

Parkersburg

A **textron** DIVISION

General Office and Plant: Box 573, Coffeyville, Kansas

OFFICE LOCATIONS

Coffeyville, Kansas, Box 573	Tel. CL 1-5000	Hobbs, New Mexico, Box 941	Tel. EX 3-9131
Great Bend, Kansas, Box 747	Tel. GL 3-5353	Shreveport, Louisiana, Box 8338	Tel. 422-1174
Wichita, Kansas, 807 Central Bldg.	Tel. FO 3-5944	Laurel, Mississippi, Box 2671	Tel. 426-2624
Oklahoma City, Oklahoma, Box 94247	Tel. ME 4-1417	Mt. Pleasant, Michigan, Box 285	Tel. 773-3081
Tulsa, Oklahoma, 608 Petroleum Club Bldg.	Tel. LU 2-4177	Denver, Colorado, 1025 Petroleum Club Bldg.	Tel. AC 2-9708
Dallas, Texas, 722 Vaughn Bldg.	Tel. RI 1-1558	Casper, Wyoming, Box 1388	Tel. 234-4503
Houston, Texas, Box 13295	Tel. UN 9-3621	Calgary, Alberta, Canada, Room 612, Canadian Bank of Commerce Bldg. 309 8th Ave., S.W.	Tel. 263-3232
Midland, Texas (direct line to Odessa)	Tel. LO 3-1600	Estevan, Saskatchewan, Canada, 882	Tel. 634-6176
Odessa, Texas, Box 4148	Tel. FE 2-6433	Puerto La Cruz, Venezuela, Apartado 4087	Tel. MGO 86-350
Sweetwater, Texas, Hillcrest Apt. #13	Tel. BE 4-4124		
Wichita Falls, Texas, Box 2039	Tel. 723-7371		

Parkersburg *OK*

PARKERSBURG CHAIN DRIVEN UNITS ARE GUARANTEED 5 YEARS

You will not spend one cent on repair parts for a Parkersburg Chain Type Pumping Unit for five years. If any part should require replacement within five years from date of purchase, except due to overload or abuse, Parkersburg will furnish a new part at no cost to you.

This revolutionary guarantee is made because of the remarkably low maintenance expense on thousands of Parkersburg Chain Drive Units which are

still operating economically after 10 to 28 years of service. The dependability, efficiency and low maintenance expense of Parkersburg Chain Driven Units extend far beyond the guarantee period.

The printed guarantee is presented to the purchaser of each Parkersburg Chain Driven Pumping Unit. No other chain driven unit and no gear driven unit, to our knowledge, carries a five-year guarantee.

PARKERSBURG

5 - YEAR GUARANTEE ON CHAIN REDUCER TYPE PUMPING UNITS

Parkersburg guarantees every Parkersburg Chain Reducer Type Pumping Unit for five years:

1. When used on wells that do not exceed the rated capacity of the unit.
2. When installed, adjusted and operated according to our instructions.

In the event the pumping unit is moved from the original well location, this guarantee remains in effect provided the user notifies the Parkersburg representative and receives from Parkersburg written acceptance of the changed installation.

Subject to the above conditions, Parkersburg will replace for a period of five (5) years from date of sale, any part which proves defective in material, workmanship or fails in service. Replacement, as used in this guarantee, means furnishing parts, freight prepaid*, within the guarantee period. This guarantee does not include labor for installing any parts, nor does it include replacement of belts, wire line assembly or lubricating oil. This guarantee does not include loss of oil production, waiting time or other damages, direct or remote.

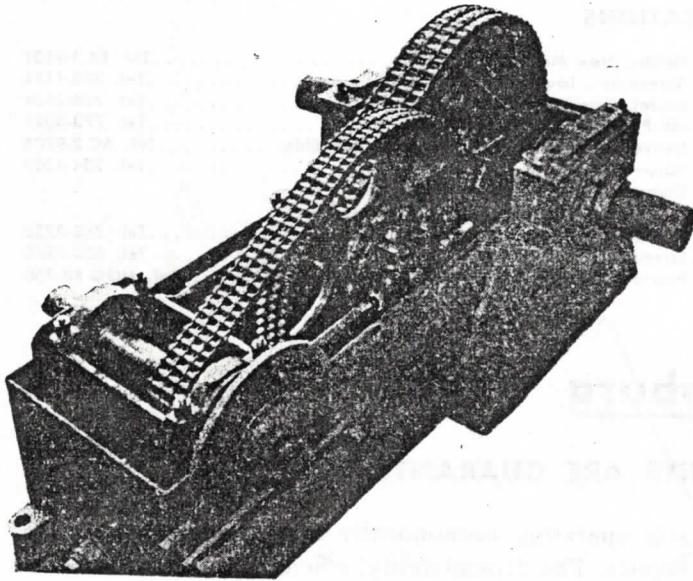
We do not authorize any person or representative to make any other guarantee or to assume for us any liability in connection with the sale of Parkersburg Chain Reducer Type Pumping Units other than those contained herein. Any agreements outside of, or contradictory to the foregoing, shall be void and of no effect.

*For pumping units outside the United States,
replacement parts will be furnished f.o.b. shipside.

PARKERSBURG

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PARKERSBURG FLEX-POWER CHAIN-DRIVEN PUMPING UNITS



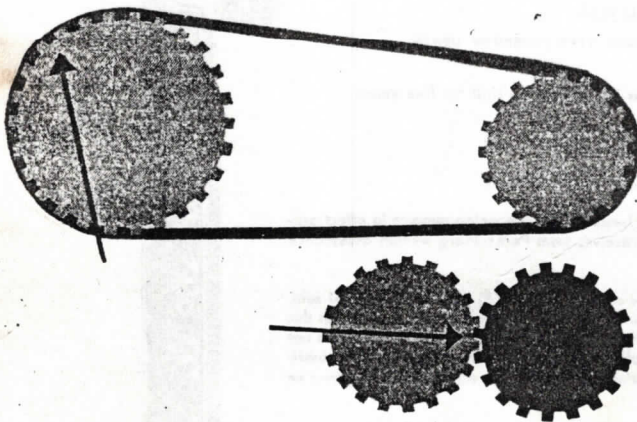
Chain reducer with cover removed

Parkersburg Flex-Power Chain Driven Pumping Units are in use throughout the world and many have performed over 27 years with very low operating cost and minimum maintenance. Among their advantages are the following:

- Long life
- Lower power cost
- Less repair expense
- Less down-time for repairs
- Chain adjustment for wear

Operators using both chain and gear type pumping units report many money-saving advantages for chain type units. A survey of operators having both types of units (455 chain and 345 gear units) showed the following:

- 98% said no failure with chain reducers, 7% said no failures with gear reducers.
- Average down-time for repairs — chain reducers 1 or 2 days, gear reducers 5 to 7 days.
- Average repair cost — chain reducer \$225, gear reducer \$705.
- Electric power cost — 30% to 40% less with chain type units in two South Dakota fields.



Power is applied smoother in the chain drive because more teeth share the load

CHAIN REDUCER

In the Parkersburg Flex-Power Chain Reducer, the "wrap around" principle distributes the load among many teeth compared to only one or two

Parkersburg

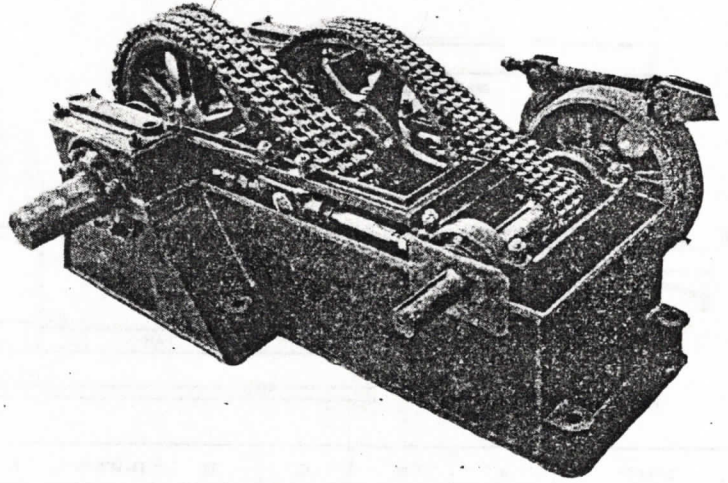
PUMPING UNITS

in contact in a gear transmission. Precision manufacture and advanced techniques in case-hardening and heat treatment provide chains and sprockets with strength, toughness and wear resistance. All chains are multi-strand, heavy duty, with extra heavy side plates. Each component of the chain is made of material and heat treated in the manner best suited to its function. Sprocket teeth are precision machined and flame hardened. Low speed sprockets are cast iron while pinion sprockets and shafts are alloy steel.

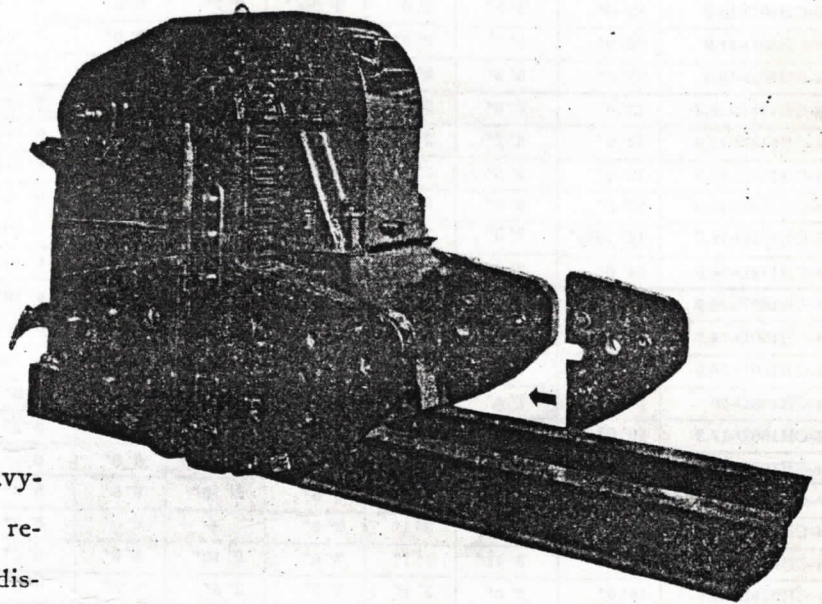
Chains for pumping units are conservatively rated at one-twelfth of their breaking strength. The resulting low working stress gives the chain reducer long life without chain breakage.

Tapered roller bearings or bushings are used on all shafts in the Parkersburg Chain Reducer. An ample supply of oil is provided for individual chain rollers and for bearings at all speeds by chains dipping in the oil reservoir, and by troughs leading to all bearings. A light weight oil assures penetration to all bearing surfaces in all climates. This light weight oil reduces friction and thereby reduces power costs, especially in cold weather. Cold weather starting is much easier, also.

The chain reducer is housed in a rigid, heavy-duty welded steel case. The cover is easily removable by loosening only a few bolts. The distance between shaft centers may be easily adjusted on location, to take up slack caused by chain and sprocket wear, should that ever become necessary. This feature is not present in gear transmissions which have no take-up for wear.

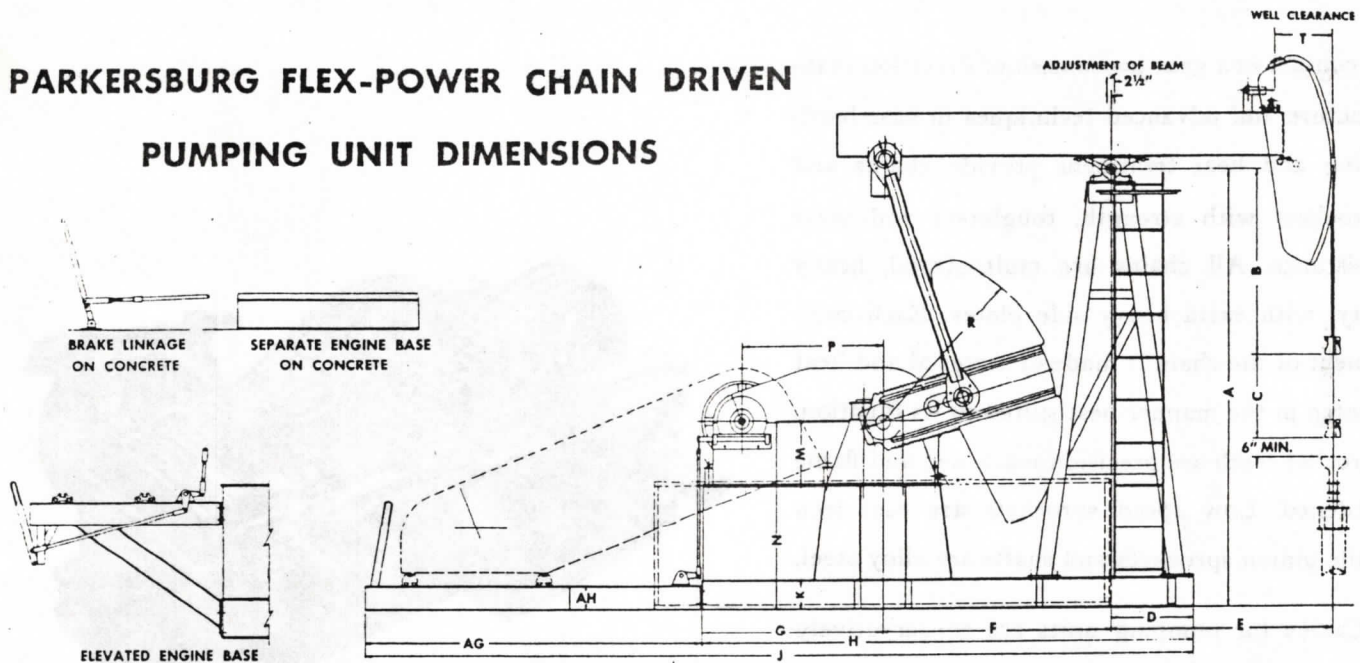


CH 228. Chain reduction unit



Chain reducer showing adjustable crank weights and removable auxiliary weights

PARKERSBURG FLEX-POWER CHAIN DRIVEN PUMPING UNIT DIMENSIONS



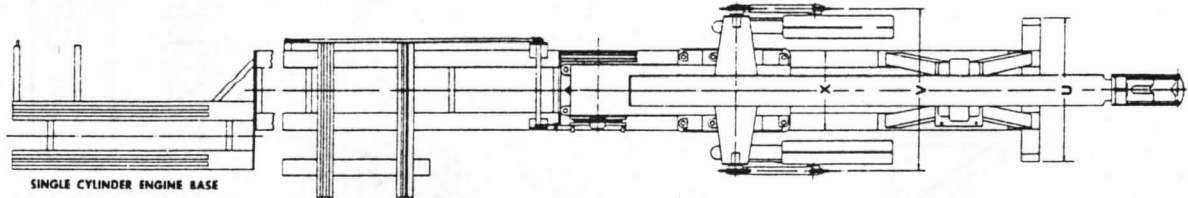
UNIT*	A	B	C	D	D(WB5)	E	F	G	G(WB5)	H	H(WB5)	J
42-CH57DL-7.6	10' 0"	4' 1"	21"	20 3/4"	2' 0"	4' 6"	4' 7"	3' 11"	—	10' 2 3/4"	—	15' 4 3/4"
42-CH57DL-8.9	10' 0"	4' 1"	21"	20 3/4"	2' 0"	4' 6"	4' 7"	3' 11"	—	10' 2 3/4"	—	15' 4 3/4"
42-CH57DL-10.9	10' 0"	4' 1"	21"	20 3/4"	2' 0"	5' 3"	5' 4"	3' 11"	—	10' 11 3/4"	—	17' 3 3/4"
48CH57DL-9.5	10' 0"	4' 11"	2' 0"	20 3/4"	2' 0"	5' 3"	5' 4"	3' 11"	—	10' 11 3/4"	—	17' 3 3/4"
48CH57DL-10.9	11' 0"	4' 11"	2' 0"	20 3/4"	2' 0"	5' 3"	5' 4"	3' 11"	—	10' 11 3/4"	—	17' 3 3/4"
42-CH80D-10.9	10' 0"	4' 1"	21"	20 3/4"	+	5' 3"	5' 4"	4' 10 1/2"	—	11' 11 1/4"	—	+
48-CH80D-9.5	11' 0"	4' 11"	2' 0"	20 3/4"	2' 0"	5' 3"	5' 4"	4' 10 1/2"	—	11' 11 1/4"	—	16' 11 1/4"
48-CH80D-10.9	11' 0"	4' 11"	2' 0"	20 3/4"	2' 0"	5' 3"	5' 4"	4' 10 1/2"	—	11' 11 1/4"	—	16' 11 1/4"
48-CH80D-13.3	12' 0"	5' 5"	2' 0"	2' 0 3/4"	2' 7"	6' 0"	6' 1 1/2"	4' 10 1/2"	—	13' 0 3/4"	—	19' 5 1/4"
54-CH80D-11.9	12' 0"	5' 2"	2' 3"	2' 0 3/4"	2' 7"	6' 0"	6' 1 1/2"	4' 10 1/2"	—	13' 0 3/4"	—	18' 10 3/4"
54-CH80D-13.3	12' 0"	5' 5"	2' 3"	2' 0 3/4"	2' 7"	6' 0"	6' 1 1/2"	4' 10 1/2"	—	13' 0 3/4"	—	18' 10 3/4"
48-CH114D-13.3	12' 0"	5' 5"	2' 0"	2' 0 3/4"	+	6' 0"	6' 1 1/2"	5' 1"	—	13' 3 3/4"	—	19' 6 3/4"
54-CH114D-11.9	12' 0"	5' 2"	2' 3"	2' 0 3/4"	2' 4"	6' 0"	6' 1 1/2"	5' 1"	—	13' 3 3/4"	—	19' 6 3/4"
54-CH114D-13.3	12' 10"	5' 5"	2' 3"	2' 0 3/4"	2' 4"	6' 0"	6' 1 1/2"	5' 1"	—	13' 3 3/4"	—	19' 6 3/4"
54-CH114D-16.9	12' 0"	6' 0"	2' 3"	2' 6 3/4"	3' 11"	6' 9"	6' 10 1/2"	5' 1"	—	13' 11 1/4"	—	20' 9 1/4"
64-CH114D-14.3	13' 10 1/2"	7' 3"	2' 8"	2' 6 3/4"	2' 10"	6' 9"	6' 10 1/2"	5' 1"	—	14' 6 3/4"	—	19' 6 3/4"
64-CH114D-16.9	14' 0"	7' 3"	2' 8"	2' 6 3/4"	2' 10"	6' 9"	6' 10 1/2"	5' 1"	—	13' 11 1/4"	—	19' 6 3/4"
54-CH160D-16.9	12' 10"	6' 0"	2' 3"	2' 6 3/4"	+	6' 9"	6' 10 1/2"	5' 8 1/2"	—	15' 1 3/4"	—	+
64-CH160D-14.3	13' 10 1/2"	7' 3"	2' 8"	2' 6 3/4"	2' 10 1/2"	6' 9"	6' 10 1/2"	5' 8 1/2"	—	15' 1 3/4"	—	20' 0 3/4"
64-CH160D-16.9	14' 0"	7' 3"	2' 8"	2' 6 3/4"	2' 10 1/2"	6' 9"	6' 10 1/2"	5' 8 1/2"	—	15' 1 3/4"	—	20' 5 3/4"
64-CH160D-20	14' 0"	7' 4"	2' 8"	2' 6"	2' 11 3/8"	8' 0"	8' 2"	5' 8 1/2"	—	16' 4 1/2"	—	22' 10 1/2"
74-CH160D-17.3	16' 0"	7' 4"	3' 1"	2' 6"	2' 11 3/4"	8' 0"	8' 2"	5' 8 1/2"	—	16' 4 1/2"	—	22' 10 1/2"
74-CH160D-20	16' 0"	7' 4"	3' 1"	2' 6"	2' 11 3/4"	8' 0"	8' 2"	5' 8 1/2"	—	16' 4 1/2"	—	22' 10 1/2"
64-CH228D-20	14' 0"	7' 4"	2' 8"	2' 6"	2' 10"	8' 0"	8' 2"	5' 9 1/2"	—	16' 5 1/2"	—	+
74-CH228D-17.3	16' 0"	8' 11"	3' 1"	2' 6"	+	8' 0"	8' 2"	5' 9 1/2"	—	16' 5 1/2"	—	22' 5 1/2"
74-CH228D-20	16' 0"	8' 11"	3' 1"	2' 6"	2' 10"	8' 0"	8' 2"	5' 9 1/2"	—	16' 5 1/2"	—	22' 5 1/2"
74-CH228D-24.6	16' 0"	8' 5"	3' 1"	2' 5"	2' 5"	9' 3"	9' 5"	5' 9 1/2"	—	17' 2 5/8"	—	—
86-CH228D-21.2	18' 0"	9' 11"	3' 7"	2' 0 3/8"	+	9' 3"	9' 5"	5' 9 1/2"	—	17' 2 5/8"	—	23' 6 5/8"
86-CH228D-24.6	18' 0"	9' 11"	3' 7"	2' 0 3/8"	+	9' 3"	9' 5"	5' 9 1/2"	—	17' 2 5/8"	—	24' 4 5/8"
100-CH320DL-25.6	20' 2"	11' 6"	4' 2"	3' 4 5/8"	3' 8 1/2"	10' 9"	10' 11 1/2"	7' 10"	—	22' 2 3/8"	—	30' 2 3/8"
120-CH320DL-21.3	20' 2"	9' 9"	5' 0"	+	3' 8 1/2"	12' 11"	10' 11 1/2"	+	—	+	—	+
120-CH320DL-25.6	20' 2"	9' 9"	5' 0"	3' 4 5/8"	+	12' 11"	10' 11 1/2"	7' 10"	—	22' 2 3/8"	—	30' 2 3/8"
144-CH456DL-30.4	23' 6"	13' 0"	6' 0"	4' 5 3/8"	+	15' 0"	12' 10"	7' 10"	—	25' 1 1/8"	—	+

* Available in B5, EB5, WB5 Units.

+ Information available on request.

— Dimension not applicable.

PARKERSBURG FLEX-POWER CHAIN DRIVEN PUMPING UNIT DIMENSIONS



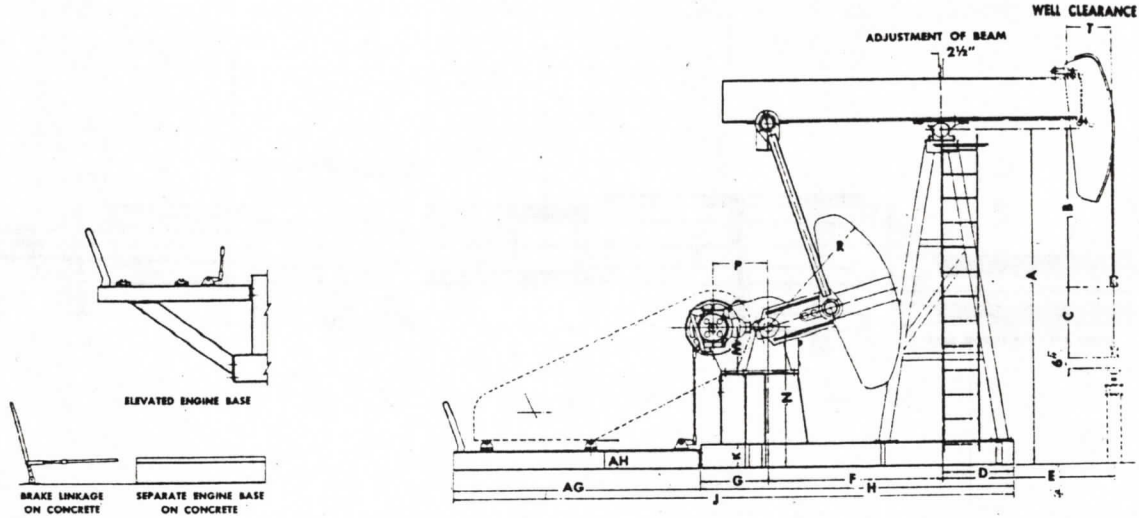
J(WB5)	K	M	N	P	R	T	U	U(WB)	V	X	AG	AG(WB5)	AH
18' 7"	8"	13 $\frac{3}{8}$ "	4' 2"	2' 11 $\frac{1}{2}$ "	4' 0 $\frac{1}{2}$ "	19"	3' 0"	5' 3 $\frac{1}{2}$ "	4' 6 $\frac{3}{8}$ "	23"	5' 2"	—	8"
18' 7"	8"	13 $\frac{3}{8}$ "	4' 2"	2' 11 $\frac{1}{2}$ "	4' 0 $\frac{1}{2}$ "	19"	3' 0"	5' 3 $\frac{1}{2}$ "	4' 6 $\frac{3}{8}$ "	23"	5' 2"	—	8"
19' 4"	8"	13 $\frac{3}{8}$ "	4' 2"	2' 11 $\frac{1}{2}$ "	4' 1 $\frac{1}{8}$ "	18"	3' 0"	5' 3 $\frac{1}{2}$ "	4' 6 $\frac{1}{4}$ "	23"	6' 4"	—	8"
19' 4"	8"	13 $\frac{3}{8}$ "	4' 11"	2' 11 $\frac{1}{2}$ "	4' 10"	18"	3' 0"	5' 3 $\frac{1}{2}$ "	4' 3 $\frac{3}{8}$ "	23"	6' 4"	—	8"
19' 4"	8"	13 $\frac{3}{8}$ "	4' 11"	2' 11 $\frac{1}{2}$ "	4' 10"	18"	3' 0"	5' 3 $\frac{1}{2}$ "	4' 3 $\frac{3}{8}$ "	23"	6' 4"	—	8"
+	8"	20 $\frac{3}{8}$ "	4' 2"	3' 10 $\frac{5}{16}$ "	4' 1 $\frac{1}{8}$ "	18"	3' 0"	+	4' 10"	23"	+	—	+
19' 4"	8"	20 $\frac{3}{8}$ "	4' 11"	3' 10 $\frac{5}{16}$ "	4' 10"	19"	3' 0"	5' 6"	4' 6 $\frac{7}{8}$ "	23"	5' 0"	—	8"
19' 4"	8"	20 $\frac{3}{8}$ "	4' 11"	3' 10 $\frac{5}{16}$ "	4' 10"	19"	3' 0"	5' 6"	4' 7"	23"	5' 0"	—	8"
20' 5 $\frac{1}{2}$ "	12"	20 $\frac{3}{8}$ "	5' 3"	3' 10 $\frac{5}{16}$ "	4' 10"	18"	3' 8"	5' 6"	4' 7 $\frac{1}{2}$ "	2' 2 $\frac{1}{2}$ "	6' 4 $\frac{1}{2}$ "	—	8"
20' 5 $\frac{1}{2}$ "	12"	20 $\frac{3}{8}$ "	5' 3"	3' 10 $\frac{5}{16}$ "	5' 2 $\frac{3}{8}$ "	18"	3' 8"	5' 6"	4' 7"	2' 2 $\frac{1}{2}$ "	5' 10"	—	8"
20' 5 $\frac{1}{2}$ "	12"	20 $\frac{3}{8}$ "	5' 3"	3' 10 $\frac{5}{16}$ "	5' 2 $\frac{3}{8}$ "	18"	3' 8"	5' 6"	4' 7 $\frac{1}{2}$ "	2' 2 $\frac{1}{2}$ "	5' 10"	—	8"
+	12"	20 $\frac{3}{8}$ "	5' 3"	4' 0 $\frac{3}{8}$ "	5' 0 $\frac{3}{8}$ "	18"	3' 8"	+	5' 0 $\frac{3}{8}$ "	2' 2 $\frac{1}{2}$ "	6' 3"	—	8"
21' 0"	12"	20 $\frac{3}{8}$ "	5' 3"	4' 0 $\frac{3}{8}$ "	5' 2 $\frac{3}{8}$ "	18"	3' 8"	6' 0"	5' 0 $\frac{1}{8}$ "	2' 2 $\frac{1}{2}$ "	6' 3"	—	8"
21' 0"	12"	20 $\frac{3}{8}$ "	5' 3"	4' 0 $\frac{3}{8}$ "	5' 2 $\frac{3}{8}$ "	18"	3' 8"	6' 0"	5' 0 $\frac{3}{8}$ "	2' 2 $\frac{1}{2}$ "	6' 3"	—	8"
23' 4"	12"	20 $\frac{3}{8}$ "	5' 3"	4' 0 $\frac{3}{8}$ "	5' 2 $\frac{3}{8}$ "	23"	3' 8"	6' 0"	5' 0 $\frac{3}{8}$ "	2' 2 $\frac{1}{2}$ "	6' 3"	—	8"
23' 4"	12"	20 $\frac{3}{8}$ "	5' 11"	4' 0 $\frac{3}{8}$ "	5' 9 $\frac{3}{4}$ "	23"	3' 8"	6' 0"	5' 0 $\frac{3}{8}$ "	2' 2 $\frac{1}{2}$ "	5' 0"	—	8"
24' 3"	12"	20 $\frac{3}{8}$ "	5' 11"	4' 0 $\frac{3}{8}$ "	5' 9 $\frac{3}{4}$ "	23"	3' 8"	6' 0"	5' 0 $\frac{3}{8}$ "	2' 2 $\frac{1}{2}$ "	5' 0"	—	8"
+	12"	2' 0 $\frac{3}{8}$ "	5' 3"	4' 5 $\frac{1}{2}$ "	5' 2 $\frac{3}{8}$ "	18"	3' 8"	+	5' 6 $\frac{3}{8}$ "	2' 10"	+	—	+
25' 7"	12"	2' 0 $\frac{3}{8}$ "	5' 11"	4' 5 $\frac{1}{2}$ "	5' 9 $\frac{3}{4}$ "	23"	3' 8"	6' 4"	5' 6 $\frac{1}{2}$ "	2' 10"	+	—	+
24' 9"	12"	2' 0 $\frac{3}{8}$ "	5' 11"	4' 5 $\frac{1}{2}$ "	5' 9 $\frac{3}{4}$ "	23"	3' 8"	6' 4"	5' 6 $\frac{3}{8}$ "	2' 10"	5' 4"	—	8"
25' 1 $\frac{3}{8}$ "	13 $\frac{3}{8}$ "	2' 0 $\frac{3}{8}$ "	5' 11"	4' 5 $\frac{1}{2}$ "	5' 9 $\frac{3}{4}$ "	23"	4' 8"	6' 2"	5' 6 $\frac{3}{8}$ "	2' 10"	6' 6"	—	8"
25' 1"	13 $\frac{3}{8}$ "	2' 0 $\frac{3}{8}$ "	6' 7"	4' 5 $\frac{1}{2}$ "	6' 6 $\frac{1}{8}$ "	23"	4' 8"	6' 2"	5' 6 $\frac{3}{8}$ "	2' 10"	6' 6"	—	8"
25' 1"	13 $\frac{3}{8}$ "	2' 0 $\frac{3}{8}$ "	6' 7"	4' 5 $\frac{1}{2}$ "	6' 6 $\frac{1}{8}$ "	23"	4' 8"	6' 2"	5' 6 $\frac{3}{8}$ "	2' 10"	6' 6"	—	8"
24' 8"	13 $\frac{3}{8}$ "	20 $\frac{3}{8}$ "	5' 11"	4' 5 $\frac{3}{4}$ "	5' 9 $\frac{3}{4}$ "	23"	4' 8"	7' 2"	6' 3 $\frac{3}{8}$ "	2' 10"	+	—	+
+	13 $\frac{3}{8}$ "	20 $\frac{3}{8}$ "	6' 7"	4' 5 $\frac{3}{4}$ "	6' 6 $\frac{1}{8}$ "	18"	4' 8"	+	6' 3 $\frac{3}{8}$ "	2' 10"	6' 0"	—	8"
28' 0"	13 $\frac{3}{8}$ "	20 $\frac{3}{8}$ "	6' 7"	4' 5 $\frac{3}{4}$ "	6' 6 $\frac{1}{8}$ "	18"	4' 8"	7' 2"	6' 3 $\frac{3}{8}$ "	2' 10"	6' 0"	—	8"
28' 10"	13 $\frac{3}{8}$ "	20 $\frac{3}{8}$ "	6' 7"	4' 5 $\frac{3}{4}$ "	6' 6 $\frac{1}{8}$ "	18"	7' 2"	7' 2"	6' 4 $\frac{1}{8}$ "	2' 10"	+	—	+
+	13 $\frac{3}{8}$ "	20 $\frac{3}{8}$ "	7' 2"	4' 5 $\frac{3}{4}$ "	7' 0 $\frac{1}{2}$ "	18"	5' 4"	+	6' 3 $\frac{3}{8}$ "	2' 10"	6' 4"	—	8"
+	13 $\frac{3}{8}$ "	20 $\frac{3}{8}$ "	7' 2"	4' 5 $\frac{3}{4}$ "	7' 0 $\frac{1}{2}$ "	18"	5' 4"	+	6' 4 $\frac{1}{8}$ "	2' 10"	7' 2"	—	8"
32' 4"	13 $\frac{3}{8}$ "	2' 6 $\frac{1}{2}$ "	7' 8"	6' 1 $\frac{7}{8}$ "	7' 6"	18"	5' 8"	7' 6"	6' 11"	3' 3"	8' 0"	—	8"
32' 4"	13 $\frac{3}{8}$ "	2' 6 $\frac{1}{2}$ "	7' 8"	6' 1 $\frac{7}{8}$ "	7' 0 $\frac{1}{2}$ "	2' 7"	+	7' 6"	6' 11"	3' 3"	+	—	+
+	13 $\frac{3}{8}$ "	2' 6 $\frac{1}{2}$ "	7' 8"	6' 1 $\frac{7}{8}$ "	7' 6"	18"	5' 8"	+	6' 11 $\frac{3}{8}$ "	3' 3"	8' 0"	—	8"
+	13 $\frac{3}{8}$ "	2' 6 $\frac{1}{2}$ "	8' 6"	6' 1 $\frac{1}{2}$ "	8' 4"	2' 6"	6' 0"	+	7' 1 $\frac{3}{4}$ "	3' 3"	+	—	+

* Available in B5, EB5, WB5 Units.

+ Information available on request.

— Dimension not applicable.

