

Description

The 200 litre series diesel fuel storage & dispensing kits consist of a heavy duty Australian made Alemlube polyethylene tank and high quality Italian or USA made pump dispensing kits. The dispensing kit includes a heavy duty 12v diesel pump, fuel delivery hose, battery cables and manual or auto shut off nozzle. Ideal for storing in the back of a ute or in a service truck, the kits are highly visible and easily moved from one location to another (when empty) and provide a convenient, on demand system for refuelling and diesel transfer wherever you are. A must for all industries and trades.

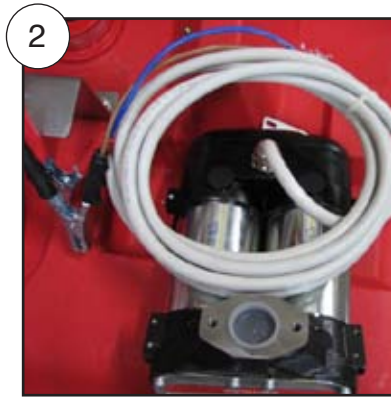
| | |
|------------------|---|
| Uses | Diesel pump kit for dispensing from a 200L poly tank |
| Tank Capacity | 200L |
| Discharge Volume | 20068PA: up to 70LPM 20080P: up to 80LPM |
| Power | 12V heavy duty Italian made diesel pump with 4.6m of battery cable & clamps |
| Pump Kit | 52004 or 52004A Pump Kits |
| Nozzle | 20068PA: Auto shut off nozzle 20080P: Manual nozzle |
| Hose | 3 metres of 1" ID fuel resistant anti static hose |
| Materials | Tank: Polyethylene |
| Tank Dimensions | 800mm (W) x 800mm (D) x 635mm (H) |



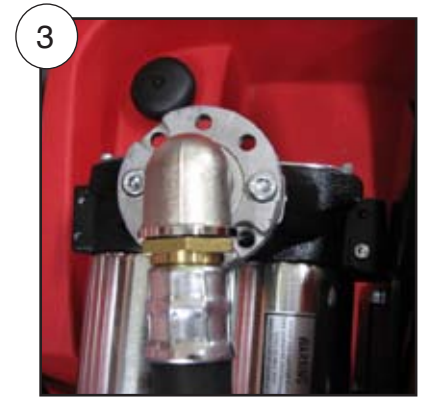
Alemlube 200L Tank Installation Instructions for 20068PA & 20080P



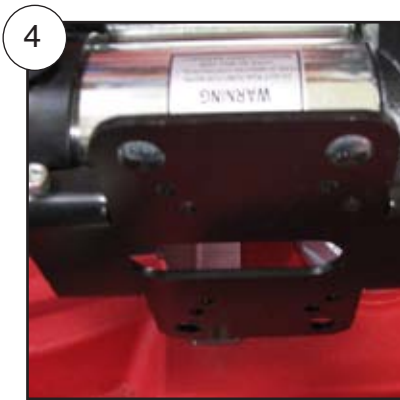
1 • 52004 or 52004A Pump Kits



2 • Remove pump and accessory pack from kit



3 • Attach one of the flanges provided to inlet of pump



4 • Attach metal base plate to side of pump. This will be to secure nozzle holster



5 • Captured nut (400LP-N) is to secure pump to tank
• Coupling (400LP-C2)



6 • Insert Viton O rings (BS136) to grooves on both sides of coupling (400LP-C2)



7 • Insert coupling (400LP-C2) into inlet of pump ensuring the coupling is fed through the captured nut 400LP-N first.



8 • Screw downtube into coupling



9 • Before fitting above - attach pump support bracket to tank
• Install pump support bracket to the front positioned brass inserts provided on the tank.

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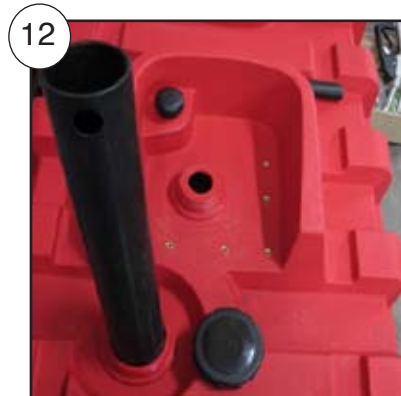
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- Install pump and attachments, feeding the filler tube through hole with outer thread on the tank and then screw captured nut to tank.
- Attach nozzle holster to metal base plate outside of pump



- Attach hose to 90 degree elbow provided.
- Attach 2nd flange provided to 90 degree elbow.
- Then install flange, elbow and hose to outlet of pump



- Breather cap (504203)
- Filler Tube (400LP-FT) for safe filling of diesel fuel, to be fitted in to large hole
- Filler cap (354130)

