

**Dear Distributor,**

A new rotor unit with a shaft having a longer threaded part has been introduced. Following with this change the old low M16 nut for impeller in Matador pump has been replaced with a M16 standard nut. The screw with internal thread M16 for impeller in Senator pump has been replaced with a new screw that has a deeper threaded part.

**Reason for change**

With the introduction of an entire new Senator MSHA pump in the end of 2003 design changes of rotor shaft end in rotor units were introduced. It also became possible to delete one rotor unit. These changes have resulted in an improved nut/impeller/shaft assembly and increased standardization of parts.

Following parts are changed in the Matador pump.

Item no.	Denomination	New Part	Old Part
1	Rotor unit	50 226 01	50 226 00
2	Nut M16	132256	50 024 00

New parts are shown in Matador spare parts list 90 006 00 rev. 16 Item. 56 and 116

Following parts are changed in the Senator pump.

Item no.	Denomination	New Part	Old Part
1	Rotor unit	50 226 01	50 226 00
2	Screw M16	50 247 01	5024700

New parts are shown in Senator spare parts list 90 011 00 rev. 13 Item. 56 and 116

**Time of change and introduction**

From May 2004, pumps with following serial numbers and higher are equipped with the new parts, Matador N s.No. 177345, Matador H s.No. 178056 and Senator s.No. 178736

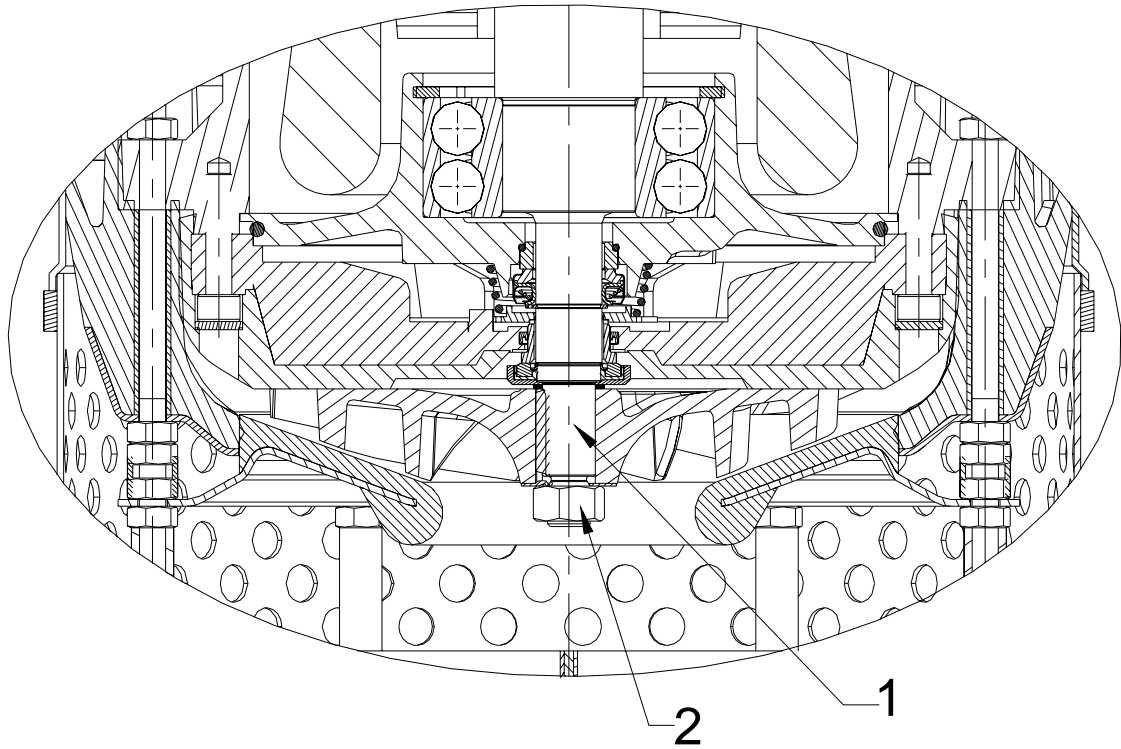
**Visual identification**

In Matador pump, a standard M 16 nut replaces the old low impeller nut. The threaded part of the shaft has been extended and it is 15, 0 mm long. The end wing tips of rotor have been removed. This change will not affect the performance of the rotor unit.

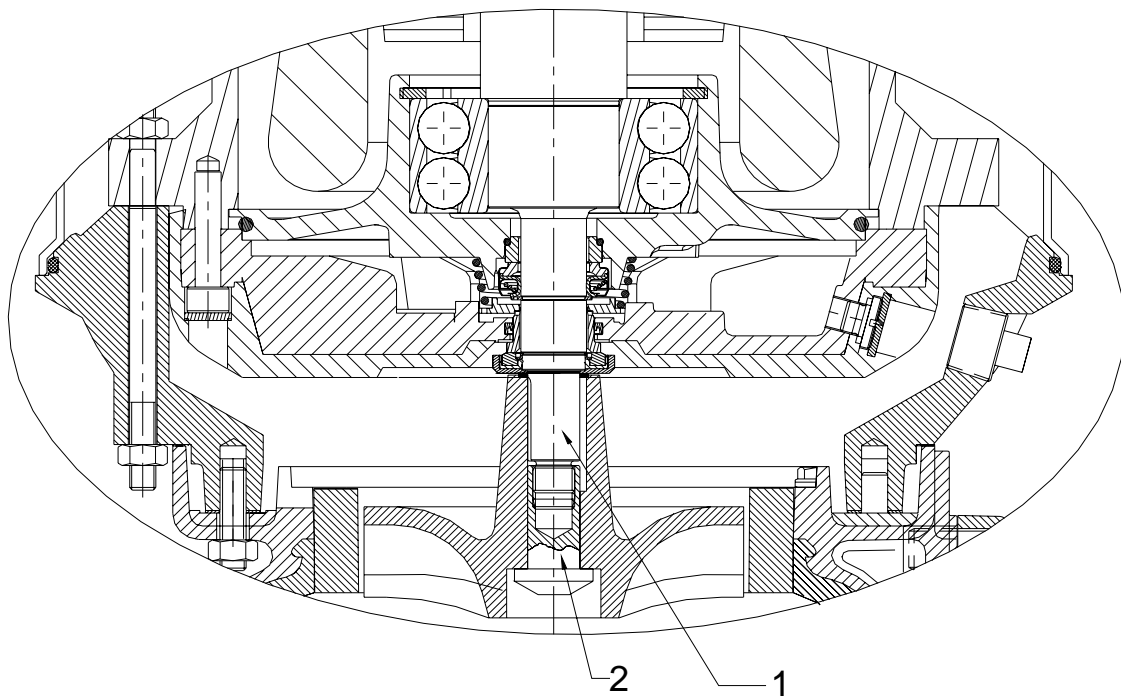
**Inter-changeability**

The old low nut in Matador pump is obsolete and has been replaced by the new standard nut. The standard nut fits old and new rotor units. The old impeller screw in Senator pump does not fit new rotor unit. The new impeller screw fits old and new rotor units.

## Matador



## Senator



### Note!

The above cross sections views show the difference in design of the impeller/shaft assembly on a Matador and a Senator Proline pump

Yours faithfully  
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Technical Manager