

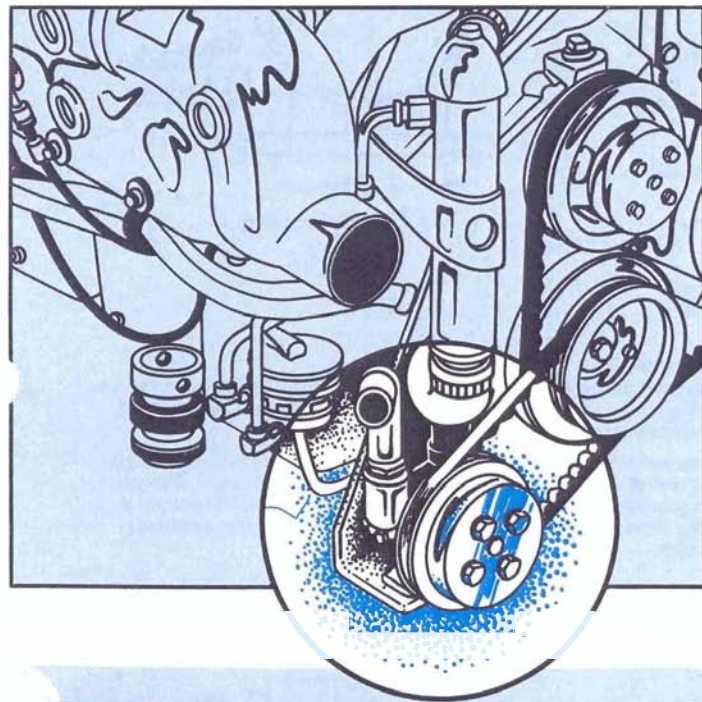
KEEP YOUR CRUSADER RUNNING WITH AN OBERDORFER REPLACEMENT PUMP

NEW

To give Crusader engine owners 100 years of pump manufacturing skill — stock availability of pumps and parts — lower price — exact and guaranteed interchangeability relating to performance and dimensions — the choice of a machined bronze cam or one that is loose for ease of repair, we offer you the Oberdorfer Model 335 or 335C (Sherwood Model E35).



Oberdorfer has the exact replacement pump for your Crusader 350, 454 or 502 engines. Also can be a replacement on certain Chrysler engines. Contact our Clearwater operation for engineering and installation details.



Pressed on Pulley Hub

Model 335

Pump No. 335

RPM	FT. HD.	0	20	40	60	80
	PSI	0	8.7	17.3	26.0	34.6
800	GPM	7.6	6.8	3.8	—	—
	HP	.19	.20	.24	—	—
1750	GPM	16.2	15.2	12.0	7.2	1.3
	HP	.38	.41	.48	.56	.65
2500	GPM	22.5	21.8	17.9	12.2	4.6
	HP	.63	.65	.74	.86	.99
3450	GPM	29.1	28.0	25.7	21.4	15.5
	HP	1.0	1.1	1.2	1.3	1.4

Features

- Stock Availability
- All Bronze Construction
- Neoprene Impeller
- Stainless Steel Shaft
- Includes pressed on Pulley Hub
- Standard with cast in cam
- Available with loose cam, specify Model 335C
- No. 11938 Repair kit for Model 335
- No. 11939 Repair kit for Model 335C
- Performance - Dimensions - Parts interchangeability match Sherwood E35 exactly.