Ordering Spare Parts for Pump Attachment

Parts List – Part No. 20068PA & 20080P

| Part No. | Description | Qty |
|----------|--------------|-----|
| 400LP-N | Captured Nut | 1 |
| 400LP-C2 | Coupling | 1 |
| BS136 | Viton O ring | 2 |
| 504203 | Breather Cap | 1 |
| 400LP-FT | Filler Tube | 1 |
| 354130 | Filler Cap | 1 |

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Description

The 52004 is 12V bi-pump kit with manual nozzle designed for the high volume transfer of diesel fuel. 52004A comes complete with auto shut off nozzle. Powered by a heavy-duty self-priming vane pump, the kit comes complete with a plastic telescopic down tube. The pump has 1" BSP porting and can deliver diesel fuel at rates of up to 85 litres per minute. The nozzle can be locked on in the open flow position if required. The pump incorporates a built-in bypass, 4 metres of delivery hose, nozzle holster and 4 metres of battery cable.

Specifications

| | |
|--------------------|--------------------------------------|
| Uses | Diesel Fuel transfer |
| Voltage | 12 Volt DC (52004/52004A) |
| Current Drain | 42 amps at 12V |
| Discharge Quantity | Up to 85 Litres per minute free flow |
| Duty Cycle | 30 minutes on / 30 minutes off |
| Weight | Approx 10kg. |

Assembly instructions

- 1 Connect the telescopic suction tube to the pump body ensuring that you connect the suction tube to the pump inlet as indicated by the arrow.
- 2 Then connect the hose assembly to the manual on/off nozzle (52004) or auto shut off fuel nozzle (52004A)
- 3 Connect the hose and nozzle assembly to the pump and motor assembly ensuring that there are no leaks by using suitable thread tape.
- 4 Mount the nozzle holster to the pump with the aid of the screw set that accompanies the pump.
- 5 Connect the battery cables with the aid of the heavy-duty alligator clamps to a 12 volt battery.
- 6 Turn on intended power source.
- 7 Pump motor will start to drive vane pump head and when you open the fuel nozzle, diesel fuel should start to flow from the fuel nozzle.
- 8 When not in use, please store fuel nozzle in nozzle holster to ensure that no contaminants can enter fuel nozzle.