PARKERSBURG GEAR DRIVEN PUMPING UNIT DIMENSIONS



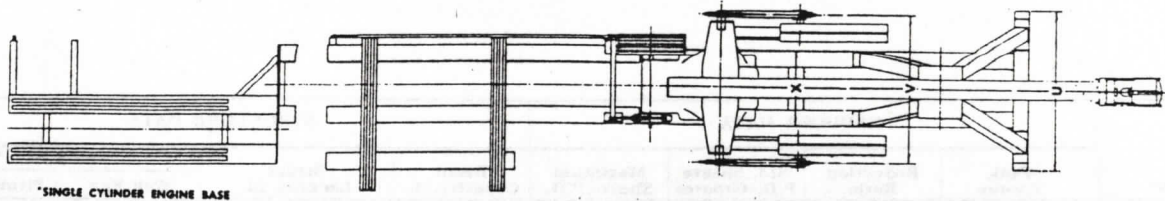
Unit	A	B	C	D	D(WB5)	E	F	G	G(WB5)	H	H(WB5)	J
42-G57D-7.6	10' 0"	4' 1"	21"	17 1/8"	+	4' 6"	4' 7"	2' 3 1/2"	—	8' 3 5/8"	—	14' 4 5/8"
42-G57D-8.9	10' 0"	4' 1"	21"	17 1/8"	+	4' 6"	4' 7"	2' 3 1/2"	—	8' 3 5/8"	—	14' 4 5/8"
42-G57D-10.9	10' 0"	4' 1"	21"	20 3/4"	+	5' 3"	5' 4"	2' 4"	—	9' 4 5/8"	—	16' 2 3/4"
48-G57D-9.5	11' 0"	4' 11"	2' 0"	20 3/4"	+	5' 3"	5' 4"	2' 4"	—	9' 4 5/8"	—	16' 2 3/4"
48-G57D-10.9	11' 0"	4' 11"	2' 0"	20 3/4"	+	5' 3"	5' 4"	2' 4"	—	9' 4 5/8"	—	16' 2 3/4"
42-G80D-10.9	10' 0"	4' 1"	21"	20 3/4"	2' 0"	5' 3"	5' 4"	2' 4"	—	9' 4 5/8"	—	16' 2 3/4"
48-G80D-9.5	11' 0"	4' 11"	2' 0"	20 3/4"	2' 0"	5' 3"	5' 4"	2' 4"	—	9' 4 5/8"	—	16' 2 3/4"
48-G80D-10.9	11' 0"	4' 11"	2' 0"	20 3/4"	2' 0"	5' 3"	5' 4"	2' 4"	—	9' 4 5/8"	—	16' 2 3/4"
48-G80D-13.3	12' 0"	5' 5"	2' 0"	2' 0 3/8"	2' 4"	6' 0"	6' 1 1/2"	2' 6 1/2"	—	10' 8 5/8"	—	15' 10 1/2"
54-G80D-11.9	12' 0"	5' 2"	2' 3"	2' 0 3/8"	2' 4"	6' 0"	6' 1 1/2"	2' 6 1/2"	—	10' 8 5/8"	—	15' 10 1/2"
54-G80D-13.3	12' 0"	5' 5"	2' 3"	2' 0 3/8"	+	6' 0"	6' 1 1/2"	2' 6 1/2"	—	10' 8 5/8"	—	15' 10 1/2"
48-G114D-13.3	12' 0"	5' 10"	2' 0"	2' 0 3/8"	2' 4"	6' 0"	6' 1 1/2"	2' 6 1/2"	—	10' 8 5/8"	—	+
54-G114D-11.9	12' 0"	5' 2"	2' 3"	2' 0 3/8"	2' 4"	6' 0"	6' 1 1/2"	2' 6 1/2"	—	10' 8 5/8"	—	15' 10 3/4"
54-G114D-13.3	12' 0"	5' 5"	2' 3"	2' 0 3/8"	2' 4"	6' 0"	6' 1 1/2"	2' 6 1/2"	—	10' 8 5/8"	—	15' 10 3/4"
54-G114D-16.9	12' 0"	6' 0"	2' 3"	2' 6 3/8"	2' 10"	6' 9"	6' 10 1/2"	2' 6 3/8"	—	11' 11 3/4"	—	+
64-G114D-14.3	13' 10 1/2"	7' 3"	2' 8"	2' 6 3/8"	2' 10"	6' 9"	6' 10 1/2"	2' 6 3/8"	—	11' 11 3/4"	—	17' 1 3/4"
64-G114D-16.9	14' 0"	7' 3"	2' 8"	2' 6 3/8"	2' 10"	6' 9"	6' 10 1/2"	2' 6 3/8"	—	11' 11 3/4"	—	17' 1 3/4"
54-G160D-16.9	12' 0"	6' 0"	2' 3"	2' 6 3/8"	+	6' 9"	6' 10 1/2"	2' 6 3/8"	—	11' 11 3/4"	—	+
64-G160D-14.3	13' 10 1/2"	7' 3"	2' 8"	2' 6 3/8"	2' 10"	6' 9"	6' 10 1/2"	2' 6 3/8"	—	11' 11 3/4"	—	17' 1 3/4"
64-G160D-16.9	14' 0"	7' 3"	2' 8"	2' 6 3/8"	2' 10"	6' 9"	6' 10 1/2"	2' 6 3/8"	—	11' 11 3/4"	—	17' 1 3/4"
64-G160D-20	14' 0"	7' 4"	2' 8"	2' 8 3/8"	+	8' 0"	8' 1 1/2"	2' 6 3/8"	—	13' 4 3/8"	—	18' 6 7/8"
74-G160D-17.3	16' 0"	8' 11"	3' 1"	2' 8 3/8"	3' 1 1/4"	8' 0"	8' 1 1/2"	2' 6 3/8"	—	13' 4 3/8"	—	19' 4 3/8"
74-G160D-20	16' 0"	8' 11"	3' 1"	2' 8 3/8"	+	8' 0"	8' 1 1/2"	2' 6 3/8"	—	13' 4 3/8"	—	+
64-G228D-20	14' 0"	7' 4"	2' 8"	2' 6"	+	8' 0"	8' 2"	3' 3 3/8"	—	13' 11 3/8"	—	+
74-G228D-17.3	16' 0"	8' 11"	3' 1"	2' 6"	+	8' 0"	8' 2"	3' 3 3/8"	—	13' 11 3/8"	—	20' 0 7/8"
74-G228D-20	16' 0"	8' 11"	3' 1"	2' 6"	+	8' 0"	8' 2"	3' 3 3/8"	—	13' 11 3/8"	—	20' 0 7/8"
74-G228D-24.6	16' 0"	8' 5"	3' 1"	2' 0 1/8"	+	9' 3"	9' 5"	3' 3 3/8"	—	14' 8 3/8"	—	20' 7 3/8"
86-G228D-21.2	18' 0"	9' 11"	3' 7"	2' 0 1/8"	+	9' 3"	9' 5"	3' 3 3/8"	—	14' 8 3/8"	—	20' 9 1/2"
86-G228D-24.6	18' 0"	9' 11"	3' 7"	2' 0 1/8"	+	9' 3"	9' 5"	3' 3 3/8"	—	14' 8 3/8"	—	21' 3 1/2"
74-G320DL-24.6	16' 0"	8' 5"	3' 1"	2' 0 1/8"	+	9' 3"	9' 5"	3' 3 3/8"	—	14' 8 3/8"	—	22' 4"
86-G320DL-21.2	18' 0"	9' 11"	3' 11"	2' 0 1/8"	+	9' 3"	9' 5"	3' 3 3/8"	—	14' 8 3/8"	—	24' 10 1/2"
86-G320DL-24.6	18' 0"	9' 11"	3' 7"	2' 0 1/8"	+	9' 3"	9' 5"	3' 3 3/8"	—	14' 8 3/8"	—	24' 10 1/2"
86-G320DL-29.8	18' 0"	9' 11"	3' 7"	3' 4 5/8"	+	10' 9"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	24' 1 5/8"
100-G320DL-25.6	20' 2"	11' 6"	4' 2"	3' 4 5/8"	3' 6 1/2"	10' 9"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	27' 7 5/8"
100-G320DL-29.8	20' 2"	11' 6"	4' 2"	3' 4 5/8"	+	10' 9"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	+
120-G320DL-21.3	20' 2"	9' 9"	5' 0"	3' 4 5/8"	+	12' 11"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	27' 7 5/8"
120-G320DL-25.6	20' 2"	9' 9"	5' 0"	3' 4 5/8"	+	12' 11"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	24' 3 3/8"
86-G456DNL-29.8	18' 0"	9' 11"	3' 7"	3' 4 5/8"	+	10' 9"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	+
100-G456DNL-25.6	20' 2"	11' 6"	4' 2"	3' 4 5/8"	+	10' 9"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	+
100-G456DNL-29.8	20' 2"	11' 6"	4' 2"	3' 4 5/8"	+	10' 9"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	+
100-G456DNL-36.5	20' 2"	11' 5"	4' 2"	4' 5 5/8"	+	12' 6"	12' 10"	3' 9"	—	21' 0 1/8"	—	+
120-G456DNL-21.3	20' 2"	9' 9"	5' 0"	3' 4 5/8"	+	12' 11"	10' 11 1/2"	3' 9 1/2"	—	18' 1 5/8"	—	+
120-G456DNL-25.6	23' 6"	14' 0"	5' 0"	4' 5 1/2"	+	12' 6"	12' 10"	3' 9"	—	21' 0 1/8"	—	+
120-G456DNL-30.4	23' 5 1/2"	14' 0"	5' 0"	4' 5 1/2"	+	12' 6"	12' 10"	3' 9"	—	21' 0 1/8"	—	+
120-G456DNL-36.5	23' 6"	14' 0"	5' 0"	4' 5 1/2"	+	12' 6"	12' 10"	3' 9"	—	21' 0 1/8"	—	+
144-G456DNL-25.3	23' 5 1/2"	13' 0"	6' 0"	4' 5 1/2"	+	15' 0"	12' 10"	3' 9"	—	21' 0 1/8"	—	30' 6 1/2"
144-G456DNL-30.4	23' 6"	13' 0"	6' 0"	4' 5 1/2"	+	15' 0"	12' 10"	3' 9"	—	21' 0 1/8"	—	+
120-G640DL-30.4	23' 5 1/2"	14' 0"	5' 0"	4' 5 1/2"	+	12' 6"	12' 10"	5' 0"	—	22' 3 1/2"	—	+
120-G640DL-36.5	23' 6"	14' 0"	5' 0"	4' 5 1/2"	+	12' 6"	12' 10"	5' 0"	—	22' 3 1/2"	—	+
144-G640DL-25.3	23' 5 1/2"	13' 0"	6' 0"	4' 5 1/2"	+	15' 0"	12' 10"	5' 0"	—	22' 3 1/2"	—	+
144-G640DL-30.4	23' 6"	13' 0"	6' 0"	4' 5 1/2"	+	15' 0"	12' 10"	5' 0"	—	22' 3 1/2"	—	29' 11 1/2"
168-G640DL-30.4	23' 6"	13' 0"	6' 0"	4' 5 1/2"	+	17' 6"	12' 10"	5' 0"	—	22' 3 1/2"	—	29' 11 1/2"

+ Information available on request.

— Dimension not applicable.

PARKERSBURG GEAR DRIVEN

DIMENSIONS PUMPING UNIT



J(WB5)	K	M	N	P	R	T	U	U(WB5)	V	X	AG	AG(WB5)	AH
+	8"	16 1/2"	4' 2"	17.308"	4' 1 1/2"	19"	3' 0"	+	4' 0 3/4"	19 1/2"	6' 1"	—	8"
+	8"	16 1/2"	4' 2"	17.308"	4' 1 1/2"	19"	3' 0"	+	4' 0 1/2"	19 1/2"	6' 1"	—	8"
+	8"	19"	4' 2"	17.308"	4' 0 1/2"	18"	3' 0"	+	4' 0 3/4"	23"	6' 10"	—	8"
+	8"	16 1/2"	4' 11"	17.308"	4' 10"	19"	3' 0"	+	3' 9 1/2"	23"	6' 10"	—	8"
+	8"	16 1/2"	4' 11"	17.308"	4' 10"	19"	3' 0"	+	3' 9 3/4"	23"	6' 10"	—	8"
18' 6"	8"	18"	4' 2"	20.000"	4' 0 1/2"	18"	3' 0"	5' 5"	4' 8 1/2"	23"	6' 10"	—	8"
18' 6"	8"	18"	4' 11"	20.000"	4' 10"	19"	3' 0"	5' 5"	4' 5"	23"	5' 2"	—	8"
18' 6"	8"	18"	4' 11"	20.000"	4' 10"	19"	3' 0"	5' 5"	4' 5 1/2"	23"	6' 10"	—	8"
21' 0"	12"	18"	5' 3"	20.000"	4' 10"	18"	3' 8"	6' 0"	4' 5 3/4"	2' 2 1/2"	5' 2"	—	8"
21' 0"	12"	18"	5' 3"	20.000"	5' 2 3/4"	18"	3' 8"	6' 0"	4' 5 1/2"	2' 2 1/2"	5' 2"	—	8"
+	12"	18"	5' 3"	20.000"	5' 2 3/4"	18"	3' 8"	+	4' 5 3/4"	2' 2 1/2"	5' 2"	—	8"
20' 0"	12"	20"	5' 3"	24.310"	4' 10"	18"	3' 8"	6' 0"	4' 10 1/4"	2' 2 1/2"	+	—	+
21' 0"	12"	20"	5' 3"	24.310"	5' 2 3/4"	18"	3' 8"	6' 0"	4' 9 3/4"	2' 2 1/2"	5' 2"	—	8"
21' 0"	12"	20"	5' 3"	24.310"	5' 2 3/4"	18"	3' 8"	6' 0"	4' 10 1/4"	2' 2 1/2"	5' 2"	—	8"
23' 4"	12"	20"	5' 3"	24.310"	5' 2 3/4"	23"	3' 8"	6' 0"	4' 10 1/4"	2' 2 1/2"	+	—	+
23' 4"	12"	20"	5' 11"	24.310"	5' 9 3/4"	23"	3' 8"	6' 0"	4' 10 1/4"	2' 2 1/2"	5' 2"	—	8"
23' 4"	12"	20"	5' 11"	24.310"	5' 9 3/4"	23"	4' 0"	6' 0"	4' 10 1/4"	2' 2 1/2"	5' 2"	—	8"
+	12"	20"	5' 3"	26.167"	5' 2 3/4"	23"	4' 0"	+	5' 0 1/2"	2' 2 1/2"	+	—	+
23' 4"	12"	20"	5' 11"	26.167"	5' 9 3/4"	23"	4' 0"	6' 0"	5' 0 1/2"	2' 2 1/2"	5' 2"	—	8"
23' 4"	12"	20"	5' 11"	26.167"	5' 9 3/4"	23"	4' 0"	6' 0"	5' 0 1/2"	2' 2 1/2"	5' 2"	—	8"
+	13 7/8"	20"	5' 11"	26.167"	5' 9 3/4"	23"	4' 8"	+	5' 0 1/2"	2' 3"	6' 0"	—	8"
24' 7"	13 7/8"	20"	6' 7"	26.167"	6' 6 1/2"	23"	4' 8"	6' 0"	5' 0 1/2"	2' 3"	+	—	+
+	13 7/8"	20"	6' 7"	26.167"	6' 6 1/2"	23"	4' 8"	+	5' 0 1/2"	2' 3"	+	—	+
+	13 7/8"	2' 2"	5' 11"	31.166"	5' 9 3/4"	23"	4' 8"	+	5' 7 1/2"	2' 10"	+	—	+
+	13 7/8"	2' 2"	6' 7"	31.166"	6' 6 1/2"	18"	4' 8"	+	5' 7 1/2"	2' 10"	6' 1"	—	8"
+	13 7/8"	2' 2"	6' 7"	31.166"	6' 6 1/2"	18"	4' 8"	+	5' 7 1/2"	2' 10"	6' 1"	—	8"
+	13 7/8"	2' 2"	6' 7"	31.166"	6' 6 1/2"	18"	5' 4"	+	5' 7 1/2"	2' 10"	6' 1"	—	8"
+	13 7/8"	2' 2"	7' 2"	31.166"	7' 0 1/2"	18"	5' 4"	+	5' 7 1/2"	2' 10"	6' 1"	—	8"
+	13 7/8"	2' 2"	7' 2"	31.166"	7' 0 1/2"	18"	5' 4"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	5' 11"	31.166"	5' 9 3/4"	23"	4' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	6' 7"	31.166"	6' 6 1/2"	18"	4' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	6' 7"	31.166"	6' 6 1/2"	18"	4' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	6' 7"	31.166"	6' 6 1/2"	18"	5' 4"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 2"	31.166"	7' 0 1/2"	18"	5' 4"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 2"	31.166"	7' 0 1/2"	18"	5' 4"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 2"	31.166"	7' 0 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 8"	31.166"	7' 6 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 8"	31.166"	7' 6 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 8"	31.166"	7' 6 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 8"	31.166"	7' 6 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 8"	31.166"	7' 6 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 2"	7' 8"	31.166"	7' 6 1/2"	18"	5' 8"	+	5' 7 1/2"	2' 10"	6' 7"	—	8"
+	13 7/8"	2' 4"	7' 2"	37.700"	7' 0 1/2"	18"	5' 8"	+	7' 2 3/4"	2' 10"	+	—	+
+	13 7/8"	2' 4"	7' 8"	37.700"	7' 6 1/2"	18"	5' 8"	+	7' 2 3/4"	2' 10"	+	—	+
+	13 7/8"	2' 4"	7' 8"	37.700"	7' 6 1/2"	18"	5' 8"	+	7' 2 3/4"	2' 10"	+	—	+
+	13 7/8"	2' 4"	7' 8"	37.700"	7' 6 1/2"	2' 6"	6' 8"	+	7' 2 3/4"	4' 0"	+	—	+
+	13 7/8"	2' 4"	7' 8"	37.700"	7' 0 1/2"	18"	5' 8"	+	7' 2 3/4"	2' 10"	+	—	+
+	13 7/8"	2' 4"	7' 8"	37.700"	7' 0 1/2"	18"	5' 8"	+	7' 2 3/4"	4' 0"	+	—	+
+	13 7/8"	2' 4"	8' 6"	37.700"	8' 4"	2' 6"	6' 8"	+	7' 2 3/4"	4' 0"	+	—	+
+	13 7/8"	2' 4"	8' 6"	37.700"	8' 4"	2' 6"	6' 8"	+	7' 2 3/4"	4' 0"	+	—	+
+	13 7/8"	2' 4"	8' 6"	37.700"	8' 4"	2' 6"	6' 8"	+	7' 2 3/4"	4' 0"	9' 6"	—	8"
+	13 7/8"	2' 4"	8' 6"	37.700"	8' 4"	2' 6"	6' 8"	+	7' 2 3/4"	4' 0"	+	—	+
+	13 7/8"	2' 4"	8' 6"	37.700"	8' 4"	2' 6"	6' 8"	+	7' 3"	4' 0"	+	—	+
+	13 7/8"	22"	8' 6"	41.100"	8' 4"	2' 6"	6' 8"	+	8' 1 1/2"	4' 0"	+	—	+
+	13 7/8"	22"	8' 6"	41.100"	8' 4"	2' 6"	6' 8"	+	8' 1 1/2"	4' 0"	+	—	+
+	13 7/8"	22"	8' 6"	41.100"	8' 4"	2' 6"	6' 8"	+	8' 1 1/2"	4' 0"	+	—	+
+	13 7/8"	22"	8' 6"	41.100"	8' 4"	2' 6"	6' 8"	+	8' 1 1/2"	4' 0"	7' 8"	—	8"
+	13 7/8"	22"	8' 6"	41.100"	8' 4"	2' 6"	6' 8"	+	8' 1 1/2"	4' 0"	7' 8"	—	8"

+ Information available on request.

— Dimension not applicable.

PARKERSBURG FLEX-POWER CHAIN DRIVEN

PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION*	REDUCER DATA				STRUCTURE DATA			
	Peak Torque	Reduction Ratio	Std. Sheave P.D.—Grooves	Maximum Sheave P.D.	Beam Capacity, lb.	Stroke Lengths, in.	Working Centers	
							Well End	Pitman End
Smaller than API57	Specifications available on request							
42-CH57DL-7.6	57,000	19.86:1	24"-2C	40"	7,600	26, 34, 42	4' 6"	4' 7"
42-CH57DL-8.9	57,000	19.86:1	24"-2C	40"	8,900	26, 34, 42	4' 6"	4' 7"
42-CH57DL-10.9	57,000	19.86:1	24"-2C	40"	10,900	26, 34, 42	5' 3"	5' 4"
48-CH57DL-9.5	57,000	19.86:1	24"-2C	40"	9,500	24, 36, 48	5' 3"	5' 4"
48-CH57DL-10.9	57,000	19.86:1	24"-2C	40"	10,900	24, 36, 48	5' 3"	5' 4"
42-CH80D-10.9	80,000	22.25:1	24"-3C	56"	10,900	26, 34, 42	5' 3"	5' 4"
48-CH80D-9.5	80,000	22.25:1	24"-3C	56"	9,500	24, 36, 48	5' 3"	5' 4"
48-CH80D-10.9	80,000	22.25:1	24"-3C	56"	10,900	24, 36, 48	5' 3"	5' 4"
48-CH80D-13.3	80,000	22.25:1	24"-3C	56"	13,300	24, 36, 48	6' 0"	6' 1½"
54-CH80D-11.9	80,000	22.25:1	24"-3C	56"	11,900	34, 44, 54	6' 0"	6' 1½"
54-CH80D-13.3	80,000	22.25:1	24"-3C	56"	13,300	34, 44, 54	6' 0"	6' 1½"
48-CH114D-13.3	114,000	23.75:1	24"-4C	52"	13,300	24, 36, 48	6' 0"	6' 1½"
54-CH114D-11.9	114,000	23.75:1	24"-4C	52"	11,900	34, 44, 54	6' 0"	6' 1½"
54-CH114D-13.3	114,000	23.75:1	24"-4C	52"	13,300	34, 44, 54	6' 0"	6' 1½"
54-CH114D-16.9	114,000	23.75:1	24"-4C	52"	16,900	34, 44, 54	6' 9"	6' 10½"
64-CH114D-14.3	114,000	23.75:1	24"-4C	52"	14,300	34, 44, 54, 64	6' 9"	6' 10½"
64-CH114D-16.9	114,000	23.75:1	24"-4C	52"	16,900	34, 44, 54, 64	6' 9"	6' 10½"
54-CH160D-16.9	160,000	25.33:1	24"-6C	52"	16,900	34, 44, 54	6' 9"	6' 10½"
64-CH160D-14.3	160,000	25.33:1	24"-6C	52"	14,300	34, 44, 54, 64	6' 9"	6' 10½"
64-CH160D-16.9	160,000	25.33:1	24"-6C	52"	16,900	34, 44, 54, 64	6' 9"	6' 10½"
64-CH160D-20	160,000	25.33:1	24"-6C	52"	20,000	34, 44, 54, 64	8' 0"	8' 2"
74-CH160D-17.3	160,000	25.33:1	24"-6C	52"	17,300	44, 54, 64, 74	8' 0"	8' 2"
74-CH160D-20	160,000	25.33:1	24"-6C	52"	20,000	44, 54, 64, 74	8' 0"	8' 2"
64-CH228D-20	228,000	19.1:1	38"-6D	60"	20,000	34, 44, 54, 64	8' 0"	8' 2"
74-CH228D-17.3	228,000	19.1:1	38"-6D	60"	17,300	44, 54, 64, 74	8' 0"	8' 2"
74-CH228D-20	228,000	19.1:1	38"-6D	60"	20,000	44, 54, 64, 74	8' 0"	8' 2"
74-CH228D-24.6	228,000	19.1:1	38"-6C	60"	24,600	44, 54, 64, 74	9' 3"	9' 5"
86-CH228D-21.2	228,000	19.1:1	38"-6D	60"	21,200	56, 66, 76, 86	9' 3"	9' 5"
86-CH228D-24.6	228,000	19.1:1	38"-6D	60"	24,600	56, 66, 76, 86	9' 3"	9' 5"
100-CH320DL-25.6	320,000	21.7:1	44"-8C	+	25,600	64, 76, 88, 100	10' 9"	10' 11½"
120-CH320DL-21.3	320,000	21.7:1	44"-8C	+	21,300	77, 91, 106, 120	12' 11"	10' 11½"
120-CH320DL-25.6	320,000	21.7:1	44"-8C	+	25,600	77, 91, 106, 120	12' 11"	10' 11½"
120-CH456D-25.6	456,000	21.6:1	44"-8C	+	25,600	84, 96, 108, 120	12' 6"	12' 10"
144-CH456-30.4	456,000	21.6:1	44"-8C	+	30,400	101, 115, 130, 144	15' 0"	12' 10"
Larger Sizes	Specifications available on request							

*Available in B5, EB5, WB5 and WEB5 Models
 +Information available on request

Parkersburg

PUMPING UNITS

PARKERSBURG GEAR DRIVEN PUMPING UNIT

SPECIFICATIONS

UNIT DESIGNATION*	Peak Torque	REDUCER DATA			STRUCTURE DATA					
		Reduction Ratio	Std. Sheaves P.D.—Grooves	Maximum Sheave P.D.	Beam Capacity, lb.	Stroke Lengths, in.			Working Centers	
									Well End	Pitman End
Smaller than API57	Specifications available on request									
36-G57D-8.9	57,000	30.17:1	24"-2C	24"	8,900	20, 28, 36	4' 6"	4' 7"		
42-G57D-7.6	57,000	30.17:1	24"-2C	24"	7,600	26, 34, 42	4' 6"	4' 7"		
42-G57D-8.9	57,000	30.17:1	24"-2C	24"	8,900	26, 34, 42	4' 6"	4' 7"		
42-G57D-10.9	57,000	30.17:1	24"-2C	24"	10,900	26, 34, 42	5' 3"	5' 4"		
48-G57D-9.5	57,000	30.17:1	24"-2C	24"	9,500	24, 36, 48	5' 3"	5' 4"		
48-G57D-10.9	57,000	30.17:1	24"-2C	24"	10,900	24, 36, 48	5' 3"	5' 4"		
42-G80D-10.9	80,000	30.17:1	24"-3C	26"	10,900	26, 34, 42	5' 3"	5' 4"		
48-G80D-9.5	80,000	30.17:1	24"-3C	26"	9,500	24, 36, 48	5' 3"	5' 4"		
48-G80D-10.9	80,000	30.17:1	24"-3C	26"	10,900	24, 36, 48	5' 3"	5' 4"		
48-G80D-13.3	80,000	30.17:1	24"-3C	26"	13,300	24, 36, 48	6' 0"	6' 1 1/2"		
54-G80D-11.9	80,000	30.17:1	24"-3C	26"	11,900	34, 44, 54	6' 0"	6' 1 1/2"		
54-G80D-13.3	80,000	30.17:1	24"-3C	26"	13,300	34, 44, 54	6' 0"	6' 1 1/2"		
48-G114D-13.3	114,000	29.97:1	24"-4C	34"	13,300	24, 36, 48	6' 0"	6' 1 1/2"		
54-G114D-11.9	114,000	29.97:1	24"-4C	34"	11,900	34, 44, 54	6' 0"	6' 1 1/2"		
54-G114D-13.3	114,000	29.97:1	24"-4C	34"	13,300	34, 44, 54	6' 0"	6' 1 1/2"		
54-G114D-16.9	114,000	29.97:1	24"-4C	34"	16,900	34, 44, 54	6' 9"	6' 10 1/2"		
64-G114D-14.3	114,000	29.97:1	24"-4C	34"	14,300	34, 44, 54, 64	6' 9"	6' 10 1/2"		
64-G114D-16.9	114,000	29.97:1	24"-4C	34"	16,900	34, 44, 54, 64	6' 9"	6' 10 1/2"		
54-G160D-16.9	160,000	30.13:1	24"-5C	36"	16,900	34, 44, 54	6' 9"	6' 10 1/2"		
64-G160D-14.3	160,000	30.13:1	24"-5C	36"	14,300	34, 44, 54, 64	6' 9"	6' 10 1/2"		
64-G160D-16.9	160,000	30.13:1	24"-5C	36"	16,900	34, 44, 54, 64	6' 9"	6' 10 1/2"		
64-G160D-20	160,000	30.13:1	24"-5C	36"	20,000	34, 44, 54, 64	8' 0"	8' 2"		
74-G160D-17.3	160,000	30.13:1	24"-5C	36"	17,300	44, 54, 64, 74	8' 0"	8' 2"		
74-G160D-20	160,000	30.13:1	24"-5C	36"	20,000	44, 54, 64, 74	8' 0"	8' 2"		
64-G228D-20	228,000	29.89:1	30"-6C	44"	20,000	34, 44, 54, 64	8' 0"	8' 2"		
74-G228D-17.3	228,000	29.89:1	30"-6C	44"	17,300	44, 54, 64, 74	8' 0"	8' 2"		
74-G228D-20	228,000	29.89:1	30"-6C	44"	20,000	44, 54, 64, 74	8' 0"	8' 2"		
74-G228D-24.6	228,000	29.89:1	30"-6C	44"	24,600	44, 54, 64, 74	9' 3"	9' 5"		
86-G228D-21.2	228,000	29.89:1	30"-6C	44"	21,200	56, 66, 76, 86	9' 3"	9' 5"		
86-G228D-24.6	228,000	29.89:1	30"-6C	44"	24,600	56, 66, 76, 86	9' 3"	9' 5"		
74-G320DL-24.6	320,000	29.95:1	30"-8C	50"	24,600	44, 54, 64, 74	9' 3"	9' 5"		
86-G320DL-21.2	320,000	29.95:1	30"-8C	50"	21,200	56, 66, 76, 86	9' 3"	9' 5"		
86-G320DL-24.6	320,000	29.95:1	30"-8C	50"	24,600	56, 66, 76, 86	9' 3"	9' 5"		
86-G320DL-29.8	320,000	29.95:1	30"-8C	50"	29,800	56, 66, 76, 86	10' 9"	10' 11 1/2"		
100-G320DL-25.6	320,000	29.95:1	30"-8C	50"	25,600	64, 76, 88, 100	10' 9"	10' 11 1/2"		
100-G320DL-29.8	320,000	29.95:1	30"-8C	50"	29,800	64, 76, 88, 100	10' 9"	10' 11 1/2"		
120-G320DL-21.3	320,000	29.95:1	30"-8C	50"	21,300	77, 91, 106, 120	12' 11"	10' 11 1/2"		
120-G320DL-25.6	320,000	29.95:1	30"-8C	50"	25,600	77, 91, 106, 120	12' 11"	10' 11 1/2"		
86-G456DNL-29.8	456,000	30:1	44"-8C	50"	29,800	56, 66, 76, 86	10' 9"	10' 11 1/2"		
100-G456DNL-25.6	456,000	30:1	44"-8C	50"	25,600	64, 76, 88, 100	10' 9"	10' 11 1/2"		
100-G456DNL-29.8	456,000	30:1	44"-8C	50"	29,800	64, 76, 88, 100	10' 9"	10' 11 1/2"		
100-G456DNL-36.5	456,000	30:1	44"-8C	50"	36,500	64, 76, 88, 100	12' 6"	12' 10"		
120-G456DNL-21.3	456,000	30:1	44"-8C	50"	21,300	77, 91, 106, 120	12' 11"	10' 11 1/2"		
120-G456DNL-25.6	456,000	30:1	44"-8C	50"	25,600	84, 96, 108, 120	12' 6"	12' 10"		
120-G456DNL-30.4	456,000	30:1	44"-8C	50"	30,400	84, 96, 108, 120	12' 6"	12' 10"		
120-G456DNL-36.5	456,000	30:1	44"-8C	50"	36,500	84, 96, 108, 120	12' 6"	12' 10"		
144-G456DNL-25.3	456,000	30:1	44"-8C	50"	25,300	101, 115, 130, 144	15' 0"	12' 10"		
144-G456DNL-30.4	456,000	30:1	44"-8C	50"	30,400	101, 115, 130, 144	15' 0"	12' 10"		
120-G640DL-30.4	640,000	29.97:1	50"-10C	60"	30,400	84, 96, 108, 120	12' 6"	12' 10"		
120-G640DL-36.5	640,000	29.97:1	50"-10C	60"	36,500	84, 96, 108, 120	12' 6"	12' 10"		
144-G640DL-25.3	640,000	29.97:1	50"-10C	60"	25,300	101, 115, 130, 144	15' 0"	12' 10"		
144-G640DL-30.4	640,000	29.97:1	50"-10C	60"	30,400	101, 115, 130, 144	15' 0"	12' 10"		

Larger Sizes Specifications available on request

*Available in B5, EB5, WB5, and WEB5 Models.

STRUCTURAL FEATURES OF CHAIN AND GEAR TYPE UNITS

COUNTERBALANCES

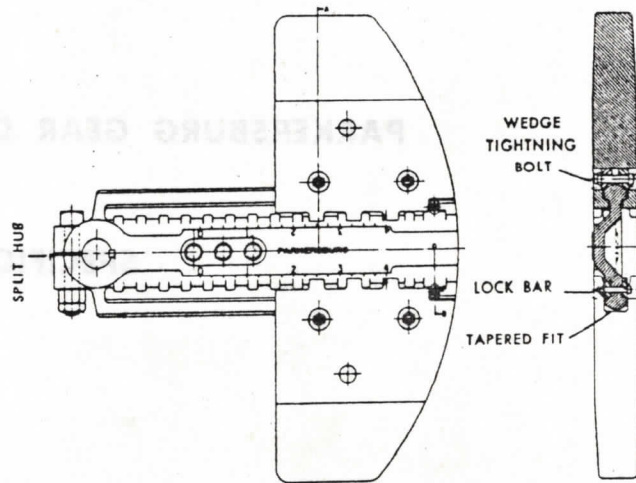
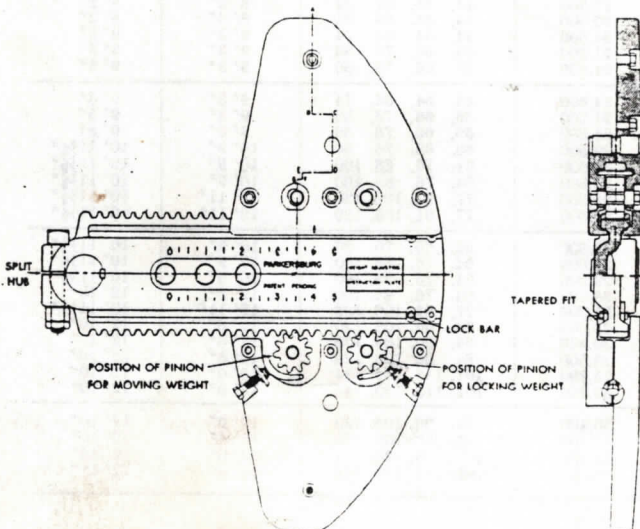
Parkersburg crank counterbalances are easily and quickly adjusted by one man. Each of the three models of counterweight described can be furnished with auxiliary weights to provide a wide selection of maximum effective counterbalance to suit anticipated pumping conditions. It is unnecessary and wasteful to purchase more counterweights than needed. If desired, a combination of beam and crank weights may be used.

NO. 8 CRANK COUNTERBALANCE

Exclusive "Triple-Lock" Safety

This series of cranks and adjustable weights is offered on units of 42" stroke through 86" stroke. Five optional sizes, with removable auxiliary weights, plus combinations with beam weights provide maximum flexibility.

Parkersburg's exclusive method of moving and locking weights in place is used. Teeth on the rack and gear (see drawing below) are designed for both locking and adjusting weights. To adjust, the crank is placed in a horizontal position and the clamping screws loosened, permitting the gears to drop from their locked position. The wrench is then applied to the hex end of one gear shaft and the weight is easily moved in either direction by rotating the gear. (This is a quick and easy one-man operation.) When clamping screws are again tightened a double locking action is provided which holds weights securely. An operating wrench is furnished with each unit. Operating instructions appear on each crank.



NO. 4 3/4 AND 6 CRANK COUNTERBALANCE

For 34" and 36" Stroke Units

Each one-piece weight is locked to the crank by means of two bolts which tighten two "quick release" wedges. These wedges are friction locked against the tapered sides of the crank and force the weight outwardly to bring the lip on the inside of the weight into friction contact with the crank side-rails. Thus, a positive lock is secured. After loosening the bolts, the weight can be moved quickly by the use of a small bar which is included as part of the wrench furnished with each unit.

The series of lugs on the crank and the three lugs on each weight are so spaced that the bar can be used alternately on each crank lug to move the weight. As maximum movement is obtained with one combination of lugs, a second combination is brought into position for additional movement. The operator can move one of these small weights from one end of the crank to the other in a matter of seconds.

NO. 10 CRANK COUNTERBALANCE

Adjustable . . . Alterable

Long stroke units with 100" and longer cranks are furnished with No. 10 cranks and adjustable weights. Two sizes of main weights, the 10-1 and 10-2 are optional selections. Each is furnished with or without auxiliary weights, which are easily bolted on or removed. Thus, the amount of counterbalance to meet specific requirements is assured. Auxiliary weights can be added as needed in the field.

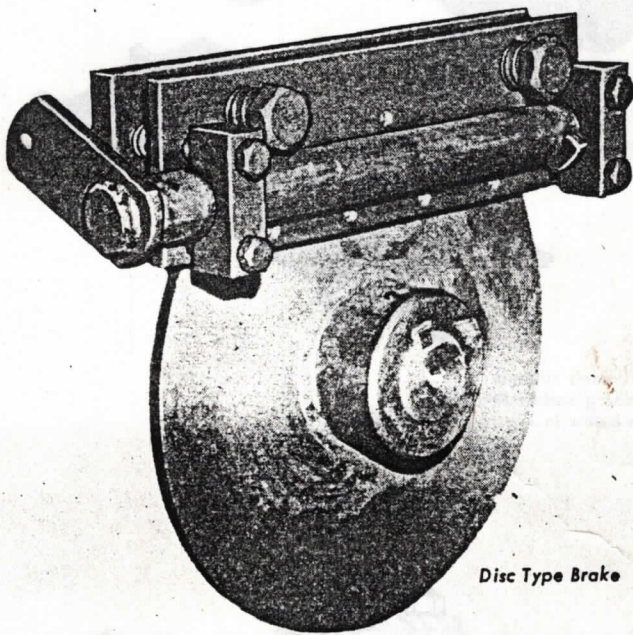
No. 10 weights are easily and safely adjusted by the operator. Each weight is moved by placing the crank in a horizontal position with the holding brake on, then loosening two clamping bolts and moving the weight into the desired position by turning a lead screw. Numbered positions are cast on the crank face, corresponding to the table values of effective weight.

V-BELT SHEAVES AND BELTS

A V-Belt sheave of the size most commonly required is furnished as standard equipment with a pumping unit. Sheaves for engines or electric motors, and V-Belts are optional equipment. Reduction ratios of Parkersburg Chain and Gear Reducers permit the use of engines and electric motors at customary speeds by proper selection of sheave sizes.

REDUCER HOLDING BRAKE

All reducers are equipped with a reducer holding brake. In general this brake is of the disc type. Each brake is mounted on the high speed shaft of the reducer and is not integral with the unit sheaves. When the brake is applied, an over-center locking cam holds the brake positively set until manually released. On engine-driven units, the brake control lever is placed adjacent to the engine clutch lever.

