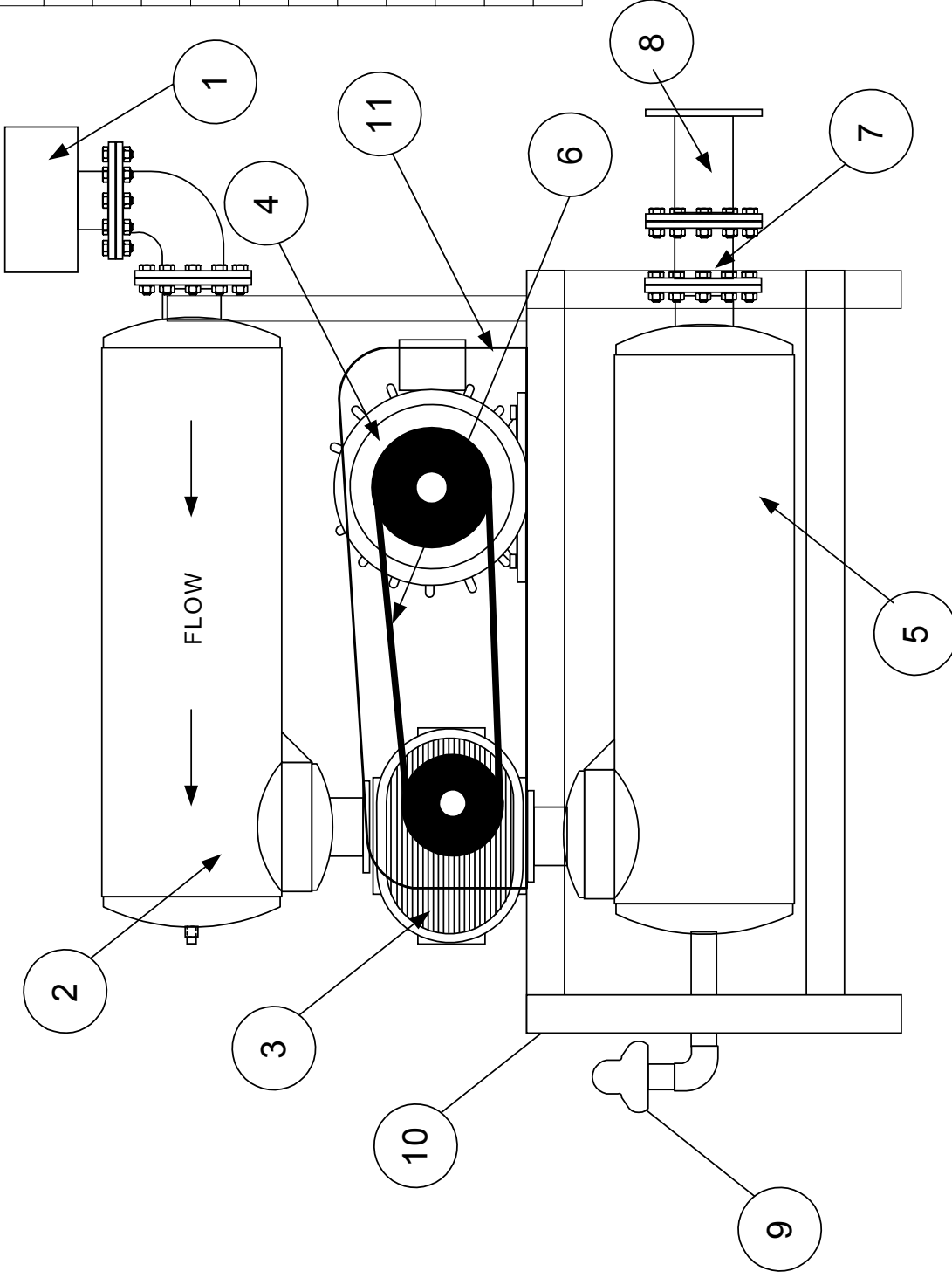


ADVANCED SEALING SYSTEM

- Masport Supaflo Positive Displacement Blowers feature an advanced mechanical sealing system, using a ring holder and piston rings, seated in a seal bushing. This system prevents oil leakage past the rings (even with ring failure) through into the cylinder housing, which could result in contamination of the air.

