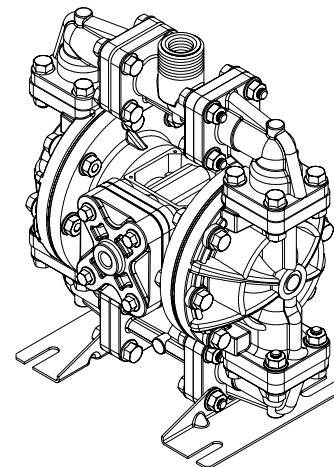


**SERVICE & OPERATING MANUAL**  
**Original Instructions**

**BINKS®**  
**GEMINI™ II SERIES**

**Model 41-818831**  
**Conductive Acetal Ball Valve Pump**

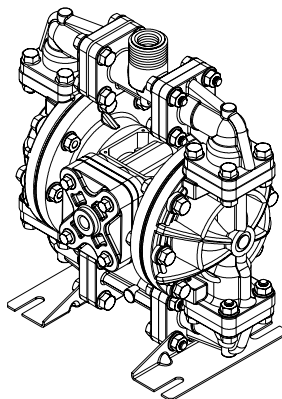
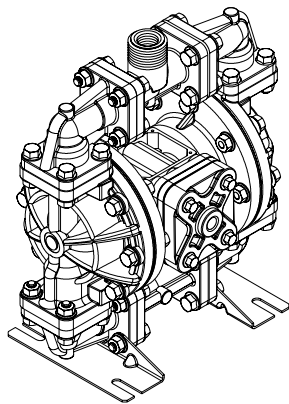


II 2 G c T5  
 II 3/2 G c T5  
 II 2 D c T100°C

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II 2 G c T5  
II 3/2 G c T5  
II 2 D c T100°C



# BINKS®

## GEMINI™ II SERIES

### Model 41-818831

# Conductive Acetal Ball Valve Pump

**Air Operated  
Double-Diaphragm Pump**

ENGINEERING, PERFORMANCE  
& CONSTRUCTION DATA

| INTAKE/DISCHARGE PIPE SIZE<br>1/2" NPT (Internal) or 1/2" BSPT (Tapered)<br>1" NPT (External) or 1" BSPT (Tapered)   | CAPACITY<br>0 to 14 gallons per minute<br>(0 to 52 liters per minute) | AIR VALVE<br>No-lube, no-stall<br>design | SOLIDS-HANDLING<br>Up to .125 in. (3mm) | HEADS UP TO<br>100 psi or 231 ft. of water<br>(7 Kg/cm <sup>2</sup> or 70 meters)   | DISPLACEMENT/STROKE<br>.014 Gallon / .053 liter |
|--|---|--|---|---|---|
| <p><b>⚠ CAUTION! Operating temperature limitations are as follows:</b></p>   |   |  |   |   |   |
| <b>MATERIALS</b>   |   |  |   | <b>Operating Temperatures</b>   |   |
|  |   |  |   | <b>Maximum*</b>   | <b>Minimum*</b>                                 |
| General purpose, oil-resistant. Shows good solvent, oil, water and hydraulic fluid resistance. Should not be used with highly polar solvents like acetone and MEK, ozone, chlorinated hydrocarbons and nitro hydrocarbons.   |   |  |   | 190° F<br>88° C   | -10° F<br>-23° C                                |
| Chemically inert, virtually impervious. Very few chemicals are known to react chemically with PTFE- molten alkali metals, turbulent liquid or gaseous fluorine and a few fluoro-chemicals such as chlorine trifluoride or oxygen difluoride which readily liberate free fluorine at elevated temperatures.           |   |  |   | 190° F<br>88° C   | -20° F<br>-29° C                                |
| High tensile material with excellent abrasion resistance. A general purpose material with excellent resistance to most oils. Injection molded thermoplastic elastomer with no fabric layer. Long mechanical flex life. Excellent abrasion resistance.  |   |  |   | 220° F<br>104° C  | -35° F<br>-37° C                                |
|  |   |  |   | 180° F<br>82° C   | -35° F<br>-37° C                                |
|  |   |  |   | 275° F<br>135° C  | -40° F<br>-40° C                                |
| <p><b>CAUTION:</b> Nonmetallic pumps and plastic components are not UV stabilized. Ultraviolet radiation can damage these parts and negatively affect material properties. Do not expose to UV light for extended periods of time.</p> <p><b>BINKS® pumps are designed to be powered only by compressed air.</b></p> |   |  |   | <p><i>Maximum and Minimum Temperatures are the limits for which these materials can be operated. Temperatures coupled with pressure affect the longevity of diaphragm pump components. Maximum life should not be expected at the extreme limits of the temperature ranges.</i></p> |   |

### Warranty Information

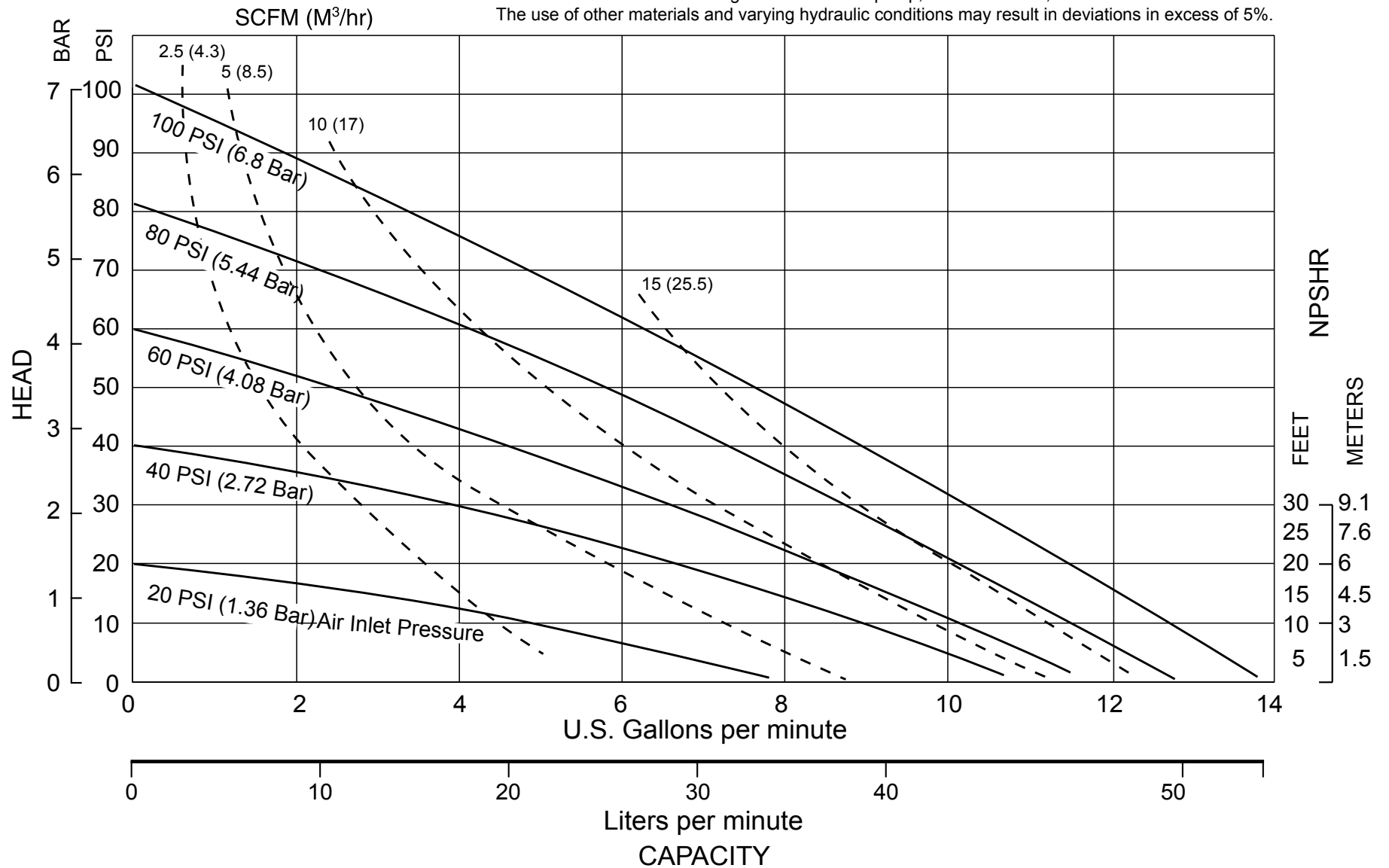
#### 5-YEAR Limited Product Warranty

Binks® manufacturing warrants to the original end-use purchaser that no product sold by Binks shall fail under normal use and service due to a defect in material or workmanship within five years from the date of shipment from Binks factory.