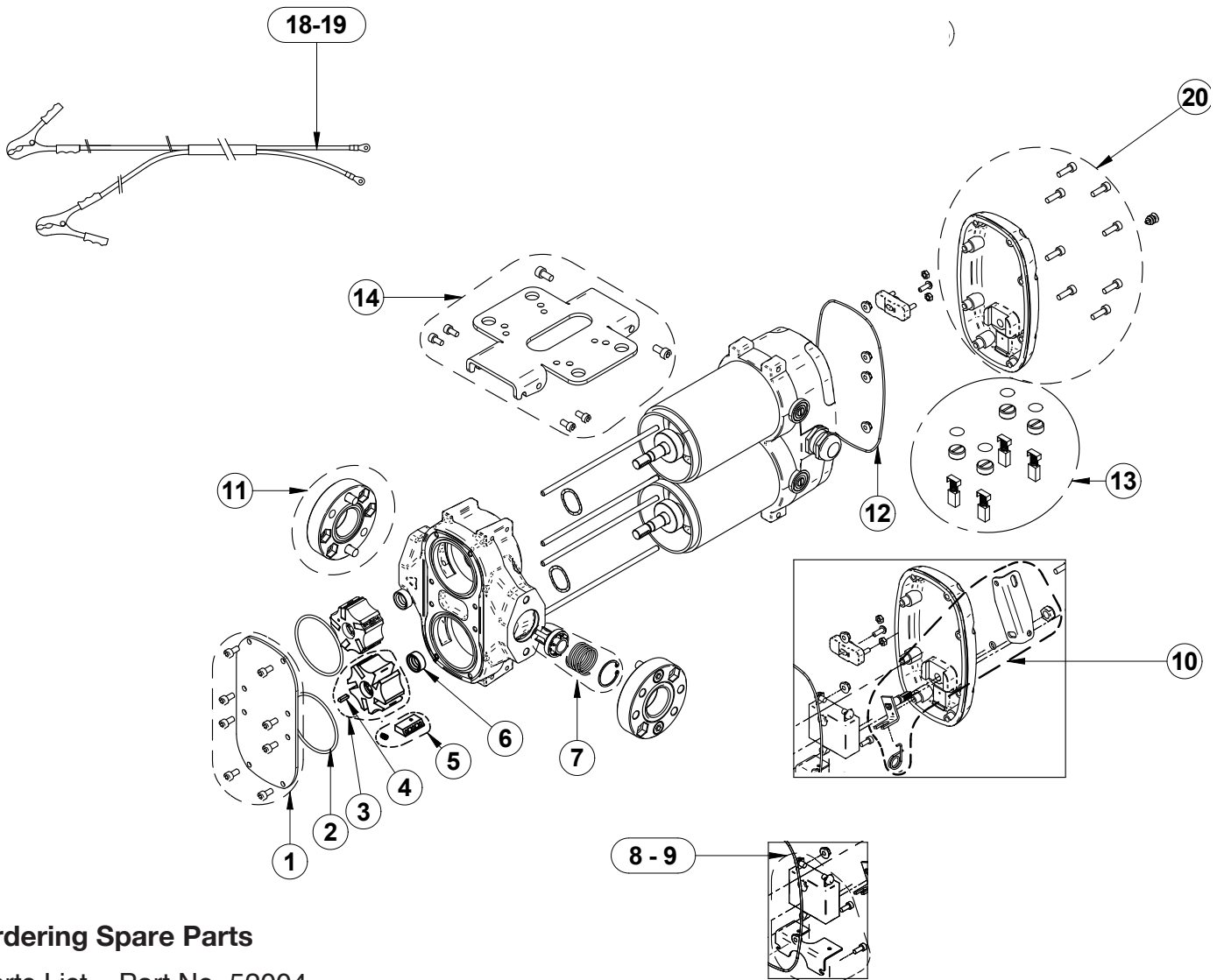


Important to note:

The 52000 series diesel refuelling drum pump has a **duty cycle of 30 minutes**. If you run the pumps for longer than 30 minutes it is likely that the motor will burn out.

Please note that running the pumps for 30 minutes or more (which enables the transfer of up to 2550 litres of diesel fuel) WILL VOID THE MANUFACTURERS WARRANTY.

Parts and Drawing Breakdown 52004



Ordering Spare Parts

Parts List – Part No. 52004

| Item Number | Part Number | Product Description | Quantity |
|-------------|-------------|---------------------------------------|----------|
| 1 | 52004-1 | Chamber cover Kit | 1 |
| 2 | 52004-2 | Kit Gasket or 3234 NBR 70 SH (10 pcs) | 1 |
| 3 | 52004-3 | Kit Rotor w/Key | 1 |
| 4 | 52004-4 | Kit Key | 1 |
| 5 | 52004-5 | Kit NR. 5 Blades + NR. 5 Spring | 1 |
| 6 | 52004-6 | Sealing Ring (i. Ø111/e. Ø19/thick.7) | 1 |
| 7 | 52004-7 | By-Pass Valve | 1 |
| 8 | 52004-8 | Kit Switch 12V | 1 |
| 9 | 52005-9 | Kit Switch 24V | 1 |
| 10 | 52004-10 | Kit Pin for Switch | 1 |
| 11 | 52004-11 | Flange Kit | 1 |
| 12 | 52004-12 | Gasket or 2013500 D.135 TH.2 (10 pcs) | 1 |
| 13 | 52004-13 | Kit Motor Brushes 12/24V | 1 |
| 14 | 52004-14 | Pump Base Kit | 1 |
| 18-19 | 52004-18/19 | Cable 2x6x4mt | 1 |
| 20 | 52004-20 | Kit Cover w/Screws | 1 |

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Trouble Shooting

| Problem | Remedy |
|---|--|
| The motor is not turning due to lack of electric power | Check the electrical connections |
| Motor is not turning due to jammed rotor | Check for possible damage or obstruction of the rotating components |
| Motor is not turning due to motor problems | Contact our Service Department or local Authorised Service Agent |
| The motor turns slowly when starting due to low voltage in the electric power line | Bring the voltage back within acceptable limits |
| Motor turns slowly when starting due to low level in the suction tank | Refill the tank |
| Motor turns slowly when starting due to foot valve blockage | Clean and/or replace the valve |
| Motor turns slowly when starting due to excessive suction pressure | Lower the pump with respect to the level of the tank or increase the cross section of the tubing |
| Low or no flow rate due to high loss of head in the delivery circuit (working with the bypass open) | Use shorter hose or larger diameter hose |
| Low or no flow rate due to by pass valve blockage | Dismantle the valve, clean and/or replace it |
| Low or no flow rate due to air entering the pump or the suction tubing | Check the seals of the connections |
| Low or no flow rate due to narrowing in the suction tubing | Use tubing suitable for working under suction pressure |
| Low or no flow rate due to low rotation speed | Check the voltage at the pump. Adjust the voltage appropriately |
| Low or no flow rate due to the suction tubing resting on the bottom of the tank | Raise the telescopic suction tube |
| Increased Pump Noise due to cavitation occurring | Reduce the suction pressure |
| Increased Pump Noise due to irregular functioning of the bypass | Dispense fuel until the air is purged from the bypass system |
| Increased Pump Noise due to air present in the diesel fuel | Check the suction connections |
| Leakage from the pump body due to seal damage | Check and replace the seal |

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