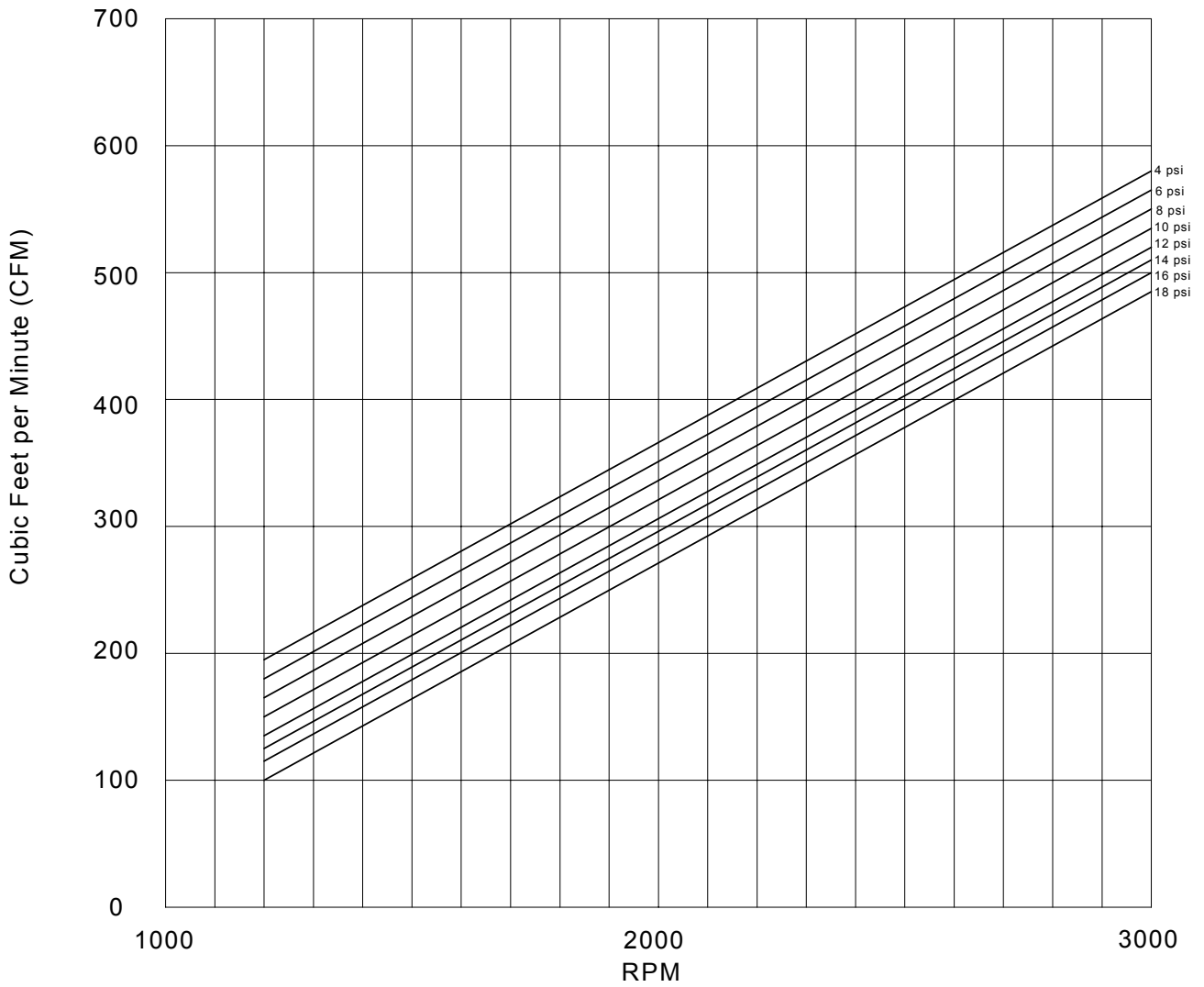
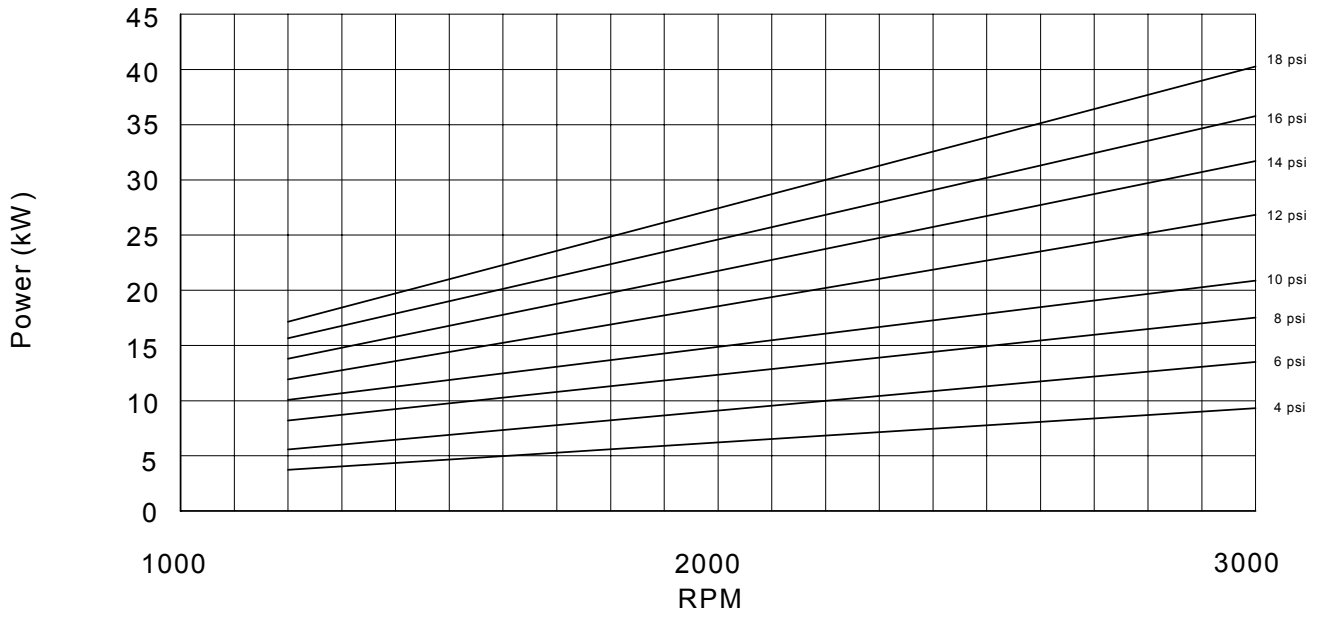


Description	
1	Inlet Filter
2	Inlet Silencer
3	Blower
4	Electric Motor
5	Exhaust Silencer
6	Vee Belt Drive
7	Check Valve
8	Rubber Expansion Joint
9	Pressure Relief Valve
10	Elevated Common Base
11	Vee Belt Guard



Drawing Description		Scale	Not to Scale
Industrial System - Layout		Drawn By	H.S. ROSS
Date	Material		
December 2001			

