



# MLS SERIES M PUMP RETROFIT INFORMATION SHEET

This sheet has been put together as an informational guideline for recommendations and tips when using the M Series Live Pak pump as a retrofit replacement for the B Series pump. This information describes differences between the two products from an installer's perspective. This information primarily applies to pumps mounted by either Mack Trucks Inc. or Volvo Heavy Truck. Similar information can still apply to pumps installed by the refuse body OEM.

Note: Reference installation sheet number IN97-02 for other installation instructions.

## PUMP CROSS REFERENCE

Listed below is a pump model cross reference between the original B Series and replacement M Series Live Pak pump. Please note smaller pump sizes do have smaller inlet ports.

ORIGINAL PUMP	INLET SIZE SPL. FLNG.	APPROX. WT. (LBS)	REPLACEMENT PUMP	INLET SIZE SPL. FLNG.	APPROX. WT. (LBS)
MLSB*21	2 IN.	55	N/A	N/A	N/A
MLSB*23	2 IN.	56	N/A	N/A	N/A
MLSB*25	2 IN.	57	MLSM*27	1½ IN.	103
MLSB*27	2 IN.	58	MLSM*27	1½ IN.	103
MLSB*30	2 IN.	60	MLSM*31	2 IN.	106
MLSB*34	2 IN.	62	MLSM*35	2 IN.	108
MLSB*38	2 IN.	64	MLSM*40	2 IN.	111
MLSB*43	2 IN.	67	MLSM*44	2 IN.	113

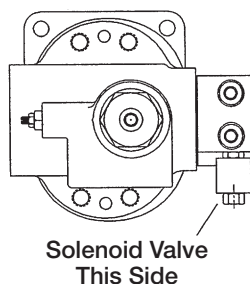
## FRONT LOADERS—SPECIAL NEEDS

In the last few years, several front loaders for both commercial and residential routes have been offered with cart tipper mechanisms on the front carry can. These systems have been equipped with special flow control devices for the cart tipper's hydraulic circuit. These systems have unique operating characteristics and require special care during some types of operation. Check with your body manufacturer to see if there are any service bulletins that apply to your equipment before sending the vehicle back into service. Failure to do so could result in shortened product life.

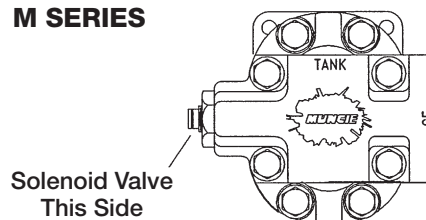
## FRONT LOADERS—SPECIAL NEEDS

Mack and Volvo factory mounted pump solenoids are equipped with Packard Weather Tight electrical connectors vs. loose flying leads on the replacement pumps. The activation solenoid is on the opposite side from the original pump. This may require lengthening the existing wiring harness. While the solenoids are not the same between the two pumps, the coils are. The installer may choose to use the original coil on the new pump. Do not over tighten the coil nut. Torque coil nut to 60 in.lbs. Torque cartridge to 20 ft.lbs. Use low strength Loctite.