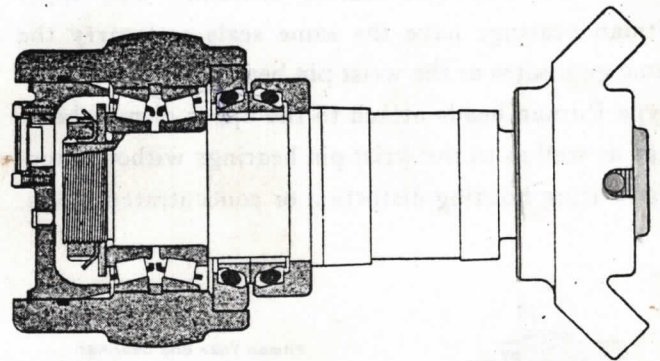


Disc Type Brake

ROLLER BEARING WRIST PIN ASSEMBLY

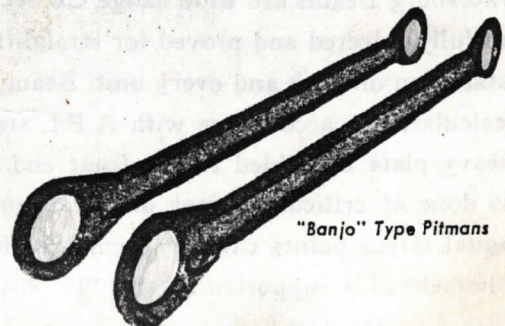
Pre-Lubricated

Wrist pins are of high strength, carefully machined to close tolerances. Bearings are double roller, completely sealed and factory lubricated with non-detergent oil. Oil leakage is prevented by patented floating-seals which are guaranteed to retain oil for 200,000 hours operation. The entire bearing is guaranteed for five years against failure by a written guarantee which is furnished with each unit. Upper pitman bearings are identical to wrist pin bearings.



"BANJO" PITMAN HEADS

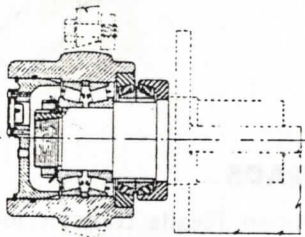
Parkersburg "Banjo" Pitman Heads transfer load between pitmans and wrist pin or pitman bearings with no danger of bearing distortion or stress concentration. A circular machine tapered surface in the pitman head engages the similarly tapered exterior of a split ring whose inside surface grips the entire circumference of the bearing housing. The clamping bolts take only the load required to hold these mating pieces together. Pitman stems are fabricated of heavy I-beams, using jigs and fixtures to assure interchangeability.



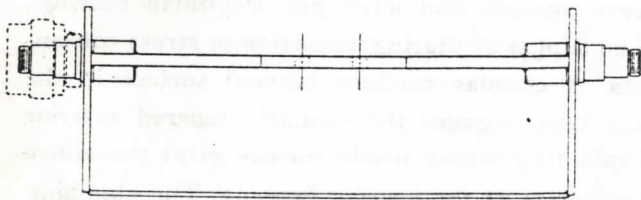
"Banjo" Type Pitmans

UPPER PITMAN BEARINGS**A Parkersburg Exclusive Feature**

Parkersburg has pioneered the use of an upper pitman bearing and cross yoke design which has proved highly successful for the past eighteen years. The cross yoke is a heavy wide flange beam, strengthened with a heavy top plate and bolted to the walking beam with eight bolts. Four bolts would carry the load but eight are used for extra safety. At each end of the yoke a bearing pin is welded and a sealed, factory lubricated roller bearing is used which is identical to the wrist pin bearing assembly. The upper pitman bearings have the same seals and carry the same guarantee as the wrist pin bearings. The "Banjo" Type Pitman heads attach to the upper pitman bearings as well as to the wrist pin bearings without causing bearing housing distortion or concentrated stress.



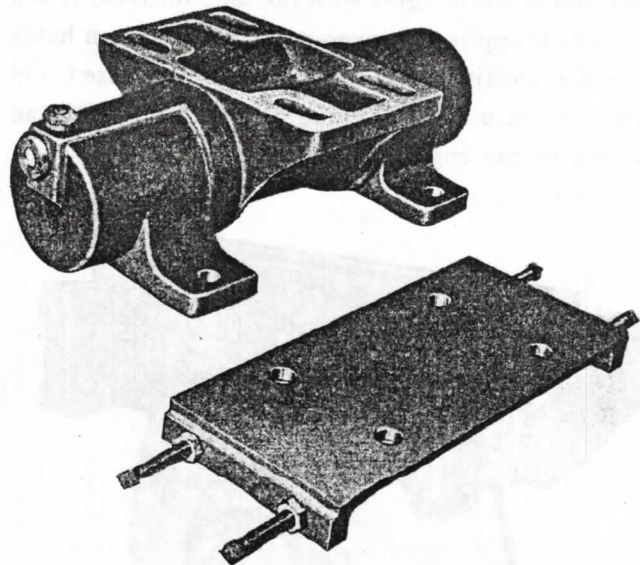
Pitman Yoke and Bearings
Another Parkersburg Exclusive

**PARKERSBURG WALKING BEAM****Straight 'n' Sturdy, Wide Flange**

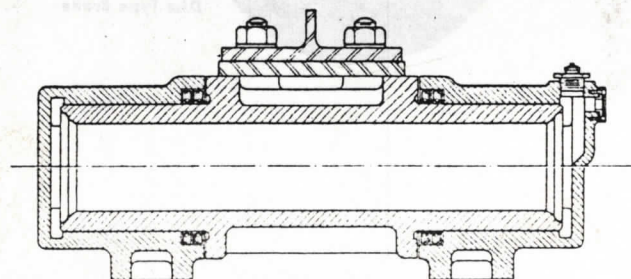
All Parkersburg Beams are wide flange CB section beams, carefully selected and proved for straightness before installation on each and every unit. Beam ratings are calculated in accordance with A.P.I. standards. A heavy plate is welded to the front end. No welding is done at critical sections on the beam to cause unequal stress points causing premature fracture. The horsehead is supported by two "U" shaped blocks of steel on the top flange at the front of the beam and is locked in place by a weight operated latch.

SADDLE BEARINGS**Provide Longest Service of Any
in the Industry Today**

More than 20 years of service is not infrequent with Parkersburg's rugged pre-lubricated saddle bearings, featuring polished cast iron alloy journals operating in cast iron alloy bearings. Bearings are completely enclosed — dust sealed out and lubrication sealed in. A large lubricant reservoir is provided in the hollow shaft. More than 20,000 bearings of this type are in successful use today. Errors in setting the unit can be compensated for by shifting the walking beam (3" adjustment) by means of an independent plate and four adjusting screws. The saddle bearing is bolted to the top plate of the samson post.



The extremely rugged
Parkersburg Saddle Bearing
(Shown below in sectional drawing)

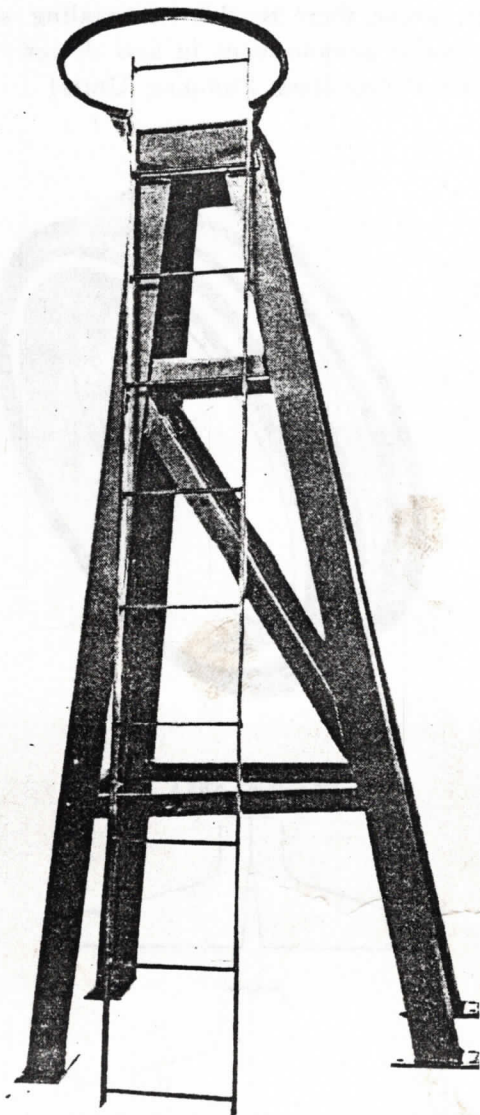


Rugged saddle bearing

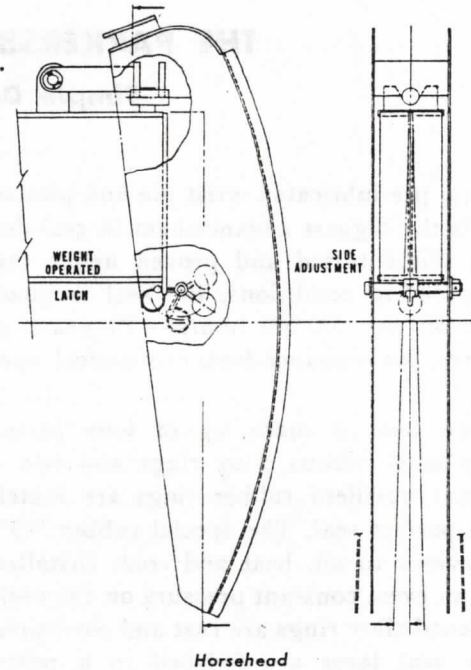
JIG BUILT SAMPSON POST**Sturdiest . . . Safest**

This Parkersburg design, coupled with our quality construction, assures derrick stability, balanced load distribution and exceptional steadiness.

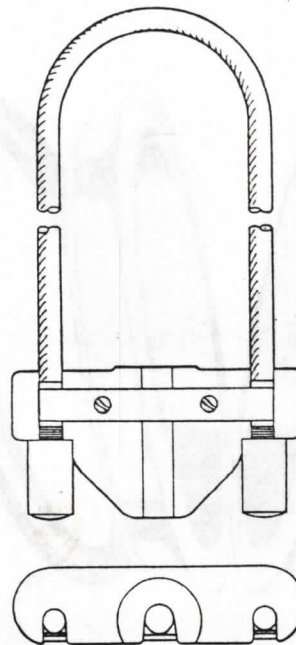
A "derrick type" post, with four heavy angle iron legs, is rigidly braced with channel iron cross bracing, and side plates. Posts bolt to main base except on smallest units, where they are welded to base. All posts are set up and welded in special jigs to insure accuracy and interchangeability. An all welded ladder with rungs set into and through the side rails assures complete safety . . . rungs cannot strip out. This ladder and safety loop are standard equipment on all units except the A.P.I. 25 size.



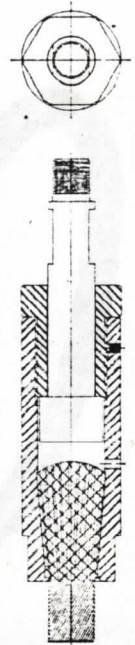
Four heavy angle iron legs, rigidly braced with channel iron cross bracing, give Sampson Post added strength and steadiness



Horsehead



Wire Line Hanger



Single Wire Line Hanger

HORSEHEAD AND HANGERS

Horsehead Features — Hinged for clearance while servicing well — Sidewise adjustment to align wire line — Weight operated latch.

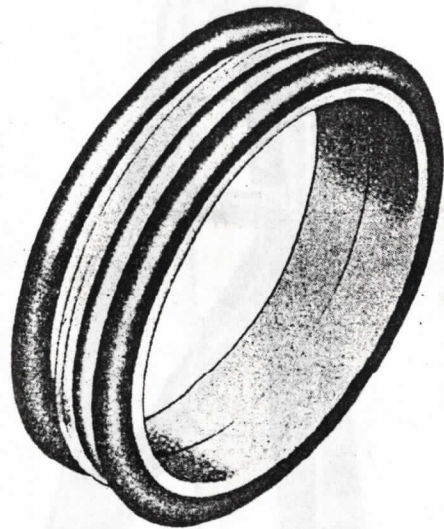
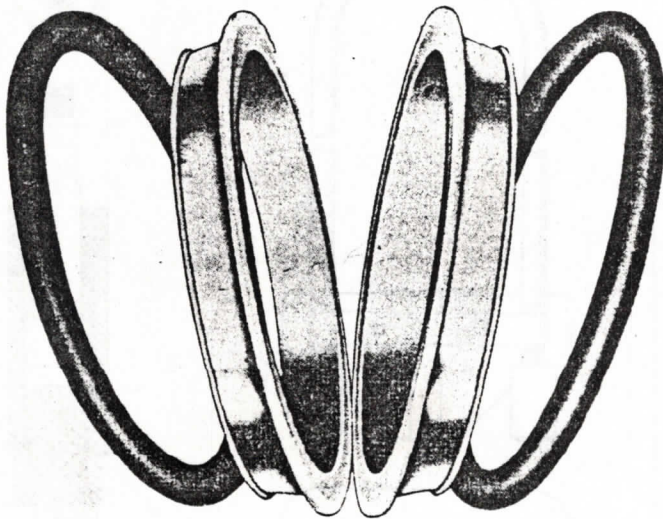
Hanger Features — Easily removable — one-piece wire line — wire line firmly clamped in hanger — adaptable for dual completions — Single wire line hanger for triple completions.

THE PARKERSBURG NEW BEARING SEAL*Simple Design, Effective Sealing*

The new pre-lubricated wrist pin and pitman bearing seal is the biggest advancement in seal design in 50 years. Field tested and proven under the most severe operating conditions, the seal is guaranteed to retain oil for 200,000 hours—20 years plus of trouble-free, maintenance-free, economical operation.

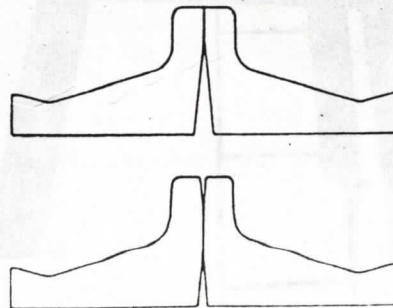
The new seal is made up of four parts. Two extremely hard ferrous alloy rings and two special oil resistant, resilient rubber rings are matched to form this perfect seal. The special rubber "O" rings are impervious to oil, heat and cold. Installed they maintain an even, constant pressure on the seal faces. The hardened alloy rings are rust and corrosion proof and their seal faces are finished to a mirror-like surface for perfect sealing. About 100 pounds of even, constant pressure is exerted by the two rubber

"O" rings on each side of the metal seal rings, holding the lapped facings so snug, lubricant can't get out, grit can't get in. This is more than twice the pressure exerted by the springs of ordinary seals. The "O" rings also permit a floating action of the seal faces and therefore accommodate much more end play and side thrust than ordinary seals. Sealing is always positive with the Floating Ring Seal. Because the seal facings are made of special metal, more wear resistant than file steel, wear is barely measurable even after hundreds of hours of operation. Two and a half million accumulated hours of field tests under the toughest, shock-load conditions these seals will ever meet, prove their trouble-free sealing ability. This is a major advancement in seal design—now available on Parkersburg Pumping Units!

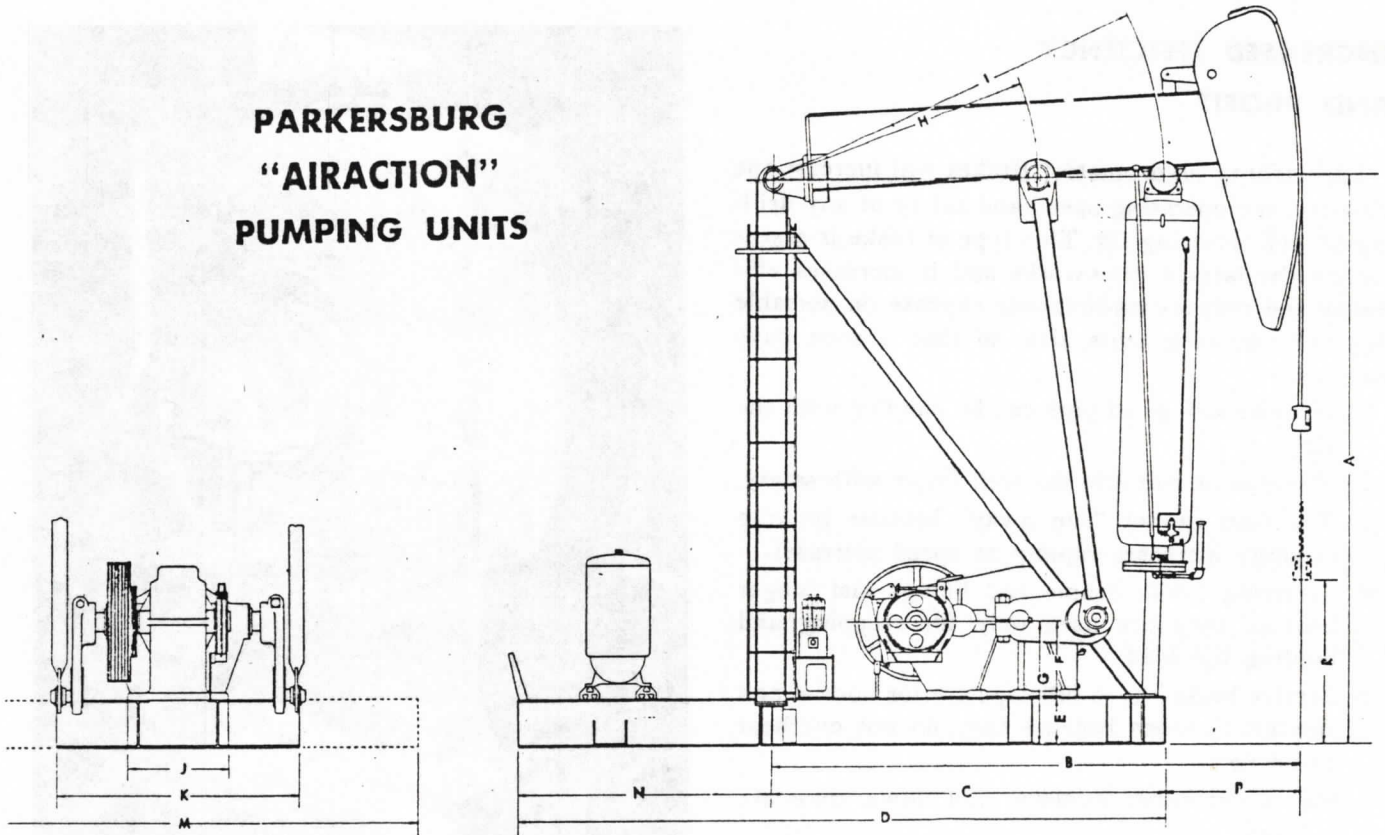
**WEAR DOESN'T DECREASE SEALING EFFICIENCY**

These cross-section views show how the seal faces maintain a leakproof seal even after thousands of hours of wear. The new seal faces are tapered to provide approximately $\frac{1}{8}$ " of sealing area at the outside edge of the seal. As wear slowly occurs, the sealing area progresses toward the center of the seal faces. This design keeps friction to a minimum. Added proof of the seals' efficiency is their ability to retain engine oil as lubricant over the entire life of the bearing. And because oil dissipates heat faster than grease, shafts and bearings stay cooler—last longer.

SEALING AREA



PARKERSBURG "AIRACTION" PUMPING UNITS



SPECIFICATIONS

UNIT DESIGNATION*	REDUCER DATA				STRUCTURE DATA		
	Peak Torque, in. lb.	Reducer Ratio	Std. Sheave P.D.—Grooves	Max. Sheave P.D.	Beam Capacity, lb.	Stroke Lengths, in.	Approx. Weight, lb.
CHAIN DRIVEN UNITS							
86-CH320DL-29.8-N12	320,000	21.7:1	44"-8C	†	29,800	66, 76, 86	†
100-CH320DL-29.8-N12	320,000	21.7:1	44"-8C	†	29,800	76, 88, 100	†
120-CH320DL-25.6-N12	320,000	21.7:1	44"-8C	†	25,600	91, 105.5, 120	†
GEAR DRIVEN UNITS							
100-G320DL-32-N12	320,000	29.95:1	40"-7C	44"	32,000	76, 88, 100	24,000
120-G320DL-26-N12	320,000	29.95:1	40"-7C	44"	26,000	91, 105.5, 120	25,000
120-G456DNL-36.5-N12	456,000	30:1	44"-8C	50"	36,500	96, 108, 120	28,500
120-G640DL-36.5-N12	640,000	29.97:1	34"-7D	50"	36,500	96, 108, 120	30,500
144-G460DL-40-N12	640,000	29.97:1	34"-7D	50"	40,000	115, 130, 144	32,500

*Available in WN12 (Wide base) units also

†Information available on request.

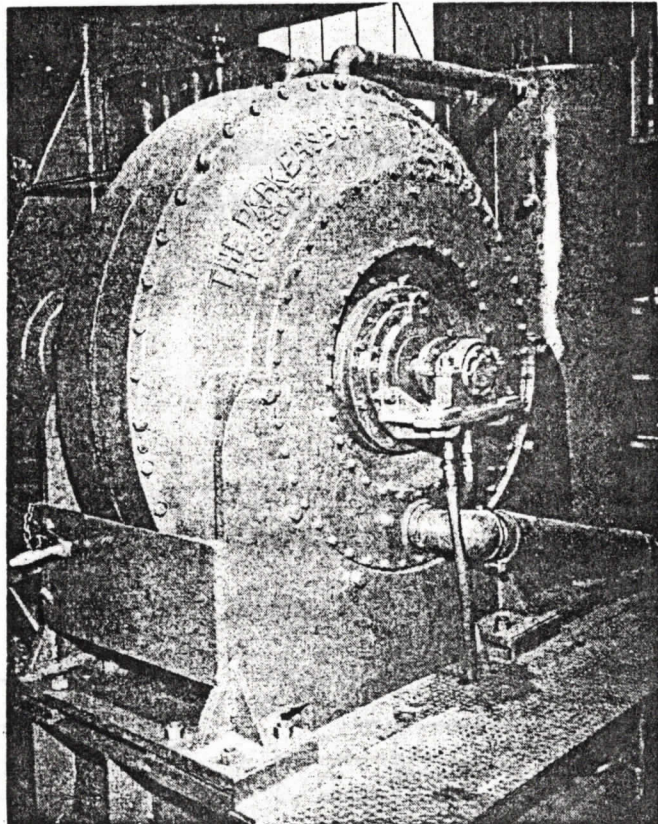
DIMENSIONS

UNIT	A	B	C	D	E	F	G	H	I	J	K	M	N	P	R
86-CH320DL-29.8-N12	15' 9"	16' 0"	12' 11 1/4"	20' 3 1/2"	15 3/8"	2' 6 1/2"	3' 10 3/8"	7' 6 1/4"	11' 10 1/2"	3' 5 1/2"	6' 11 1/2"	—	4' 9"	3' 0 3/4"	5' 1"
100-CH320DL-29.8-N12	15' 9"	16' 0"	12' 11 1/4"	20' 3 1/2"	15 3/8"	2' 6 1/2"	3' 10 3/8"	7' 11"	11' 10 1/2"	3' 5 1/2"	6' 11 1/2"	—	4' 9"	3' 0 3/4"	4' 6"
120-CH320DL-25.6-N12	15' 9"	19' 2"	12' 11 1/4"	20' 3 1/2"	15 3/8"	2' 6 1/2"	3' 10 3/8"	7' 11"	11' 10 1/2"	3' 5 1/2"	6' 11 1/2"	—	4' 9"	6' 2 3/4"	3' 11"
100-G320DL-32-N12	15' 9"	14' 6"	10' 9"	17' 6 1/2"	15 3/8"	2' 2"	3' 5 3/8"	7' 3"	10' 9"	2' 9 1/2"	6' 9 1/2"	—	6' 9 1/2"	3' 9"	4' 7"
100-G320DL-32-WN12	15' 9"	14' 6"	10' 9"	18'	15 3/8"	2' 2"	3' 5 3/8"	7' 3"	10' 9"	2' 9 1/2"	—	7' 9"	7' 3"	3' 9"	4' 7"
120-G320DL-26-N12	15' 9"	17' 5"	10' 9"	17' 6 1/2"	15 3/8"	2' 2"	3' 5 3/8"	7' 3"	10' 9"	2' 9 1/2"	6' 9 1/2"	—	6' 9 1/2"	6' 8"	3' 2"
120-G320DL-26-WN12	15' 9"	17' 5"	10' 9"	18'	15 3/8"	2' 2"	3' 5 3/8"	7' 3"	10' 9"	2' 9 1/2"	—	7' 9"	7' 3"	6' 8"	3' 2"
120-G456DNL-36.5-N12	17' 6"	16'	11' 11 1/2"	18' 8 1/2"	16 3/8"	2' 4"	3' 8 3/8"	8' 2"	12'	2' 9 1/2"	7' 7"	—	6' 9"	4' 0 1/2"	5' 4 1/2"
120-G456DNL-36.5-WN12	17' 6"	16'	11' 11 1/2"	19' 6 1/2"	16 3/8"	2' 4"	3' 8 3/8"	8' 2"	12'	2' 9 1/2"	—	9' 11"	7' 7"	4' 0 1/2"	5' 4 1/2"
120-G640DL-36.5-N12	17' 6"	16'	11' 11 1/2"	18' 9"	16 3/8"	1' 10"	3' 2 3/8"	8' 2"	12'	2' 9 1/2"	7' 7"	—	6' 9 1/2"	4' 0 1/2"	5' 4 1/2"
120-G640DL-36.5-WN12	17' 6"	16'	11' 11 1/2"	19' 6 1/2"	16 3/8"	1' 10"	3' 2 3/8"	8' 2"	12'	2' 9 1/2"	—	9' 11"	7' 7"	4' 0 1/2"	5' 4 1/2"
144-G640DL-40-N12	18'	16' 8"	11' 7 3/4"	19' 2 3/4"	16"	1' 10"	3' 2"	7' 1 1/2"	11' 8"	2' 9 1/2"	7' 11"	—	7' 7 1/4"	5' 0 3/4"	4'

INCREASED EFFICIENCY AND PROFIT

Parkersburg Hydromatic* Brakes will increase the capacity, the operating speed and safety of any drilling or well servicing rig. This type of brake is essential on the largest drawworks and it increases efficiency and reduces maintenance expense on portable rigs and servicing units also, so that it soon pays for itself.

1. Heavier strings of pipe can be handled with the rig.
2. Pipe can be run into the well faster with safety.
3. The load cannot "run away" because braking capacity increases rapidly as speed increases.
4. Servicing brake drums and linings last longer because they are used only for stopping and holding the load.
5. Service brakes have full capacity for normal and emergency stops because they do not overheat and fade.
6. Rig maintenance expense and down time are reduced.

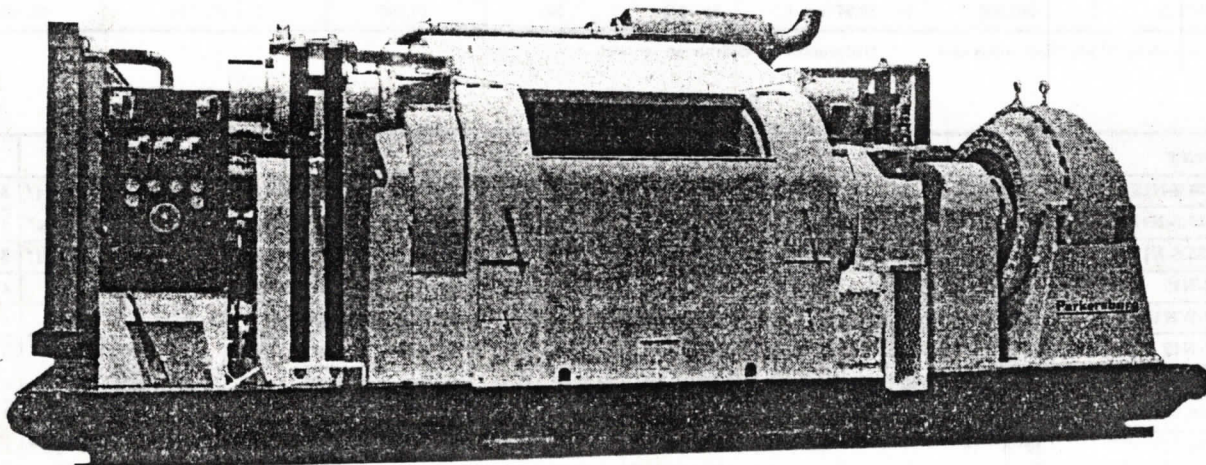


60" Hydromatic Brake with over-running clutch. The clutch automatically engages and disengages the Hydromatic — eliminates need for "feeling in" the clutch.

SIMPLICITY AND DEPENDABILITY

The Parkersburg Hydromatic* Brake is a complete unit and requires no auxiliaries except a source of cooling water. As no outside power is used, the brake

is not subject to interruptions or failure of power supply. Should the water supply be interrupted, the water remaining in the brake will keep the load under control until mechanical brakes can be applied.



Parkersburg HYDROMATIC Brake, factory installed on modern drawworks

*Hydromatic is a Parkersburg trade mark.

Parkersburg

A **textron** DIVISION

General Office and Plant: Box 573, Coffeyville, Kansas

OFFICE LOCATIONS

Coffeyville, Kansas, Box 573.....	Tel. CL 1-5000	Wichita Falls, Texas, Box 2039.....	Tel. 723-7371
Great Bend, Kansas, Box 747.....	Tel. GL 3-5353	Laurel, Mississippi, Box 2671.....	Tel. 426-2624
Wichita, Kansas, 1005 Wichita Plaza Bldg.....	Tel. FO 3-5944	Mt. Pleasant, Michigan, Box 285.....	Tel. 773-3081
Oklahoma City, Oklahoma, Box 94878.....	Tel. ME 4-1417	Denver, Colorado, 1025 Petroleum Club Bldg.....	Tel. AC 2-9708
Tulsa, Oklahoma, 303 Mid Continent Bldg.....	Tel. LU 2-4177	Casper, Wyoming, Box 1388.....	Tel. 234-4503
Dallas, Texas, 722 Vaughn Bldg.....	Tel. RI 1-1558	Calgary, Alberta, Canada, Room 612	
Houston, Texas, Box 7827.....	Tel. UN 9-3621	Canadian Bank of Commerce Bldg.	
Midland, Texas (direct line to Odessa).....	Tel. LO 3-1600	309 8th Ave., S.W.....	Tel. 263-3232
Odessa, Texas, Box 4148.....	Tel. FE 2-6433	Anaco, Venezuela, Apartado 112.....	Tel. MGO 86-350

PARKERSBURG RIG AND REEL COMPANY

Parkersburg Rig and Reel Company was established by an Irish immigrant, John Crawford, who arrived in the United States in 1883. His three-fold ambition was:

1. To establish a reputation for purposeful effort toward progress and improvement,
2. To build solid faith in the growth and future of the oil industry, and
3. To hold firmly to the conviction the only path to success was to build an honest product and deal with his customers in good faith.

To achieve his aims he established his shop in Parkersburg, West Virginia. At this particular time conditions in the rudimentary "oil industry" were chaotic. Drilling operations

were random gambles. The price of oil was controlled through "The Oil Exchange" and prices fluctuated from hour to hour, sensitive to every reported gusher and each dry hole. Excitement and ruthlessness ruled. Wealth today and bankruptcy tomorrow were accepted as routine events.

Meanwhile in the Midwest, oil had been discovered. Business was booming! To meet the needs of producers, a company known as O.C.S.—(oil country specialists)—had been founded and was operating with marked success.

Parkersburg, anxious to expand to new areas, soon turned its special attention to the Midwest and in 1940 purchased O.C.S.

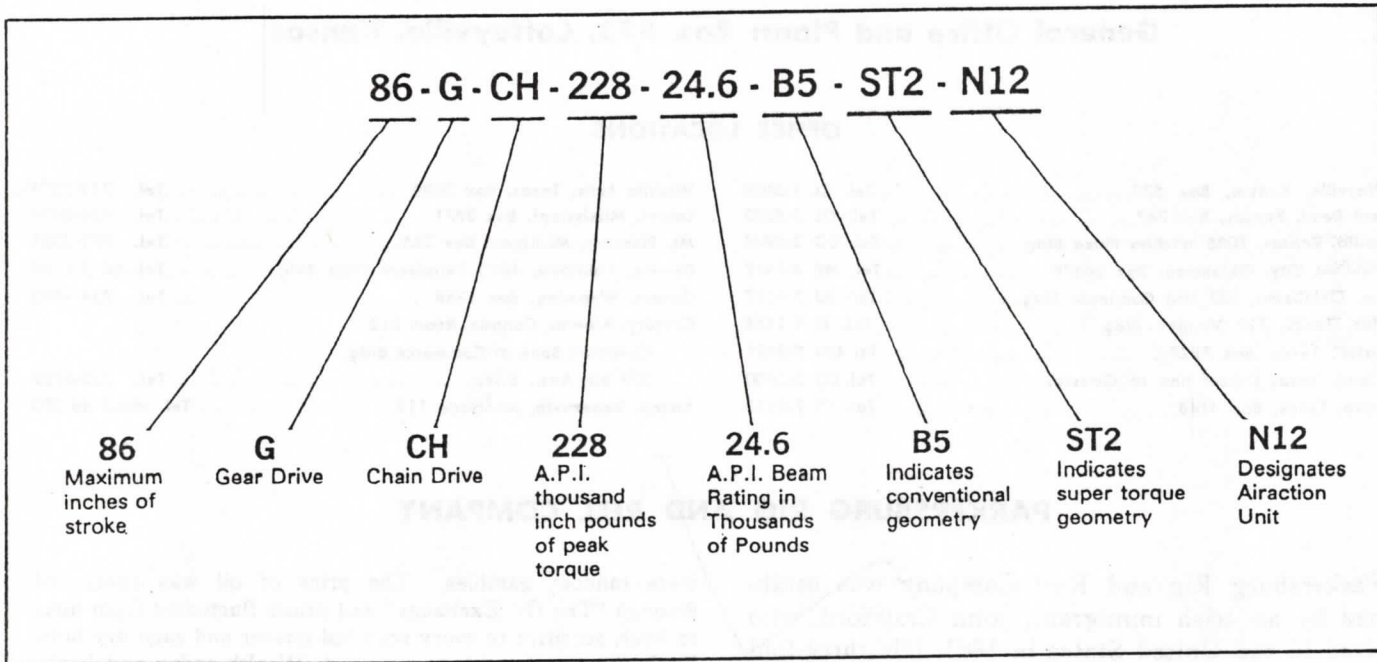
Parkersburg had built geared pumping units but the chain driven equipment had proved so successful that Parkersburg turned to developing, redesigning and refining this type of equipment at the Coffeyville Plant.

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ST2 Chain Driven Pumping Units (Dimensional Chart		Hydromatic Brakes	4007
& Drawing)	3995	Parkersburg—Today	4008

Parkersburg

HOW PARKERSBURG UNITS ARE DESIGNATED



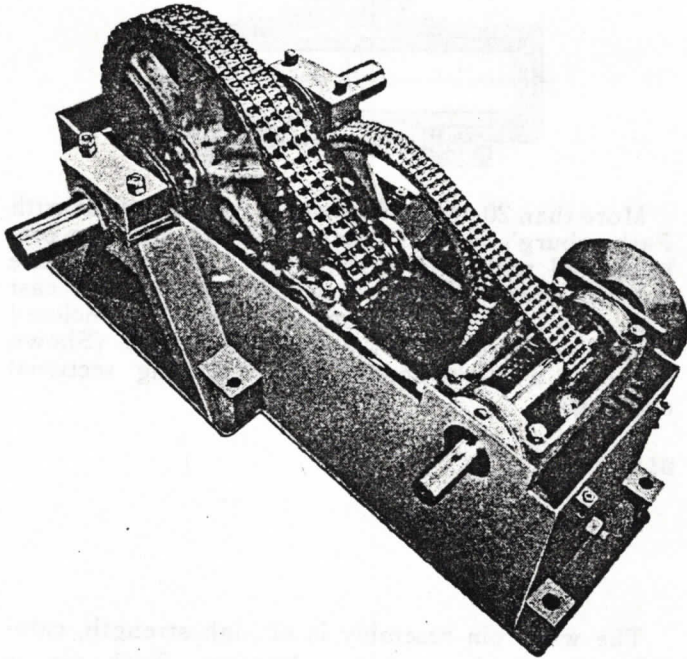
GENERAL INSTRUCTIONS FOR ORDERING PARTS

When ordering parts, description of the Unit is needed (example: 74-CH160D-20-B5), plus serial number of the Unit. The serial number can be found on the Sampson Post, or Reducer name plate. When

ordering parts be sure to give the serial number of the Unit. Call or contact your local Parkersburg Representative.