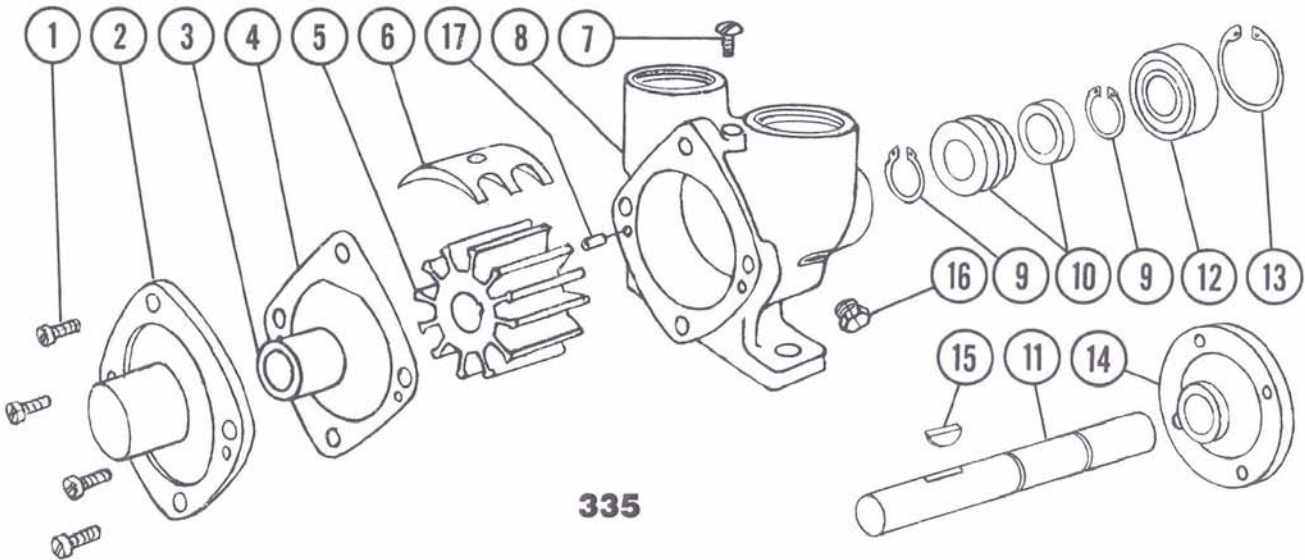


OBERDORFER PUMPS

Quality Marine Pumps Since 1890

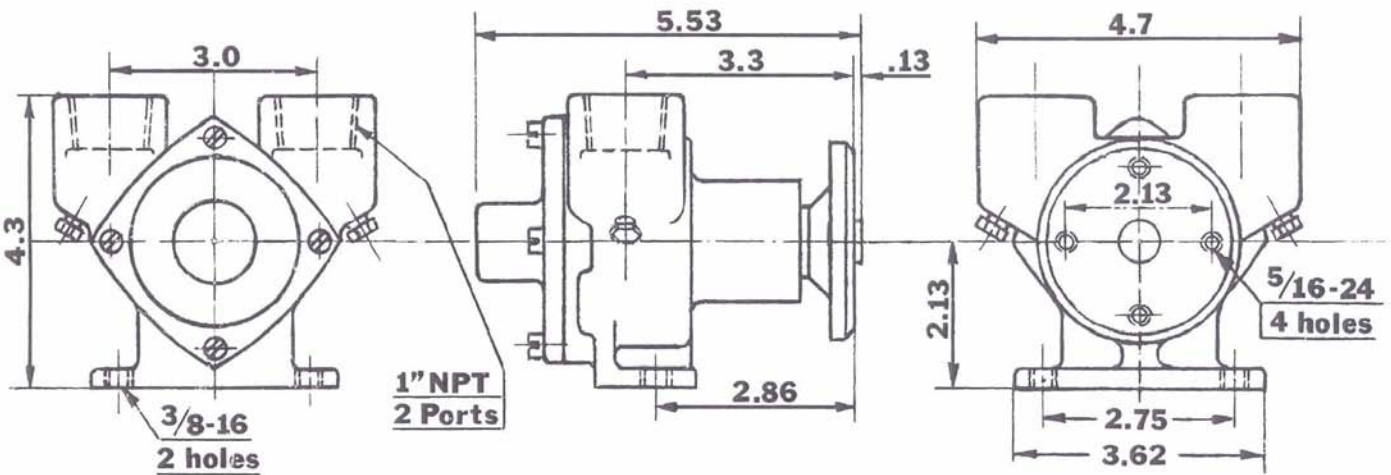
SYRACUSE, NEW YORK 13221 PHONE 315-437-0361 FAX 315-463-9561
 CLEARWATER, FLORIDA 34616 PHONE 813-447-6297 FAX 813-442-2553

No. 335 Pump EXPLODED VIEWS AND PARTS LISTS



Pump No.	Item Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Repair Kit contains items 3, 4, 5, 10	Repair Kit contains items 3, 4, 5, 6, 7, 10
335	Screw	4	1	1	1	1	1	1	1	2	1	1	1	1	1	1	2	2	11938	-----
335C	Screw	5504	9691	5091	9699	8922	9692	6643	9716	5382	32886	8334	5461	5464	9694	5123	6600	8885	-----	11939

*Note: Pump No. 335 has cam machined into body cavity, No. 335C has a separate, removable cam.



DIMENSIONS

Pump Maintenance

Rubber Impeller Pumps require very little maintenance during their normal service life. For periods of winter storage it is recommended that the pump be drained, and if practical, the impeller be removed and stored outside to prevent setting up of the impeller blades. The draining of the pump can be achieved by loosening the cover screws (if easily accessible) or by removing the drain plugs.

Impeller Replacement

The impeller must be replaced if it is worn out or has been damaged by debris or by dry running of the pump. Symptoms of a defective impeller are low pumping pressure and low flow causing overheating of the boat engine. Poor pump performance may also be caused by slippage of V-belts, so belts should be checked first for being tight.

To replace the impeller remove screws and cover and pull out the impeller with nose pliers or 2 screw drivers. Be careful not to dent the pumping chamber with these tools. When inserting new impeller, line up key slot in impeller with key in the shaft. Use oil on the shaft and do not force the impeller.

Seal Replacement

If water drips out of the weep hole, the seal is defective and must be replaced. Prolonged running of the pump with a leaky seal will destroy the ball bearing which will result in catastrophic pump failure and engine shut-down.

For seal replacement the pump must be removed from the engine and disassembled. The pulley and shaft must be removed to gain access to the seal chamber. Both seal components (stationary ceramic face and rotating seal head) should be replaced at the same time. Refer to exploded view drawing for identification of seal assembly and part number.