**B SERIES**

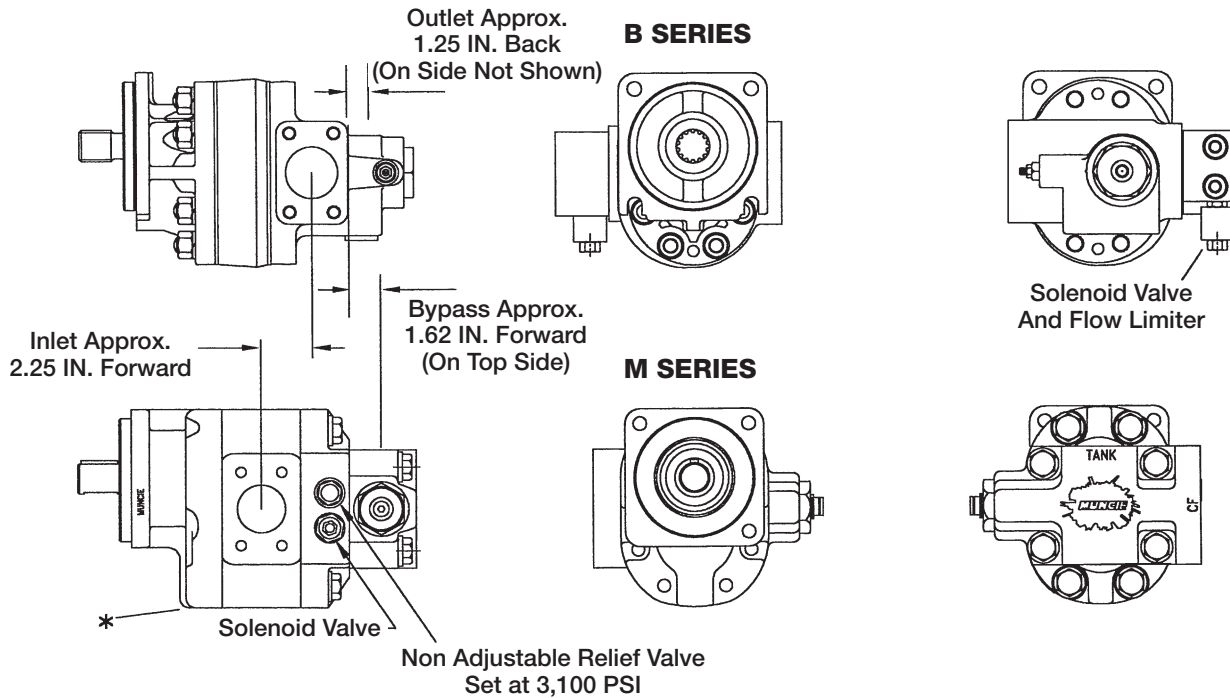


**M SERIES**



## PUMP PORT LOCATION

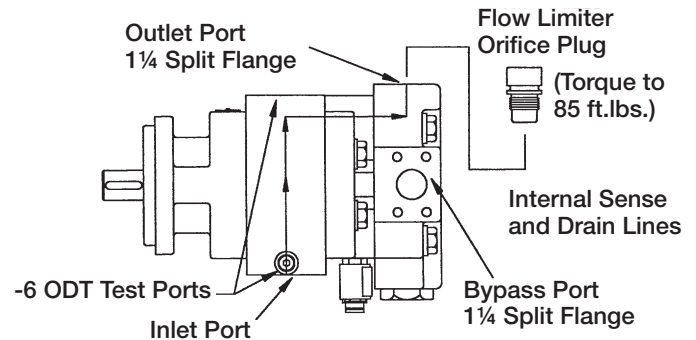
The replacement M Series is similar to the original B Series in overall envelope size. The work ports are on the same surface planes but the exact port location is slightly different and will require sliding hoses/tubing forward or back to connect. Diagrams below are shown for a typical front mount CCW rotation pump.



\* Volvo factory mount pumps may have slight interference in this area due to bracket tolerances. Lightly grind pump or bracket as needed.

**Note:** Mack factory mount pumps use steel tubing clamped to frame rail hangers. If need be, loosen clamps to slide tubing forward or back for easier connection to the M Series pump.

### M SERIES PORTS



The M Series pump uses internal sense and drain lines where as the B Series was all external. Plug the old drain line used on the B Series pump that runs back to the reservoir.

## SYSTEM CLEAN UP

If the replacement pump is being installed on a system that has had a previous pump failure, there may be debris and contamination from this failure in the hydraulic system that needs to be cleaned out to obtain satisfactory performance and product life. Refer to your bodies service manual for specific cleaning and filtration details. It is extremely important that all system relief valves and flow control devices (if so equipped) are functioning properly before sending the vehicle back into service.



A Member of the Interpump Group

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