See complete warranty at [www.binks.com](http://www.binks.com)

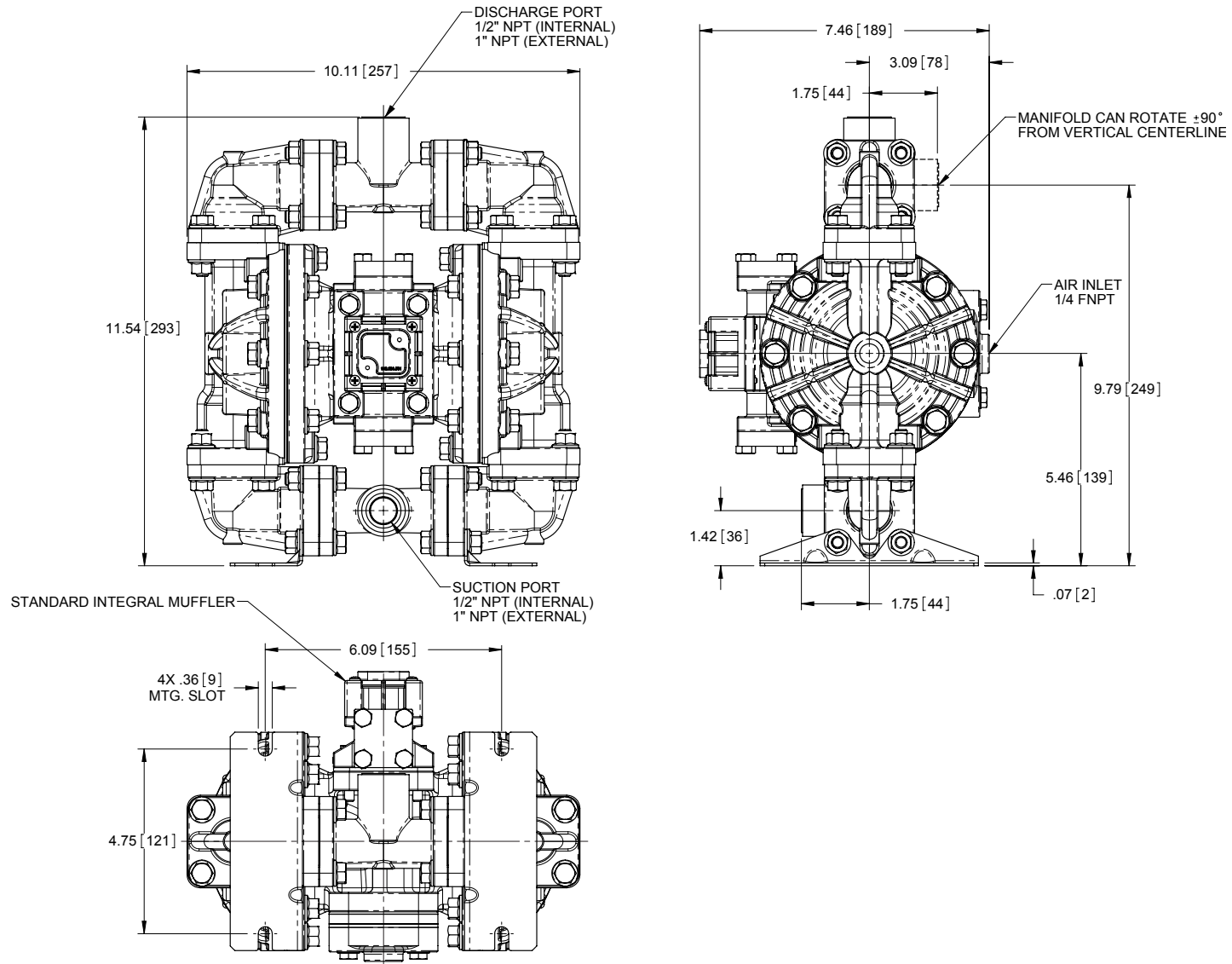
# Performance Curve: BINKS Model 41-818831 Conductive Acetal

Performance based on the following: elastomer fitted pump, flooded suction, water at ambient conditions.  
The use of other materials and varying hydraulic conditions may result in deviations in excess of 5%.



# Dimensions: BINKS Model 41-818831 Conductive Acetal

Dimensions in inches (metric dimensions in brackets). Dimensional Tolerance .125" (3mm).



## PRINCIPLE OF PUMP OPERATION

This ball type check valve pump is powered by compressed air and is a 1:1 ratio design. The inner side of one diaphragm chamber is alternately pressurized while simultaneously exhausting the other inner chamber. This causes the diaphragms, which are connected by a common rod secured by plates to the centers of the diaphragms, to move in a reciprocating action. (As one diaphragm performs the discharge stroke the other diaphragm is pulled to perform the suction stroke in the opposite chamber.) Air pressure is applied over the entire inner surface of the diaphragm while liquid is discharged from the opposite side of the diaphragm. The diaphragm operates in a balanced condition during the discharge stroke which allows the pump to be operated at discharge heads over 200 feet (61 meters) of water.

For maximum diaphragm life, keep the pump as close to the liquid being pumped as possible. Positive suction head in excess of 10 feet of liquid (3.048 meters) may require a back pressure regulating device to maximize diaphragm life.

Alternate pressurizing and exhausting of the diaphragm chamber is performed by an externally mounted, pilot operated, four way spool type air distribution valve. When the spool shifts to one end of the valve body, inlet pressure is applied to one diaphragm chamber and the other diaphragm chamber exhausts. When the spool shifts to the opposite end of the valve

body, the pressure to the chambers is reversed. The air distribution valve spool is moved by a internal pilot valve which alternately pressurizes one end of the air distribution valve spool while exhausting the other end. The pilot valve is shifted at each end of the diaphragm stroke when a actuator plunger is contacted by the diaphragm plate. This actuator plunger then pushes the end of the pilot valve spool into position to activate the air distribution valve.

The chambers are connected with manifolds with a suction and discharge check valve for each chamber, maintaining flow in one direction through the pump.

## INSTALLATION AND START-UP

Locate the pump as close to the product being pumped as possible. Keep the suction line length and number of fittings to a minimum. Do not reduce the suction line diameter.

For installations of rigid piping, short sections of flexible hose should be installed between the pump and the piping. The flexible hose reduces vibration and strain to the pumping system. A surge suppressor is recommended to further reduce pulsation in flow.

## AIR SUPPLY

Air supply pressure cannot exceed 125 psi (8.6 bar). Connect the pump air inlet to an air supply of sufficient capacity and pressure required for desired performance. When the air supply line is solid piping, use a short length of flexible hose not less than

1/2" (13mm) in diameter between the pump and the piping to reduce strain to the piping. The weight of the air supply line, regulators and filters must be supported by some means other than the air inlet cap. Failure to provide support for the piping may result in damage to the pump. A pressure regulating valve should be installed to insure air supply pressure does not exceed recommended limits.