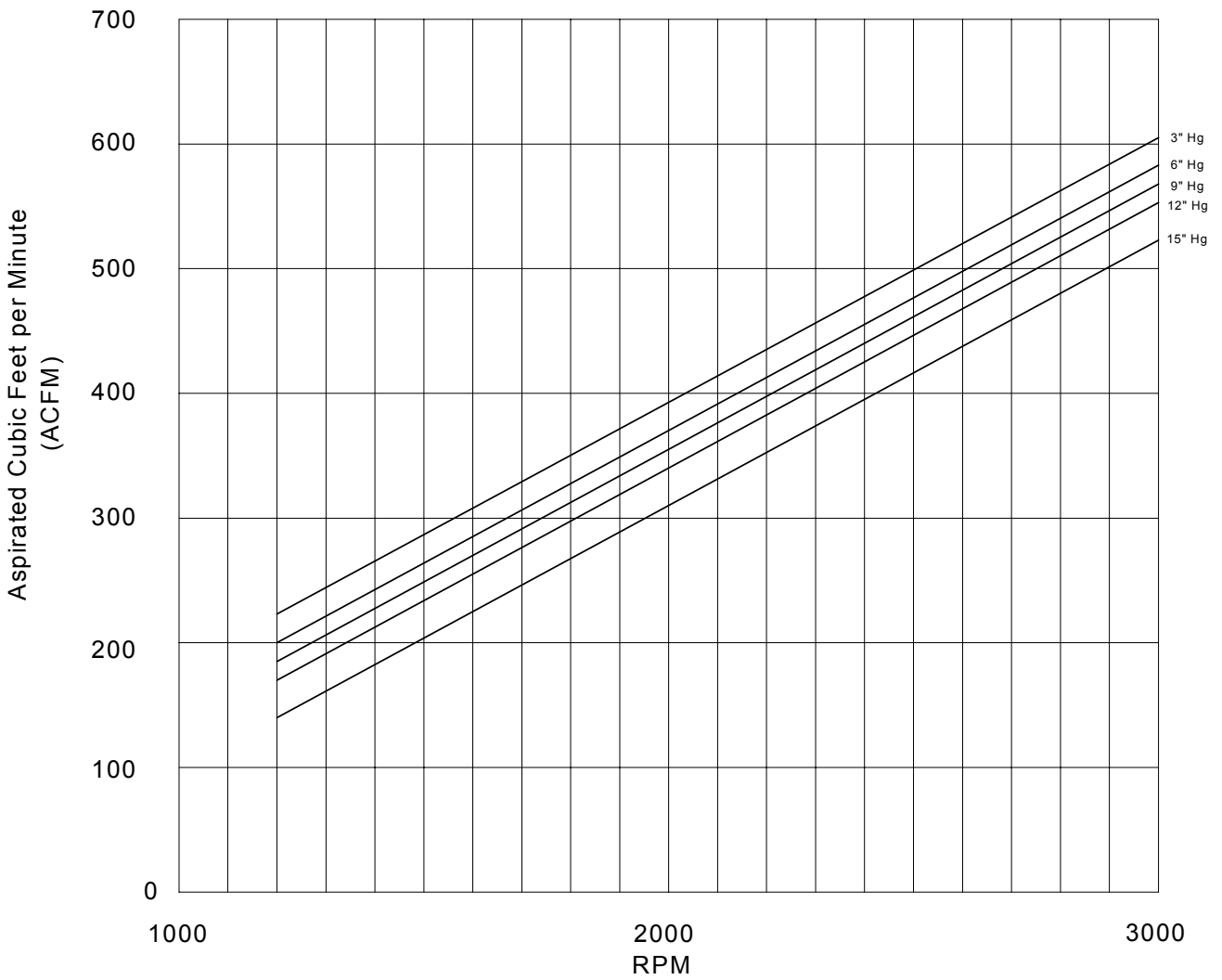
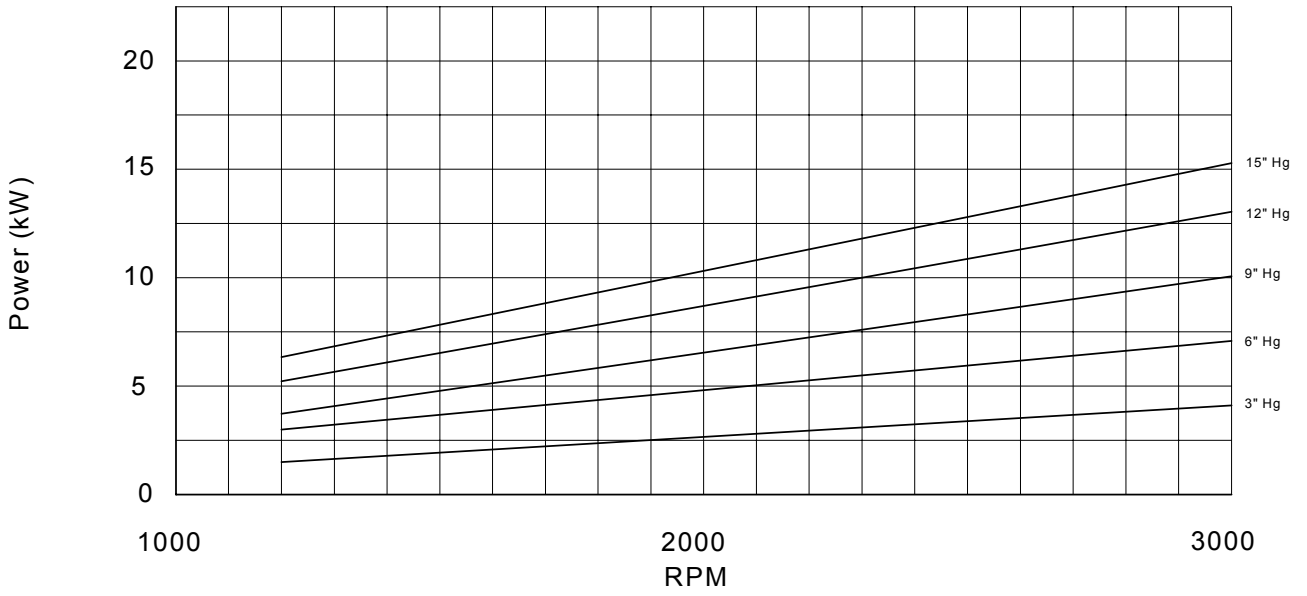