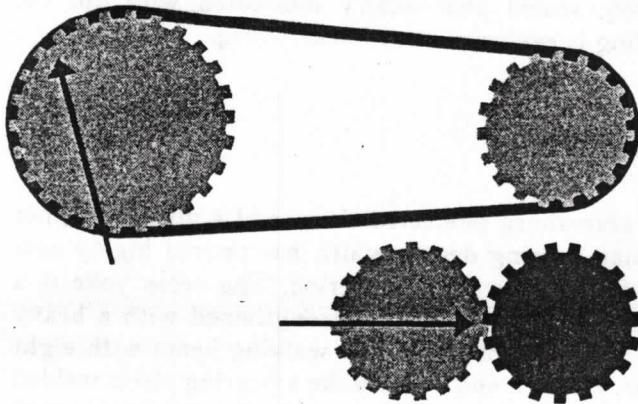
Parkersburg

CHAIN REDUCER



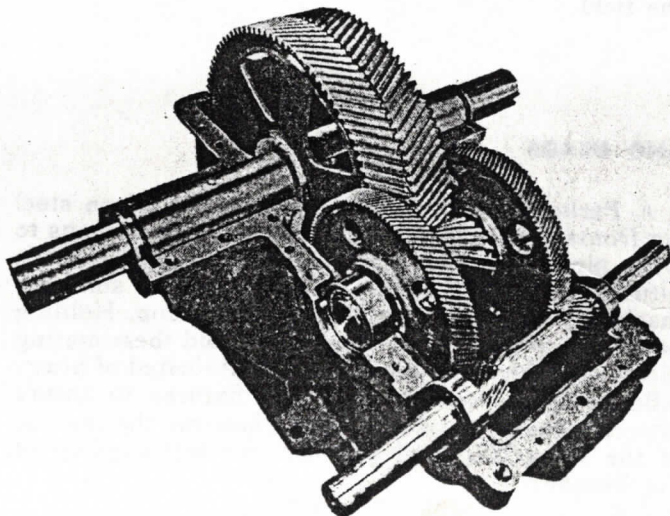
Parkersburg Chain Reducers assure highest efficiency . . . greatest durability. Parkersburg chain reducer transmissions are superior to any type of transmissions available anywhere. High efficiency, anti-friction roller chains, tapered roller bearings and heavy-duty bushings, are employed throughout. The chains operate in an oil bath with a system of oil-carrying channels that assure constant and complete lubrication to all parts including the bearings, thus eliminating any metal to metal contact. This is the heart of the famous Parkersburg Chain Driven Pumping Unit . . . the most rugged and dependable transmission ever designed for the pumping of oil!

APPLICATION OF CHAIN



Power plus is applied smoother, more firmly through the chain principle. The "wrap around" effect assures a positive, constant contact with the sprockets . . . eliminates excessive wear and backlash common with the meshing of tooth against tooth in gear units.

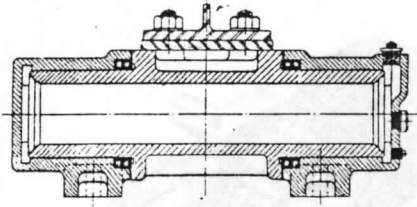
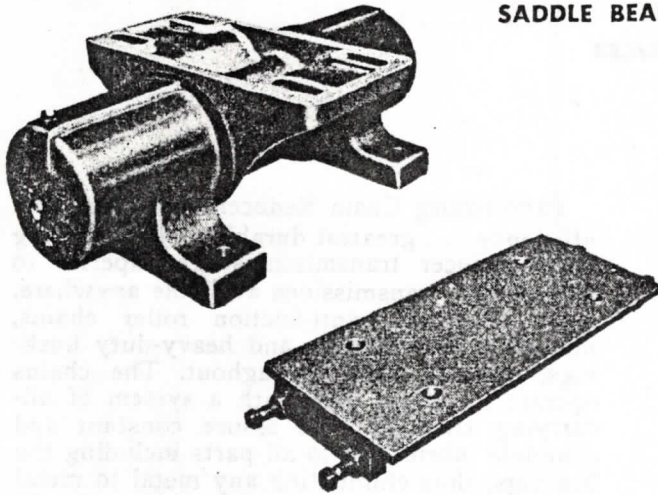
GEAR REDUCER



An outstanding feature highlight of the Parkersburg gear reducer is the revolutionary design of herringbone gears to eliminate the "oil trap" at the apex or V of the teeth. The entire gear train is symmetrical about its center line, resulting in evenly distributed loading throughout the gears, bearings and housing. Parkersburg gear reducers are manufactured to A.P.I. specifications and adhere to the A.P.I. family of sizes. All parts are manufactured in Parkersburg's own shops where outstanding quality control is standard operating procedure. Parkersburg gear reducers are designed expressly for durable, dependable and profitable oil well pumping duty. All Parkersburg gears have high speed shaft extensions on both sides of the case for mounting sheave on either side.

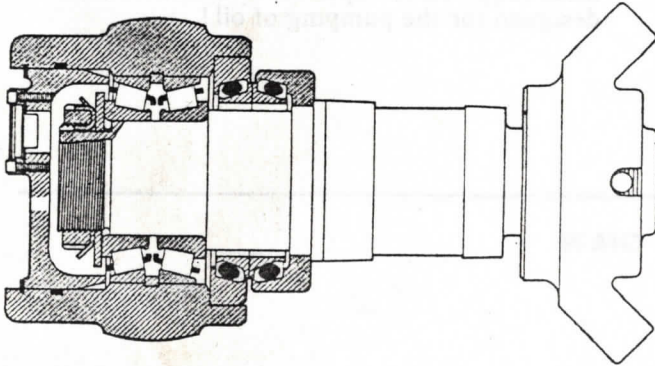
Parkersburg

SADDLE BEARING & BASE



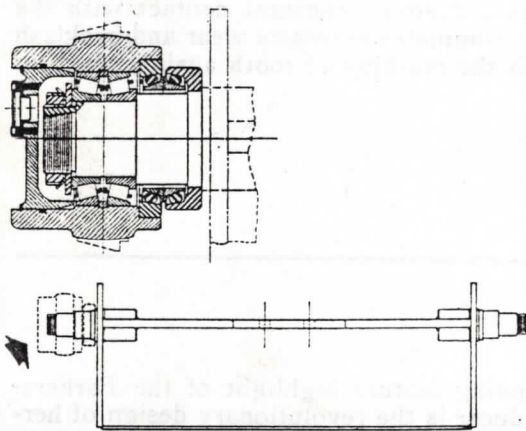
More than 20 years of service is not infrequent with Parkersburg's rugged saddle bearings, that are pre-lubricated with SAE-90 EP Gear Lube and feature polished cast iron alloy journals operating in cast iron alloy bearings. Bearings are completely enclosed — dust sealed out and lubrication sealed in. (Shown above is a Parkersburg Saddle Bearing sectional drawing).

WRIST PIN BEARING



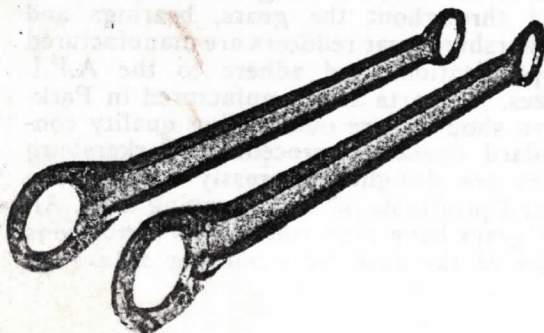
The wrist pin assembly is of high strength, carefully machined to close tolerances. Each pin is equipped with the Floating Ring Seals that assure leak-proof operation. Bearings are double roller, completely sealed and factory lubricated with oil. Oil sealing is exclusive with Parkersburg.

PITMAN YOKE BEARING



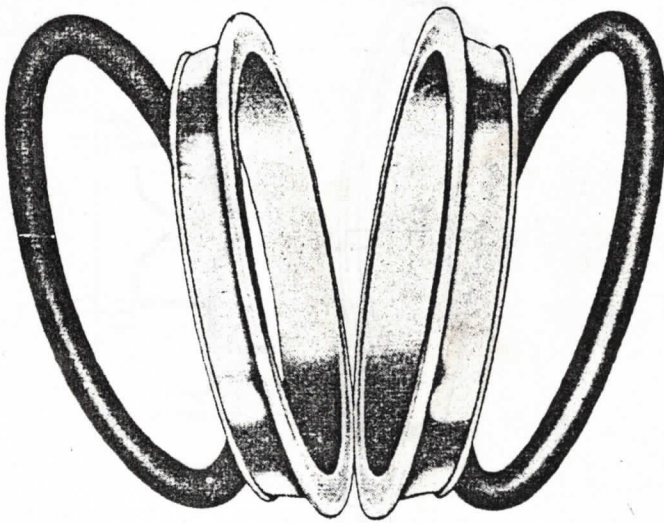
Parkersburg pioneered the use of a different upper pitman bearing design which has proved highly successful over an 18 year period. The cross yoke is a heavy wide flange beam, strengthened with a heavy top plate and bolted to the walking beam with eight bolts. At each end of the yoke a bearing pin is welded and a sealed, factory lubricated roller bearing is used which is identical to the wrist pin bearing assembly. The Pitman Yoke Assembly is easily assembled in the field.

PITMAN ARMS AND HEADS



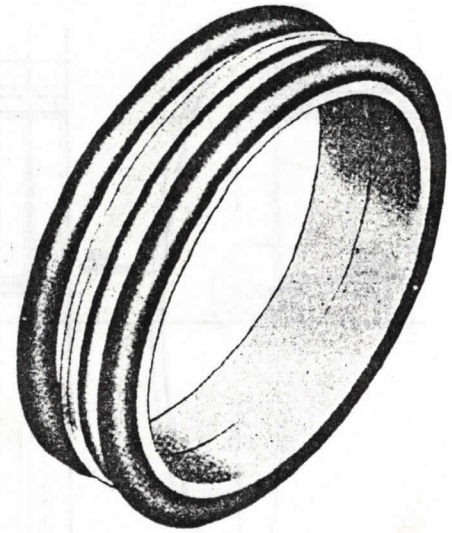
A Parkersburg original design, first used on steel rig fronts, transfers the load directly from pitmans to wrist pins. A circular machine tapered surface in the pitman head fits metal to metal on a similarly machined surface on the wrist pin housing. Holding bolts take only the load required to hold these mating pieces together. Pitman stems are fabricated of heavy I-Beam using accurate jigs and fixtures to assure interchangeability. A curved surface on the outside of the wrist pin bowl provides for self-aligning of the Pitmans.

Parkersburg

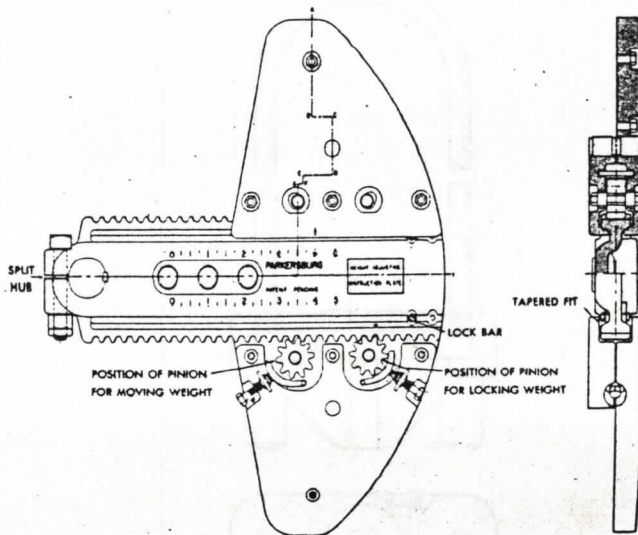
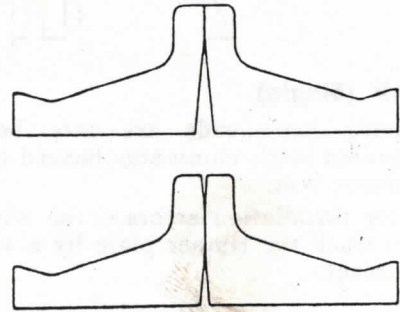


BEARING SEAL

The time proven seal, designed and developed by "CATERPILLAR" is the biggest advancement in seal design in 50 years. The bearing seal is made-up of four parts; two extremely hard ferrous alloy rings and two special oil resistant, resilient rubber rings are matched to form this perfect seal. The hardened alloy rings are rust and corrosion proof and their seal faces are finished to a mirror-like surface for perfect sealing. The "O" rings also permit a floating action of the seal faces and therefore accommodate much more end play and side thrust than ordinary seals.

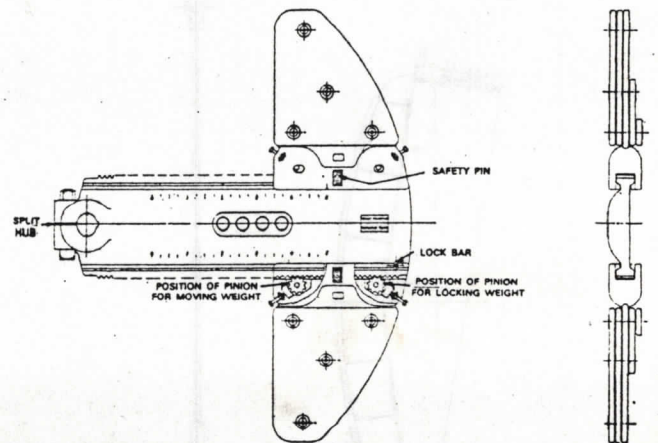


SEALING AREA



8" COUNTERBALANCE

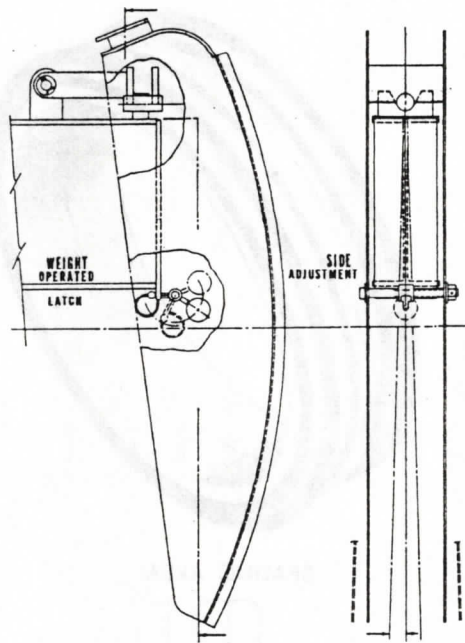
The exclusive triple lock safety on the 8" Counterbalance is offered on units of 42" stroke through 86" stroke. The weights are "Triple Locked" in place when operating the unit. The clamping effect is obtained by the gear pinion forcing the tapered fits, into frictional engagement. The interference and locking engagement of the teeth when the gears are in their clamped position provides two additional safety locks on each weight. One man can speedily and easily adjust all parts with one wrench. Five optional sizes, with removable auxiliary weights, provide maximum flexibility.



10" COUNTERBALANCE

The Parkersburg 10" Counterbalance Weight System employs an exclusive method of mounting, adjusting, and locking wing weights. Ease of installation and adjustment, plus the numerous safety features offered, make the Parkersburg unit unique in its field. Basically, the weight system consists of (a) a basic wing weight which clamps onto the counterbalance crank; (b) pinion and clamp shoe that allow adjustment and positive locking of the weight system; (c) a safety pin which passes between rack teeth on the crank to lock the weight assembly; (d) a series of auxiliary weights which permits a wide range of weight selection to suit well conditions; and, (e) a crank lock bar to further safety the weight assembly.

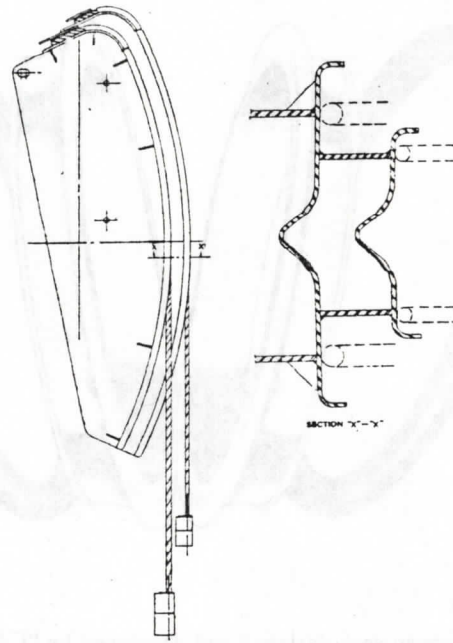
Parkersburg



HORSEHEAD (Single)

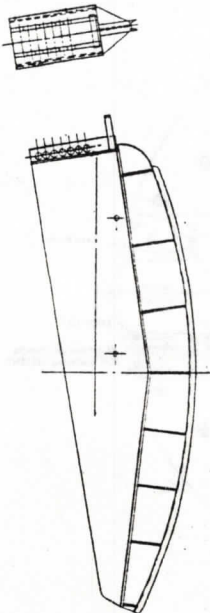
Parkersburg horseheads are safe because the weight operated latch eliminates hazard of climbing beam to remove bolt.

To allow for installation errors — the wire line can be made to track the runner plate by a simple side-wise adjustment.



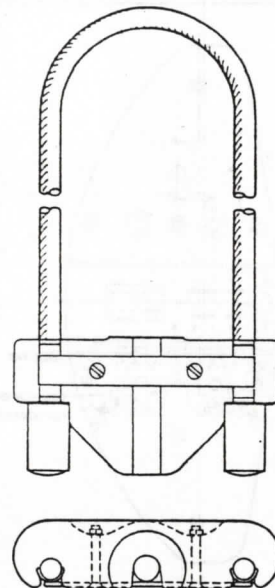
HORSEHEAD (Dual)

Parkersburg Dual head is designed and built so that it can pump two strings of rods from a single pumping unit. This head is adjustable from side to side and is removable for well workovers.



HORSEHEAD (Needle Nose)

Multi-zone well application needle nose head is adjustable and has a quick coupling hanger assembly to attach to the polish rod. This coupling is locked into place and cannot be jarred loose or become disconnected. The head is adjustable from side to side and is removable for well workovers.

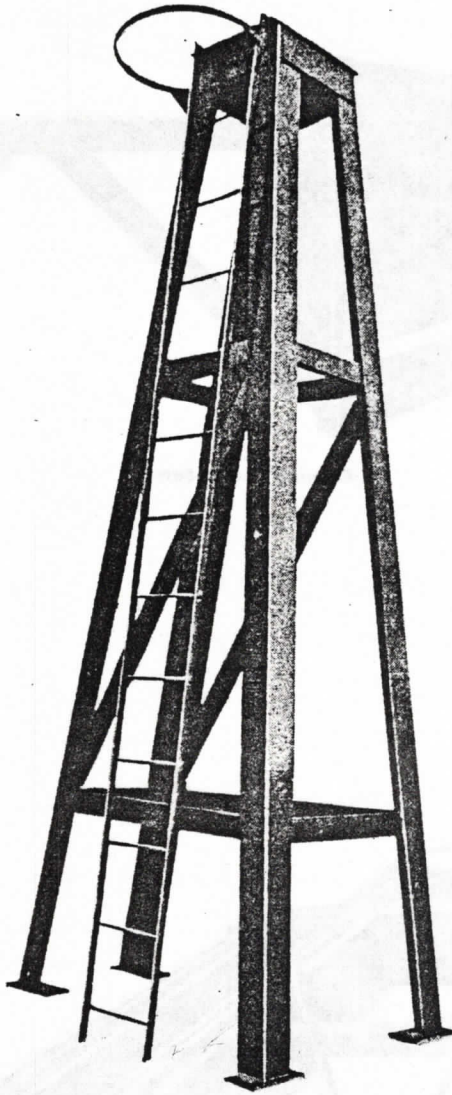


WIRE LINE HANGER

Hangers are quickly removed for maximum safety in well servicing. Wire line is firmly clamped in the hanger. This assembly is designed for either single or dual well pumping.

Parkersburg

Model B5



SAMPSON POST
B5 Model

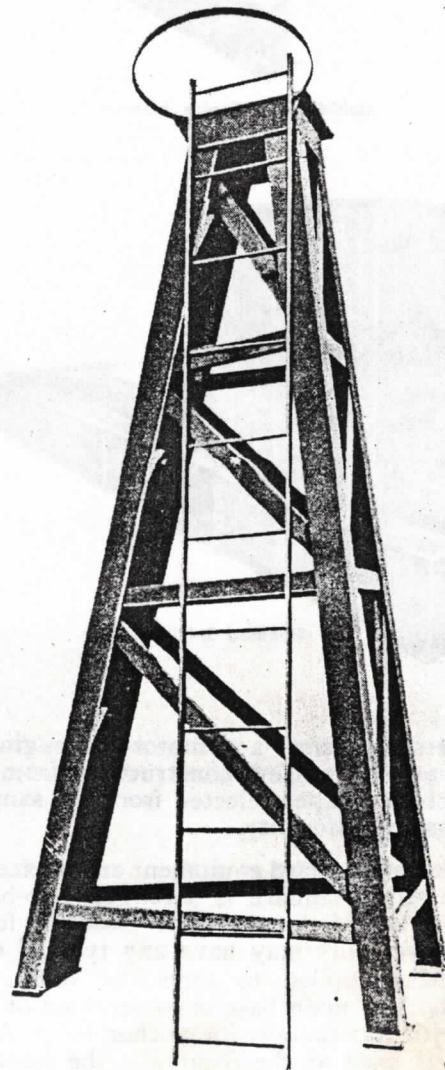
The B5 model is a "derrick type" post, with four heavy angle iron legs, rigidly braced with channel iron cross bracing, and side plates. Posts bolt to main base except on smallest units, where they are welded to the base. All Posts are set up and welded in special jigs to insure accuracy and interchangeability. An all welded ladder with rungs set into and through the side rails assures complete safety. The rungs cannot strip out. This ladder and safety loop are standard equipment on all units except the A.P.I. 25 size.

This Parkersburg design, coupled with quality construction, assures derrick stability, balanced load distribution and exceptional sturdiness.

ST2 SAMPSON POST

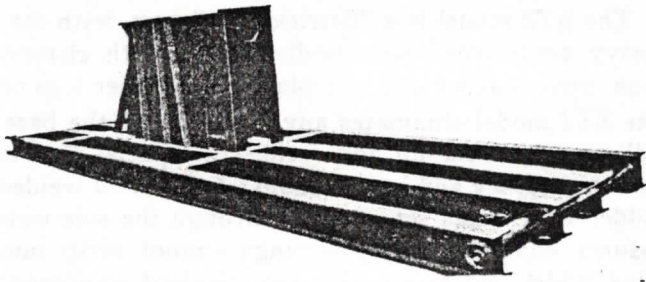
The ST2 model is a "derrick type" post, with four heavy angle iron legs, rigidly braced with channel iron cross bracing and side plates. The wider legs on the ST2 model eliminates any deflection in the base. All posts are set up and welded in special jigs to insure accuracy and interchangeability. An all welded ladder with rungs set into and through the side rails assures complete safety — rungs cannot strip out. This ladder and safety loop are standard equipment on all units except the A.P.I. 25 size.

Model ST2

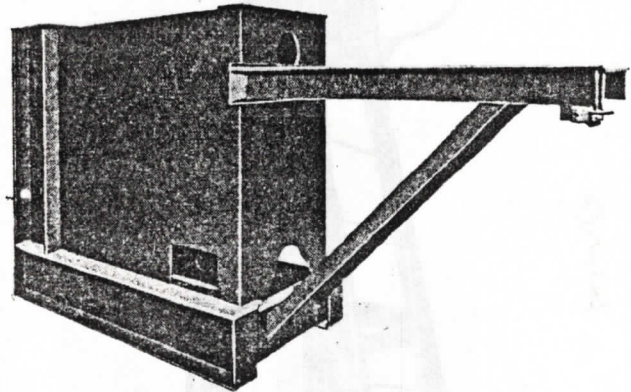


Parkersburg

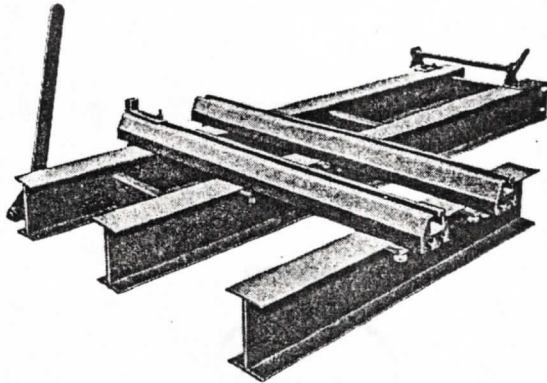
UNIT BASES B5 OR ST2



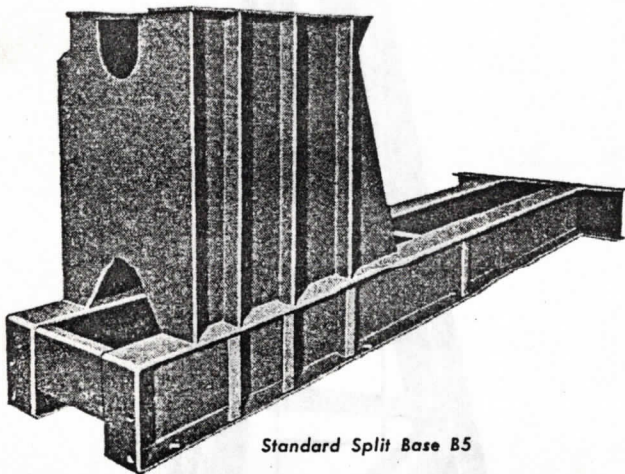
Wide Base Portable WB5



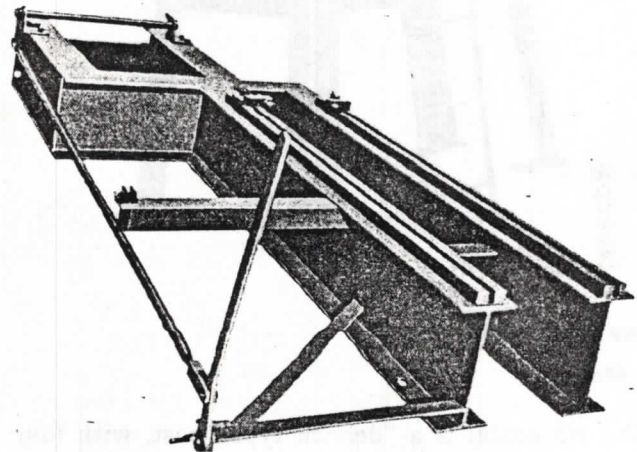
Elevated Electric Base



Multi-Cylinder Engine Base



Standard Split Base B5



Single Cylinder Engine Base

All Parkersburg bases and motor—or engine-base extensions are all-welded construction from wide flange structural shapes selected from the same mill rolling to assure uniformity.

Split bases are standard equipment on all except the small units. Also standard is a reducer sub-base to permit the swing of the cranks to clear the foundation. Split base units may have any type of engine or motor base applied to them, to suit specific requirements. The main base is constructed of heavy CB-beam with flat flanges for anchor bolts. A wide cross beam is used at the front . . . the steel plate

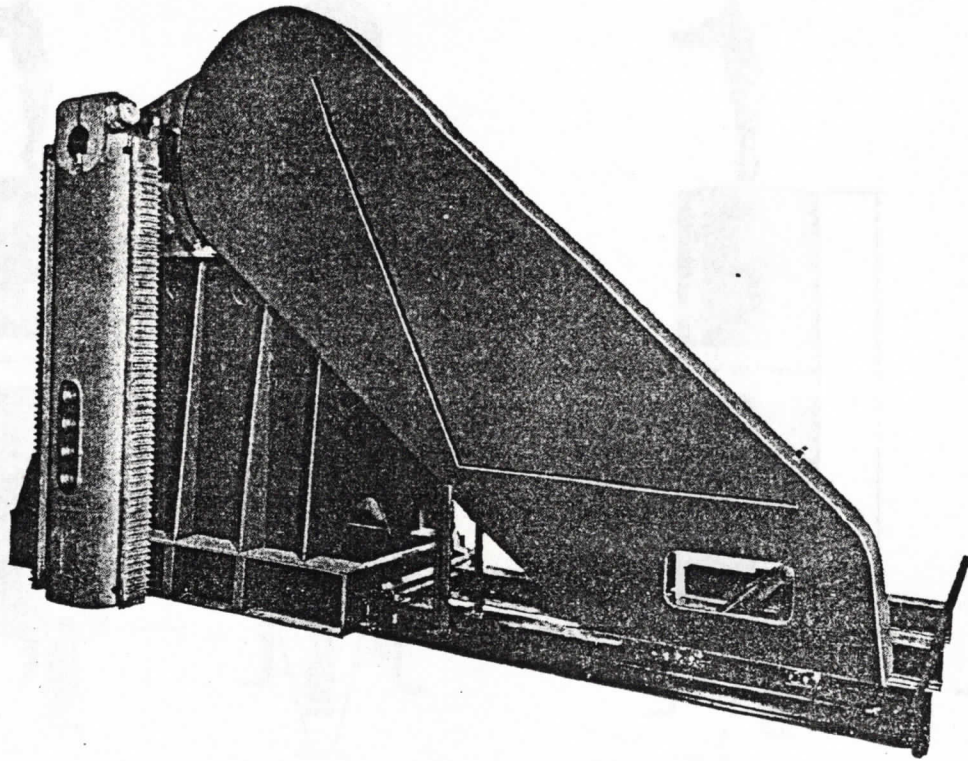
sub-base is welded on.

Wide base portable units were pioneered by Parkersburg for test purposes. These are now used for permanent installation where soil conditions are satisfactory for installing a unit on timbers. They have proved to be economical by saving the cost of pouring concrete foundations and disposing of them when the well is abandoned. All chain and gear units are available in wide base portables. Volume tanks are standard on all wide base portable units.

All B5 wide base units have reinforced beams from base to top of the sub-base for rugged strength.

Parkersburg

BELT COVERS



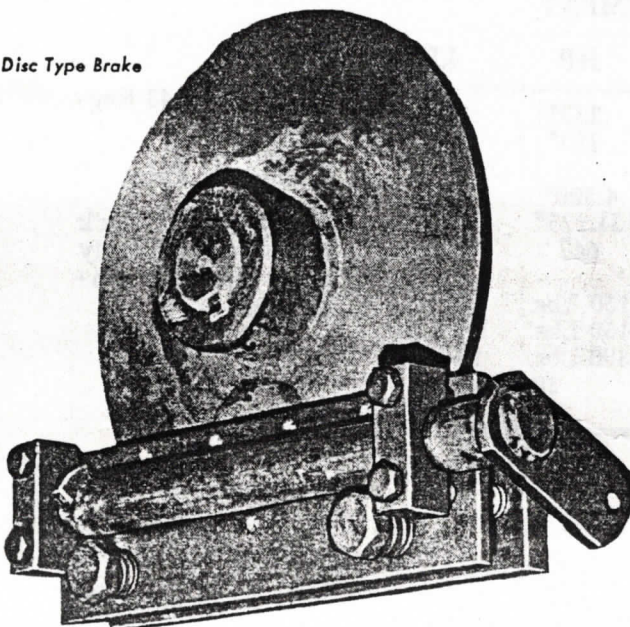
Parkersburg makes a custom belt cover for any engine or motor. Engines are available through Parkersburg. V-Belt sheaves of the size most commonly required are furnished as standard equipment with a pumping unit. Sheaves for engines or electric

motors, and V-Belts are optional equipment. Reduction ratios of Parkersburg Chain and Gear Reducers permit the use of engines and electric motors at customary speeds by proper selection of sheave sizes.

REDUCER HOLDING BRAKE

Positive Safety Lock . . . Easily adjusted

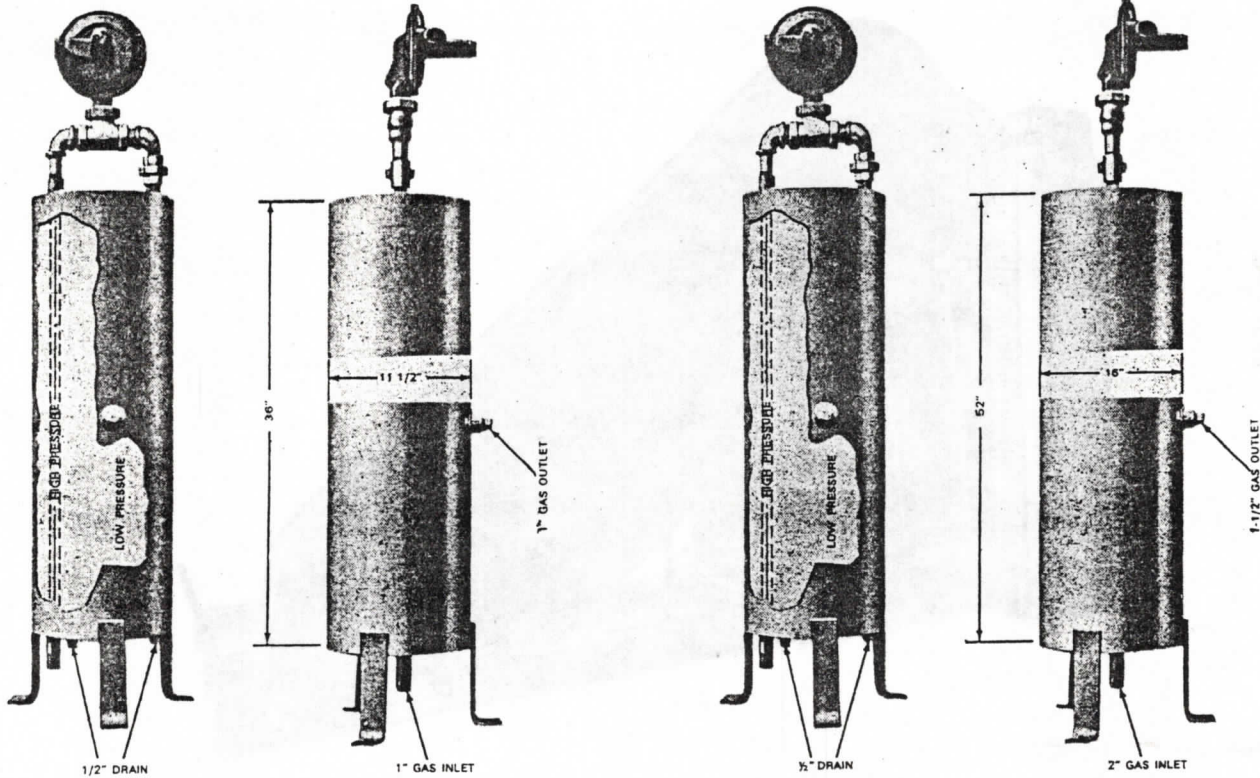
Disc Type Brake



This sturdy disc type brake assembly is mounted on the high speed shaft and not built into the unit sheave. When the brake is applied, the "over-center" locking cam holds the brake positively until released by the operator. The brake control lever is normally mounted at the back of the unit to work paralleled with the engine clutch lever so that one man may operate both simultaneously during well spacing and counterbalancing adjustments.

Parkersburg

GAS VOLUME TANKS



D992285-AX

D996614-AX

SPECIFICATIONS

FEATURES	D992285-AX		D996614-AX	
	COMPARTMENT			
	HP	LP	HP	LP
Cylinder Thickness.....	.216"	.125"	.237"	.1875"
Head Thickness.....	.250"	.250"	.250"	.250"
Outside Diameter.....	3.50"	11.50"	4.500"	16"
Cylinder Length.....	35.25"	35.25"	51.125"	51.125"
Volume—Cu. In.....	250	3165	642	8990
Max. Work Press.	50 Lbs.	8 Oz.	150 Lbs.	8 Oz.
Fittings Standard.....	150 Lbs.	150 Lbs.	150 Lbs.	150 Lbs.
Hydrostatic Test.....	100 + Lbs.	15 + Lbs.	300 Lbs.	15 Lbs.
Total Net Weight.....	100 Lbs.		200 Lbs.	