## AIR VALVE LUBRICATION

The air distribution valve and the pilot valve are designed to operate WITHOUT lubrication. This is the preferred mode of operation. There may be instances of personal preference or poor quality air supplies when lubrication of the compressed air supply is required. The pump air system will operate with properly lubricated compressed air supply. Proper lubrication requires the use of an air line lubricator set to deliver one drop of SAE 10 non-detergent oil for every 20 SCFM (9.4 liters/sec.) of air the pump consumes at the point of operation. Consult the pump's published Performance Curve to determine this.

## AIR LINE MOISTURE

Water in the compressed air supply can create problems such as icing or freezing of the exhaust air, causing the pump to cycle erratically or stop operating. Water in the air supply can be reduced by using a point-of-use air dryer to supplement the user's air drying equipment. This device removes water from the compressed air supply

and alleviates the icing or freezing problems.

## AIR INLET AND PRIMING

To start the pump, open the air valve approximately 1/2" to 3/4" turn. After the pump primes, the air valve can be opened to increase air flow as desired. If opening the valve increases cycling rate, but does not increase the rate of flow, cavitation has occurred. The valve should be closed slightly to obtain the most efficient air flow to pump flow ratio.

## BETWEEN USES

When the pump is used for materials that tend to settle out or solidify when not in motion, the pump should be flushed after each use to prevent damage. (Product remaining in the pump between uses could dry out or settle out. This could cause problems with the diaphragms and check valves at restart.) In freezing temperatures the pump must be completely drained between uses in all cases.

## **TROUBLESHOOTING**

### **Possible Symptoms:**

- Pump will not cycle.
- Pump cycles, but produces no flow.
- Pump cycles, but flow rate is unsatisfactory.
- Pump cycle seems unbalanced.
- Pump cycle seems to produce excessive vibration.

**What to Check:** Excessive suction lift in system.

**Corrective Action:** For lifts exceeding 20 feet (6 meters), filling the pumping chambers with liquid will prime the pump in most cases.

**What to Check:** Excessive flooded suction in system.

**Corrective Action:** For flooded conditions exceeding 10 feet (3 meters) of liquid, install a back pressure device.

**What to Check:** System head exceeds air supply pressure.

**Corrective Action:** Increase the inlet air pressure to the pump. Most diaphragm pumps are designed for 1:1 pressure ratio at zero flow.

**What to Check:** Air supply pressure or volume exceeds system head.

**Corrective Action:** Decrease inlet air pressure and volume to the pump as calculated on the published PERFORMANCE CURVE. Pump is cavitating the fluid by fast cycling.

**What to Check:** Undersized suction line.

**Corrective Action:** Meet or exceed pump connection recommendations shown on the DIMENSIONAL DRAWING.

**What to Check:** Restricted or undersized air line.

**Corrective Action:** Install a larger air line and connection. Refer to air inlet recommendations shown in your pump's SERVICE MANUAL.

**What to Check:** Check, the Externally Serviceable Air Distribution System of the pump.

**Corrective Action:** Disassemble and inspect the main air distribution valve, pilot valve and pilot valve actuators. Refer to the parts drawing and air valve section of the SERVICE MANUAL. Check for clogged discharge or closed valve before reassembly.

**What to Check:** Rigid pipe connections to pump.

**Corrective Action:** Install flexible connectors and a Surge Suppressor.

**What to Check:** Blocked air exhaust muffler.

**Corrective Action:** Remove muffler screen, clean or de-ice and reinstall. Refer to the Air Exhaust section of your pump SERVICE MANUAL.

**What to Check:** Pumped fluid in air exhaust muffler.

**Corrective Action:** Disassemble pump chambers. Inspect for diaphragm rupture or loose diaphragm plate assembly. Refer to the Diaphragm Replacement section of your pump SERVICE MANUAL.

**What to Check:** Suction side air leakage or air in product.

**Corrective Action:** Visually inspect all suction side gaskets and pipe connections.

**What to Check:** Obstructed check valve.

**Corrective Action:** Disassemble the wet end of the pump and manually dislodge obstruction in the check valve pocket. Refer to the Check Valve section of the pump SERVICE MANUAL for disassembly instructions.

**What to Check:** Worn or misaligned check valve or check valve seat.

**Corrective Action:** Inspect check valves and seats for wear and proper seating. Replace if necessary. Refer to Check Valve section of the pump SERVICE MANUAL for disassembly instructions.

**What to Check:** Blocked suction line.

**Corrective Action:** Remove or flush obstruction. Check and clear all suction screens and strainers.

**What to Check:** Blocked discharge line.

**Corrective Action:** Check for obstruction or closed discharge line valves.

**What to Check:** Blocked pumping chamber.

**Corrective Action:** Disassemble and inspect the wetted chambers of the pump. Remove or flush any obstructions. Refer to the pump SERVICE MANUAL for disassembly instructions.

**What to Check:** Entrained air or vapor lock in one or both pumping chambers.

**Corrective Action:** Purge chambers through tapped chamber vent plugs. PURGING THE CHAMBERS OF AIR CAN BE DANGEROUS! Contact BINKS before performing this procedure. Any model with top-ported discharge will reduce or eliminate problems with entrained air.

# Recycling

Many components of Conductive Acetal AODD pumps are made of recyclable materials (see chart on page 10 for material specifications). We encourage pump users to recycle worn out parts and pumps whenever possible, after any hazardous pumped fluids are thoroughly flushed.

## Important Safety Information



### IMPORTANT

Read these safety warnings and instructions in this manual completely, before installation and start-up of the pump. It is the responsibility of the purchaser to retain this manual for reference. Failure to comply with the recommendations stated in this manual will damage the pump, and void factory warranty.



### CAUTION

Before pump operation, inspect all gasketed fasteners for looseness caused by gasket creep. Retorque loose fasteners to prevent leakage. Follow recommended torques stated in this manual.



### WARNING

Before maintenance or repair, shut off the compressed air line, bleed the pressure, and disconnect the air line from the pump. The discharge line may be pressurized and must be bled of its pressure.



### WARNING

In the event of diaphragm rupture, pumped material may enter the air end of the pump, and be discharged into the atmosphere. If pumping a product which is hazardous or toxic, the air exhaust must be piped to an appropriate area for safe disposition.



### WARNING

Take action to prevent static sparking. Fire or explosion can result, especially when handling flammable liquids. The pump, piping, valves, containers or other miscellaneous equipment must be grounded. (See Page 20)



### WARNING

This pump is pressurized internally with air pressure during operation. Always make certain that all bolting is in good condition and that all of the correct bolting is reinstalled during assembly.



### WARNING

When used for toxic or aggressive fluids, the pump should always be flushed clean prior to disassembly.



### WARNING

Before doing any maintenance on the pump, be certain all pressure is completely vented from the pump, suction, discharge, piping, and all other openings and connections. Be certain the air supply is locked out or made non-operational, so that it cannot be started while work is being done on the pump. Be certain that approved eye protection and protective clothing are worn all times in the vicinity of the pump. Failure to follow these recommendations may result in serious injury or death.



### WARNING

Airborne particles and loud noise hazards. Wear ear and eye protection.