507 Performance Figures - Pressure Application

Air at Standard Conditions (1 atm, 20 deg C, specific gravity 1.0)

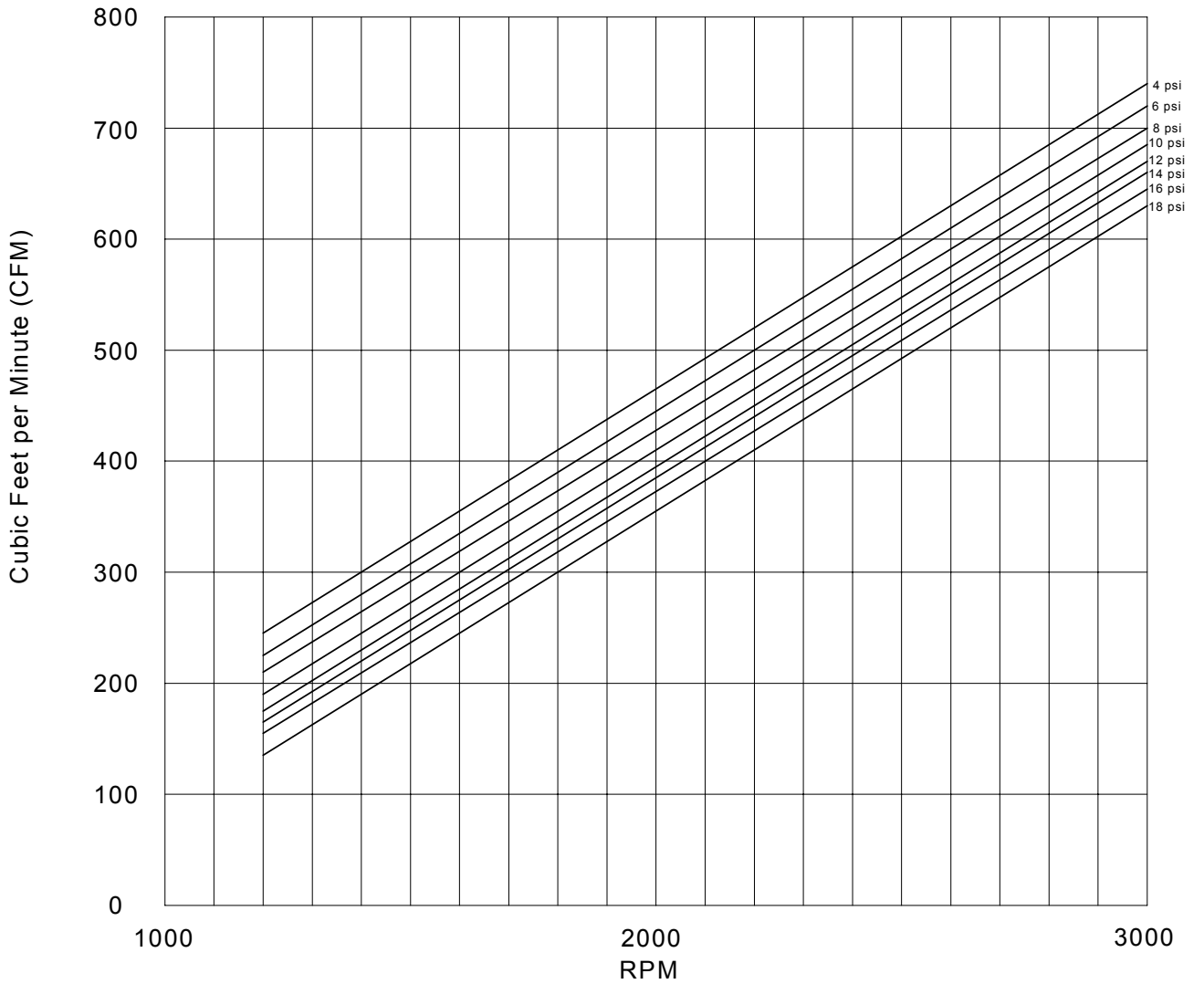
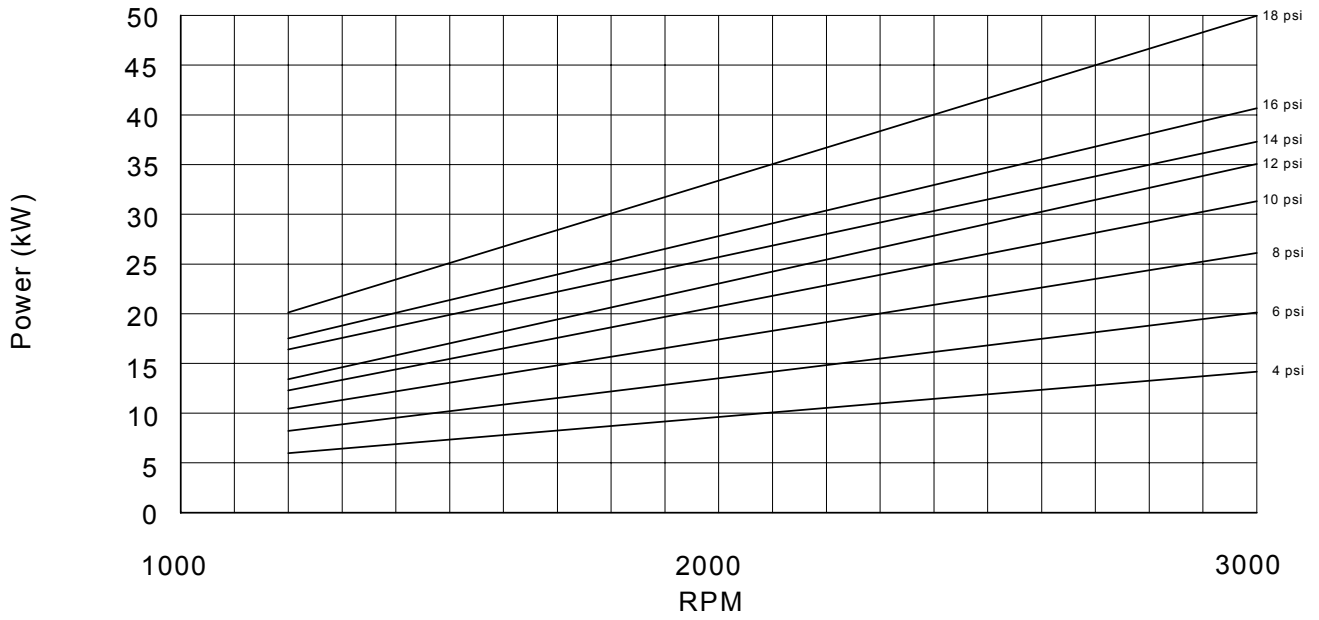