Rockwell #143 Regulator

Aluminum Paint

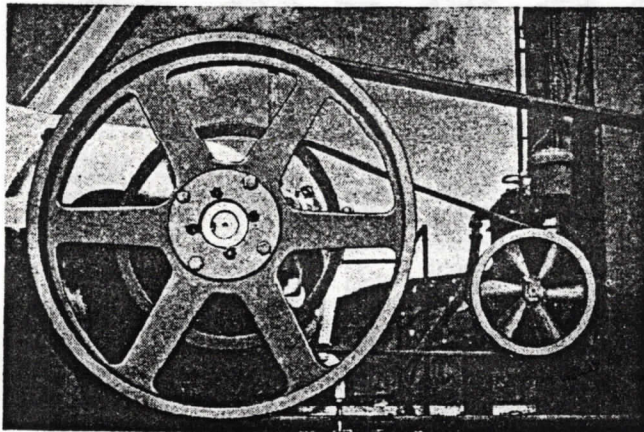
Valve and Check Valve in Gas Supply Line are Recommended

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AIR SYSTEM AND LUBRICATION

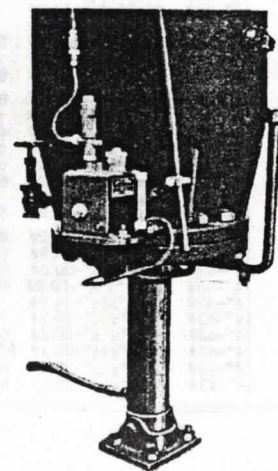
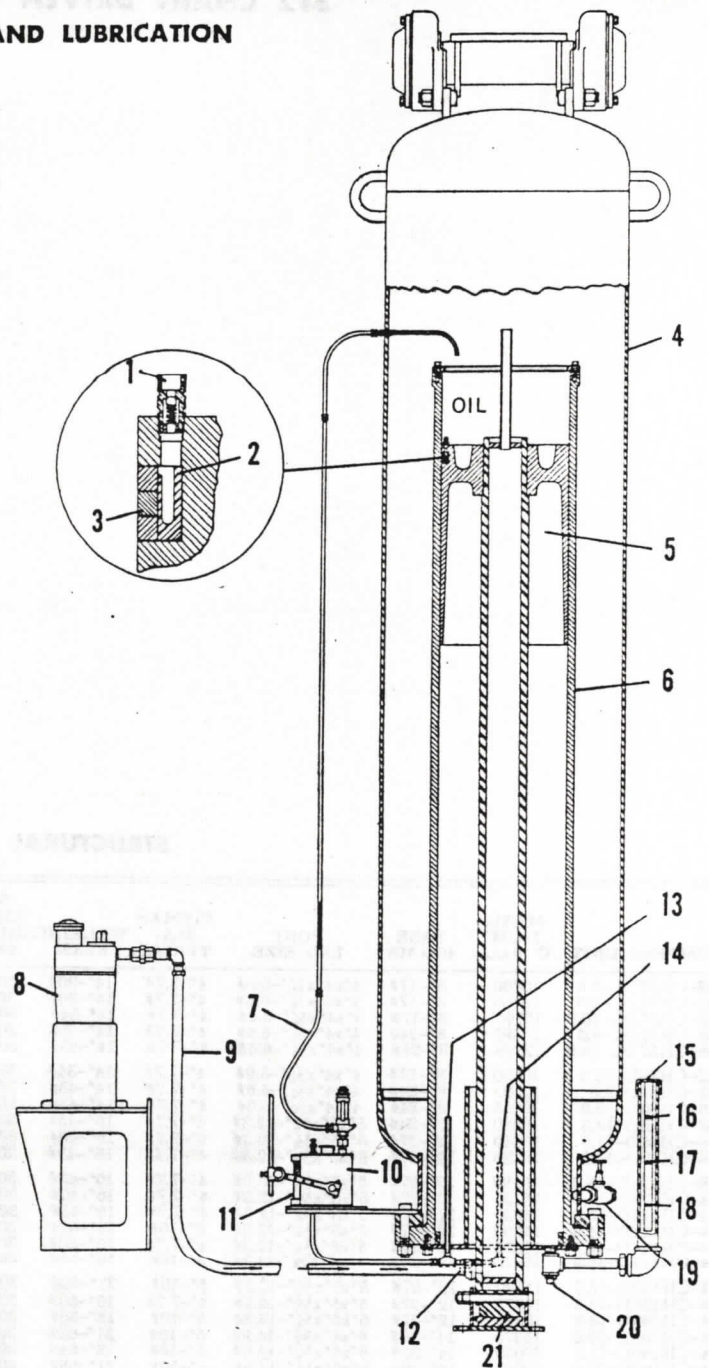
Air is maintained on the counterbalance cylinder by a Quincy Compressor. This air pressure is maintained by a regulator at a predetermined setting. After initial build-up of air pressure, the compressor is used only for occasional make-up air in the system. An oil seal is maintained on the top of the piston to minimize the possibilities of air leaks. The top of the counterbalance cylinder is open to the receiver, eliminating any possibility of air friction during the surge of the counterbalance air. The counterbalance cylinder is lubricated by a combination dip system and a rod actuated oil pump which pumps oil into the top of the cylinder on each stroke. Oil which passes the piston is collected at the bottom of the cylinder and drained into the intake of the oil pump.

- | | |
|---|---|
| 1. Check Valve | 13. Oil return pipe to pump—
2 short strokes |
| 2. Piston ring expander | 14. Oil return pipe to pump—
long stroke |
| 3. Piston rings | 15. Oil gauge |
| 4. Air receiver | 16. Oil level for 76" stroke |
| 5. Piston | 17. Oil level for 88" stroke |
| 6. Counterbalance Cylinder | 18. Oil level for 100" stroke |
| 7. Oil line | 19. Blowoff valve |
| 8. Air compressor | 20. Oil Drain |
| 9. Flexible air hose | 21. Hardened steel or Rubber
Knuckle Joint |
| 10. Oil pump | |
| 11. Oil pump gauge | |
| 12. Valve — open for long
strokes, closed for two
short strokes | |



FLOATING SHEAVE

The above illustration is a close-up look at the air make-up and control system for gas engine drive. In starting up the unit, four hex head bolts are removed from the main sheave of the unit, allowing it to "free wheel" or turn on a bushing in the hub. The engine is then run, driving the unit sheave and the compressor until the desired pressure is reached. The four bolts are replaced and the unit is then ready for automatic operation.



Parkersburg

ST2 CHAIN DRIVEN PUMPING UNITS

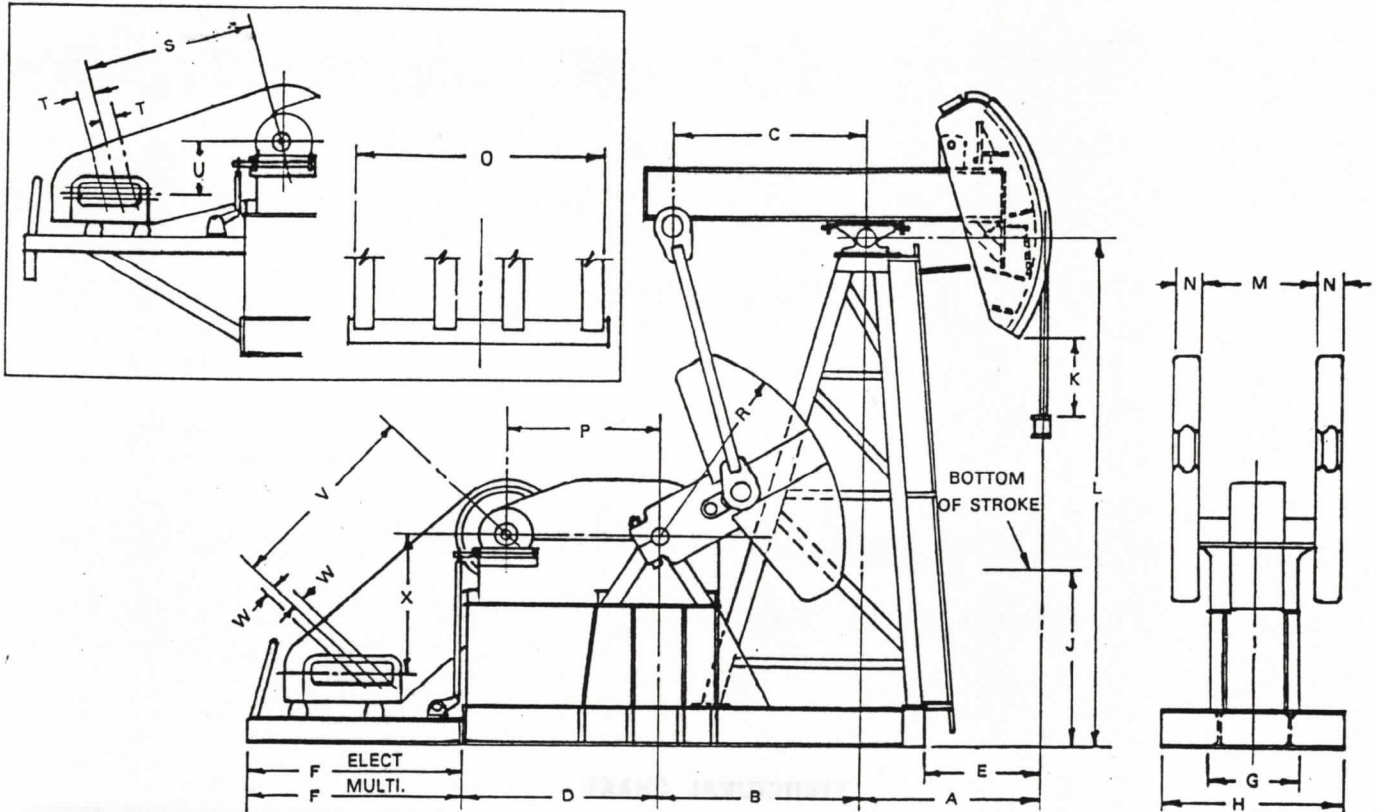
STRUCTURAL CHART

PUMPING UNIT	MAXI-MUM C' BAL.	BASE BEAMS	POST LEG SIZE	PITMAN MA-TERIAL	WALKING BEAM	STD. SHEAVE MULTI & ELECT.	MAXI-MUM SHEAVE	WIRE LINE SIZE	RE-DUCER RATIO	OIL CAPACITY	LENGTH STROKES
42-CH57DL-7.6	10700	8"-17#	4"x4"x1/2"-6.6#	4"-7.7#	14"-30#	30"-2B	40"-3C	3/4"x17'6"	19.86	14 GAL.	26",34",42"
42-CH57DL-8.9	10700	8"-17#	4"x4"x1/2"-6.6#	4"-7.7#	14"-30#	30"-2B	40"-3C	3/4"x17'5"	19.86	14 GAL.	26",34",42"
42-CH57DL-10.9	10700	8"-17#	4"x4"x1/2"-6.6#	4"-7.7#	14"-34#	30"-2B	40"-3C	3/4"x17'6"	19.86	14 GAL.	26",34",42"
48-CH57DL-9.5	12395	8"-24#	4"x4"x1/2"-6.6#	4"-7.7#	14"-43#	30"-2B	40"-3C	3/4"x19'8"	19.86	14 GAL.	24",36",48"
48-CH57DL-10.9	12395	8"-24#	4"x4"x1/2"-6.6#	4"-7.7#	14"-43#	30"-2B	40"-3C	3/4"x19'8"	19.86	14 GAL.	24",36",48"
42-CH80D-10.9	10700	8"-17#	4"x4"x1/2"-6.6#	4"-7.7#	14"-34#	30"-3B	60"-4C	3/4"x17'6"	22.25	20 GAL.	26",34",42"
48-CH80D-9.5	12395	8"-24#	4"x4"x1/2"-6.6#	4"-7.7#	14"-43#	30"-3B	60"-4C	3/4"x19'8"	22.25	20 GAL.	24",36",48"
48-CH80D-10.9	12395	8"-24#	4"x4"x1/2"-6.6#	4"-7.7#	14"-43#	30"-3B	60"-4C	3/4"x19'8"	22.25	20 GAL.	24",36",48"
48-CH80D-13.3	16580	12"-24#	5"x5"x3/4"-12.3#	4"-7.7#	16"-45#	30"-3B	60"-4C	3/4"x19'8"	22.25	20 GAL.	24",36",48"
54-CH80D-11.9	11810	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-40#	30"-3B	60"-4C	3/4"x19'8"	22.25	20 GAL.	34",44",54"
54-CH80D-13.3	15720	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-45#	30"-3B	60"-4C	3/4"x19'8"	22.25	20 GAL.	34",44",54"
48-CH114D-13.3	16580	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-45#	30"-3C	52"-5C	3/4"x19'8"	23.75	22 GAL.	24",36",48"
54-CH114D-11.9	15720	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-40#	30"-3C	52"-5C	3/4"x19'8"	23.75	22 GAL.	34",44",54"
54-CH114D-13.3	15720	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-45#	30"-3C	52"-5C	3/4"x19'8"	23.75	22 GAL.	34",44",54"
54-CH114D-16.9	15720	12"-27#	5"x5"x3/4"-12.3#	5"-10#	21"-62#	30"-3C	52"-5C	1"x19'8"	23.75	22 GAL.	34",44",54"
64-CH114D-14.3	16375	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-50#	30"-3C	52"-5C	1"x22'7"	23.75	22 GAL.	34",44",54",64"
64-CH114D-16.9	16375	12"-27#	5"x5"x3/4"-12.3#	5"-10#	18"-55#	30"-3C	52"-5C	1"x26'0"	23.75	22 GAL.	34",44",54",64"
54-CH160D-16.9	15720	12"-27#	5"x5"x3/4"-12.3#	5"-10#	21"-62#	30"-4C	60"-6C	1"x19'8"	25.33	35 GAL.	34",44",54"
64-CH160D-14.3	16375	12"-27#	5"x5"x3/4"-12.3#	4"-7.7#	16"-50#	30"-4C	60"-6C	1"x22'7"	25.33	35 GAL.	34",44",54",64"
64-CH160D-16.9	16375	12"-27#	5"x5"x3/4"-12.3#	5"-10#	18"-55#	30"-4C	60"-6C	1"x26'0"	25.33	35 GAL.	34",44",54",64"
64-CH160D-20.0	16375	14"-30#	6"x6"x3/4"-14.9#	5"-10#	21"-62#	30"-4C	60"-6C	1"x26'4"	25.33	35 GAL.	34",44",54",64"
74-CH160D-17.3	20050	14"-30#	6"x6"x3/4"-14.9#	5"-10#	18"-64#	30"-4C	60"-6C	1"x33'6"	25.33	35 GAL.	44",54",64",74"
74-CH160D-20.0	20050	14"-30#	6"x6"x3/4"-14.9#	5"-10#	21"-68#	30"-4C	60"-6C	1"x33'6"	25.33	35 GAL.	44",54",64",74"
64-CH228D-20	16375	14"-30#	6"x6"x3/4"-14.9#	5"-10#	21"-62#	44"-5C	60"-6D	1"x26'4"	19.1	36 GAL.	34",44",54",64"
74-CH228D-17.3	20050	14"-30#	6"x6"x3/4"-14.9#	5"-10#	18"-64#	44"-5C	60"-6D	1"x33'6"	19.1	36 GAL.	44",54",64",74"
74-CH228D-20	20050	14"-30#	6"x6"x3/4"-14.9#	5"-10#	21"-68#	44"-5C	60"-6D	1"x33'6"	19.1	36 GAL.	44",54",64",74"
74-CH228D-24.6	20050	14"-30#	6"x6"x3/4"-14.9#	6"-12.5#	18"-96#	44"-5C	60"-6D	1 1/2"x33'6"	19.1	36 GAL.	44",54",64",74"
86-CH228D-21.2	18626	14"-30#	6"x6"x3/4"-14.9#	5"-10#	18"-96#	44"-5C	60"-6D	1 1/2"x36'6"	19.1	36 GAL.	56",66",76",86"
86-CH228D-24.6	18626	14"-30#	6"x6"x3/4"-14.9#	6"-12.5#	18"-105#	44"-5C	60"-6D	1 1/2"x36'6"	19.1	36 GAL.	56",66",76",86"
74-CH320D-24.6	20050	14"-30#	6"x6"x3/4"-14.9#	6"-12.5#	18"-96#	44"-6C	90"-8C	1 1/2"x33'6"	21.7	77 GAL.	44",54",64",74"
86-CH320D-21.2	19950	14"-30#	6"x6"x3/4"-14.9#	5"-10#	18"-96#	44"-6C	90"-8C	1 1/2"x36'6"	21.7	77 GAL.	56",66",76",86"
86-CH320D-24.6	19950	14"-30#	6"x6"x3/4"-14.9#	6"-12.5#	18"-105#	44"-6C	90"-8C	1 1/2"x36'6"	21.7	77 GAL.	56",66",76",86"
86-CH320D-29.8	19950	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-100#	44"-6C	90"-8C	1 1/2"x36'6"	21.7	77 GAL.	56",66",76",86"
100-CH320D-25.6	33000	14"-30#	6"x6"x3/4"-14.9#	6"-12.5#	24"-100#	44"-6C	90"-8C	1 1/2"x34'4"	21.7	77 GAL.	64",76",88",100"
100-CH320D-29.8	33000	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-110#	44"-6C	90"-8C	1 1/2"x34'4"	21.7	77 GAL.	64",76",88",100"
120-CH320D-21.3	34700	14"-43#	8"x6"x1/2"-14.9#	5"-10#	24"-110#	44"-6C	90"-8C	1 1/2"x45'0"	21.7	77 GAL.	84",96",108",120"
120-CH320D-25.6	34700	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-110#	44"-6C	90"-8C	1 1/2"x45'0"	21.7	77 GAL.	84",96",108",120"
86-CH456D-29.8	19950	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-100#	44"-8C	90"-10C	1 1/2"x36'6"	21.6	77 GAL.	56",66",76",86"
100-CH456D-25.6	33000	14"-30#	6"x6"x3/4"-14.9#	6"-12.5#	24"-100#	44"-8C	90"-10C	1 1/2"x34'4"	21.6	77 GAL.	64",76",88",100"
100-CH456D-29.8	33000	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-110#	44"-8C	90"-10C	1 1/2"x34'4"	21.6	77 GAL.	64",76",88",100"
100-CH456D-36.5	33000	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-130#	44"-8C	90"-10C	1 1/2"x34'4"	21.6	77 GAL.	64",76",88",100"
120-CH456D-21.3	34700	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-110#	44"-8C	90"-10C	1 1/2"x45'0"	21.6	77 GAL.	84",96",108",120"
120-CH456D-25.6	34700	14"-43#	8"x6"x1/2"-14.9#	5"-10#	24"-110#	44"-8C	90"-10C	1 1/2"x45'0"	21.6	77 GAL.	84",96",108",120"
120-CH456D-30.4	34700	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-110#	44"-8C	90"-10C	1 1/2"x45'0"	21.6	77 GAL.	84",96",108",120"
120-CH456D-36.5	34700	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	24"-130#	44"-8C	90"-10C	1 1/2"x45'0"	21.6	77 GAL.	84",96",108",120"
144-CH456D-25.3	29000	14"-43#	8"x6"x1/2"-20.2#	5"x5"x16#	36"-160#	44"-8C	90"-10C	1 1/2"x45'0"	21.6	77 GAL.	84",96",108",120"
144-CH456D-30.4	29000	14"-43#	8"x6"x1/2"-20.2#	6"-12.5#	36"-170#	44"-8C	90"-10C	1 1/2"x50'8"	21.6	77 GAL.	101",115",130",144"

Other Sizes Available by Application

Parkersburg

ST2 CHAIN DRIVEN PUMPING UNITS



DIMENSIONS

PUMPING UNIT	A	B	C	D	E	ELECT.		G	H	J	K	L	M	N	O	P	R	S	T	U	V	W	X
						F	F																
42-CH57DL-7.6	4'0"	4'8"	4'3 1/4"	2'4"	3'4 1/4"	5'2"	5'2"	23"	4'0"	4'2"	18"	9'9 1/4"	2'0 1/4"	8"	5'3 1/4"	35 1/2"	4'1 1/4"	4'0"	2"	12 1/4"	4'10"	1 1/2"	2'7"
42-CH57DL-8.9	4'0"	4'8"	4'3 1/4"	2'4"	3'4 1/4"	5'2"	5'2"	23"	4'0"	4'2"	18"	9'9 1/4"	2'0 1/4"	8"	5'3 1/4"	35 1/2"	4'1 1/4"	4'0"	2"	12 1/4"	4'10"	1 1/2"	2'7"
42-CH57DL-10.9	4'0"	4'8"	4'3 1/4"	2'4"	3'4 1/4"	5'2"	5'2"	23"	4'0"	4'2"	18"	9'9 1/4"	2'0 1/4"	8"	5'3 1/4"	35 1/2"	4'1 1/4"	4'0"	2"	12 1/4"	4'10"	1 1/2"	2'7"
48-CH57DL-9.5	4'6"	5'1"	4'10"	2'4"	3'10 1/4"	6'4"	6'4"	23"	4'0"	4'9"	18"	12'10"	2'0 1/4"	8"	5'3 1/4"	35 1/2"	4'10"	4'0"	2"	12 1/2"	6'1"	4"	3'5"
48-CH57DL-10.9	4'6"	5'1"	4'10"	2'4"	3'4 1/4"	6'4"	6'4"	23"	4'4"	4'9"	18"	12'10"	2'0 1/4"	8"	5'3 1/4"	35 1/2"	4'10"	4'0"	2"	12 1/2"	6'1"	4"	3'5"
42-CH80D-10.9	4'0"	4'8"	4'3 1/4"	4'10 1/4"	3'4 1/4"	5'0"	5'0"	23"	4'0"	4'2"	18"	9'9 1/4"	2'9 1/4"	8"	5'7"	46 3/4"	4'11 1/4"	3'9"	3"	15"	4'7"	2 1/2"	2'8"
48-CH80D-9.5	4'6"	5'1"	4'10"	4'10 1/4"	3'10 1/4"	5'10"	5'10"	23"	4'0"	4'9"	21"	12'10"	2'9 1/4"	8"	5'7"	46 3/4"	4'10"	3'9"	3"	15"	5'11"	2"	3'9"
48-CH80D-10.9	4'6"	5'1"	4'10"	4'10 1/4"	3'10 1/4"	5'10"	5'10"	23"	4'0"	4'9"	21"	12'10"	2'9 1/4"	8"	5'7"	46 3/4"	4'10"	3'9"	3"	15"	5'11"	2"	3'9"
48-CH80D-13.3	4'6"	5'1"	4'10"	4'10 1/4"	2'10 1/4"	5'10"	5'10"	26 1/2"	4'6"	4'9"	21"	12'10"	2'9 1/4"	8"	5'7"	46 3/4"	5'0 1/4"	3'9"	3"	15"	5'11"	2"	3'9"
54-CH80D-11.9	4'6"	5'1"	4'10"	4'10 1/4"	2'10 1/4"	5'10"	5'10"	26 1/2"	4'6"	4'6"	20"	12'10"	2'9 1/4"	8"	5'7"	46 3/4"	5'0"	3'9"	3"	15"	5'11"	2"	3'9"
54-CH80D-13.3	4'6"	5'1"	4'10"	4'10 1/4"	2'10 1/4"	5'10"	5'10"	26 1/2"	4'6"	4'6"	20"	12'10"	2'9 1/4"	8"	5'7"	46 3/4"	5'2 1/2"	3'9"	3"	15"	5'11"	2"	3'9"
48-CH114D-13.3	4'6"	5'1"	4'10"	5'1"	2'10 1/4"	6'3"	6'3"	26 1/2"	4'6"	4'9"	21"	12'10"	3'2 1/4"	8"	6'0"	48 3/4"	5'0 1/4"	3'11"	4"	12 1/2"	6'2"	3 1/4"	3'6"
54-CH114D-11.9	4'6"	5'1"	4'10"	5'1"	2'10 1/4"	6'3"	6'3"	26 1/2"	4'6"	4'6"	20"	12'10"	3'2 1/4"	8"	6'0"	48 3/4"	5'2 1/4"	3'11"	4"	12 1/2"	6'2"	3 1/4"	3'6"
54-CH114D-13.3	4'6"	5'1"	4'10"	5'1"	2'10 1/4"	6'3"	6'3"	26 1/2"	4'6"	4'6"	20"	12'10"	3'2 1/4"	8"	6'0"	48 3/4"	5'2 1/4"	3'11"	4"	12 1/2"	6'2"	3 1/4"	3'6"
54-CH114D-16.9	4'6"	5'1"	4'10"	5'1"	2'10 1/4"	6'3"	6'3"	26 1/2"	4'6"	4'6"	20"	12'10"	3'2 1/4"	8"	6'2 1/4"	48 3/4"	5'2 1/4"	3'11"	4"	12 1/2"	5'11"	3"	3'6"
64-CH114D-14.3	5'0"	5'6"	5'4 1/4"	5'1"	3'2 1/4"	5'0"	6'3"	26 1/2"	5'2"	4'6"	3'10"	14'4 1/4"	3'2 1/4"	8"	6'2 1/4"	48 3/4"	5'9 1/4"	3'11"	4"	12 1/2"	5'11"	2 1/2"	4'2 1/2"
64-CH114D-16.9	5'0"	5'6"	5'4 1/4"	5'1"	3'6 3/4"	5'0"	6'3"	26 1/2"	5'4"	4'6 1/2"	3'8"	14'4 1/4"	3'2 1/4"	8"	6'2 1/4"	48 3/4"	5'9 1/4"	3'11"	4"	12 1/2"	5'11"	2 1/2"	4'2 1/2"
54-CH160D-16.9	4'6"	5'1"	4'10"	5'8 1/4"	2'5 1/4"	5'4"	5'4"	2'10"	5'4"	4'6"	2'0"	12'10"	3'8 3/4"	8"	6'6"	4'5 1/4"	5'2 1/4"	3'10"	4"	16"	5'7"	1 1/2"	3'5"
64-CH160D-14.3	5'0"	5'6"	5'4 1/4"	5'8 1/4"	3'6 3/4"	6'6"	6'6"	2'10"	5'4"	4'6 1/2"	3'8"	14'4 1/4"	3'8 3/4"	8"	6'6"	4'5 1/4"	5'9 1/4"	3'10"	4"	16"	6'9"	3"	4'1 1/4"
64-CH160D-16.9	5'0"	5'6"	5'4 1/4"	5'8 1/4"	3'6 3/4"	5'4"	6'6"	2'10"	5'4"	4'6 1/2"	3'8"	14'4 1/4"	3'8 3/4"	8"	6'6"	4'5 1/4"	5'9 1/4"	3'10"	4"	16"	6'9"	3"	4'1 1/4"
64-CH160D-20.0	5'0"	5'6"	5'4 1/4"	5'8 1/4"	3'2 1/4"	5'6"	6'6"	2'10"	5'2"	4'6"	3'9"	14'4 1/4"	3'8 3/4"	8"	6'6"	4'5 1/4"	5'9 1/4"	4'9"	3 1/2"	23 1/4"	6'9"	3"	4'1 1/4"
74-CH160D-17.3	6'0"	6'8 1/2"	6'6 1/4"	5'8 1/4"	4'7 1/4"	5'6"	6'6"	2'10"	6'2"	4'6"	5'8"	17'0 1/4"	3'8 3/4"	8"	6'6"	4'5 1/4"	6'6 1/4"	4'9"	3 1/2"	23 1/4"	7'2"	4"	4'9 1/2"
74-CH160D-20.0	6'0"	6'8 1/2"	6'6 1/4"	5'8 1/4"	4'7 1/4"	5'6"	6'6"	2'10"	6'2"	4'6"	6'0"	17'0 1/4"	3'8 3/4"	8"	6'6"	4'5 1/4"	6'6 1/4"	4'9"	3 1/2"	23 1/4"	7'2"	4"	4'9 1/2"
64-CH228D-20.0	5'0"	5'6"	5'4 1/4"	5'9 1/4"	3'2 1/4"	6'0"	7'2"	2'10"	5'2"	4'6"	3'9"	14'4 1/4"	4'5 1/4"	8"	7'4"	4'5 1/4"	5'9 1/4"	4'5"	3 1/2"	17 1/4"	5'10"	1 1/2"	4'1 1/4"
74-CH228D-17.3	6'0"	6'8 1/2"	6'6 1/4"	5'8 1/4"	4'7 1/4"	6'0"	7'2"	2'10"	6'2"	4'6"	5'8"	17'0 1/4"	4'5 1/4"	8"	7'4"	4'5 1/4"	6'6 1/4"	5'1"	2 1/2"	2'5 1/4"	7'1"	1 1/2"	4'9 1/2"
74-CH228D-20.0	6'0"	6'8 1/2"	6'6 1/4"	5'9 1/4"	4'7 1/4"	6'0"	7'2"	2'10"	6'2"	4'6"	6'0"	17'0 1/4"	4'5 1/4"	8"	7'4"	4'5 1/4"	6'6 1/4"	5'11"	2 1/2"	2'5 1/4"	7'1"	1 1/2"	4'9 1/2"
74-CH228D-24.6	6'0"	6'8 1/2"	6'6 1/4"	5'9 1/4"	4'7 1/4"	6'0"	7'2"	2'10"	6'2"	4'6"	6'0"	17'0 1/4"	4'5 1/4"	8"	7'4"	4'5 1/4"	6'6 1/4"	5'11"	2 1/2"	2'5 1/4"	7'1"	1 1/2"	4'9 1/2"
86-CH228D-21.2	7'0"	7'10"	7'6 3/4"	5'9 1/4"	4'11 1/4"	6'4"	7'2"	2'10"	5'4"	4'6"	7'0"	19'2 1/4"	4'5 1/4"	8"	7'4"	4'5 1/4"	7'0 1/2"	5'11 1/2"	2 1/2"	2'5 1/4"	7'7"	2"	5'4 1/2"
86-CH228D-24.6	7'0"	7'10"	7'6 3/4"	5'9 1/4"	4'11 1/4"	6'4"	7'2"	2'10"	5'4"	4'6"	7'0"	19'2 1/4"	4'5 1/4"	8"	7'4"	4'5 1/4"	7'0 1/2"	5'11 1/2"	2 1/2"	2'5 1/4"	7'7"	2"	5'4 1/2"
74-CH320D-24.6	6'0"	6'8 1/2"	6'6 1/4"	7'10"	4'7 3/4"	5'8"	8'0"	3'3"	6'2"	4'6"	5'8"	17'0 1/4"	4'5 1/4"	8"	7'4"	6'1 1/4"	6'6 1/4"	5'1"	2 1/2"	2'5 1/4"	6'9 1/4"	2 1/2"	4'8 1/4"
86-CH320D-21.2	7'0"	7'10"	7'6 3/4"	7'10"	4'11 3/4"	6'6"	8'0"	3'3"	5'4"	4'6"	7'0"	19'2 1/4"	5'0 1/4"	8"	8'0"	6'1 1/4"	7'0 1/2"	5'1"	2 1/2"	2'5 1/4"	7'10"	2"	5'4"
86-CH320D-24.6	7'0"	7'10"	7'6 3/4"	7'10"	4'11 3/4"	6'6"	8'0"	3'3"	5'4"	4'6"	7'0"	19'2 1/4"	5'0 1/4"	8"	8'0"	6'1 1/4"	7'0 1/2"	5'1"	2 1/2"	2'5 1/4"	7'10"	2"	5'4"
86-CH320D-29.8	7'0"	7'10"	7'6 3/4"	7'10"	4'11 3/4"	6'6"	8'0"	3'3"	5'4"	4'6"	7'0"	19'2 1/4"	5'0 1/4"	8"	8'0"	6'1 1/4"	7'0 1/2"	5'1"	2 1/2"	2'5 1/4"	7'10"	2"	5'4"
100-CH320D-25.6	8'0"	9'0 1/4"	8'8 1/4"	7'10"	5'11 1/4"	8'0"	8'0"	3'3"	5'4"	4'6"	...	21'7 1/4"	4'6 1/4"	10"	7'8"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'8 1/2"	2"	5'10"
100-CH320D-29.8	8'0"	9'0 1/4"	8'8 1/4"	7'10"	5'11 1/4"	8'0"	8'0"	3'3"	5'4"	4'6"	7'0"	21'7 1/4"	4'6 1/4"	10"	8'0"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'8 1/2"	2"	5'10"
120-CH320D-21.3	9'6"	10'7 3/4"	10'4 3/4"	7'10"	8'4 1/2"	7'6"	8'0"	3'3"	7'0"	4'6"	8'11"	23'9 1/4"	4'6 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	6'8"
120-CH320D-25.6	9'6"	10'7 3/4"	10'4 3/4"	7'10"	8'4 1/2"	7'4"	7'4"	3'3"	7'0"	4'6"	8'11"	23'9 1/4"	4'6 1/4"	10"	7'8"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	8'11"	4 1/2"	6'6"
86-CH456D-29.8	7'0"	7'10"	7'6 3/4"	7'10"	...	6'6"	8'0"	3'3"	...	4'6"	...	19'2 1/4"	4'10 3/4"	8"	8'0"	6'1 1/4"	7'0 1/2"	5'1"	3 1/4"	2'3 1/4"	7'9"	2 1/2"	5'4"
100-CH456D-25.6	8'0"	9'0 1/4"	8'8 1/4"	7'10"	5'11 1/4"	6'6"	8'0"	3'3"	5'4"	4'6"	...	21'7 1/4"	4'8 1/4"	10"	7'10"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'9"	2 1/2"	6'10"
100-CH456D-29.8	8'0"	9'0 1/4"	8'8 1/4"	7'10"	...	6'6"	8'0"	3'3"	...	4'6"	...	21'7 1/4"	4'8 1/4"	10"	8'0"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 1/4"
100-CH456D-36.5	8'0"	9'0 1/4"	8'8 1/4"	7'10"	...	6'6"	8'0"	3'3"	...	4'6"	...	21'7 1/4"	4'8 1/4"	10"	8'0"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 1/4"
120-CH456D-21.3	9'6"	10'7 3/4"	10'4 3/4"	7'10"	8'4 1/2"	7'6"	8'0"	3'3"	...	4'6"	...	23'9 1/4"	4'8 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	6'8"
120-CH456D-25.6	9'6"	10'7 3/4"	10'4 3/4"	7'10"	8'4 1/2"	7'6"	8'0"	3'3"	7'0"	4'6"	8'11"	23'9 1/4"	4'8 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	6'8"
120-CH456D-30.4	9'6"	10'7 3/4"	10'4 3/4"	7'10"	...	7'6"	8'0"	3'3"	...	4'6"	...	23'9 1/4"	4'8 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	6'8"
120-CH456D-36.5	9'6"	10'7 3/4"	10'4 3/4"	7'10"	...	7'6"	8'0"	3'3"	...	4'6"	...	23'9 1/4"	4'8 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	6'8"
144-CH456D-25.3	11'5"	12'9 1/2"	12'5"	7'10"	10'2 1/4"	7'6"	8'0"	3'3"	7'0"	4'6"	9'5"	26'6"	4'8 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 3/4"
144-CH456D-30.4	11'5"	12'9 1/2"	12'5"	7'10"	10'2 1/4"	7'6"	8'0"	3'3"	7'0"	4'6"	9'5"	26'6"	4'8 1/4"	10"	8'0"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 3/4"