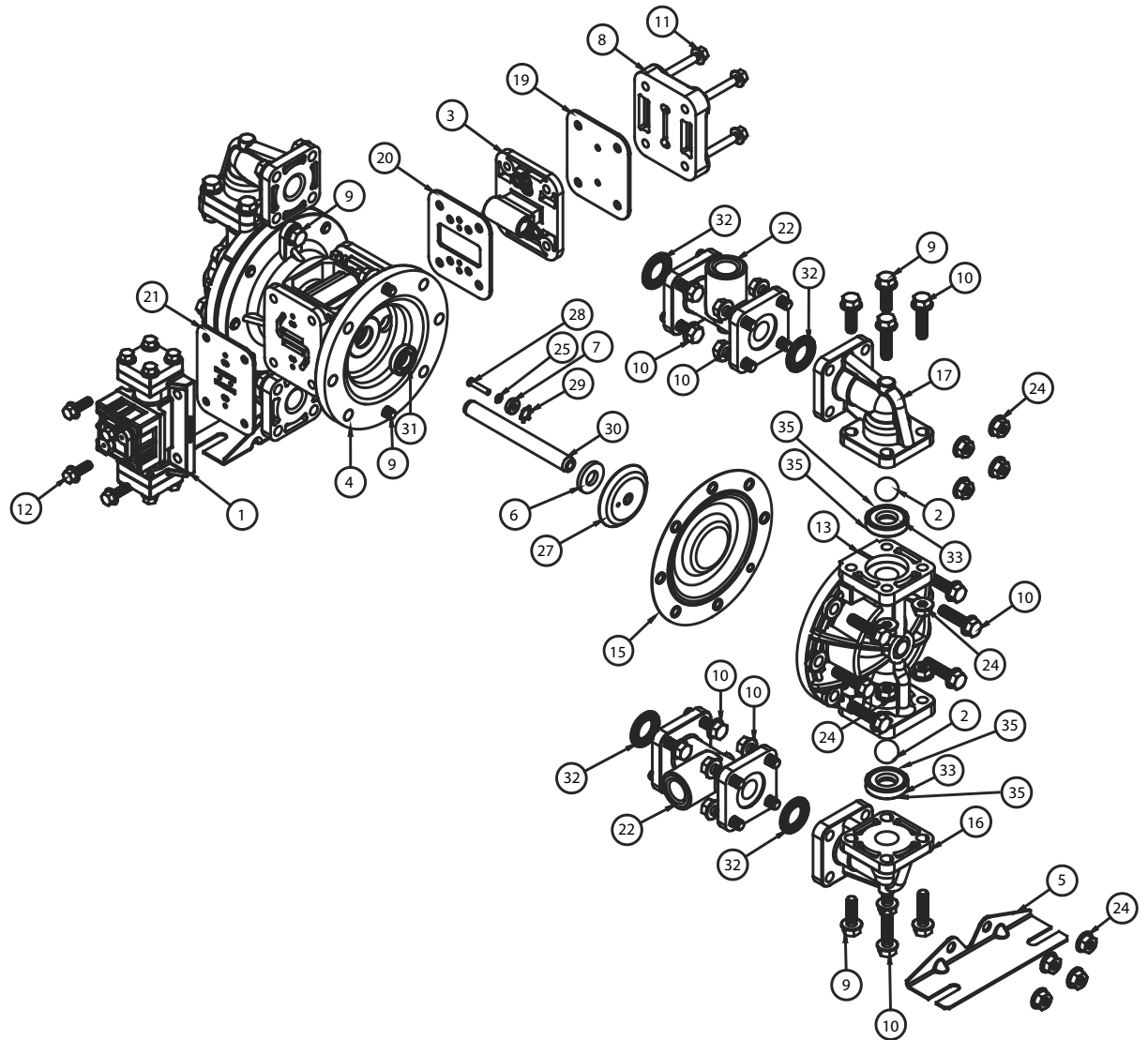











# Composite Repair Parts Drawing

## Available Service Kits

- 41-718850     **AIR MOTOR REPAIR KIT**  
O-rings, Gaskets, Bumpers, Bushings,  
Retainers, and Seals
- 41-718861     **DIAPHRAGM KIT**  
Santoprene Backup Diaphragm,  
PTFE Overlay Diaphragms,  
PTFE Manifold O-rings, and  
PTFE Seals for metal  
check valve seats
- 41-718854     **BALL AND SEAT KIT**  
316 Stainless Steel Check Balls,  
316 Stainless Steel Check Valve Seats  
PTFE Seals for metal  
check valve seats





# Composite Repair Parts List


| Item  | Description                      | Qty | Item   | Description                   | Qty |
|---|----------------------------------|-----|--|-------------------------------|-----|
| 1   | Air Valve Assembly               | 1   | 20   | Gasket, Pilot Valve           | 1   |
|  2  | Ball, Check                      | 4   | 21   | Gasket, Air Valve             | 1   |
| 3   | Pilot Valve Assembly             | 1   | 22   | Manifold, NPT                 | 2   |
| 4   | Bracket, Intermediate            | 1   |  | Manifold, BSPT (Tapered)      | 2   |
| 5   | Bracket, Mounting                | 2   | 24   | Nut, Flanged 5/16-18          | 24  |
|  6  | Bumper, Diaphragm                | 2   | 25   | O.ring                        | 2   |
|  7  | Bushing, Plunger                 | 2   | 27   | Plate, Inner Diaphragm        | 2   |
| 8   | Cap, Air Inlet                   | 1   | 28   | Plunger, Actuator             | 2   |
| 9   | Capscrew, Flanged 5/16-18 X 1.00 | 12  | 29   | Ring, Retaining               | 2   |
| 10  | Capscrew, Flanged 5/16-18 X 1.25 | 36  | 30   | Rod, Diaphragm                | 1   |
| 11  | Capscrew, Flanged 1/4-20 X 1.50  | 4   | 31   | Seal, Diaphragm Rod           | 2   |
| 12  | Capscrew, Flanged 1/4-20 X .75   | 4   | 32   | Seal, Manifold                | 4   |
| 13  | Chamber, Outer                   | 2   |  33 | Seat, Check Valve             | 4   |
|  15 | Diaphragm, One-Piece Bonded PTFE | 2   | 34   | Grounding Cable               | 1   |
| 16  | Elbow, Suction                   | 2   |  35 | Seal, Metal Check Value Seats | 8   |
| 17  | Elbow, Discharge                 | 2   |  |                               |     |
|  19 | Gasket, Air Inlet                | 1   |  |                               |     |

2

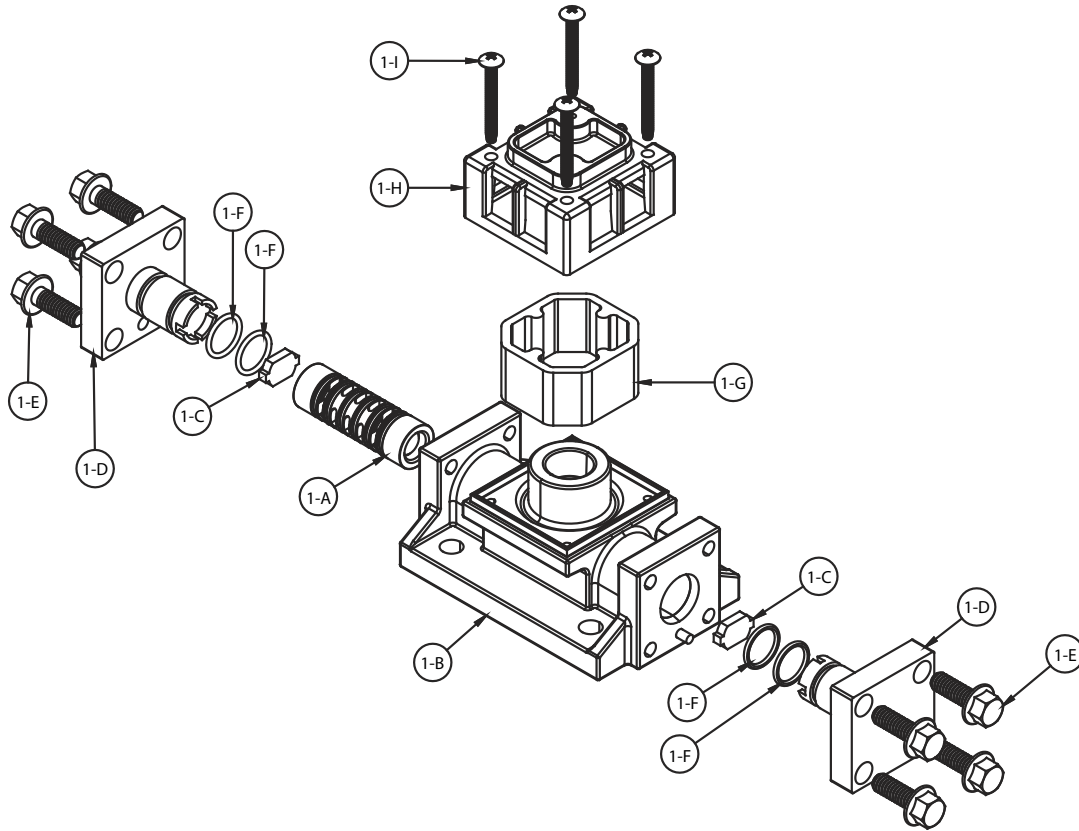
## LEGEND:

 = Items contained within 41-718850 Air Motor Repair Kits

 = Items contained within 41-718861 Diaphragm Kits

 = Items contained within 41-718854 Ball and Seat Kits

# Air Distribution Valve Assembly Drawing



## MAIN AIR VALVE ASSEMBLY PARTS LIST

| ITEM | DESCRIPTION                      | QTY |
|------|----------------------------------|-----|
| 1    | Valve Assembly                   | 1   |
| 1-A  | Sleeve and Spool Set             | 1   |
| 1-B  | Valve Body                       | 1   |
| 1-C  | Bumper                           | 2   |
| 1-D  | End Cap                          | 2   |
| 1-E  | Hex Flange Capscrew 1/4-20 x .75 | 8   |
| 1-F  | O-ring                           | 4   |
| 1-G  | Muffler                          | 1   |
| 1-H  | Muffler Cap                      | 1   |
| 1-I  | Machine Screw 6-32 x 1.25        | 4   |

### LEGEND:

○ = Items contained within 41-718850 Air Motor Repair Kits

## AIR DISTRIBUTION VALVE SERVICING

To service the air valve first shut off the compressed air, bleed pressure from the pump, and disconnect the air supply line from the pump.

### Step #1: See COMPOSITE REPAIR PARTS DRAWING.

Using a 3/8" wrench or socket, remove the four hex capscrews (items 11). Remove the air valve assembly from the pump.

Remove and inspect gasket (item 22) for cracks or damage. Replace gasket if needed.

### Step #2: Disassembly of the air valve.

Using a 3/8" wrench or socket, remove the eight hex capscrews (items 1-E) that fasten the end caps to the valve body. Next remove the two end caps (items 1-D). Inspect the two o-rings (items 1-F) on each end cap for damage or wear. Replace the o-rings as needed.

Remove the bumpers (items 1-C). Inspect the bumpers for damage or wear. Replace the bumpers as needed.

Remove the spool (part of item 1-A) from the sleeve. Be careful not to scratch or damage the outer diameter of the spool. Wipe spool with a soft cloth and inspect for scratches or wear.

Inspect the inner diameter of the sleeve (part of item 1-A) for dirt,

scratches, or other contaminants. Remove the sleeve if needed and replace with a new sleeve and spool set (item 1-A).

### Step #3: Reassembly of the air valve.

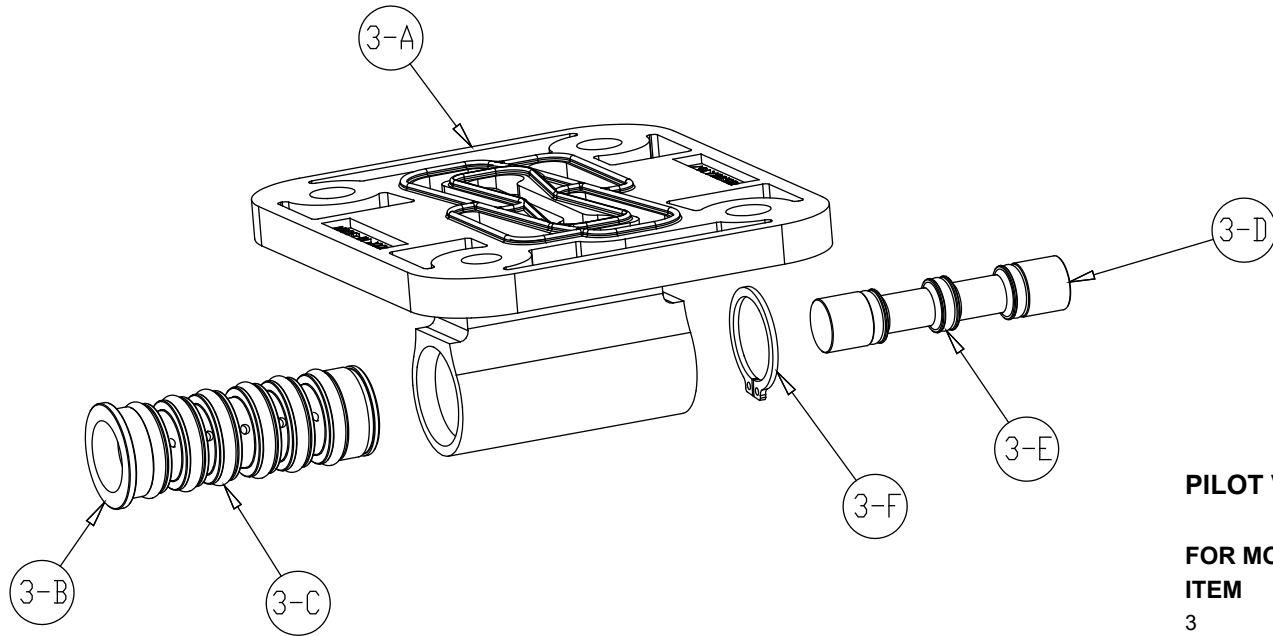
Install one bumper (item 1-C) and one end cap (item 1-D), with two o-rings (items 1-F), and fasten with four hex capscrews (items 1-E) to the valve body (item 1-B). Align hole in end cap with roll pin on valve body.

Remove the new sleeve and spool set (item 1-A) from the plastic bag. Carefully remove the spool from the sleeve. Install the six o-rings (item 1-F) into the six grooves on the sleeve. Apply a light coating of grease to the o-rings before installing the sleeve into the valve body (item 1-B), align the slots in the sleeve with the slots in the valve body. Insert the spool into the sleeve. Be careful not to scratch or damage the spool during installation. Install the remaining bumper and end cap (with o-rings), and fasten with the remaining hex capscrews. Align hole in end cap with roll pin on valve body.

Fasten the air valve assembly (item 1) and gasket to the pump. Connect the air line to the pump. The pump is now ready for operation.



# Pilot Valve Assembly Drawing



## PILOT VALVE ASSEMBLY PARTS LIST

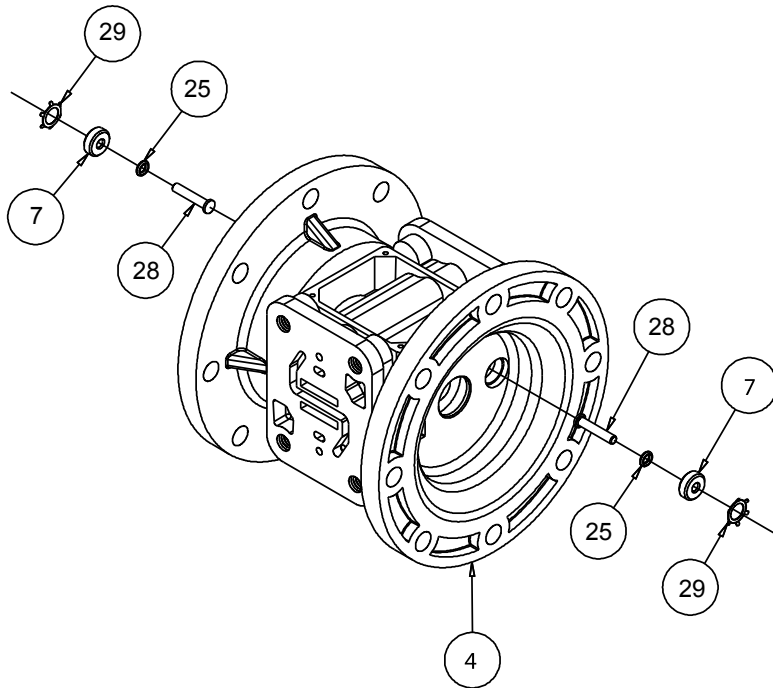
### FOR MODELS EQUIPPED WITH ALUMINUM MIDSECTIONS

| ITEM | DESCRIPTION           | QTY |
|------|-----------------------|-----|
| 3    | Pilot Valve Assembly  | 1   |
| 3-A  | Valve Body            | 1   |
| 3-B  | Sleeve (With O-Rings) | 1   |
| 3-C  | O-Ring (Sleeve)       | 6   |
| 3-D  | Spool (With O-Rings)  | 1   |
| 3-E  | O-Ring (Spool)        | 3   |
| 3-F  | Retaining Ring        | 1   |