507 Performance Figures - Vacuum Application

Aspirated Air at Standard Conditions (1 atm, 20 deg C, specific gravity 1.0)

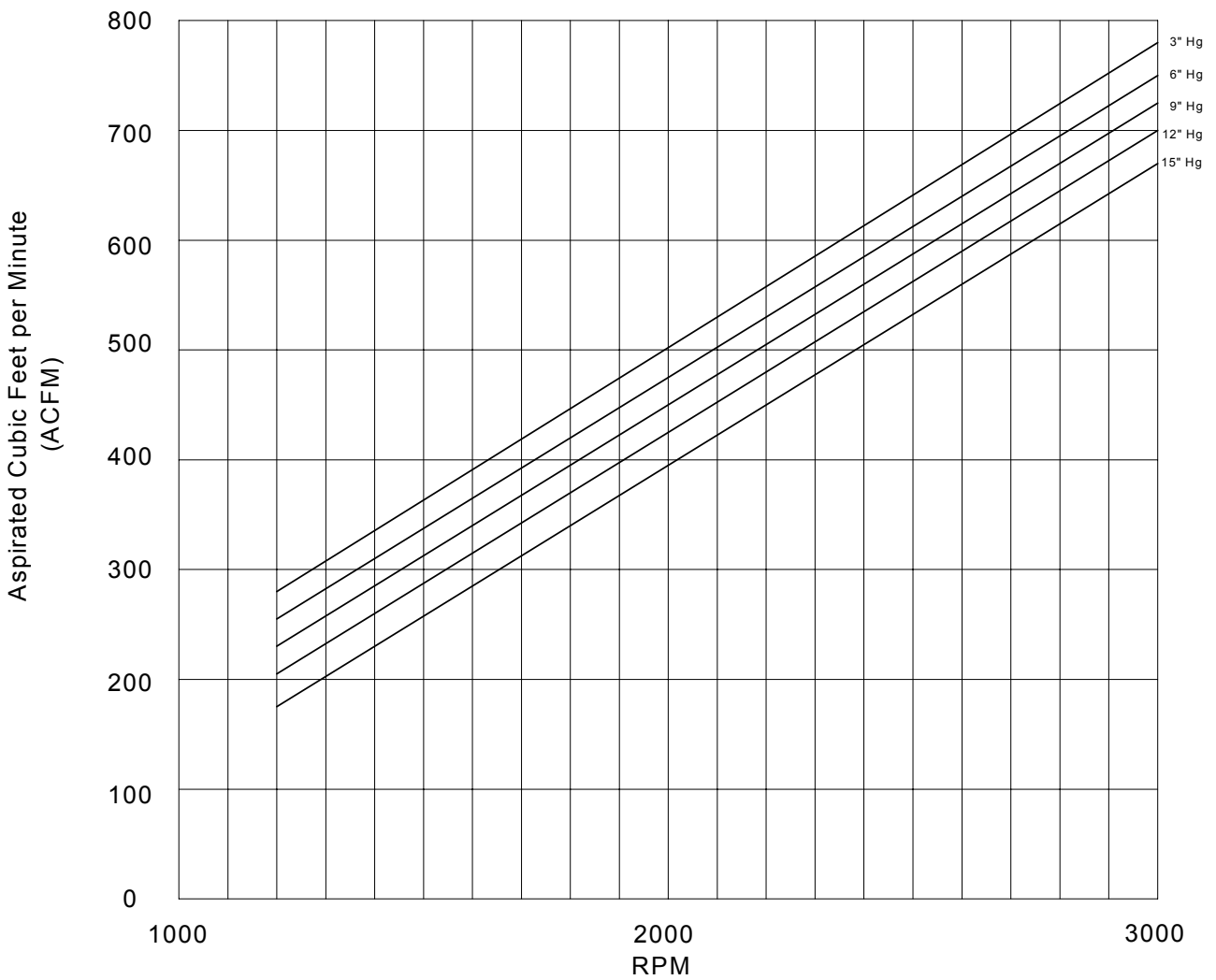
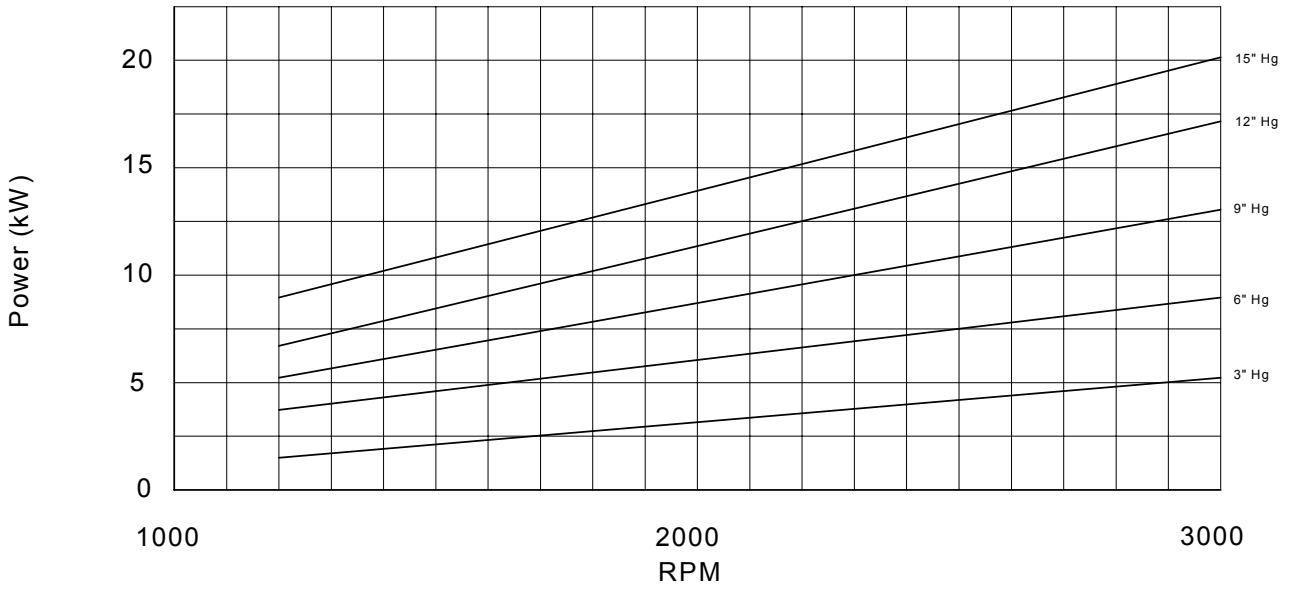