Parkersburg

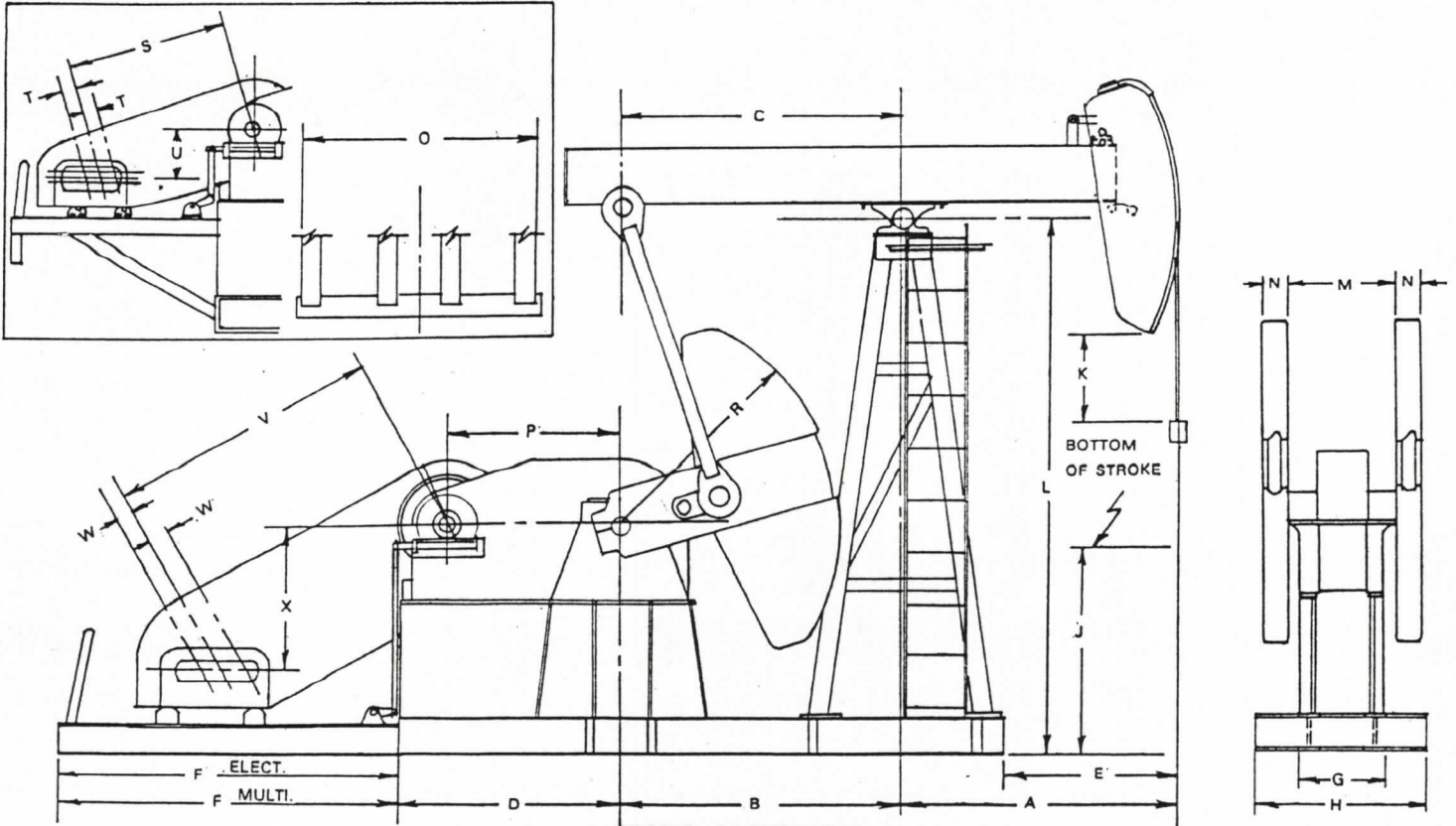
B5 CHAIN DRIVEN PUMPING UNITS

STRUCTURAL CHART

PUMPING UNIT	MAXI-MUM C' BAL	BASE BEAMS	POST LEG SIZE	PITMAN MA-TERIAL	WALKING BEAM	ST'D. SHEAVE MULTI & ELECT.	MAXI-MUM SHEAVE	WIRE LINE SIZE	RE-DUCER RATIO	OIL CAPACITY	LENGTH STROKES
36-CH57DL-8.9	5500	8"-17#	4"x4"x $\frac{1}{4}$ "	4"-7.7#	14"-34#	30"-2B	40"-3C	$\frac{3}{4}$ "x13'10"	19.86	14 GAL.	20",28",26"
42-CH57DL-7.6	10247	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-30#	30"-2B	40"-3C	$\frac{3}{4}$ "x15'6"	19.86	14 GAL.	26",34",42"
42-CH57DL-8.9	10247	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-34#	30"-2B	40"-3C	$\frac{3}{4}$ "x15'6"	19.86	14 GAL.	26",34",42"
42-CH57DL-10.9	10247	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-48#	30"-2B	40"-3C	$\frac{3}{4}$ "x15'6"	19.86	14 GAL.	26",34",42"
48-CH57DL-9.5	15400	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-43#	30"-2B	40"-3C	$\frac{3}{4}$ "x17'2"	19.86	14 GAL.	24",36",48"
48-CH57DL-10.9	15400	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-48#	30"-2B	40"-3C	$\frac{3}{4}$ "x17'2"	19.86	14 GAL.	24",36",48"
42-CH80D-10.9	10247	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-48#	30"-3B	60"-4C	$\frac{3}{4}$ "x15'6"	22.25	20 GAL.	26",34",42"
48-CH80D-9.5	15400	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-43#	30"-3B	60"-4C	$\frac{3}{4}$ "x17'2"	22.25	20 GAL.	24",36",48"
48-CH80D-10.9	15400	8"-24#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-48#	30"-3B	60"-4C	$\frac{3}{4}$ "x17'2"	22.25	20 GAL.	24",36",48"
48-CH80D-13.3	15400	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-68#	30"-3B	60"-4C	$\frac{3}{4}$ "x18'4"	22.25	20 GAL.	24",36",48"
54-CH80D-11.9	15000	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	18"-50#	30"-3B	60"-4C	$\frac{3}{4}$ "x18'8"	22.25	20 GAL.	34",44",54"
54-CH80D-13.3	15000	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-68#	30"-3B	60"-4C	$\frac{3}{4}$ "x18'4"	22.25	20 GAL.	34",44",54"
48-CH114D-13.3	15400	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-68#	30"-3C	52"-5C	$\frac{3}{4}$ "x18'4"	23.75	22 GAL.	24",36",48"
54-CH114D-11.9	15000	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	18"-50#	30"-3C	52"-5C	$\frac{3}{4}$ "x18'8"	23.75	22 GAL.	34",44",54"
54-CH114D-13.3	15000	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	14"-68#	30"-3C	52"-5C	$\frac{3}{4}$ "x18'4"	23.75	22 GAL.	34",44",54"
5+ CH114D-10.9	15000	12"-27#	5"x5"x $\frac{1}{8}$ "	5"-10#	21"-73#	30"-3C	52"-5C	1"x21'2"	23.75	22 GAL.	34",44",54"
64-CH114D-14.3	15660	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	21"-62#	30"-3C	52"-5C	1"x23'8"	23.75	22 GAL.	34",44",54",64"
64-CH114D-16.9	15660	12"-27#	5"x5"x $\frac{1}{8}$ "	5"-10#	21"-73#	30"-3C	52"-5C	1"x23'8"	23.75	22 GAL.	34",44",54",64"
54-CH160D-16.9	14990	12"-27#	5"x5"x $\frac{1}{8}$ "	5"-10#	21"-73#	30"-4C	60"-6C	1"x21'2"	25.33	35 GAL.	34",44",54"
64-CH160D-14.3	15660	12"-27#	5"x5"x $\frac{1}{8}$ "	4"-7.7#	21"-62#	30"-4C	60"-6C	1"x23'8"	25.33	35 GAL.	34",44",54",64"
64-CH160D-16.9	15660	12"-27#	5"x5"x $\frac{1}{8}$ "	5"-10#	21"-73#	30"-4C	60"-6C	1"x23'8"	25.33	35 GAL.	34",44",54",64"
64-CH160D-20	18570	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-94#	30"-4C	60"-6C	1"x24'7"	25.33	35 GAL.	34",44",54",64"
74-CH160D-17.3	18280	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-84#	30"-4C	60"-6C	1"x24'7"	25.33	35 GAL.	44",54",64",74"
74-CH160D-20	18280	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-94#	30"-4C	60"-6C	1"x24'7"	25.33	35 GAL.	44",54",64",74"
64-CH228D-20	18570	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-94#	44"-5C	60"-6D	1"x24'7"	19.12	42 GAL.	34",44",54",64"
74-CH228D-17.3	18280	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-84#	44"-5C	60"-6D	1"x27'8"	19.12	42 GAL.	44",54",64",74"
74-CH228D-20	18280	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-94#	44"-5C	60"-6D	1"x27'8"	19.12	42 GAL.	44",54",64",74"
74-CH228D-24.6	18280	14"-30#	6"x6"x $\frac{1}{8}$ "	6"-12.5#	24"-120#	44"-5C	60"-6D	1 $\frac{1}{2}$ "x27'2"	19.12	42 GAL.	44",54",64",74"
86-CH228D-21.2	17460	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-100#	44"-5C	60"-6D	1 $\frac{1}{2}$ "x30'2"	19.12	42 GAL.	56",66",76",86"
86-CH228D-24.6	17460	14"-30#	6"x6"x $\frac{1}{8}$ "	6"-12.5#	24"-120#	44"-5C	60"-6D	1 $\frac{1}{2}$ "x30'2"	19.12	42 GAL.	56",66",76",86"
74-CH320DL-24.6	18280	14"-30#	6"x6"x $\frac{1}{8}$ "	6"-12.5#	24"-120#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x27'2"	21.7	77 GAL.	44",54",64",74"
100-CH320DL-21.2	17460	14"-30#	6"x6"x $\frac{1}{8}$ "	5"-10#	24"-100#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x30'2"	21.7	77 GAL.	56",66",76",86"
86-CH320DL-24.6	17460	14"-30#	6"x6"x $\frac{1}{8}$ "	6"-12.5#	24"-120#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x30'2"	21.7	77 GAL.	56",66",76",86"
86-CH320DL-29.8	18700	14"-30#	6"x6"x $\frac{1}{8}$ "	6"-12.5#	24"-120#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x30'2"	21.7	77 GAL.	56",66",76",86"
100-CH320DL-25.6	30380	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-130#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x34'6"	21.7	77 GAL.	64",76",88",100"
100-CH320DL-29.8	30380	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-141#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x32'2"	21.7	77 GAL.	64",76",88",100"
120-CH320DL-21.3	32070	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-152#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x41'2"	21.7	77 GAL.	84",96",108",120"
120-CH320DL-25.6	32070	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-152#	44"-6C	95"-8C	1 $\frac{1}{2}$ "x41'2"	21.7	77 GAL.	84",96",108",120"
86-CH456D-29.8	18700	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-152#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x31'2"	21.6	77 GAL.	56",66",76",86"
100-CH456D-25.6	30380	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-141#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x34'6"	21.6	77 GAL.	64",76",88",100"
100-CH456D-29.8	30380	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-152#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x32'2"	21.6	77 GAL.	64",76",88",100"
120-CH456D-21.3	32070	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	33"-152#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x32'2"	21.6	77 GAL.	84",96",108",120"
120-CH456D-25.6	32070	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	36"-170#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x41'2"	21.6	77 GAL.	84",96",108",120"
100-CH456D-36.5	30380	14"-43#	8"x8"x $\frac{1}{4}$ "	5"-10#	30"-194#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x34'0"	21.0	77 GAL.	64",76",88",100"
120-CH456D-30.4	32070	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	36"-194#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x41'10"	21.6	77 GAL.	84",96",108",120"
120-CH456D-36.5	32070	14"-43#	8"x8"x $\frac{1}{4}$ "	5"-16#	36"-194#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x	21.6	77 GAL.	84",96",108",120"
144-CH456D-25.3	27040	14"-43#	8"x8"x $\frac{1}{4}$ "	6"-12.5#	36"-194#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x	21.6	77 GAL.	108",120",132",144"
144-CH456D-30.4	27040	14"-43#	8"x8"x $\frac{1}{4}$ "	5"-16#	36"-230#	44"-8C	90"-10C	1 $\frac{1}{2}$ "x	21.6	77 GAL.	108",120",132",144"

Parkersburg

B5 CHAIN DRIVEN PUMPING UNITS



DIMENSIONS

PUMPING UNIT	A	B	C	D	E	F ELECT.	F MULTI.	G	H	J	K	L	M	N	O	P	R	S	T	U	V	W	X	
36-CH57DL-8.9	4'6"	4'7"	4'7"	3'11"	2'9 1/4"		23"	3'0"	3'9"	8"	8'6"	2'9 1/4"	6"	2'11 1/4"	3'7 1/4"	4'0"	1 1/2"	12 1/2"	12 1/2"	4'8"	2"	2'6 1/4"		
42-CH57DL-7.6	4'6"	4'7"	4'7"	3'11"	2'9 1/4"		23"	3'0"	4'1 1/2"	18"	9'11 1/2"	2'8 1/4"	8"	5'3 1/2"	2'11 1/4"	4'1 1/2"	4'0"	1 1/2"	12 1/2"	4'8"	2"	2'6 1/4"		
42-CH57DL-8.9	4'6"	4'7"	4'7"	3'11"	2'9 1/4"		23"	3'0"	4'2"	18"	10'0"	2'8 1/4"	8"	5'3 1/2"	2'11 1/4"	4'1 1/2"	4'0"	1 1/2"	12 1/2"	4'8"	2"	2'6 1/4"		
42-CH57DL-10.9	5'3"	5'4"	5'4"	3'11"	3'6 1/4"		23"	3'0"	4'2"	15"	10'0"	2'7 1/4"	8"	5'3 1/2"	2'11 1/4"	4'1 1/2"	4'0"	1 1/2"	12 1/2"	4'8"	2"	2'6 1/4"		
48-CH57DL-9.5	5'3"	5'4"	5'4"	3'11"	3'6 1/4"		23"	3'0"	4'1"	2'1"	11'0"	2'6 1/4"	8"	5'3 1/2"	2'11 1/4"	4'1'0"	4'0"	1 1/2"	12 1/2"	6'0 1/4"	4"	3'5"		
48-CH57DL-10.9	5'3"	5'4"	5'4"	3'11"	3'6 1/4"		23"	3'0"	4'1"	2'1"	11'0"	2'6 1/4"	8"	5'3 1/2"	2'11 1/4"	4'1'0"	4'0"	1 1/2"	12 1/2"	6'0 1/4"	4"	3'5"		
42-CH80D-10.9	5'3"	5'4"	5'4"	4'10 1/4"	3'6 1/4"		23"	3'0"	4'2"	15"	10'0"	2'11 1/4"	8"	5'6"	3'10 1/4"	4'1 1/4"	3'9 1/4"	3 1/4"	15"	4'7"	2 1/2"	2'8"		
48-CH80D-9.5	5'3"	5'4"	5'4"	4'10 1/4"	3'6 1/4"		23"	3'0"	4'1"	2'1"	11'0"	2'9 1/4"	8"	5'6"	3'10 1/4"	4'1'0"	3'9 1/4"	3 1/4"	15"	5'0 3/4"	3"	3'5"		
48-CH80D-10.9	5'3"	5'4"	5'4"	4'10 1/4"	3'6 1/4"		23"	3'0"	4'1"	2'1"	11'0"	2'9 1/4"	8"	5'6"	3'10 1/4"	4'1'0"	3'9 1/4"	3 1/4"	15"	5'0 3/4"	3"	3'5"		
48-CH80D-13.3	6'0"	6'1 1/2"	6'1 1/2"	4'10 1/4"	3'11 1/4"		23"	3'0"	4'2"	2'4"	12'0"	2'9 1/4"	8"	5'8 1/2"	3'10 1/4"	5'0 1/4"	4'6"	2 1/2"	21"	5'0 3/4"	3"	3'5"		
54-CH80D-11.9	6'0"	6'1 1/2"	6'1 1/2"	4'10 1/4"	3'11 1/4"		23"	3'0"	4'1"	4'7"	12'0"	2'9 1/4"	8"	5'8 1/2"	3'10 1/4"	5'2 1/4"	4'6"	2 1/2"	21"	5'11"	2 3/4"	3'9 1/4"		
54-CH80D-13.3	6'0"	6'1 1/2"	6'1 1/2"	4'10 1/4"	3'11 1/4"		23"	3'0"	4'1"	4'7"	12'0"	2'9 1/4"	8"	5'8 1/2"	3'10 1/4"	5'2 1/4"	4'6"	2 1/2"	21"	5'11"	2 3/4"	3'9 1/4"		
48-CH114D-13.3	6'0"	6'1 1/2"	6'1 1/2"	5'1"	3'11 1/4"	6'3"	6'3"	2'2 1/4"	3'8"	4'7"	2'4"	12'0"	3'2 1/4"	8"	6'2 1/4"	4'0 3/4"	5'0 3/4"	3'11"	4"	12 1/2"	6'2"	3 1/4"	3'6"	
54-CH114D-11.9	6'0"	6'1 1/2"	6'1 1/2"	5'1"	3'11 1/4"	6'3"	6'3"	2'2 1/4"	3'8"	4'7"	2'1"	12'0"	3'2 1/4"	8"	6'2 1/4"	4'0 3/4"	5'2 3/4"	3'11"	4"	12 1/2"	6'2"	3 1/4"	3'6"	
54-CH114D-13.3	6'0"	6'1 1/2"	6'1 1/2"	5'1"	3'11 1/4"	6'3"	6'3"	2'2 1/4"	3'8"	4'4"	2'4"	12'0"	3'2 1/4"	8"	6'2 1/4"	4'0 3/4"	5'2 3/4"	3'11"	4"	12 1/2"	6'2"	3 1/4"	3'6"	
54-CH114D-16.9	6'9"	6'10 1/4"	6'10 1/4"	5'1"	4'2 1/4"	6'3"	6'3"	2'2 1/4"	3'8"	3'9"	2'4 1/2"	12'0"	3'2 1/4"	8"	6'2 1/4"	4'0 3/4"	5'2 3/4"	3'11"	4"	12 1/2"	5'11"	3"	3'6"	
64-CH114D-14.3	6'9"	6'10 1/4"	6'10 1/4"	5'1"	4'2 1/4"	6'3"	6'3"	2'2 1/4"	3'8"	3'11 1/4"	3'7 1/4"	13'10 1/4"	3'2 1/4"	8"	6'2 1/4"	4'0 3/4"	5'9 3/4"	3'11"	4"	12 1/2"	5'11"	2 1/2"	4'2 1/4"	
64-CH114D-16.9	6'9"	6'10 1/4"	6'10 1/4"	5'1"	4'2 1/4"	6'3"	6'3"	2'2 1/4"	3'8"	4'1"	3'7 1/4"	14'0"	3'2 1/4"	8"	6'2 1/4"	4'0 3/4"	5'9 3/4"	3'11"	4"	12 1/2"	5'11"	2 1/2"	4'2 1/4"	
54-CH160D-16.9	6'9"	6'10 1/4"	6'10 1/4"	5'8 1/4"	4'2 1/4"	5'4"	5'4"	2'1'0"	3'8"	3'9"	2'4 1/4"	12'0"	3'8 3/4"	8"	6'6 1/4"	4'5 1/4"	5'2 3/4"	3'10"	4"	16"	5'7"	1 1/2"	3'5"	
64-CH160D-14.3	6'9"	6'10 1/4"	6'10 1/4"	5'8 1/4"	4'2 1/4"	5'4"	5'4"	2'1'0"	3'8"	3'11 1/4"	3'7 1/4"	13'10 1/4"	3'8 3/4"	8"	6'6 1/4"	4'5 1/4"	5'9 3/4"	3'10"	4"	16"	6'9"	3"	4'1 1/4"	
64-CH160D-16.9	6'9"	6'10 1/4"	6'10 1/4"	5'8 1/4"	4'2 1/4"	5'4"	5'4"	2'1'0"	3'8"	4'1"	3'7 1/4"	14'0"	3'8 3/4"	8"	6'6 1/4"	4'5 1/4"	5'9 3/4"	3'10"	4"	16"	6'9"	3"	4'1 1/4"	
64-CH160D-20	8'0"	8'2"	8'2"	5'8 1/4"	5'6"	6'6"	6'6"	2'1'0"	4'8"	4'0"	3'3"	14'0"	3'8 3/4"	8"	6'5"	4'5 1/4"	5'9 3/4"	4'10"	4"	23 1/4"	7'2"	4"	4'9 1/4"	
74-CH160D-17.3	8'0"	8'2"	8'2"	5'8 1/4"	5'6"	6'6"	6'6"	2'1'0"	4'8"	5'7"	3'3"	16'0"	3'8 3/4"	8"	6'5"	4'5 1/4"	5'9 3/4"	4'10"	4"	23 1/4"	7'2"	4"	4'9 1/4"	
74-CH160D-20	8'0"	8'2"	8'2"	5'8 1/4"	5'6"	6'6"	6'6"	2'1'0"	4'8"	5'7"	3'3"	16'0"	3'8 3/4"	8"	6'5"	4'5 1/4"	5'9 3/4"	4'10"	4"	23 1/4"	7'2"	4"	4'9 1/4"	
64-CH228D-20	8'0"	8'2"	8'2"	5'9 1/4"	5'6"	6'0"	7'2"	2'1'0"	4'8"	4'0"	3'3"	14'0"	4'5 3/4"	8"	7'5"	4'5 3/4"	5'9 3/4"	4'5"	3 1/4"	17 1/4"	5'10"	1 1/2"	4'1 1/4"	
74-CH228D-17.3	8'0"	8'2"	8'2"	5'9 1/4"	5'6"	6'0"	7'2"	2'1'0"	4'8"	4'0"	3'3"	16'0"	4'5 3/4"	8"	7'5"	4'5 3/4"	5'9 3/4"	4'5"	2 1/2"	25 1/4"	7'11"	1 1/2"	4'9 1/4"	
74-CH228D-20	8'0"	8'2"	8'2"	5'9 1/4"	5'6"	6'0"	7'2"	2'1'0"	4'8"	4'0"	4'1'0"	16'0"	4'5 3/4"	8"	7'5"	4'4 3/4"	6'6 1/4"	5'1"	2 1/2"	25 1/4"	7'11"	1 1/2"	4'9 1/4"	
74-CH228D-24.6	9'3"	9'5"	9'5"	5'9 1/4"	7'2 1/4"	6'0"	7'2"	2'1'0"	5'4"	4'6"	3'8 1/4"	16'0"	4'5 3/4"	8"	7'5"	4'5 3/4"	6'6 1/4"	5'1"	2 1/2"	25 1/4"	7'11"	1 1/2"	4'9 1/4"	
86-CH228D-21.2	9'3"	9'5"	9'5"	5'9 1/4"	7'2 1/4"	6'4"	7'2"	2'1'0"	5'4"	4'6"	5'2 1/4"	18'0"	4'5 3/4"	8"	7'5"	4'5 3/4"	7'0 1/4"	5'1 1/4"	2 1/2"	25 1/4"	7'7"	2"	5'4 1/4"	
86-CH228D-24.6	9'3"	9'5"	9'5"	5'9 1/4"	7'2 1/4"	6'4"	7'2"	2'1'0"	5'4"	4'6"	5'2 1/4"	18'0"	4'5 3/4"	8"	7'5"	4'5 3/4"	7'0 1/4"	5'1 1/4"	2 1/2"	25 1/4"	7'7"	2"	5'4 1/4"	
74-CH320DL-24.6	9'3"	9'5"	9'5"	7'10"	7'2 1/4"	5'8"	8'0"	3'3"	5'8"	4'6"	3'8 1/4"	16'0"	4'6 1/4"	8"	7'6"	6'1 1/4"	6'6 1/4"	5'1"	3 1/4"	2'3 1/4"	6'9 1/4"	2 1/2"	4'8 1/4"	
86-CH320DL-21.2	9'3"	9'5"	9'5"	7'10"	7'2 1/4"	6'6"	8'0"	3'3"	5'8"	4'6"	5'2"	18'0"	4'6 1/4"	8"	7'6"	6'1 1/4"	7'0 1/4"	5'1"	3 1/4"	2'3 1/4"	7'10"	2"	5'4"	
86-CH320DL-24.6	9'3"	9'5"	9'5"	7'10"	7'2 1/4"	6'6"	8'0"	3'3"	5'8"	4'6"	5'2"	18'0"	4'6 1/4"	8"	7'6"	6'1 1/4"	7'0 1/4"	5'1"	3 1/4"	2'3 1/4"	7'10"	2"	5'4"	
100-CH320DL-25.6	10'9"	10'11 1/4"	10'11 1/4"	7'10"	7'4 1/4"	6'6"	8'0"	3'3"	5'8"	4'6"	6'2 1/4"	20'2"	4'6 1/4"	10'7'6"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'8 1/4"	2"	5'10"		
120-CH320DL-29.8	10'9"	10'11 1/4"	10'11 1/4"	7'10"	7'4 1/4"	8'0"	8'0"	3'3"	5'8"	4'6"	6'2 1/4"	20'2"	4'6 1/4"	10'7'6"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'8 1/4"	2"	5'10"		
120-CH320DL-21.3	12'6"	12'10"	12'10"	7'10"	8'0 1/4"	7'6"	8'0"	3'3"	5'8"	4'6"	7'10"	23'6"	4'6 1/4"	10'7'6"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	5'6 1/4"		
120-CH320DL-25.6	12'6"	12'10"	12'10"	7'10"	8'0 1/4"	7'4"	8'0"	3'3"	6'0"	4'6"	7'10 1/4"	23'6"	4'6 1/4"	10'7'6"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	8'11"	4 1/2"	5'6 1/4"		
86-CH456D-29.8	10'9"	10'11 1/4"	10'11 1/4"	7'10"	7'2 1/4"	6'6"	8'0"	3'3"	5'8"	4'6"	4'7"	18'0"	5'1 1/4"	8"	7'6"	6'1 1/4"	7'0 1/4"	5'1"	3 1/4"	2'3 1/4"	7'9"	2 1/2"	5'4"	
100-CH456D-25.6	10'9"	10'11 1/4"	10'11 1/4"	7'10"	7'2 1/4"	6'6"	8'0"	3'3"	5'8"	4'6"	6'2 1/4"	20'2"	4'8 3/4"	10'7'6"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 1/4"		
100-CH456D-29.8	10'9"	10'11 1/4"	10'11 1/4"	7'10"	7'2 1/4"	6'6"	8'0"	3'3"	5'8"	4'6"	6'2 1/4"	20'2"	4'8 3/4"	10'7'6"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 1/4"		
120-CH456D-21.3	12'6"	12'10"	12'10"	7'10"	7'2 1/4"	7'0"	8'0"	3'3"	5'8"	4'6"	7'10"	23'6"	4'8 3/4"	10'7'6"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	5'8"		
100-CH456D-25.6	12'6"	12'10"	12'10"	7'10"	8'0 1/4"	7'6"	8'0"	3'3"	6'0"	4'6"	7'10"	23'6"	4'8 3/4"	10'7'6"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	5'8"		
100-CH456D-36.5	10'9"	10'11 1/4"	10'11 1/4"	7'10"	7'2 1/4"	6'6"	8'0"	3'3"	6'0"	4'6"	7'10"	23'6"	4'8 3/4"	10'7'6"	6'1 1/4"	7'6"	5'1"	3 1/4"	2'3 1/4"	7'7"	1 1/2"	5'7 1/4"		
120-CH456D-30.4	12'6"	12'10"	12'10"	7'10"	8'0 1/4"	7'6"	8'0"	3'3"	6'0"	4'6"	7'10"	23'6"	4'8 3/4"	10'7'6"	6'1 1/4"	8'4"	5'1"	3 1/4"	2'3 1/4"	9'0"	2 1/2"	5'8"		
120-CH456D-36.5	12'6"	12'10"	12'10"	7'10"	8'0 1/4"	7'6"	8'0"	3'3"	6'0"															

Parkersburg

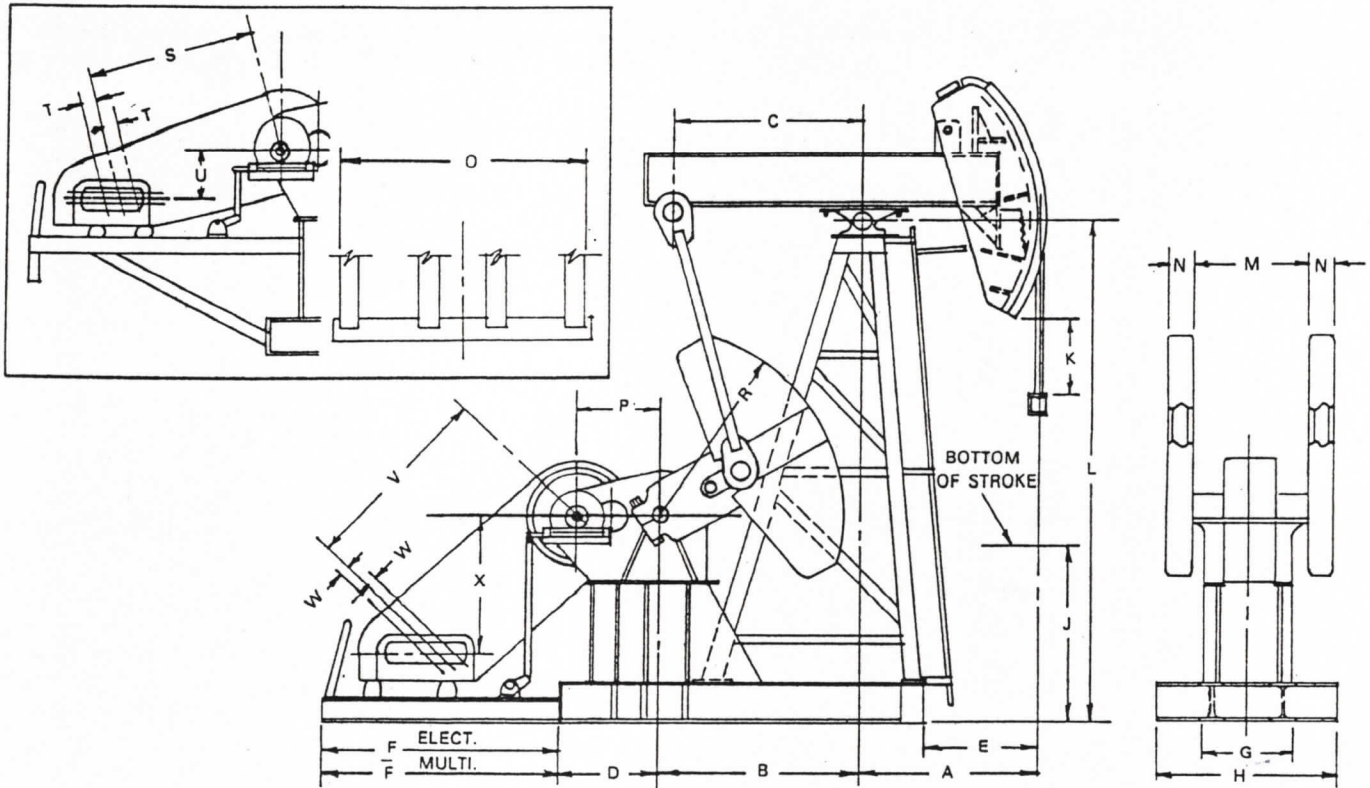
ST2 GEAR DRIVEN PUMPING UNITS

STRUCTURAL CHART

PUMPING UNIT	MAXI-MUM C' BAL.	BASE BEAMS	POST LEG SIZE	PITMAN MA-TERIAL	WALKING BEAM	STD. SHEAVE MULTI & ELECT.	MAXI-MUM SHEAVE	WIRE LINE SIZE	RE-DUCER RATIO	OIL CAPACITY	LENGTH STROKES
48-G114D-13.3	16580	12"-27#	5"x5"x1 1/4"-12.3#	4"-7.7#	16"-45#	24"-3C	34"-5C	1 1/2"x19'8"	29.97	9 GAL.	24",36",48"
54-G114D-11.9	15720	12"-27#	5"x5"x1 1/4"-12.3#	4"-7.7#	16"-40#	24"-3C	34"-5C	1 1/2"x19'8"	29.97	9 GAL.	34",44",54"
54-G114D-13.3	15720	12"-27#	5"x5"x1 1/4"-12.3#	4"-7.7#	16"-45#	24"-3C	34"-5C	1 1/2"x19'8"	29.97	9 GAL.	34",44",54"
54-G114D-16.9	15720	12"-27#	5"x5"x1 1/4"-12.3#	5"-10#	21"-62#	24"-3C	34"-5C	1"x19'8"	29.97	9 GAL.	34",44",54"
64-G114D-14.3	16375	12"-27#	5"x5"x1 1/4"-12.3#	4"-7.7#	16"-60#	24"-3C	34"-5C	1"x22'7"	29.97	9 GAL.	34",44",54",64"
64-G114D-16.9	16375	12"-27#	5"x5"x1 1/4"-12.3#	5"-10#	18"-55#	24"-3C	34"-5C	1"x26'0"	29.97	9 GAL.	34",44",54",64"
54-G160D-16.9	15720	12"-27#	5"x5"x1 1/4"-12.3#	5"-10#	21"-62#	30"-4C	36"-5C		30.13	10 GAL.	34",44",54"
64-G160D-14.3	16375	12"-27#	5"x5"x1 1/4"-12.3#	4"-7.7#	16"-60#	30"-4C	36"-5C	1"x22'7"	30.13	10 GAL.	34",44",54",64"
64-G160D-16.9	16375	12"-27#	5"x5"x1 1/4"-12.3#	5"-10#	18"-55#	30"-4C	36"-5C	1"x26'0"	30.13	10 GAL.	34",44",54",64"
64-G160D-20	16375	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	21"-62#	30"-4C	36"-5C	1"x26'4"	30.13	10 GAL.	34",44",54",64"
74-G160D-17.3	20050	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	18"-64#	30"-4C	36"-5C		30.13	10 GAL.	44",54",64",74"
74-G160D-20	20050	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	21"-68#	30"-4C	36"-5C	1"x33'6"	30.13	10 GAL.	44",54",64",74"
64-G228D-20	16375	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	21"-62#	30"-5C	44"-7C	1"x26'4"	29.89	17 GAL.	34",44",54",64"
74-G228D-20	20050	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	21"-68#	30"-5C	44"-7C	1"x33'6"	29.89	17 GAL.	44",54",64",74"
74-G228D-24.6	20050	14"-30#	6"x6"x1 1/4"-14.9#	6"-12.5#	18"-96#	30"-5C	44"-7C	1 1/4"x33'6"	29.89	17 GAL.	44",54",64",74"
86-G228D-21.2	18626	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	18"-96#	30"-5C	44"-7C	1 1/4"x36'6"	29.89	17 GAL.	56",66",76",86"
86-G228D-24.6	18626	14"-30#	6"x6"x1 1/4"-14.9#	6"-12.5#	18"-105#	30"-5C	44"-7C	1 1/4"x36'6"	29.89	17 GAL.	56",66",76",86"
74-G320D-24.6	20050	14"-30#	6"x6"x1 1/4"-14.9#	6"-12.5#	18"-96#	36"-5C	48"-6D	1 1/4"x33'6"	29.95	26 GAL.	44",54",64",74"
86-G320D-21.2	19950	14"-30#	6"x6"x1 1/4"-14.9#	5"-10#	18"-96#	36"-5C	48"-6D	1 1/4"x36'6"	29.95	26 GAL.	56",66",76",86"
86-G320D-24.6	19950	14"-30#	8"x8"x1 1/4"-20.2#	6"-12.5#	18"-105#	36"-5C	48"-6D	1 1/4"x36'6"	29.95	26 GAL.	56",66",76",86"
86-G320D-29.8	19950	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-100#	36"-5C	48"-6D	1 1/4"x36'6"	29.95	26 GAL.	56",66",76",86"
100-G320D-25.6	33000	14"-30#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-100#	36"-5C	48"-6D	1 1/4"x34'4"	29.95	26 GAL.	64",76",88",100"
100-G320D-29.8	33000	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-110#	36"-5C	48"-6D	1 1/4"x34'4"	29.95	26 GAL.	64",76",88",100"
120-G320D-21.3	34700	14"-43#	6"x6"x1 1/4"-14.9#	5"-10#	24"-110#	36"-5C	48"-6D	1 1/4"x45'0"	29.95	26 GAL.	84",96",108",120"
120-G320D-25.6	34700	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-110#	36"-5C	48"-6D	1 1/4"x45'0"	29.95	26 GAL.	84",96",108",120"
86-G456D-29.8	19950	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-100#	50"-6C	54"-6D	1 1/4"x36'6"	30.0	40 GAL.	56",66",76",86"
100-G456D-25.6	33000	14"-30#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-100#	50"-6C	54"-6D	1 1/4"x34'4"	30.0	40 GAL.	64",76",88",100"
100-G456D-29.8	33000	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-110#	50"-6C	54"-6D	1 1/4"x34'4"	30.0	40 GAL.	64",76",88",100"
100-G456D-36.5	33000	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-130#	50"-6C	54"-6D	1 1/4"x34'4"	30.0	40 GAL.	64",76",88",100"
120-G456D-21.3	34700	14"-43#	6"x6"x1 1/4"-14.9#	5"-10#	24"-110#	50"-6C	54"-6D	1 1/4"x45'0"	30.0	40 GAL.	84",96",108",120"
120-G456D-25.6	34700	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-110#	50"-6C	54"-6D	1 1/4"x45'0"	30.0	40 GAL.	84",96",108",120"
120-G456D-30.4	34700	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-130#	50"-6C	54"-6D	1 1/4"x45'0"	30.0	40 GAL.	84",96",108",120"
120-G456D-36.5	34700	14"-43#	8"x8"x1 1/4"-26.4#	5"x5"x16"	24"-160#	50"-6C	54"-6D	1 1/4"x45'0"	30.0	40 GAL.	84",96",108",120"
144-G456D-25.3	29000	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	36"-160#	50"-6C	54"-6D	1 1/4"x50'8"	30.0	40 GAL.	101",115",130",144"
144-G456D-30.4	29000	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	36"-170#	50"-6C	54"-6D	1 1/4"x50'8"	30.0	40 GAL.	101",115",130",144"
100-G640D-36.5	33000	14"-43#	8"x8"x1 1/4"-20.2#	5"-16#	24"-130#	50"-8C	58"-8D	1 1/4"x34'4"	29.97	55 GAL.	64",76",88",100"
120-G640D-30.4	34700	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	24"-130#	50"-8C	58"-8D	1 1/4"x45'0"	29.97	55 GAL.	84",96",108",120"
120-G640D-36.5	34700	14"-43#	8"x8"x1 1/4"-26.4#	5"-16#	24"-160#	50"-8C	58"-8D	1 1/4"x45'0"	29.97	55 GAL.	84",96",108",120"
144-G640D-25.3	29000	14"-43#	8"x8"x1 1/4"-20.2#	6"-12.5#	36"-160#	50"-8C	58"-8D	1 1/4"x50'8"	29.97	55 GAL.	101",115",130",144"
144-G640D-30.4	29000	14"-43#	8"x8"x1 1/4"-26.4#	5"-16#	36"-170#	50"-8C	58"-8D	1 1/4"x50'8"	29.97	55 GAL.	101",115",130",144"
144-G640D-35.6	29000	14"-43#	8"x8"x1 1/4"-26.4#	5"-16#	36"-194#	50"-8C	58"-8D	1 1/4"x50'8"	29.97	55 GAL.	101",115",130",144"
168-G640D-30.5	25000	14"-43#	8"x8"x1 1/4"-26.4#	5"-16#	36"-194#	50"-8C	58"-8D	1 1/4"x50'8"	29.97	55 GAL.	117",134",151",168"