### LEGEND:

○ = Items contained within 41-718850 Air Motor Repair Kits

# Intermediate Assembly Drawing



## INTERMEDIATE REPAIR PARTS LIST

| Item | Description           | Qty |
|------|-----------------------|-----|
| 4    | Bracket, Intermediate | 1   |
| 7    | Bushing, Plunger      | 2   |
| 25   | O-Ring                | 2   |
| 28   | Plunger, Actuator     | 2   |
| 29   | Ring, Retaining*      | 2   |

**\*Note:** It is recommended that when plunger components are serviced, new retaining rings be installed.

### LEGEND:

○ = Items contained within 41-718850 Air Motor Repair Kits

## ACTUATOR PLUNGER SERVICING

To service the actuator plunger first shut off the compressed air supply, bleed the pressure from the pump, and disconnect the air supply line from the pump.

**Step #1:** See PUMP ASSEMBLY DRAWING.

Using a 3/8" wrench or socket, remove the four capscrews (items 11). Remove the air inlet cap (item 8) and air inlet gasket (item 19). The pilot valve assembly (item 3) can now be removed.

**Step #2:** Servicing the actuator plungers.

See PUMP ASSEMBLY DRAWING.

The actuator plungers (items 28) can be reached through the stem cavity of the pilot valve in the intermediate bracket (item 4). To service bushings, o-rings and retaining rings, see Intermediate Drawing.

Remove the plungers (items 28) from the bushings (item 7) in each end of the intermediate cavity. Inspect for wear or damage. Replace plunger as needed. Apply a light coating of grease to each o-ring and re-install the plungers in to the bushings. Push the plungers in as far as they will go.

**Step #3:** Re-install the pilot valve assembly into the intermediate assembly.

Be careful to align the ends of the stem between the plungers when inserting the stem of the pilot valve into the cavity of the intermediate.

Re-install the gasket (item 19), air inlet cap (item 8) and capscrews (items 11).

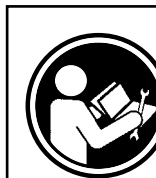
Connect the air supply to the pump. The pump is now ready for operation.

## PLUNGER BUSHING, O-RING, AND RETAINING RING SERVICING

To service the plunger bushing components first remove the two retaining rings (items 29) using a small flat screwdriver. **\*Note:** It is recommended that new retaining rings be installed.

Next remove the two plunger bushings (items 7). Inspect the bushings for wear or scratches. Replace the bushings as necessary.

Inspect the two o-rings (25) for cuts and/or wear.

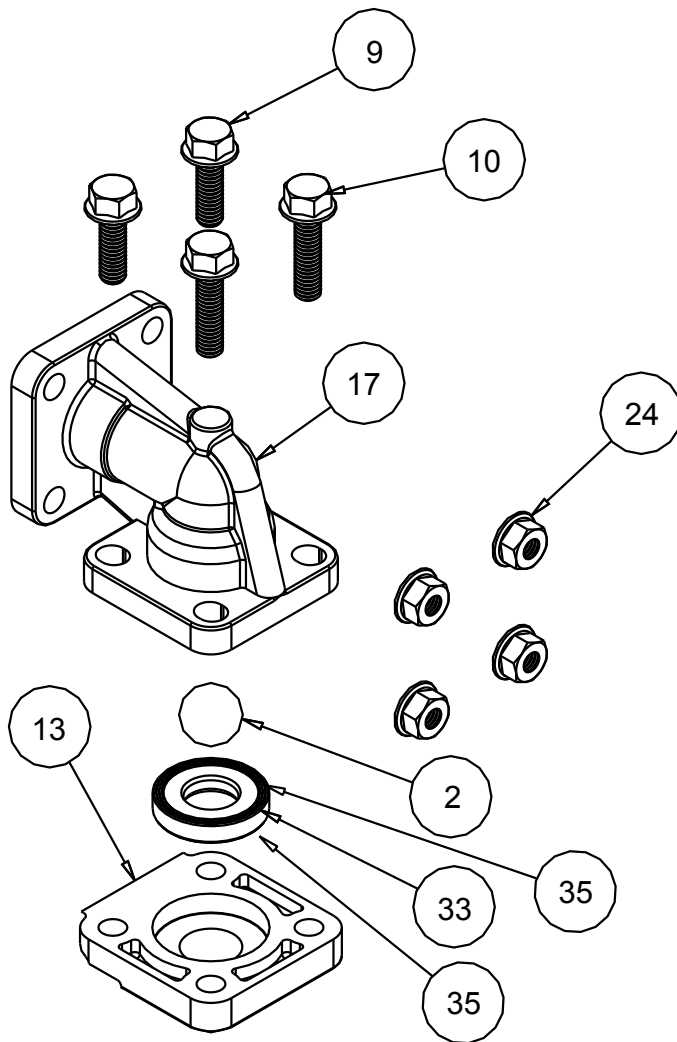


### ! IMPORTANT

*Read these instructions completely, before installation and start-up. It is the responsibility of the purchaser to retain*

*this manual for reference. Failure to comply with the recommendations stated in this manual will damage the pump, and void factory warranty.*

# Check Ball Valve Drawing



## MODULAR CHECK BALL VALVE SERVICING

Before servicing the check valves, first shut off the suction line and then the discharge line to the pump. Next, shut off the compressed air supply, bleed air pressure from the pump, and disconnect the air supply line from the pump. Drain any remaining fluid from the pump. The pump can now be removed for service.

To access the modular check valve, remove the elbows (items 16 and 17 from pump composite repair parts drawing). Use a 1/2" wrench or socket to remove the fasteners. Once the elbows are removed, the modular check valves can be seen in the cavities of the outer chamber (items 13).

Inspect the check balls (items 2) for wear, abrasion, or cuts on the spherical surface. The check valve seats (items 33) should be inspected for cuts, abrasive wear, or embedded material on the surfaces of both the external and internal chambers. The spherical surface of the check balls must seat flush to the surface of the inner chamfer on the check valve seats for the pump to operate to peak efficiency. Replace any worn or damaged parts as necessary.

## RE-ASSEMBLE THE CHECK VALVE

Place a check ball (item 2) in the ball cage of either the discharge elbow or the outer chamber. Install a check valve seat in the counter on each end of the chamber. Refasten the elbows to the chamber.