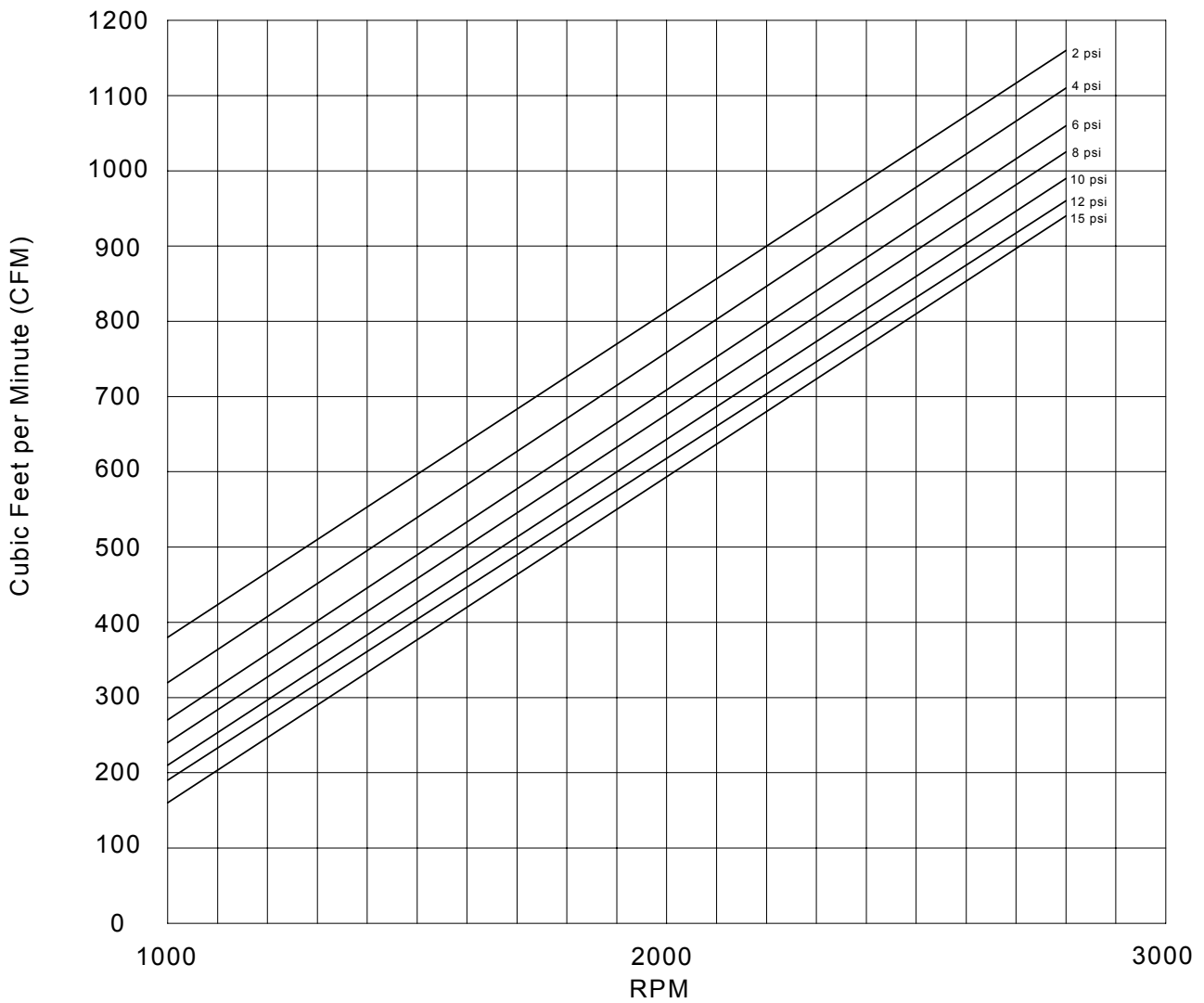
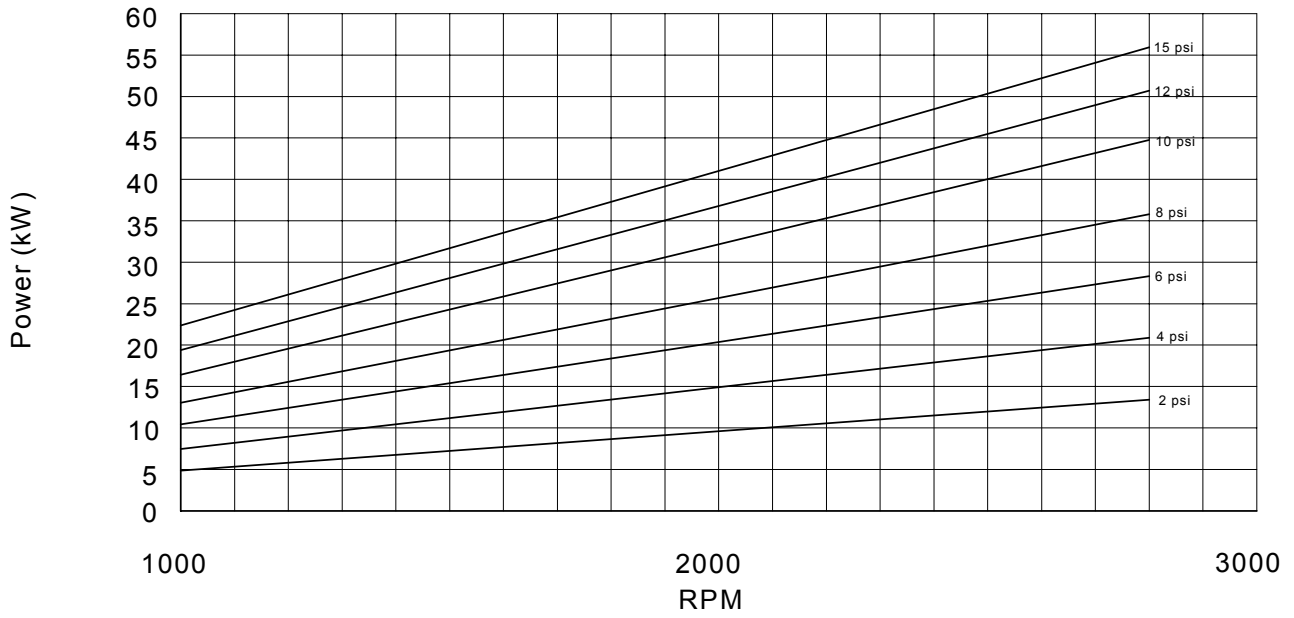
509 Performance Figures - Pressure Application