Parkersburg

ST2 GEAR DRIVEN PUMPING UNITS



DIMENSIONS

PUMPING UNIT	A	B	C	D	E	F		G	H	J	K	L	M	N	O	P	R	S	T	U	V	W	X	
						FELECT.	FMULTI.																	
48-G114DL-13.3	4'6"	5'1"	4'10"	2'6 1/4"	2'5 1/4"	5'2"	8'10"	2'2 1/4"	4'6"	5'7"	18"	12'10"	2'10 3/4"	8"	6'0"	24.510"	5'0 5/8"	3'11 1/2"	2 3/4"	15"	4'5 3/4"	1"	3'7"	
54-G114DL-11.9	4'6"	5'1"	4'10"	2'6 1/4"	2'5 1/4"	5'2"	8'10"	2'2 1/4"	4'6"	5'7"	18"	12'10"	2'10 3/4"	8"	6'0"	24.510"	5'2 3/8"	3'0 3/4"	3 3/4"	15"	4'5 3/4"	1"	3'7"	
54-G114DL-13.3	4'6"	5'1"	4'10"	2'6 1/4"	2'5 1/4"	5'2"	8'10"	2'2 1/4"	4'6"	5'7"	18"	12'10"	2'10 3/4"	8"	6'0"	24.510"	5'2 3/8"	3'0 3/4"	3 3/4"	15"	4'5 3/4"	1"	3'7"	
54-G114DL-16.9	4'6"	5'1"	4'10"	2'6 1/4"	2'5 1/4"	5'2"	8'10"	2'2 1/4"	5'4"	5'7"	18"	12'10"	2'10 3/4"	8"	6'0"	24.510"	5'2 3/8"	3'1 1/2"	3 3/4"	15"	4'5 3/4"	1"	3'7"	
64-G114DL-14.3	5'0"	5'6"	5'4 1/4"	2'6 1/4"	3'2 3/4"	5'2"	8'10"	2'2 1/4"	4'10"	4'6"	3'10"	14'4 1/4"	2'10 3/4"	8"	6'0"	24.510"	5'9 3/8"	3'3"	3"	16 1/2"	7'2"	2 1/4"	4'2"	
64-G114DL-16.9	5'0"	5'6"	5'4 1/4"	2'6 1/4"	3'6 3/4"	5'2"	8'10"	2'2 1/4"	5'4"	4'6 1/2"	3'8"	14'4 1/4"	2'10 3/4"	8"	6'0"	24.510"	5'9 3/8"	3'3"	3"	16 1/2"	7'2"	2 1/4"	4'2"	
54-G160DL-16.9	4'6"	5'1"	4'10"	2'6 1/4"	...	5'2"	8'10"	2'2 1/4"	...	...	...	12'10"	3'2 1/4"	8"	6'7"	26.167"	5'2 3/8"	3'3"	2 3/4"	15 1/2"	4'10 1/2"	2 1/4"	3'7"
64-G160DL-14.3	5'0"	5'6"	5'4 1/4"	2'6 1/4"	3'6 3/4"	5'2"	8'10"	2'2 1/4"	5'4"	4'6 1/2"	3'8"	14'4 1/4"	3'2 1/4"	8"	6'7"	26.167"	5'9 3/8"	3'3"	2 3/4"	15 1/2"	5'5 1/2"	2 3/4"	4'1 1/2"	
64-G160DL-16.9	5'0"	5'6"	5'4 1/4"	2'6 1/4"	3'6 3/4"	5'2"	8'10"	2'2 1/4"	5'4"	4'6 1/2"	3'8"	14'4 1/4"	3'2 1/4"	8"	6'7"	26.167"	5'9 3/8"	3'3"	3 3/4"	14 1/2"	5'5 1/2"	2 3/4"	4'1 1/2"	
64-G160DL-20	5'0"	5'6"	5'4 1/4"	2'6 1/4"	3'2 3/4"	5'2"	...	2'3"	5'2"	4'6"	3'9"	14'4 1/4"	3'2 1/4"	8"	6'7"	26.167"	5'9 3/8"	3'3"	3 3/4"	14 1/2"	4'10 1/2"	2 3/4"	4'1 1/2"	
74-G160DL-17.3	6'0"	6'8 3/8"	6'6 3/8"	2'6 1/4"	4'7 3/8"	6'0"	9'6"	2'3"	6'2"	4'6"	5'8"	17'0 3/4"	3'2 1/4"	8"	6'7"	26.167"	6'6 1/8"	3'4 1/2"	3 3/8"	14 1/2"	6'6"	2 3/4"	4'9 1/2"	
74-G160DL-20	6'0"	6'8 3/8"	6'6 3/8"	2'6 1/4"	4'7 3/8"	6'0"	...	2'3"	6'2"	4'6"	6'0"	17'0 3/4"	3'2 1/4"	8"	6'7"	26.167"	6'6 1/8"	3'4 1/2"	3 3/8"	14 1/2"	6'6"	2 3/4"	4'9 1/2"	
64-G228DL-20	5'0"	5'6"	5'4 1/4"	3'3 3/8"	3'2 3/8"	5'0"	8'10"	2'10"	5'2"	4'6"	3'9"	14'4 1/4"	3'9 1/4"	8"	6'7"	31.166"	5'9 3/8"	4'6 1/8"	1 1/2"	2'1"	5'5"	1"	4'1 1/2"	
74-G228DL-20	6'0"	6'8 3/8"	6'6 3/8"	3'3 3/8"	4'7 3/8"	6'1"	8'10"	2'10"	6'2"	4'6"	6'0"	17'0 3/4"	3'9 1/4"	8"	6'7"	31.166"	6'6 1/8"	4'6 1/8"	1 1/2"	2'1"	6'9"	2"	4'9 1/2"	
74-G228DL-24.6	6'0"	6'8 3/8"	6'6 3/8"	3'3 3/8"	4'0"	6'1"	8'8"	2'10"	5'4"	4'6"	6'0"	17'0 3/4"	3'9 1/4"	8"	6'7"	31.166"	6'6 1/8"	4'6 1/8"	1 1/2"	2'1"	6'9"	2"	4'9 1/2"	
86-G228DL-21.2	7'0"	7'10"	7'6 3/4"	3'3 3/8"	4'11 1/8"	6'1"	9'6"	2'10"	5'4"	4'6"	7'0"	19'2 1/2"	3'9 1/4"	8"	6'7"	31.166"	7'0 1/2"	4'6 1/2"	1 1/2"	2'1"	7'2 1/2"	2 1/2"	5'4 1/2"	
86-G228DL-24.6	7'0"	7'10"	7'6 3/4"	3'3 3/8"	5'0"	6'7"	9'6"	2'10"	5'4"	4'6"	...	19'2 1/2"	3'9 1/4"	8"	6'7"	31.166"	7'0 1/2"	4'6 1/2"	1 1/2"	2'1"	7'2 1/2"	2 1/2"	5'4 1/2"	
74-G320DL-24.6	6'0"	6'8 3/8"	6'6 1/8"	3'9 1/8"	...	7'7 1/2"	9'6"	2'10"	...	...	7'0"	17'0 3/4"	4'3"	8"	7'2"	53.933"	7'0 1/4"	4'0"	2"	22"	7'2 1/2"	2"	4'8 1/2"
86-G320DL-21.2	7'0"	7'10"	7'6 3/4"	3'9 1/8"	4'11 1/8"	6'8"	10'2"	2'10"	5'4"	4'6"	7'0"	19'2 1/2"	4'8 1/4"	8"	7'2"	53.933"	7'0 1/4"	4'0"	2"	22"	7'3 1/2"	1 3/4"	5'3 1/4"	
86-G320DL-24.6	7'0"	7'10"	7'6 3/4"	3'9 1/8"	4'11 1/8"	6'8"	10'2"	2'10"	5'4"	4'6"	7'0"	19'2 1/2"	4'8 1/4"	8"	7'2"	53.933"	7'0 1/4"	4'0"	2"	22"	7'3 1/2"	1 3/4"	5'3 1/4"	
86-G320DL-29.8	7'0"	7'10"	7'6 3/4"	3'9 1/8"	4'11 1/8"	6'0"	10'2"	2'10"	5'4"	4'6"	7'0"	19'2 1/2"	4'8 1/4"	8"	8'2"	53.933"	7'0 1/4"	4'5 1/2"	2 1/2"	22"	7'3 1/2"	1 3/4"	5'3 1/4"	
100-G320DL-25.6	8'0"	9'0 1/4"	8'8 3/4"	3'9 1/8"	5'11 1/8"	6'2"	9'6"	2'10"	5'4"	4'6"	8'7"	21'7 1/2"	4'2 1/4"	10"	7'6"	53.933"	7'6"	4'5 1/2"	2 1/2"	22"	7'6 1/2"	2"	5'7 1/4"	
120-G320DL-29.8	8'0"	9'0 1/4"	8'8 3/4"	3'9 1/8"	5'11 1/8"	6'2"	9'6"	2'10"	5'4"	4'6"	8'7"	21'7 1/2"	4'2 1/4"	10"	7'6"	53.933"	7'6"	4'5 1/2"	2 1/2"	22"	7'6 1/2"	2"	5'7 1/4"	
120-G320DL-21.3	9'6"	10'7 1/2"	10'4 1/2"	3'9 1/8"	8'3 1/2"	6'4"	9'6"	2'10"	7'0"	4'6"	9'1"	23'9 3/8"	4'2 3/4"	10"	7'8"	53.933"	8'4"	4'5 1/2"	2 1/2"	22"	8'0 1/2"	2 1/2"	6'8"	
120-G320DL-25.6	9'6"	10'7 1/2"	10'4 1/2"	3'9 1/8"	8'3 1/2"	6'2"	9'6"	2'10"	7'0"	4'6"	9'1"	23'9 3/8"	4'2 3/4"	10"	7'8"	53.933"	8'4"	4'5 1/2"	2 1/2"	22"	8'0 1/2"	2 1/2"	6'8"	
86-G456DNL-29.8 7'0"	7'10"	7'6 3/4"	3'9"	4'11 1/8"	6'4"	9'6"	9'6"	2'10"	5'4"	4'6"	7'0"	19'2 1/2"	5'2 1/4"	8"	...	37.700"	7'0 1/4"	4'10 1/4"	3"	2'3 1/2"	6'9"	1 3/4"	5'1 1/4"	
100-G456DNL-25.6 8'0"	9'0 1/4"	8'8 3/4"	3'9"	5'11 1/8"	8'0"	9'6"	9'6"	2'10"	5'4"	4'6"	8'7"	21'7 1/2"	4'9 1/4"	10"	8'4"	37.700"	7'6"	4'10 1/4"	3"	2'3 1/2"	7'11 1/2"	1 3/4"	5'7 1/4"	
100-G456DNL-29.8 8'0"	9'0 1/4"	8'8 3/4"	3'9"	5'11 1/8"	8'0"	9'6"	9'6"	2'10"	7'0"	4'6"	8'7"	21'7 1/2"	4'9 1/4"	10"	8'4"	37.700"	7'6"	4'10 1/4"	3"	2'3 1/2"	7'11 1/2"	1 3/4"	5'7 1/4"	
100-G456DNL-36.5 8'0"	9'0 1/4"	8'8 3/4"	3'9"	...	8'0"	9'6"	9'6"	2'10"
120-G456DNL-21.3 9'6"	10'7 1/2"	10'7 1/2"	3'9"	8'3 1/2"	8'9"	9'6"	9'6"	2'10"	7'0"	4'6"	9'1"	23'9 3/8"	4'9 1/4"	10"	8'4"	37.700"	7'6"	4'10 1/4"	3"	2'3 1/2"	9'3"	1 3/4"	6'6 1/2"	
120-G456DNL-25.6 9'6"	10'7 1/2"	10'4 1/2"	3'9"	8'3 1/2"	8'9"	9'6"	9'6"	2'10"	7'0"	4'6"	9'1"	23'9 3/8"	4'9 1/4"	10"	8'4"	37.700"	8'4"	4'11"	2"	3'2 1/2"	9'3"	1 3/4"	6'6 1/2"	
120-G456DNL-30.4 9'6"	10'7 1/2"	10'4 1/2"	3'9"	8'3 1/2"	8'9"	9'6"	9'6"	4'0"	7'0"	4'6"	9'1"	23'9 3/8"	4'9 1/4"	10"	8'4"	37.700"	8'4"	4'11"	2"	3'2 1/2"	9'3"	1 3/4"	6'6 1/2"	
120-G456DNL-36.5 9'6"	10'7 1/2"	10'4 1/2"	3'9"	8'3 1/2"	8'9"	9'6"	9'6"	4'0"	7'0"	4'6"	9'1"	23'9 3/8"	4'9 1/4"	10"	8'4"	37.700"	8'4"	4'11"	2"	3'2 1/2"	9'3"	1 3/4"	6'6 1/2"	
144-G456DNL-25.3 11'5"	12'9 1/2"	12'5 3/4"	3'9"	10'2 3/4"	8'9"	9'6"	9'6"	4'0"	7'0"	4'6"	9'5"	26'6"	4'9 1/4"	10"	8'4"	37.700"	8'4"	4'11"	2"	3'2 1/2"	9'3"	1 3/4"	6'6 1/2"	
144-G456DNL-30.4 11'5"	12'9 1/2"	12'5 3/4"	3'9"	10'2 3/4"	8'9"	9'6"	9'6"	4'0"	7'0"	4'6"	9'5"	26'6"	4'9 1/4"	10"	8'4"	37.700"	8'4"	4'11"	2"	3'2 1/2"	9'3"	1 3/4"	6'6 1/2"	
100-G640DL-36.5	8'0"	9'0 1/4"	8'8 3/4"	5'0"	...	...	...	4'0"	...	...	...	21'7 1/2"	5'8"	10"	9'0"	41.100"	7'6"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"
120-G640DL-30.4	9'6"	10'7 1/2"	10'4 1/2"	5'0"	...	7'8"	9'6"	4'0"	...	...	...	23'9 3/8"	5'8"	10"	9'0"	41.100"	8'4"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"
120-G640DL-36.5	9'6"	10'7 1/2"	12'5 3/4"	5'0"	...	7'8"	9'6"	4'0"	...	...	...	23'9 3/8"	5'8"	10"	9'0"	41.100"	8'4"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"
144-G640DL-25.3	11'5"	12'9 1/2"	12'5 3/4"	5'0"	10'2 3/4"	7'8"	9'6"	4'0"	7'0"	4'6"	9'5"	26'6"	5'8"	10"	9'0"	41.100"	8'4"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"	
144-G640DL-30.4	11'5"	12'9 1/2"	12'5 3/4"	5'0"	10'2 3/4"	7'8"	9'6"	4'0"	7'0"	4'6"	9'5"	26'6"	5'8"	10"	9'0"	41.100"	8'4"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"	
144-G640DL-35.6	11'5"	12'9 1/2"	12'5 3/4"	5'0"	10'2 3/4"	7'8"	9'6"	4'0"	7'0"	4'6"	9'5"	26'6"	5'8"	10"	9'0"	41.100"	8'4"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"	
168-G640DL-30.5	13'4"	12'9 1/2"	12'5 3/4"	5'0"	10'2 3/4"	7'8"	9'6"	4'0"	26'6"	5'8"	10"	9'0"	41.100"	8'4"	6'1 1/2"	2 1/2"	3'0 1/4"	8'9"	1"	6'7 1/2"	

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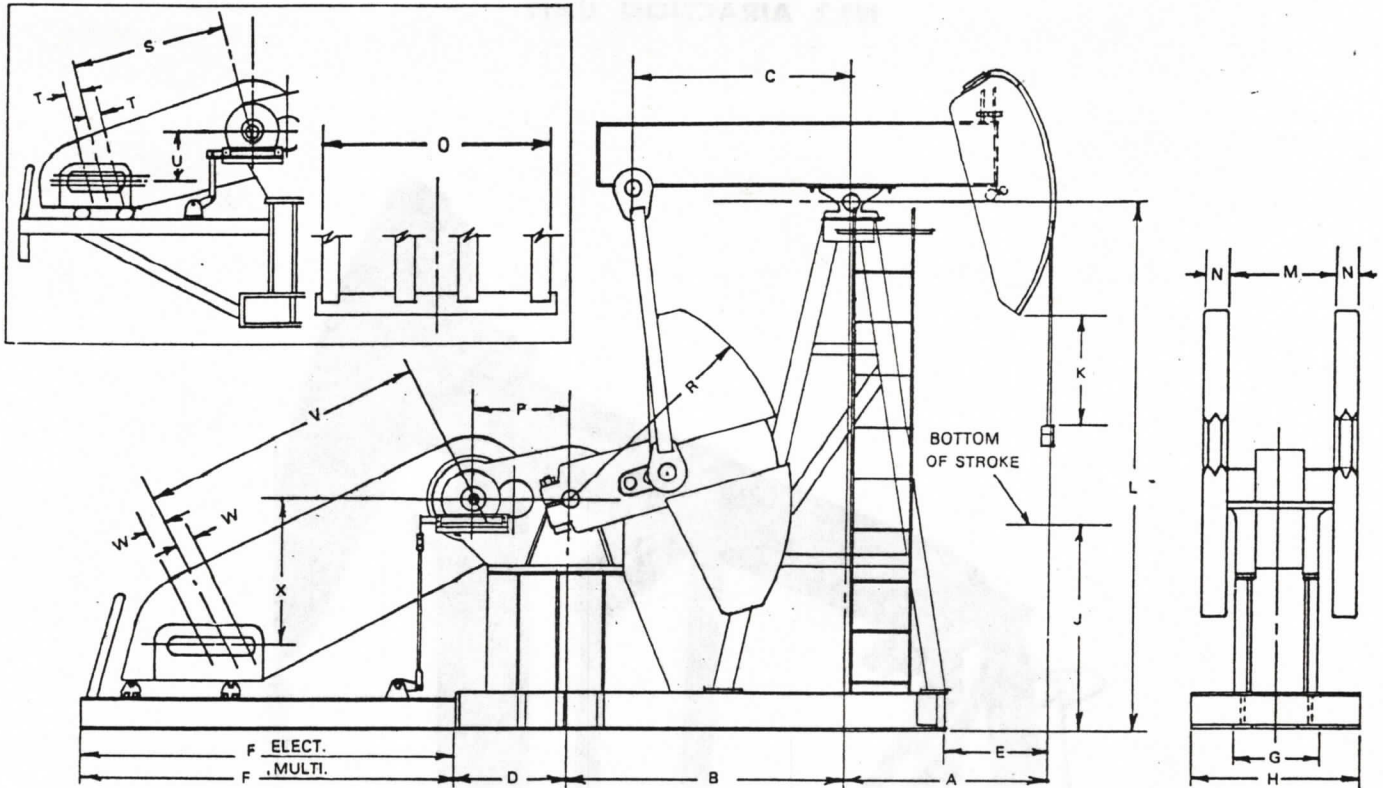
B5 GEAR DRIVEN PUMPING UNITS

STRUCTURAL CHART

PUMPING UNIT	MAXI-MUM C' BAL	BASE BEAMS	POST LEG SIZE	PITMAN MA-TERIAL	WALKING BEAM	STD. SHEAVE MULTI & ELECT.	MAXI-MUM SHEAVE	WIRE LINE SIZE	RE-DUCER RATIO	OIL CAPACITY	LENGTH STROKES
48-G114D-13.3	15400	12"-27#	5"x5"x1/4"-12.3#	4"-7.7#	14"-68#	24"-3C	34"-5C	1/8"x18'4"	29.97	9 GAL.	24",36",48"
54-G114D-11.9	15000	12"-27#	5"x5"x1/4"-12.3#	4"-7.7#	18"-50#	24"-3C	34"-5C	3/4"x18'8"	29.97	9 GAL.	34",44",54"
54-G114D-13.3	15000	12"-27#	5"x5"x1/4"-12.3#	4"-7.7#	14"-68#	24"-3C	34"-5C	1/8"x18'4"	29.97	9 GAL.	34",44",54"
54-G114D-16.9	14999	12"-27#	5"x5"x1/4"-12.3#	5"-10#	21"-73#	24"-3C	34"-5C	1"x21'2"	29.97	9 GAL.	34",44",54"
64-G114D-14.3	15660	12"-27#	5"x5"x1/4"-12.3#	4"-7.7#	21"-62#	24"-3C	34"-5C	1"x23'8"	29.97	9 GAL.	34",44",54",64"
64-G114D-16.9	15660	12"-27#	5"x5"x1/4"-12.3#	5"-10#	21"-73#	24"-3C	34"-5C	1"x23'8"	29.97	9 GAL.	34",44",54",64"
54-G160D-16.9	14990	12"-27#	5"x5"x1/4"-12.3#	5"-10#	21"-73#	30"-4C	36"-5C	1"x21'2"	30.13	10 GAL.	34",44",54"
64-G160D-14.3	15660	12"-27#	5"x5"x1/4"-12.3#	4"-7.7#	21"-62#	30"-4C	36"-5C	1"x23'8"	30.13	10 GAL.	34",44",54",64"
64-G160D-16.9	15660	12"-27#	5"x5"x1/4"-12.3#	5"-10#	21"-73#	30"-4C	36"-5C	1"x23'8"	30.13	10 GAL.	34",44",54",64"
64-G160D-20	18570	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-94#	30"-4C	36"-5C	1"x24'7"	30.13	10 GAL.	34",44",54",64"
74-G160D-17.3	18280	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-84#	30"-4C	36"-5C	1"x27'8"	30.13	10 GAL.	44",54",64",74"
74-G160D-20	18280	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-94#	30"-4C	36"-5C	1"x27'8"	30.13	10 GAL.	44",54",64",74"
64-G228D-20	18570	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-94#	30"-5C	44"-7C	1"x24'7"	29.89	17 GAL.	34",44",54",64"
74-G228D-17.3	18280	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-84#	30"-5C	44"-7C	1"x27'8"	29.89	17 GAL.	44",54",64",74"
74-G228D-20	18280	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-94#	30"-5C	44"-7C	1"x27'8"	29.89	17 GAL.	44",54",64",74"
74-G228D-24.6	18280	14"-30#	6"x6"x1/4"-14.9#	6"-12.5#	24"-120#	30"-5C	44"-7C	1 1/4"x27'2"	29.89	17 GAL.	44",54",64",74"
86-G228D-21.2	17460	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-100#	30"-5C	44"-7C	1 1/4"x30'2"	29.89	17 GAL.	56",66",76",86"
86-G228D-24.6	17460	14"-30#	6"x6"x1/4"-14.9#	6"-12.5#	24"-120#	30"-5C	44"-7C	1 1/4"x30'2"	29.89	17 GAL.	56",66",76",86"
74-G320D-24.6	18280	14"-30#	6"x6"x1/4"-14.9#	6"-12.5#	24"-120#	36"-5C	48"-6D	1 1/4"x27'2"	29.95	26 GAL.	44",54",64",74"
86-G320D-21.2	17460	14"-30#	6"x6"x1/4"-14.9#	5"-10#	24"-100#	36"-5C	48"-6D	1 1/4"x30'2"	29.95	26 GAL.	56",66",76",86"
86-G320D-24.6	17460	14"-30#	6"x6"x1/4"-14.9#	6"-12.5#	24"-120#	36"-5C	48"-6D	1 1/4"x30'2"	29.95	26 GAL.	56",66",76",86"
86-G320D-29.8	18700	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-152#	36"-5C	48"-6D	1 1/4"x31'2"	29.95	26 GAL.	56",66",76",86"
100-G320D-25.6	30380	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-141#	36"-5C	48"-6D	1 1/4"x34'2"	29.95	26 GAL.	64",76",88",100"
100-G320D-29.8	30380	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-152#	36"-5C	48"-6D	1 1/4"x34'2"	29.95	26 GAL.	64",76",88",100"
120-G320D-21.3	32070	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-152#	36"-5C	48"-6D	1 1/4"x41'2"	29.95	26 GAL.	84",96",108",120"
120-G320D-25.6	32070	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	36"-170#	36"-5C	48"-6D	1 1/4"x41'2"	29.95	26 GAL.	84",96",108",120"
86-G456DNL-29.8	18700	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-152#	50"-6C	54"-6D	1 1/4"x31'2"	30.	40 GAL.	56",66",76",86"
100-G456DNL-25.6	30380	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-141#	50"-6C	54"-6D	1 1/4"x34'6"	30.	40 GAL.	64",76",88",100"
100-G456DNL-29.8	30380	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-152#	50"-6C	54"-6D	1 1/4"x34'6"	30.	40 GAL.	64",76",88",100"
120-G456DNL-21.3	32070	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	33"-152#	50"-6C	54"-6D	1 1/4"x32'2"	30.	40 GAL.	84",96",108",120"
120-G456DNL-25.6	32070	14"-43#	8"x8"x1/4"-20.2#	6"-12.5#	36"-170#	50"-6C	54"-6D	1 1/4"x41'2"	30.	40 GAL.	84",96",108",120"
100-G456DNL-36.5	30380	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-194#	50"-6C	54"-6D	1 1/4"x37'0"	30.	40 GAL.	64",76",88",100"
120-G456DNL-30.4	32070	14"-43#	8"x8"x1/4"-26.4#	6"-12.5#	36"-194#	50"-6C	54"-6D	1 1/4"x35'6"	30.	40 GAL.	84",96",108",120"
120-G456DNL-36.5	32070	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-194#	50"-6C	54"-6D	1 1/4"x42'0"	30.	40 GAL.	84",96",108",120"
144-G456DNL-25.3	27040	14"-43#	8"x8"x1/4"-26.4#	6"-12.5#	36"-194#	50"-6C	54"-6D	1 1/4"x41'2"	30.	40 GAL.	84",96",108",120"
144-G456DNL-30.4	27040	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-230#	50"-6C	54"-6D	1 1/4"x42'2"	30.	40 GAL.	108",120",132",144"
100-G640DL-36.5	30380	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-194#	50"-8C	58"-8D	1 1/4"x37'0"	29.97	55 GAL.	64",76",88",100"
120-G640DL-30.4	32070	14"-43#	8"x8"x1/4"-26.4#	6"-12.5#	36"-194#	50"-8C	58"-8D	1 1/4"x41'2"	29.97	55 GAL.	84",96",108",120"
120-G640DL-36.5	32070	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-194#	50"-8C	58"-8D	1 1/4"x42'0"	29.97	55 GAL.	84",96",108",120"
144-G640DL-25.3	27040	14"-43#	8"x8"x1/4"-26.4#	6"-12.5#	36"-194#	50"-8C	58"-8D	1 1/4"x41'2"	29.97	55 GAL.	108",120",132",144"
144-G640DL-30.4	27040	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-230#	50"-8C	58"-8D	1 1/4"x42'2"	29.97	55 GAL.	108",120",132",144"
144-G640DL-35.6	27040	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-230#	50"-8C	58"-8D	1 1/4"x42'2"	29.97	55 GAL.	108",120",132",144"
168-G640DL-30.5	23090	14"-43#	8"x8"x1/4"-26.4#	5"-16#	36"-230#	50"-8C	58"-8D	1 1/4"x42'0"	29.97	55 GAL.	126",140",154",168"

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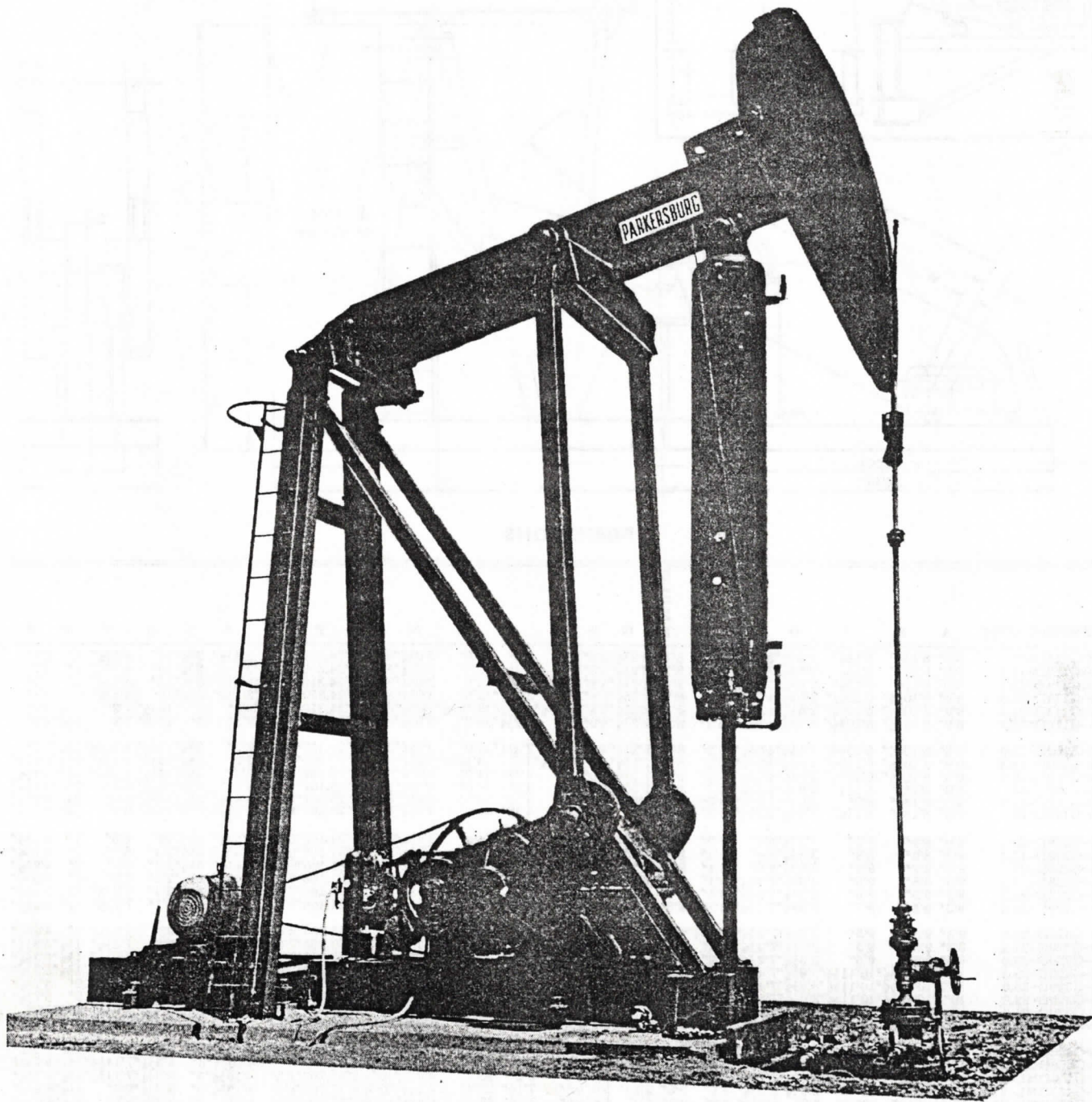
B5 GEAR DRIVEN PUMPING UNITS