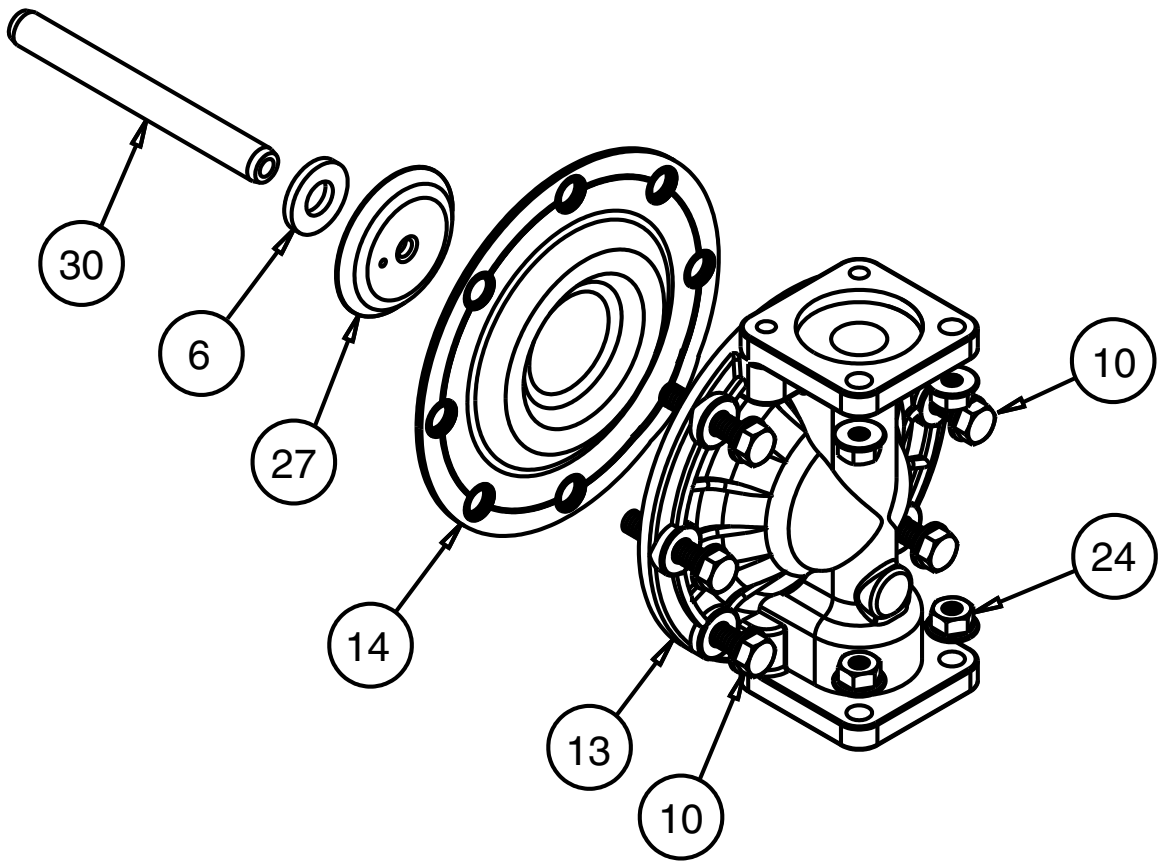


## ! IMPORTANT

*Read these instructions completely, before installation and start-up. It is the responsibility of the purchaser to retain this manual for reference. Failure to comply with the recommendations stated in this manual will damage the pump, and void factory warranty.*



# Diaphragm Service Drawing, with Overlay



## DIAPHRAGM SERVICING

To service the diaphragms first shut off the suction, then shut off the discharge lines to the pump. Shut off the compressed air supply, bleed the pressure from the pump, and disconnect the air supply line from the pump. Drain any remaining liquid from the pump.

**Step #1:** See the pump composite repair parts drawing, and the diaphragm servicing illustration.

Using a 1/2" wrench or socket, remove the 16 capscrews (items 9 & 10), and flanged nuts that fasten the elbows (items 16 and 17) to the outer chambers (items 13). Remove the elbows with the manifolds and spacers attached.

**Step #2:** Removing the outer chambers.

Using a 1/2" wrench or socket, remove the 16 capscrews (items 9 and 10), and flanged nuts that fasten the outer chambers, diaphragms, and intermediate (item 4) together.

**Step #3:** Remove the diaphragm by turning counterclockwise.

Inspect the diaphragm (item 14) for cuts, punctures, abrasive wear or chemical attack. Replace the diaphragms if necessary.

**Step #4:** Installing the diaphragms. Make sure the bumper (item 6) is installed over the diaphragm rod.

Thread the stud of the one diaphragm clockwise into the tapped hole at the end of the diaphragm rod (item 30) until the inner diaphragm plate is flush to the end of the rod. Insert rod into pump.

Align the bolt holes in the diaphragm with the bolt pattern in the intermediate (item 4).

Fasten the outer chamber (item 13) to the pump, using the capscrews (items 9 and 10) and flanged nuts.

On the opposite side of the pump, pull the diaphragm rod out as far as possible. Make sure the bumper (item 6) is installed over the diaphragm rod.

Thread the stud of the remaining

diaphragm assembly clockwise into the tapped hole at the end of the diaphragm rod (item 30) as far as possible and still allow for alignment of the bolt holes in the diaphragm with the bolt pattern in the inner chamber. Install diaphragms with convolutions facing towards center of pump. See sectional view on previous page.

Fasten the remaining outer chamber (item 13) to the pump, using the capscrews (items 9 and 10) and flanged nuts.

**Step #5:** Re-install the elbow/spacer/manifold assemblies to the pump, using the capscrews (items 9 & 10) and flanged nuts.

The pump is now ready to be re-installed, connected and returned to operation.



### **! IMPORTANT**

*Read these instructions completely, before installation and start-up. It is the responsibility of the purchaser to retain this manual for reference. Failure to comply with the recommendations stated in this manual will damage the pump, and void factory warranty.*

## PUMPING HAZARDOUS LIQUIDS

When a diaphragm fails, the pumped liquid or fumes enter the air end of the pump. Fumes are exhausted into the surrounding environment. When pumping hazardous or toxic materials, the exhaust air must be piped to an appropriate area for safe disposal. See illustration #1 at right.

This pump can be submerged if the pump materials of construction are compatible with the liquid being pumped. The air exhaust must be piped above the liquid level. See illustration #2 at right. Piping used for the air exhaust must not be smaller than 1/2" (2.54 cm) diameter. Reducing the pipe size will restrict air flow and reduce pump performance. When the pumped product source is at a higher level than the pump (flooded suction condition), pipe the exhaust higher than the product source to prevent siphoning spills. See illustration #3 at right.

## CONVERTING THE PUMP FOR PIPING THE EXHAUST AIR

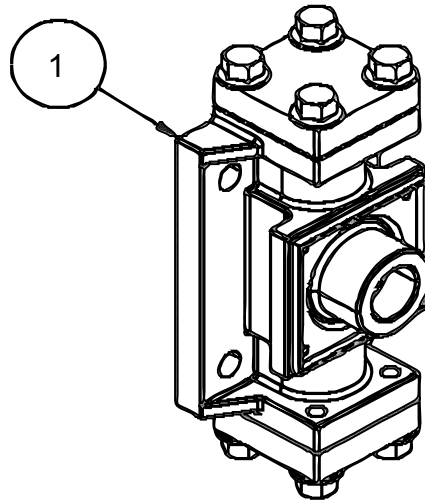
The following steps are necessary to convert the pump to pipe the exhaust air away from the pump.

The air distribution valve body has 3/8" NPT threads for installation of metal muffler or piped exhaust.