Air at Standard Conditions (1 atm, 20 deg C, specific gravity 1.0)





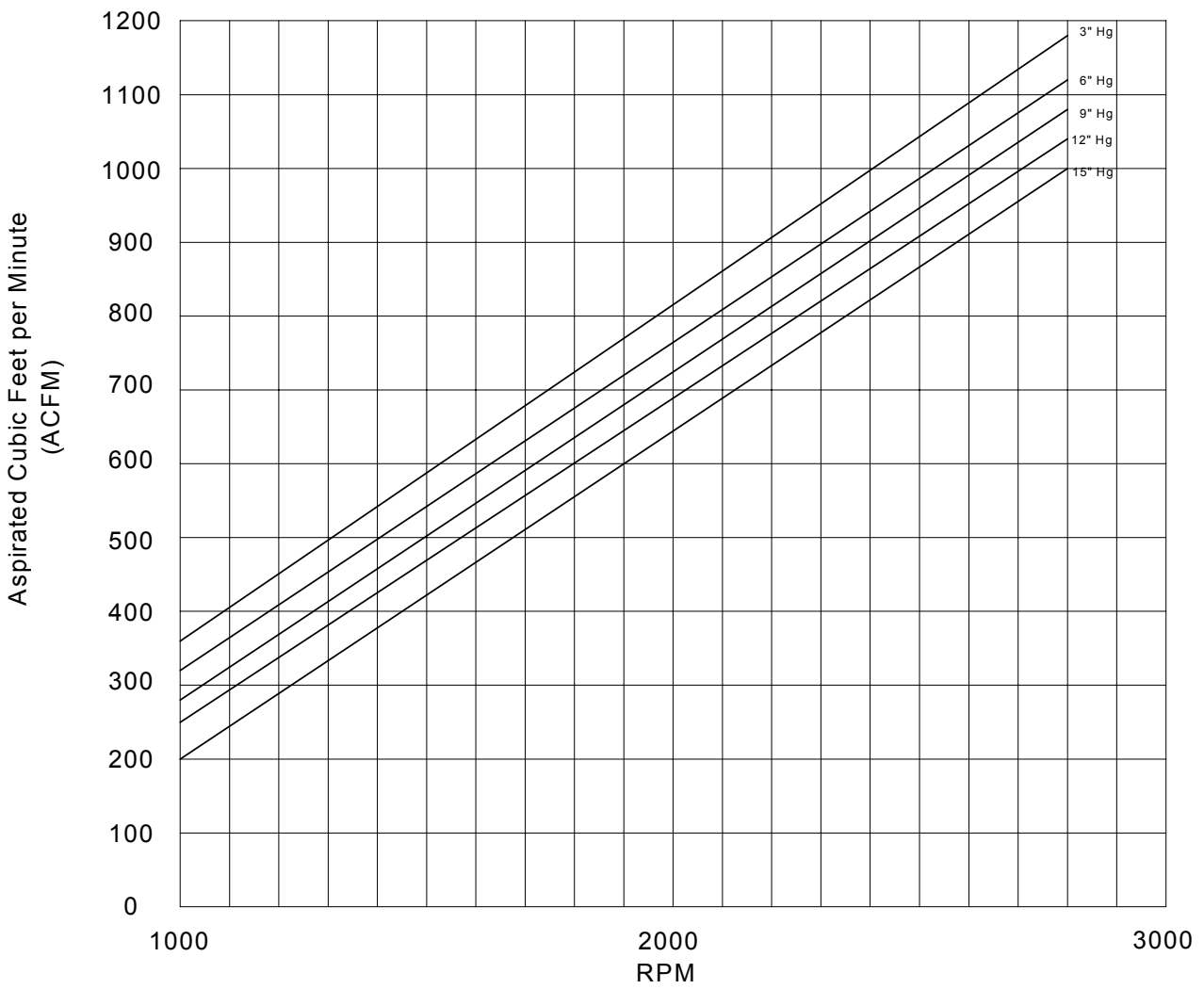
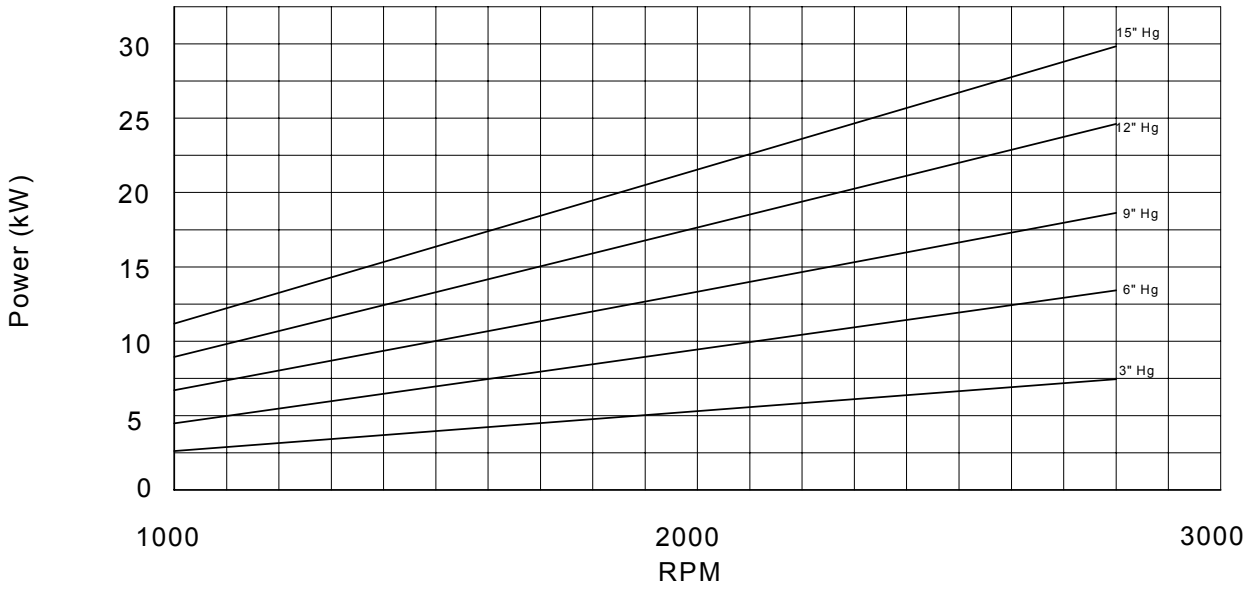
<p>509 Performance Figures - Vacuum Application</p> <p>Aspirated Air at Standard Conditions (1 atm, 20 deg C, specific gravity 1.0)</p>	
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513 Performance Figures - Pressure Application

Air at Standard Conditions (1 atm, 20 deg C, specific gravity 1.0)





513 Performance Figures - Vacuum Application

Aspirated Air at Standard Conditions (1 atm, 20 deg C, specific gravity 1.0)





Conversion Factor Table

CFM to LPM	Multiply by 28.32	CFM to M3/hr	Multiply by 1.6992
LPM to CFM	Divide by 28.32	LPM to M3/hr	Divide by 16.667
M3/hr to LPM	Multiply by 16.667	M3/hr to CFM	Divide by 1.6992
hp to kW	Multiply by 1.341	kW to hp	Divide by 1.341