

From: Richard Kahn <[REDACTED]>

To: Jeffrey Epstein <jeevacation@gmail.com>

Subject: Fwd: Wheatley 110Q Crank Swap

Date: Fri, 19 May 2017 23:58:25 +0000

Attachments: 59T-3,_103Q-3,_110Q-3_Installation,_Care_&_Operation_Manual.pdf; 110Q-3_Crank_Swap_Estimate_5871_for_comparison.pdf

Richard Kahn
HBRK Associates Inc.
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Begin forwarded message:

From: Brice Gordon <[REDACTED]>
Subject: Fwd: Wheatley 110Q Crank Swap
Date: May 19, 2017 at 4:15:08 PM EDT
To: Rich Kahn <[REDACTED]>

FYI

----- Forwarded message -----

From: Darcy Stober <[REDACTED]>
Date: Fri, May 19, 2017 at 12:32 PM
Subject: RE: Wheatley 110Q Crank Swap
To: ZM <[REDACTED]>

Brice,

I forgot to attached our Estimate for a crank swap in our shop to show you it shouldn't cost \$6,000.00

I will start working on the travel costs.

Des is going to be in St.Thomas on Tuseday at 8am, however, he is on a cruise for his wedding anniversary and would only be there for the day.

Is the pump still in St.Thomas? If so, he is willing to swap the crank that morning.

I don't think he could leave the island and make it back in time before the cruise ship leaves.

The cost on this Estimate is for a crank swap done in our shop.

The Estimate is for \$841.00CDN Funds (\$621.20US Funds)

Thanks,

Darcy Stobert

General Manager
Integrity Pump Service Inc.
5305 64th Avenue
Taber, Alberta
T1G 2A1
Cell: [REDACTED]
Office: [REDACTED]
Fax: [REDACTED]

www.integrityservice.ca

From: ZM [mailto:[REDACTED]]
Sent: May 19, 2017 11:48 AM
To: Darcy Stobert
Subject: Re: Wheatley 110Q Crank Swap

Darcy

As discussed can you please outline cost for for one of your mechanics to perform this work? Plus the removal of existing pump and install of new pump on location, USVI .

I will forward photos later today of existing Pump setup for your reference.

Regarding crank swap, are you indicating cost to perform this work would be in the \$500.00 range ?

Thank you

Any concerns let me know

Regards Brice

Sent from my iPhone

On May 19, 2017, at 11:34 AM, Darcy Stobert [REDACTED] wrote:

Brice,

As per our conversation regarding the crank swap on your 110Q-3L

As I mentioned, there are no new parts required to perform a crank swap.

Your local Millwright or Mechanic should be able to complete this in under for hours with a helper.

Page 24 & 25 has Disassembly Instructions

Page 29, 31, 32 & 33 have Assembly Instructions.

Here is a quick description of what would be required. (I would recommend the Service Technicians read the manual prior to commencing the work)

Step 1) Remove Suction Valve Caps & Disconnect Plunger/Extension Rods from Crossheads

(these do not need to be completely removed from pump, just backed out of power end

Step 2) Remove power end rear cover and disconnect all connecting rods from crank.

NOTE: Be sure to keep label each bearing shell set & shims to match the corresponding Crank Journal

(#1 bearing shells and shims will become #5 when crank is flipped)

(#2 bearing shells and shims will become #4 when crank is flipped)

(#3 will remain #3)

Step 3) Slide Crosshead/Connecting Rods as far away from crank as possible.

Step 4) Remove Drive Side Bearing Retainer & Tuthill Oil Pump(Non Drive End)

Use Caution not to damage shims, Keep shims as they are on each side

(New Pump Shims will be in excellent condition and won't tear when being removed.)

Step 5) Carefully remove crank,

Step 6) Install Crank with Drive End as preferred.

Step 7) Ensure Shims/Gasket for Oil Pump has the Port Opening to the bottom for the Oil Pick Up.

NOTE: If this is not done, the pump will not circulate oil, and there will be no oil pressure.

Oil is circulated through the crank shaft, to bearing shells through the connecting rod to the wrist pin and bushing in the crosshead.

Step 8) Install Drive Oil Pump

NOTE: ensure the Drive Pin in Oil Pump is aligned with Crank Shaft Slot (This drives the oil pump).

Step 9) Install Drive End Bearing Retainer (use caution to not damage the crank seal)

Step 10) Check Crank Float (Side to Side, should be 0.006")

If Float is higher, remove a shim. Max Endplay for the 110Q is 0.006", Min Endplay is 0.004")

Step 11) Install Bearing Shell Sets and Shims with the corresponding Crank Journals.

We use a light coat of Lithium Grease on the shells when we install them.

Torque Conrod Bolts to 55 to 60 ft-lbs

Conrods should float easily on crank journal.

Pump will roll freely.

Step 12) Install Rear Cover with Gasket.

Step 13) Fill with Extreme Pressure Gear Oil.

Grade No. 220 (75W90 or 80W90)

I have attached the Service Manual for the Wheatley 110Q-3L (it covers the 110Q, 103Q and 59T as they all use the same components)

Comparison

We have gone through your pump and inspected all bearing shell clearances (all are set at 0.003")

The Crank float is 0.006"

I apologize for this inconvenience, we certainly want you to be happy and we will do our best to accommodate you.

I was going to suggest that we would absorb the additional freight charges for the pump shipment and that would cover most of the labour for a local pump crew to flip the crank.

I am still waiting for the Taxes and Duties Invoice to come in, but let's focus on getting your pump running first.

Feel free to contact me anytime with your questions and concerns.

Thanks,

Darcy Stobert

General Manager
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<59T-3, 103Q-3, 110Q-3 Installation, Care & Operation Manual.pdf>

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Brice Gordon

Stanley, NM

Ph: [REDACTED]