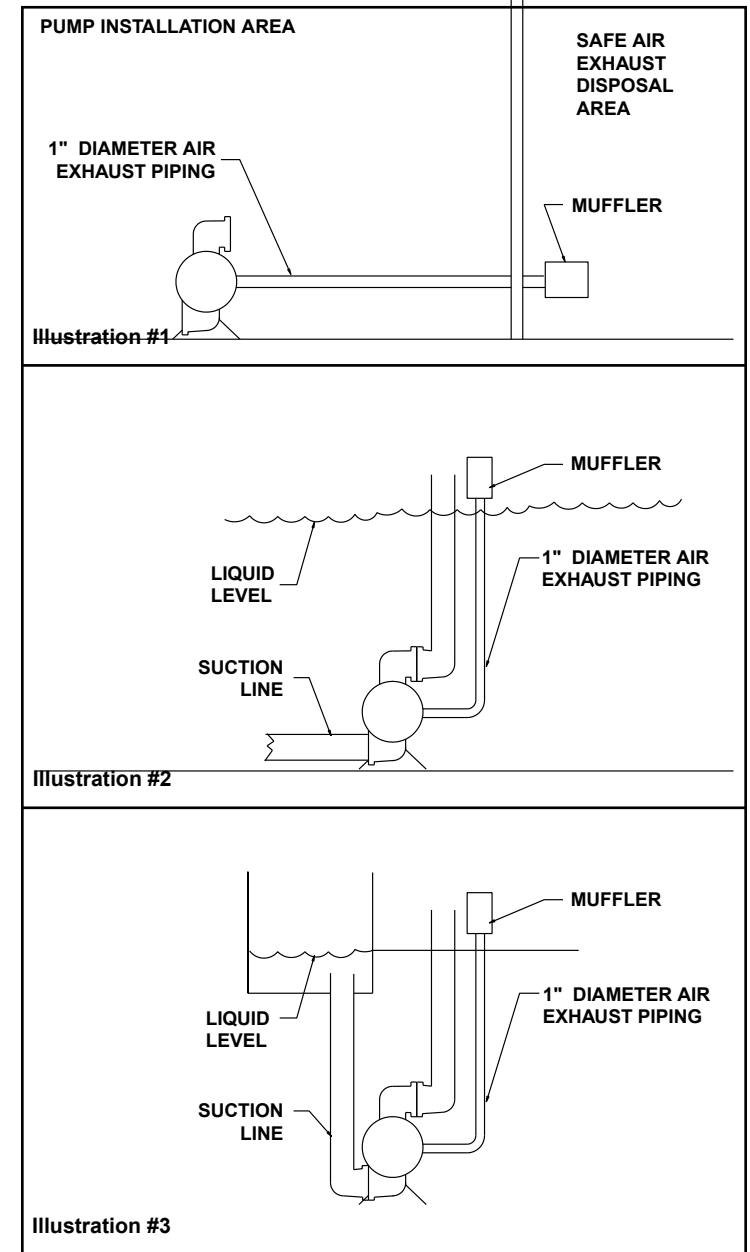
## IMPORTANT INSTALLATION NOTE:

The manufacturer recommends installing a conductive flexible hose or connection between the pump and any rigid plumbing. This reduces stresses on the molded plastic threads of the air exhaust port. Failure to do so may result in damage to the air distribution valve body.

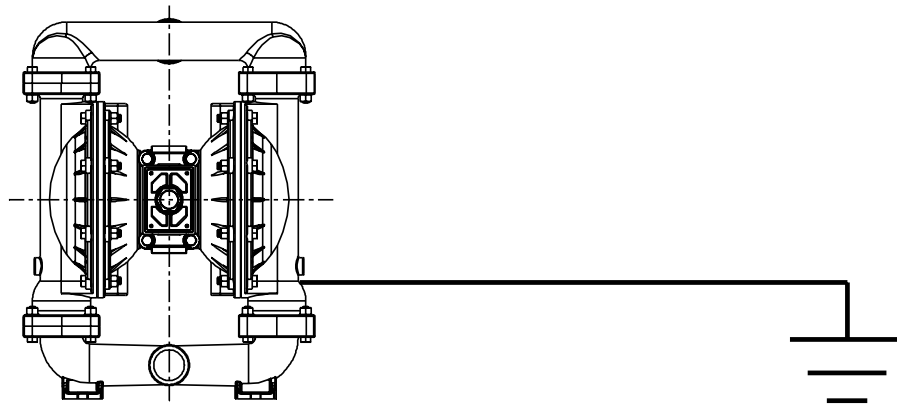
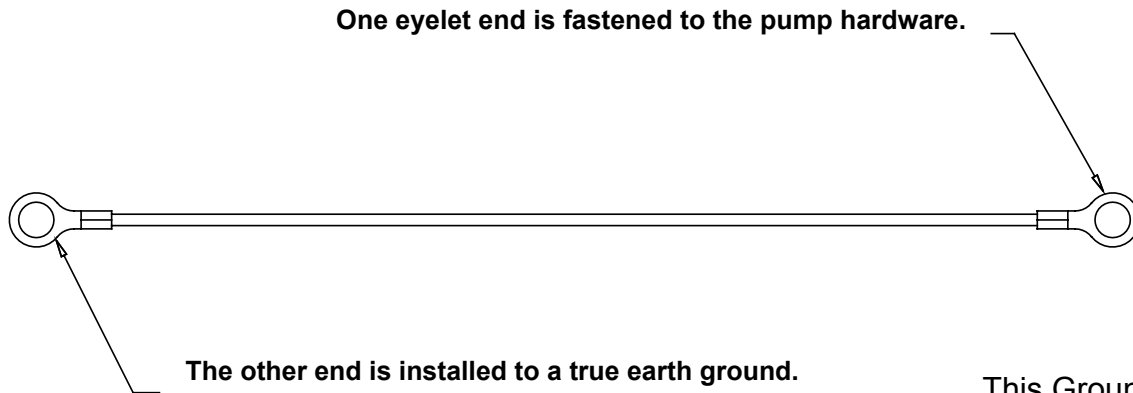
Any piping or hose connected to the pump's air exhaust port must be groundable and physically supported. Failure to support these connections could also result in damage to the air distribution valve body.



## CONVERTED EXHAUST ILLUSTRATION



# Grounding The Pump



This Ground Strap (Item 34) is shipped with the eyelet end fastened to the pump hardware.

To reduce the risk of static electrical sparking, this pump must be grounded. Check the local electrical code for detailed grounding instruction and the type of equipment required.

|  |  |
|--|--|
|  | <b>! WARNING</b>   |
|  | <i>Take action to prevent static sparking. Fire or explosion can result, especially when handling flammable liquids. The pump, piping, valves, containers or other miscellaneous equipment must be grounded.</i> |

**BINKS**<sup>®</sup>  
GEMINI™ II SERIES

# Declaration of Conformity

**BINKS, 195 International Blvd, Glendale Heights, IL 60139**

certifies that BINKS models: 41-818810, 41-818820, 41-818822, 41-818830, 41-818823, 41-818831 and 41-818836 Air-Operated Double Diaphragm Pumps comply with the European Community Directive 2006/42/EC on Machinery, according to Annex VIII. This product has used Harmonized Standard EN809:1998+A1:2009, Pumps and Pump Units for Liquids - Common Safety Requirements, to verify conformance.



Signature of authorized person

Charles W. McCulloch

Printed name of authorized person

June 8, 2012

Date of issue

Engineering Manager

Title

January 3, 2013

Date of revision

Revision Level: E



**BINKS**<sup>®</sup>  
GEMINI™ II SERIES

# EC Declaration of Conformity

In accordance with ATEX Directive 94/9/EC,  
Equipment intended for use in potentially explosive environments.

**Manufacturer: BINKS**  
195 International Blvd, Glendale Heights, IL 60139

**AODD Pumps**

For Type Examination Designations, see page 2 (back)

**Applicable Standard:**

EN13463-1: 2001,  
EN13463-5: 2003



KEMA Quality B.V.  
Utrechtseweg 310  
6812 AR Arnhem, The Netherlands

DATE/APPROVAL/TITLE:  
June 11, 2012


  
\_\_\_\_\_  
Charles W. McCulloch, Engineering Manager

# **BINKS**<sup>®</sup>

## GEMINI™ II SERIES

# EC Declaration of Conformity

## ATEX Summary of Markings

| Type  | Marking   |   | Listed In               |   |
|---|---|---|-------------------------|---|
| BINKS Models:<br>41-818810<br>41-818820<br>41-818822<br>41-818830<br>41-818823<br>41-818836 |  | II 2 G c T5<br>II 3/2 G c T5<br>II 2 D c T100°C | KEMA 09ATEX0072 X<br>CE | KEMA 09ATEX0072 X<br>KEMA 09ATEX0072 X<br>KEMA 09ATEX0072 X |

Type Certificate No. Pumps: KEMA 09ATEX0072 X