DIMENSIONS

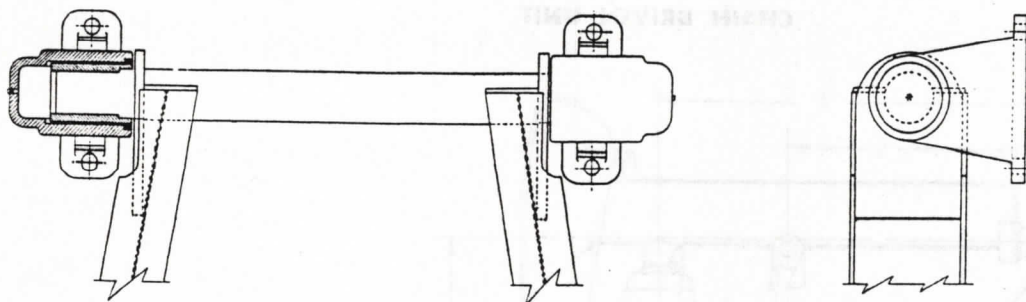
PUMPING UNIT	ELECT.						MULTI						M	N	O	P	R	S	T	U	V	W	X	
	A	B	C	D	E	F	F	G	H	J	K	L												
48-G114D-13.3	6'0"	6'1 1/4"	6'1 1/2"	2'6 1/4"	3'11 1/4"	5'2"	8'10"	2'2 1/4"	3'8"	4'7"	2'3"	12'0"	3'0 1/4"	8"	6'0"	24.310"	4'10"	3'1 1/4"	2 3/4"	15"	4 5/8"	1"	3'7"	
54-G114D-11.9	6'0"	6'1 1/4"	6'1 1/2"	2'6 1/4"	3'11 1/4"	5'2"	8'10"	2'2 1/4"	3'8"	4'7"	2'1"	12'0"	3'2 1/4"	8"	6'0"	24.310"	5'2 1/2"	3'1 1/4"	2 3/4"	15"	4 5/8"	1"	3'7"	
54-G114D-13.3	6'0"	6'1 1/4"	6'1 1/2"	2'6 1/4"	3'11 1/4"	5'2"	8'10"	2'2 1/4"	3'8"	4'4"	2'4"	12'0"	3'0 1/4"	8"	6'0"	24.310"	5'2 1/2"	3'0 3/4"	3 3/4"	15"	4 5/8"	1"	3'7"	
54-G114D-16.9	6'9"	6'10 1/2"	6'10 3/4"	2'6 1/4"	4'2 1/4"	5'2"	8'10"	2'2 1/4"	3'8"	3'9"	2'0 1/2"	12'0"	3'0 1/4"	8"	6'0"	24.310"	5'2 1/2"	3'1 1/4"	2 3/4"	15"	4 5/8"	1"	3'7"	
64-G114D-14.3	6'9"	6'10 1/2"	6'10 3/4"	2'6 1/4"	4'2 1/4"	5'2"	8'10"	2'2 1/4"	3'8"	3'11 1/4"	3'7 1/4"	13'10 1/2"	3'0 1/4"	8"	6'0"	24.310"	5'9 1/4"	3'3"	3"	16 1/2"	7'2"	2 1/4"	4'2"	
64-G114D-16.9	6'9"	6'10 1/2"	6'10 3/4"	2'6 1/4"	4'2 1/4"	5'2"	8'10"	2'2 1/4"	4'0"	4'1"	3'7 1/4"	14'0"	3'0 1/4"	8"	6'0"	24.310"	5'9 1/4"	3'3"	3"	16 1/2"	7'2"	2 1/4"	4'2"	
54-G160D-16.9	6'9"	6'10 1/2"	6'10 3/4"	2'6 1/4"	4'2 1/4"	5'2"	8'10"	2'2 1/4"	4'0"	3'9"	2'4 1/4"	12'0"	3'2 1/4"	8"	6'0"	26.167"	5'2 1/2"	3'3"	2 3/4"	15 1/2"	4'10 1/2"	2 1/4"	3'7"	
64-G160D-14.3	6'0"	6'10 1/4"	6'10 1/2"	2'6 1/4"	4'2 1/4"	5'2"	8'10"	2'2 1/4"	4'0"	3'11 1/4"	3'7 1/4"	13'10 1/2"	3'2 1/4"	8"	6'0"	26.167"	5'0 1/4"	3'3"	2 3/4"	15 1/2"	5'5 1/4"	2 1/4"	4'1 1/2"	
64-G160D-16.9	6'9"	6'10 1/2"	6'10 3/4"	2'6 1/4"	4'2 1/4"	5'2"	8'10"	2'2 1/4"	4'0"	4'1"	3'7 1/4"	14'0"	3'2 1/4"	8"	6'0"	26.167"	5'9 1/4"	3'3"	2 3/4"	15 1/2"	5'5 1/4"	2 1/4"	4'1 1/2"	
64-G160D-20	8'0"	8'1 1/2"	8'1 3/4"	2'6 1/4"	5'3 1/4"	5'2"	8'4"	2'3"	4'8"	4'0"	3'3"	14'0"	3'2 1/4"	8"	6'0"	26.167"	5'9 1/4"	3'3"	3'2 1/4"	8"	6'0"	26.167"	5'9 1/4"	3'3"
74-G160D-17.3	8'0"	8'1 1/2"	8'2"	2'6 1/4"	5'3 1/4"	6'0"	8'10"	2'3"	4'8"	4'0"	4'10"	16'0"	3'2 1/4"	8"	6'0"	26.167"	6'6 1/8"	3'4 1/4"	3 3/4"	14 1/2"	6'6"	7 1/2"	4'0 1/2"	
74-G160D-20	8'0"	8'1 1/2"	8'1 3/4"	2'6 1/4"	5'3 1/4"	6'0"	8'10"	2'3"	4'8"	4'0"	4'10"	16'0"	3'2 1/4"	8"	6'0"	26.167"	6'6 1/8"	3'4 1/4"	3 3/4"	14 1/2"	6'6"	7 1/2"	4'0 1/2"	
64-G228D-20	8'0"	8'2"	8'2"	3'3 1/4"	5'6"	5'0"	8'0"	2'10"	4'8"	4'0"	3'3"	14'0"	3'9 1/4"	8"	6'7"	31.166"	5'9 1/4"	4'5 1/4"	4 1/4"	19"	5'5"	1"	4'1 1/2"	
74-G228D-17.3	8'0"	8'2"	8'2"	3'3 1/4"	5'6"	6'1"	8'0"	2'10"	4'8"	4'0"	4'10"	16'0"	3'9 1/4"	8"	6'7"	31.166"	6'6 1/8"	4'4 1/2"	5 1/2"	2'1"	6'9"	2"	4'9 1/2"	
74-G228D-20	8'0"	8'2"	8'2"	3'3 1/4"	5'6"	6'1"	8'0"	2'10"	4'8"	4'0"	4'10"	16'0"	3'9 1/4"	8"	6'7"	31.166"	6'6 1/8"	4'4 1/2"	5 1/2"	2'1"	6'9"	2"	4'9 1/2"	
74-G228D-24.6	9'3"	9'5"	9'5"	3'3 1/4"	7'2 1/4"	6'1"	9'8"	2'10"	5'4"	4'6"	3'8"	16'0"	3'9 1/4"	8"	6'7"	31.166"	6'6 1/8"	4'4 1/2"	5 1/2"	2'1"	7'2 1/4"	7 1/4"	5'4 1/2"	
86-G228D-21.2	9'3"	9'5"	9'5"	3'3 1/4"	7'2 1/4"	6'7"	9'6"	2'10"	5'4"	4'6"	5'2"	18'0"	3'9 1/4"	8"	6'7"	31.166"	7'0 1/2"	4'4 1/2"	5 1/2"	2'1"	7'2 1/4"	7 1/4"	5'4 1/2"	
86-G228D-24.6	9'3"	9'5"	9'5"	3'3 1/4"	7'2 1/4"	6'7"	9'6"	2'10"	5'4"	4'6"	5'2"	18'0"	3'9 1/4"	8"	6'7"	31.166"	7'0 1/2"	4'4 1/2"	5 1/2"	2'1"	7'2 1/4"	7 1/4"	5'4 1/2"	
74-G320D-24.6	9'3"	9'5"	9'5"	3'3 1/4"	7'2 1/4"	7'7 1/2"	9'6"	2'10"	5'4"	4'6"	3'8"	16'0"	4'3"	8"	7'2"	33.933"	6'6 1/8"	4'0"	2"	22"	7'2 1/4"	2"	4'8 1/4"	
86-G320D-21.2	9'3"	9'5"	9'5"	3'3 1/4"	7'2 1/4"	6'6"	10'2"	2'10"	5'4"	4'6"	5'2"	18'0"	4'3"	8"	7'2"	33.933"	7'0 1/2"	4'0"	2"	22"	7'3 1/2"	1 3/4"	5'3 1/4"	
86-G320D-24.6	9'3"	9'5"	9'5"	3'3 1/4"	7'2 1/4"	6'6"	10'2"	2'10"	5'4"	4'6"	5'2"	18'0"	4'3"	8"	7'2"	33.933"	7'0 1/2"	4'0"	2"	22"	7'3 1/2"	1 3/4"	5'3 1/4"	
88-G320D-29.8	10'9"	10'11 1/4"	10'11 1/2"	3'9 1/4"	7'4 1/4"	6'0"	10'2"	2'10"	5'8"	4'6"	4'7"	18'0"	4'8 3/4"	8"	8'2"	33.933"	7'0 1/2"	4'5 1/4"	2 1/4"	4'4 1/4"	7'3 1/2"	1 3/4"	5'3 1/4"	
100-G320D-25.6	10'9"	10'11 1/4"	10'11 1/2"	3'9 1/4"	7'4 1/4"	6'2"	9'6"	2'10"	5'8"	4'6"	6'2"	20'2"	4'2 1/4"	10'7'8"	33.933"	7'6"	4'5 1/2"	2 1/4"	4'4 1/4"	7'3 1/2"	1 3/4"	5'3 1/4"		
100-G320D-29.8	10'9"	10'11 1/4"	10'11 1/2"	3'9 1/4"	7'4 1/4"	6'2"	9'6"	2'10"	5'8"	4'6"	6'2"	20'2"	4'2 1/4"	10'7'8"	33.933"	7'6"	4'5 1/2"	2 1/4"	4'4 1/4"	7'3 1/2"	1 3/4"	5'3 1/4"		
120-G320D-21.3	12'6"	12'10"	12'10"	3'9 1/4"	9'6 1/4"	6'4"	9'6"	2'10"	5'8"	4'6"	7'10"	23'6"	4'2 1/4"	10'7'8"	33.933"	7'6"	4'5 1/2"	2 1/4"	4'4 1/4"	7'6 1/2"	2"	5'7 1/4"		
120-G320D-25.6	12'6"	12'10"	12'10"	3'9 1/4"	9'6 1/4"	6'2"	9'6"	2'10"	5'8"	4'6"	7'10"	23'6"	4'2 1/4"	10'7'8"	33.933"	7'6"	4'5 1/2"	2 1/4"	4'4 1/4"	7'6 1/2"	2"	5'7 1/4"		
86-G456DNL-29.8	10'9"	10'11 1/4"	10'11 1/2"	3'9 1/4"	7'4 1/4"	6'4"	9'6"	2'10"	5'8"	4'6"	6'2"	18'0"	5'2 1/4"	8"	8'4"	37.700"	7'0 1/2"	4'10 1/4"	3"	2'3 1/4"	6'9"	1 3/4"	5'1 1/4"	
100-G456DNL-25.6	10'9"	10'11 1/4"	10'11 1/2"	3'9 1/4"	7'4 1/4"	6'0"	9'6"	2'10"	5'8"	4'6"	6'2"	20'2"	4'9 1/4"	10'8'4"	37.700"	7'6"	4'10 1/4"	3"	2'3 1/4"	7'11 1/4"	1 3/4"	5'7 1/4"		
100-G456DNL-29.8	10'9"	10'11 1/4"	10'11 1/2"	3'9 1/4"	7'4 1/4"	6'0"	9'6"	2'10"	5'8"	4'6"	6'2"	20'2"	4'9 1/4"	10'8'4"	37.700"	7'6"	4'10 1/4"	3"	2'3 1/4"	7'11 1/4"	1 3/4"	5'7 1/4"		
120-G456DNL-21.3	12'6"	12'10"	12'10"	3'9 1/4"	8'0 1/4"	8'9"	9'6"	2'10"	5'8"	4'6"	7'10"	23'6"	4'9 1/4"	10'8'4"	37.700"	8'4"	4'10 1/4"	3"	2'3 1/4"	9'3"	1 3/4"	6'6 1/4"		
100-G456DNL-25.6	12'6"	12'10"	12'10"	3'9 1/4"	8'0 1/4"	8'9"	9'6"	4'0"	6'8"	4'6"	7'10"	23'6"	4'9 1/4"	10'8'4"	37.700"	8'4"	4'11"	2"	3'2 1/4"	9'3"	1 3/4"	6'6 1/4"		
100-G456DNL-36.5	12'6"	12'10"	12'10"	3'9 1/4"	8'0 1/4"	8'9"	9'6"	4'0"	6'8"	4'6"	6'2"	20'2"	4'9 1/4"	10'8'4"	37.700"	7'6"	4'11"	2"	3'2 1/4"	7'11 1/4"	1 3/4"	5'7 1/4"		
120-G456DNL-30.4	12'6"	12'10"	12'10"	3'9 1/4"	8'0 1/4"	8'9"	9'6"	4'0"	6'8"	4'6"	7'10"	23'6"	4'9 1/4"	10'8'4"	37.700"	8'4"	4'11"	2"	3'2 1/4"	9'3"	1 3/4"	6'6 1/4"		
120-G456DNL-36.5	12'6"	12'10"	12'10"	3'9 1/4"	8'0 1/4"	8'9"	9'6"	4'0"	6'8"	4'6"	7'10"	23'6"	4'9 1/4"	10'8'4"	37.700"	8'4"	4'11"	2"	3'2 1/4"	9'3"	1 3/4"	6'6 1/4"		
144-G456DNL-25.3	15'0"	15'5"	15'4 1/4"	3'9 1/4"	10'6 1/4"	8'9"	9'6"	4'0"	6'8"	4'6"	9'6"	26'6"	4'9 1/4"	10'8'4"	37.700"	8'4"	4'11"	2"	3'2 1/4"	9'3"	1 3/4"	6'6 1/4"		
144-G456DNL-30.4	15'0"	15'5"	15'4 1/4"	3'9 1/4"	10'6 1/4"	8'9"	9'6"	4'0"	6'8"	4'6"	9'6"	26'6"	4'9 1/4"	10'8'4"	37.700"	8'4"	4'11"	2"	3'2 1/4"	9'3"	1 3/4"	6'6 1/4"		
100-G640DL-36.5	12'6"	12'10"	12'10"	5'0"	8'4 1/4"	6'4"	9'6"	4'0"	6'8"	4'6"	6'1"	20'2"	5'8"	10'9'0"	41.100"	7'6"	8'1 1/4"	2 1/4"	3'0 1/4"					
120-G640DL-30.4	12'6"	12'10"	12'10"	5'0"	8'0 1/4"	7'8"	9'6"	4'0"	6'8"	4'6"	7'10"	23'6"	5'8"	10'9'0"	41.100"	8'4"	6'1 1/4"	2 1/4"	3'0 1/4"	8'9"	1"	6'7 1/4"		
120-G640DL-36.5	12'6"	12'10"	12'10"	5'0"	8'0 1/4"	7'8"	9'6"	4'0"	6'8"	4'6"	7'9"	23'6"	5'8"	10'9'0"	41.100"	8'4"	6'1 1/4"	2 1/4"	3'0 1/4"	8'9"	1"	6'7 1/4"		
144-G640DL-25.3	15'0"	15'5"	15'4 1/4"	5'0"	10'6 1/4"	7'8"	9'6"	4'0"	6'8"	4'6"	9'6"	26'6"	5'8"	10'9'0"	41.100"	8'4"	6'1 1/4"	2 1/4"	3'0 1/4"	8'9"	1"	6'7 1/4"		
144-G640DL-30.4	15'0"	15'5"	15'4 1/4"	5'0"	10'6 1/4"	7'8"	9'6"	4'0"	6'8"	4'6"	9'6"	26'6"	5'8"	10'9'0"	41.100"	8'4"	6'1 1/4"	2 1/4"	3'0 1/4"	8'9"	1"	6'7 1/4"		
144-G640DL-35.6	15'0"	15'5"	15'4 1/4"	5'0"	10'6 1/4"	7'8"	9'6"	4'0"	6'8"	4'6"	9'6"	26'6"	5'8"	10'9'0"	41.100"	8'4"	6'1 1/4"	2 1/4"	3'0 1/4"	8'9"	1"	6'7 1/4"		
168-G640DL-30.5	17'6"	15'5"	15'4 1/4"	5'0"	10'6 1/4"	7'8"	9'6"	4'0"	6'8"	4'6"	7'6"	26'6"	5'8"	10'9'0"	41.100"	8'4"	6'1 1/4"	2 1/4"	3'0 1/4"	8'9"	1"	6'7 1/4"		

N12 AIRACTION UNIT

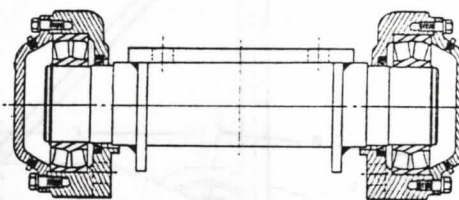
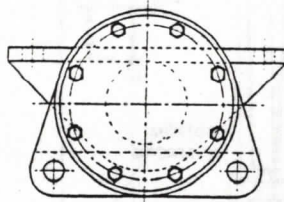


Parkersburg

BEARINGS



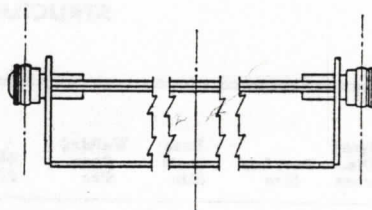
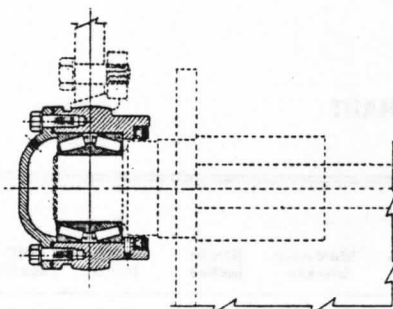
SADDLE BEARING



UPPER CYLINDER BEARING

The Parkersburg Airaction Unit features completely enclosed, heavy-duty bearings . . . this means that lubrication is sealed in and dust and dirt are sealed out for more efficient, economical and long-lasting pumping performance. You'll find longer life . . . plus

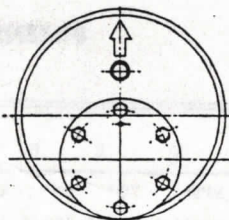
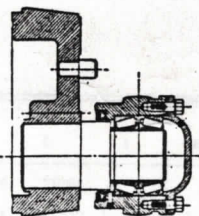
performance and outstanding operational reliability in the saddle bearing and upper cylinder bearing of the great new Parkersburg Airaction! (Factory pre-lubricated bearings are standard equipment.)



UPPER PITMAN BEARINGS

The yoke on the Parkersburg Airaction is bolted to the beam to provide outstanding strength and rigidity to the beam. In order to further the Parkersburg tradition of always providing the maximum ease,

efficiency and economy of oil field pumping operations, the prelubricated pitman bearings are self-aligning.



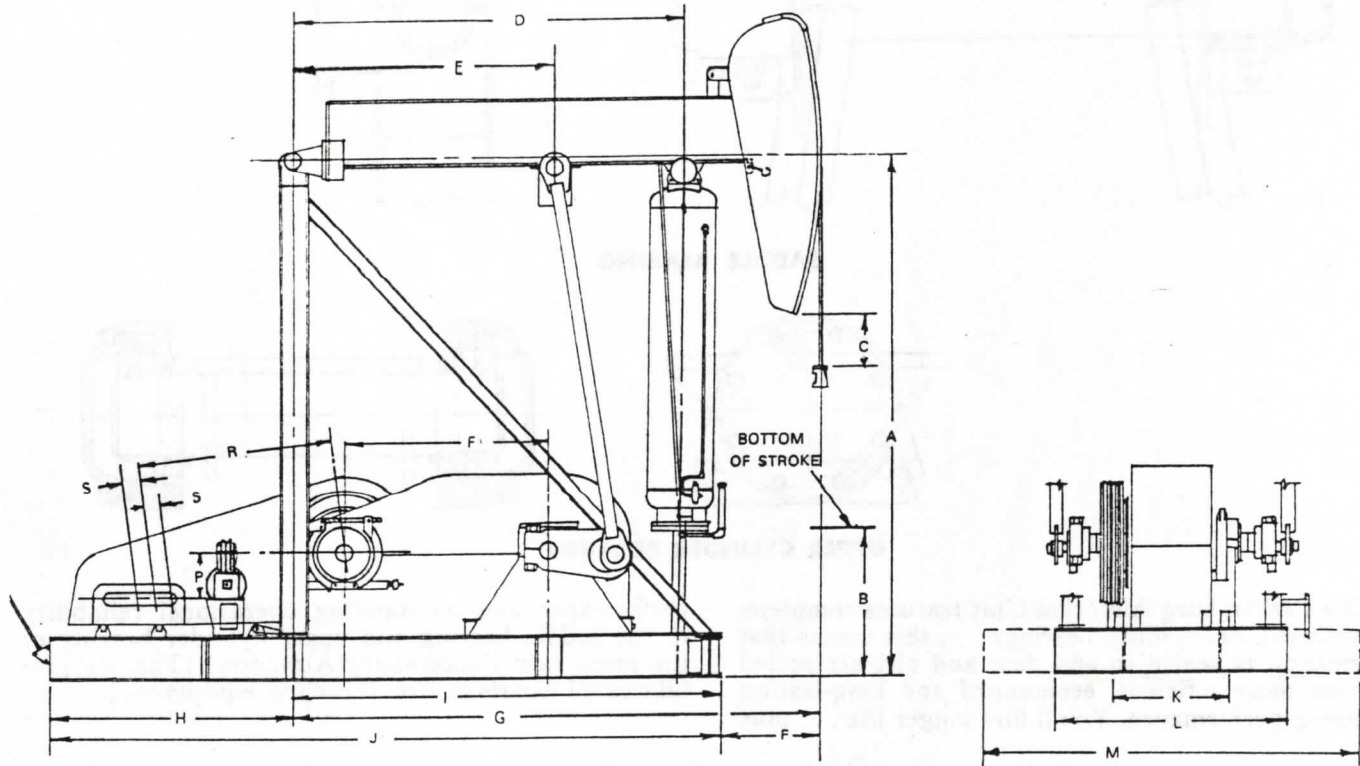
EXCENTRIC CRANK AND WRIST-PIN BEARING ASSEMBLY

The exclusive eccentric crank is standard equipment on all Parkersburg Airaction units. This feature eliminates the necessity of having to remove the pre-

lubricated wrist-pins and pitmans or the well load from the unit in order to change stroke length.

Parkersburg

N12 PARKERSBURG "AIRACTION" PUMPING UNITS CHAIN DRIVEN UNIT



STRUCTURAL CHART

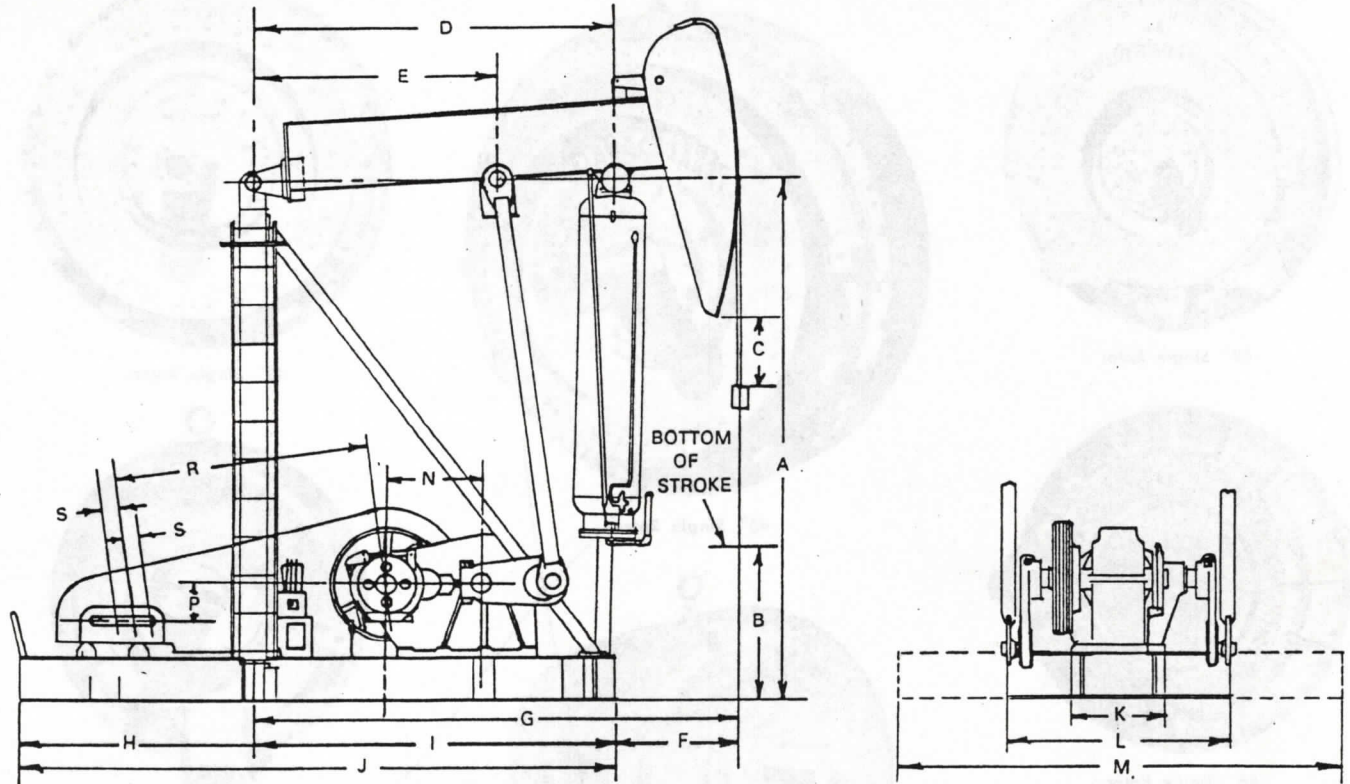
UNIT DESIGNATION	Effective Mean CBAL 400 PSI Max. Inches	Piston Dia. Max. Inches	Post Leg Size	Base Beam Size	Walking Beam Size	Sheave Sizes P.D., Inches	Maximum Sheave	Stroke Inches	Reducer Ratio	Oil Capacity	Pitman Size	Wire Line Size
120-CH228D-21.2-N12	30,200	12 1/4	10"@21#CB	16"@36#	24"@100#	40-6C,44-6C,50-6C	60"P.D.	91-105.5-120	19.12	36 GAL.	5"@18.9#H.	1 1/4"x29'2"
86-CH320DL-29.8-N12	30,200	12 1/2	10"@21#CB	16"@36#	24"@100#	44-8C,50-8C	95"P.D.	66-76-86	21.7	77 GAL.	5"@18.9#H.	1 1/4"x26'10"
100-CH320DL-29.8-N12	30,200	12 1/2	10"@21#CB	16"@36#	24"@100#	44-8C,50-8C	95"P.D.	76-88-100	21.7	77 GAL.	5"@18.9#H.	1 1/4"x26'10"
120-CH320DL-25.6-N12	30,200	12 1/2	10"@21#CB	16"@36#	24"@120#	44-8C,50-8C	95"P.D.	91-105.5-120	21.7	77 GAL.	5"@18.9#H.	1 1/4"x29'2"
120-CH456D-30.4-N12	30,200	12 1/4	10"@21#CB	16"@36#	24"@130#	44-8C,50-8C	94"P.D.	91-105.5-120	21.6	77 GAL.	6"@20#H.	1 1/4"x29'2"

DIMENSIONS

UNIT DESIGNATION	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	R	S
120-CH228D-21.2-N12	15'9"	3'2"	21"	10'9"	7'3"	6'8"	17'5"	8'5"	10'9"	19'2"	3'1 1/4"	6'9 1/2"	4'5 1/4"	4"	8'2"	7"	
86-CH320DL-29.8-N12	15'9"	5'1"	2'2"	11'10 1/2"	7'6 1/4"	3'0 1/4"	16'0"	7'4 1/4"	12'11 1/4"	20'3 1/2"	3'5 1/2"	6'11 1/2"	6'1 1/4"	15"	6'7"	7"	
100-CH320DL-29.8-N12	15'9"	4'6"	2'2"	11'10 1/2"	7'11"	3'0 1/4"	16'0"	7'4 1/4"	12'11 1/4"	20'3 1/2"	3'5 1/2"	6'11 1/2"	6'1 1/4"	15"	0'7"	7"	
120-CH320DL-25.6-N12	15'9"	3'11"	15"	11'10 1/2"	7'11"	6'2 1/4"	19'2"	7'4 1/4"	12'11 1/4"	20'3 1/2"	3'5 1/2"	6'11 1/2"	6'1 1/4"	15"	6'7"	7"	
120-CH456D-30.4-N12	15'9"	3'11"	15"	11'10 1/2"	7'11"	6'2 1/4"	19'2"	7'4 1/4"	12'11 1/4"	20'3 1/2"	3'5 1/2"	6'11 1/2"	6'1 1/4"	15"	6'7"	7"	

Parkersburg

N12 AIRACTION — PARKERSBURG GEAR PUMPING UNITS



STRUCTURAL CHART

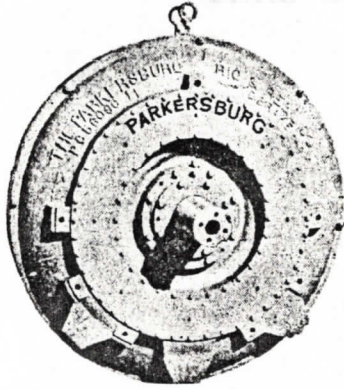
UNIT DESIGNATION	Effective Mean CBAL 400 PSI Max.	Piston Dia. Inches	Post Leg Size	Base Beam Size	Walking Beam Size	Sheave Sizes P.D., Inches	Maximum Sheave	Strokes Inches	Reducer Ratio	Oil Capacity	Pitman Size	Wire Line Size
86-G228D-21-N12	30,000	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	40-7C, 34-7C	45.5" P.D.	65-75-86	29.89	18 GAL.	5" @ 18.9# H	1" x 27'9"
86-G228D-24.6-N12	30,000	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	40-7C, 34-7C	45.5" P.D.	65-75-86	29.89	18 GAL.	5" @ 18.9# H	1 1/4" x 27'9"
86-G320DL-28-N12	30,000	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	50-7C, 40-7C, 34-7C	50" P.D.	65-75-86	29.95	26 GAL.	5" @ 18.9# H	1 1/4" x 27'9"
100-G320DL-29.8-N12	30,200	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	50-7C, 40-7C, 34-7C	50" P.D.	76-88-100	29.95	26 GAL.	5" @ 18.9# H	1 1/4" x 26'8"
100-G320DL-30.4-N12	30,200	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	50-7C, 40-7C, 34-7C	50" P.D.	76-88-100	29.95	26 GAL.	5" @ 18.9# H	1 1/4" x 26'8"
100-G320DL-32-N12	30,200	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	50-7C, 40-7C, 34-7C	50" P.D.	76-88-100	29.95	26 GAL.	5" @ 18.9# H	1 1/4" x 26'8"
120-G320DL-25.6-N12	21,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 100#	50-7C, 40-7C, 34-7C	50" P.D.	96-108-120	29.95	26 GAL.	5" @ 18.9# H	1 1/4" x 29'8"
120-G320DL-30.4-N12	24,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 100#	50-7C, 40-7C, 34-7C	50" P.D.	96-108-120	29.95	26 GAL.	5" @ 18.9# H	1 1/4" x 29'8"
100-G456DNL-29.8-N12	30,200	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	50-8C, 44-8C, 34-8C	55.5" P.D.	76-88-100	30	40 CAL.	5" @ 18.9# H	1 1/4" x 26'8"
100-G456DNL-36.5-N12	30,200	12 1/2	10" @ 21# CB	16" @ 36#	24" @ 100#	50-8C, 44-8C, 34-8C	55.5" P.D.	76-88-100	30	40 CAL.	5" @ 18.9# H	1 1/4" x 26'8"
120-G456DNL-30.4-N12	24,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 100#	50-8C, 44-8C, 34-8C	55.5" P.D.	96-108-120	30	40 GAL.	5" @ 18.9# H	1 1/4" x 29'8"
120-G456DNL-36.5-N12	24,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 100#	50-8C, 44-8C, 34-8C	55.5" P.D.	96-108-120	30	40 GAL.	5" @ 18.9# H	1 1/4" x 29'8"
144-G456DNL-30.4-N12	24,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 110#	50-8C, 44-8C, 34-8C	55.5" P.D.	115-130-144	30	40 GAL.	5" @ 18.9# H	1 1/4" x 33'3"
120-G640DL-36.5-N12	24,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 100#	50-10C, 34-7D	59.5" P.D.	96-108-120	29.97	55 GAL.	6" @ 20 # H	1 1/4" x 29'8"
144-G640DL-30.4-N12	24,900	12 1/2	12" @ 27# CB	16" @ 36#	24" @ 110#	50-10C, 34-7D	59.5" P.D.	115-130-144	29.97	55 GAL.	5" @ 18.9# H	1 1/4" x 34'2"
144-G640DL-36.5-N12	36,900	14	12" @ 27# CB	16" @ 36#	24" @ 160#	50-10C, 34-7D	59.5" P.D.	115-130-144	29.97	55 GAL.	6" @ 20 # H	1 1/4" x 33'3"
144-G640DL-40-N12	36,900	14	12" @ 27# CB	16" @ 36#	24" @ 160#	50-10C, 34-7D	59.5" P.D.	115-130-144	29.97	55 GAL.	6" @ 20 # H	1 1/4" x 33'3"
168-G640DL-35-N12	30,400	14	12" @ 27# CB	16" @ 36#	30" @ 172#	50-10C, 34-7D	59.5" P.D.	134-152-168	29.97	55 GAL.	6" @ 20 # H	1 1/4" x 38'2"

DIMENSIONS

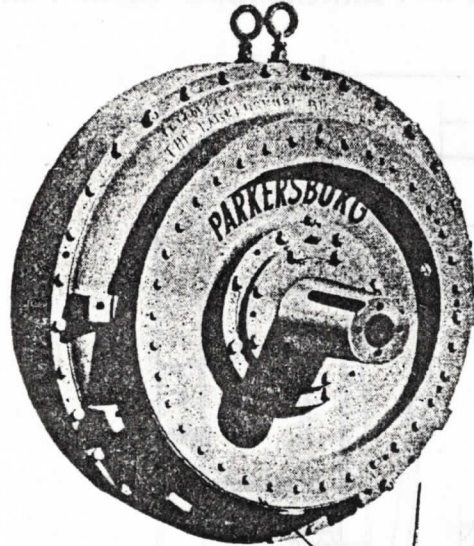
UNIT DESIGNATION	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	R	S
86-G228D-21-N12	15'9"	4'6"	2'8"	10'9"	6'10"	3'9"	14'6"	6'9 1/4"	10'9"	17'6 1/4"	2'9 1/4"	6'9 1/4"		31.167"	14"	7'7"	8 1/4"
86-G228D-24.6-N12	15'9"	4'6"	2'8"	10'9"	6'10"	3'9"	14'6"	6'9 1/4"	10'9"	17'6 1/4"	2'9 1/4"	6'9 1/4"		31.167"	14"	7'7"	8 1/4"
86-G320DL-28-N12	15'9"	4'6"	2'8"	10'9"	6'10"	3'9"	14'6"	6'9 1/4"	10'9"	17'6 1/4"	2'9 1/4"	6'9 1/4"		33.93"	14"	8'2"	9 1/4"
100-G320DL-29.8-N12	15'9"	4'6"	2'11"	10'9"	6'10"	3'9 3/4"	14'6"	6'9 1/4"	10'9 3/4"	17'6 1/4"	2'9 1/4"	6'9 1/4"		33.93"	14"	8'2"	9 1/4"
100-G320DL-30.4-N12	15'9"	4'6"	2'11"	10'9"	6'10"	3'9 3/4"	14'6"	6'9 1/4"	10'9 3/4"	17'6 1/4"	2'9 1/4"	6'9 1/4"		33.93"	14"	8'2"	9 1/4"
100-G320DL-32-N12	15'9"	4'6"	2'11"	10'9"	7'3"	3'9"	14'6"	6'9 1/4"	10'9"	17'6 1/4"	2'9 1/4"	6'9 1/4"	7'10"	33.93"	14"	8'2"	9 1/4"
120-G320DL-25.6-N12	17'6"	4'6"	2'2"	12'0"	8'2"	3'2 3/4"	16'0"	6'9 1/4"	11'11 1/4"	18'8 1/4"	2'9 1/4"	7'7"	7'10"	33.93"	14"	8'2"	9 1/4"
120-G320DL-30.4-N12	17'6"	4'6"	2'2"	12'0"	8'2"	3'2 3/4"	16'0"	6'9 1/4"	11'11 1/4"	18'8 1/4"	2'9 1/4"	7'7"	7'10"	33.93"	14"	8'2"	9 1/4"
100-G456DNL-29.8-N12	15'9"	4'6"	2'11"	10'9"	7'3"	3'9 3/4"	14'6"	7'8 1/4"	10'8 3/4"	18'4 1/4"	2'9 1/4"	7'0"		37.7"	12"	8'8"	8 1/4"
100-G456DNL-36.5-N12	15'9"	4'6"	2'11"	10'9"	7'3"	3'9 3/4"	14'6"	7'8 1/4"	10'8 3/4"	18'4 1/4"	2'9 1/4"	7'0"		37.7"	12"	8'8"	8 1/4"
120-G456DNL-30.4-N12	17'6"	4'6"	2'2"	12'0"	8'2"	4'0 3/4"	16'0"	6'9 1/4"	11'11 1/4"	18'8 1/4"	2'9 1/4"	7'7"		37.7"	12"	8'8"	8 1/4"
120-G456DNL-36.5-N12	17'6"	4'6"	2'2"	12'0"	8'2"	4'0 3/4"	16'0"	6'9 1/4"	11'11 1/4"	18'8 1/4"	2'9 1/4"	7'7"		37.7"	12"	8'8"	8 1/4"
144-G456DNL-30.4-N12	18'0"	3'7"	18"	10'10"	7'2"	5'10 1/4"	16'8"	7'7 3/4"	10'9 1/4"	18'5"	2'9 1/4"	7'7"		37.7"	12"	8'8"	8 1/4"
120-G640DL-36.5-N12	17'6"	4'6"	2'2"	12'0"	8'2"	4'0 3/4"	16'0"	6'9"	11'11 1/4"	18'8 1/4"	2'9 1/4"	7'11"		41.1"	6"	8'8"	8 1/4"
144-G640DL-30.4-N12	18'0"	4'0"	19"	10'10"	7'2"	5'10 1/4"	16'8"	7'7"	10'9 1/4"	18'4 1/4"	2'9 1/4"	7'11"		41.1"	6"	8'8"	8 1/4"
144-G640DL-36.5-N12	18'0"	3'7"	18"	10'10"	7'2"	5'1"	16'8"	7'7"	11'7"	19'2"	2'9 1/4"	7'11"		41.1"	6"	8'8"	8 1/4"
144-G640DL-40-N12	18'0"	3'7"	18"	10'10"	7'2"	5'1"	16'8"	7'7"	11'7"	19'2"	2'9 1/4"	7'11"		41.1"	6"	8'8"	8 1/4"
168-G640DL-35-N12	20'0"	3'6"	18"	11'8"	7'1 3/4"	7'10 1/4"	19'5 1/4"	7'7 1/4"	11'7 3/4"	19'2 3/4"	2'9 1/4"	7'11"		41.1"	6"	8'8"	8 1/4"

Parkersburg

HYDROMATIC BRAKES



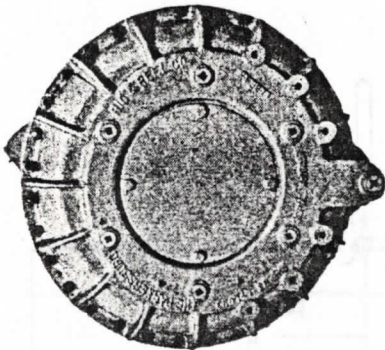
60" Single Rotor



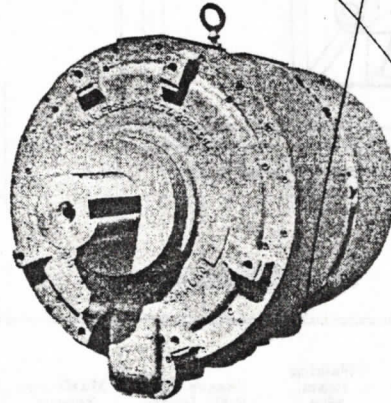
46" Single Rotor



40" Single Rotor



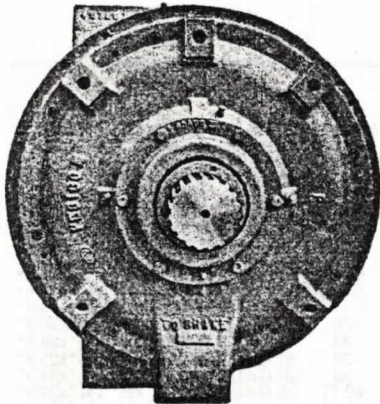
36" Single Rotor



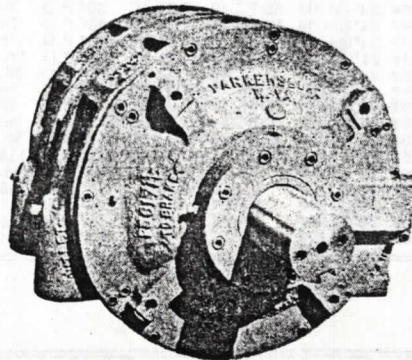
22" Double Rotor



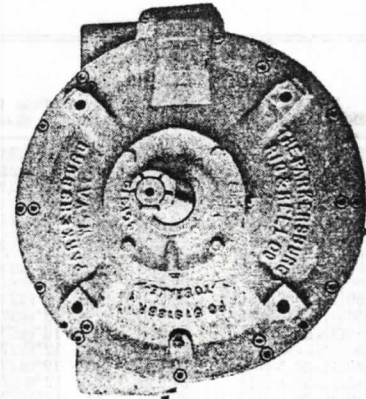
22" Single Rotor



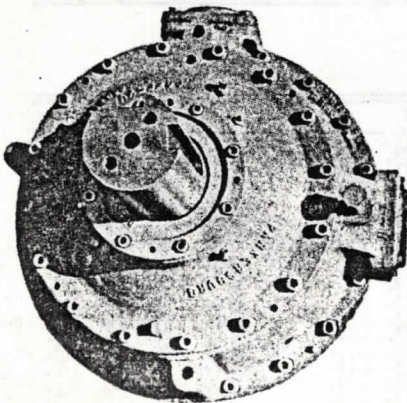
18" Single Rotor



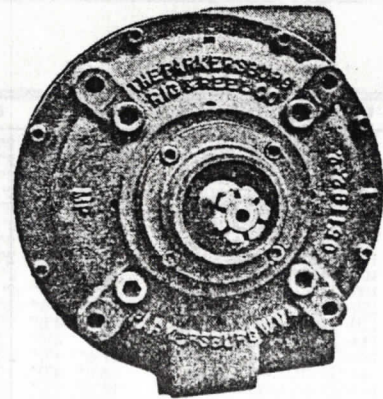
15" Double Rotor



15" Single Rotor



V-30 Single Rotor



10 1/2" Single Rotor