

**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	20040PA: up to 50LPM    20045P: up to 50LPM
Power	12V heavy duty Italian made diesel pump with 4.6m of battery cable & clamps
Pump Kit	52000
Nozzle	20040PA: Auto shut off nozzle    20045P: 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 20040PA & 20045P



1

- Remove pump, terminal head and accessory pack from 52000 pump kit.
- Attach terminal head to pump ensuring the battery cable is positioned at the bottom



2

- Attach metal holster plate to side of pump.
- Attach 90° hose tail (52000-HT90) to outlet of pump.
- Attach outlet hose to hose tail using clamps provided



3

- Captured Nut 400LP-N
- Coupling 400LP-C1



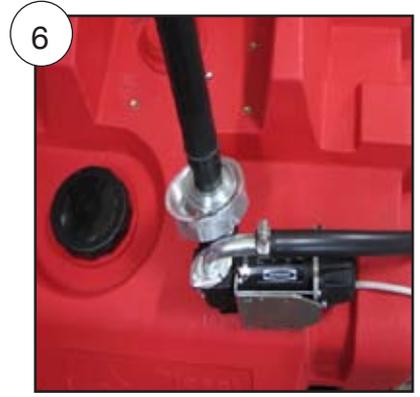
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- Insert coupling into inlet of pump ensuring the coupling is fed through the captured nut first. Secure using flanges as per hose tale



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- Insert Viton O rings (BS136) to grooves on both sides of coupling (400LP-C1)



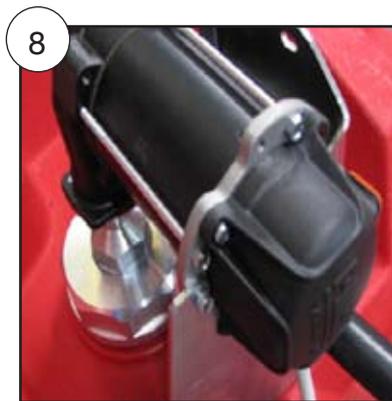
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- Screw downtube (51004-DT) into coupling



7

- Before fitting above - attach pump support bracket to tank
- Attach pump support bracket (400LP-BR1) to the 2 front positioned brass inserts on the tank



8

- Install pump and attachments into tank inlet hole using captured nut to secure to tank. Pump head will then be positioned on the support bracket. To secure use m5 screws



9

- Attach nozzle holster to steel bracket on side of pump. Ensure that the holster is installed at a 65 to 75 degree angle so that the nozzle fits securely once attached to hose. Holster can be adjusted to suit manual or auto nozzles

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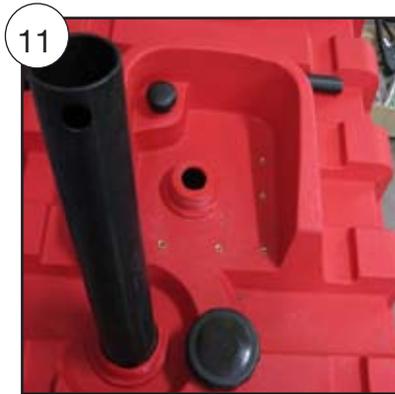
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# Alemlube 200L Tank Installation Instructions for 20040PA & 20045P



- Attach manual or auto nozzle to delivery hose using the barbed hose tail and clamps provided



- Breather cap (504203)
- Filler Tube (400LP-FT) for safe filling of diesel fuel.
- Filler cap (354130)

## Ordering Spare Parts for Pump Attachment

Parts List – Part No. 20040PA & 20045P

Part No.	Description	Qty
52000-HT90	Hose Tail	1
400LP-N	Captured Nut	1
400LP-C1	Coupling	1
BS136	Viton O ring	2
51004-DT	Downtube	1
400LP-BR1	Support Bracket	1
504203	Breather Cap	1
400LP-FT	Filler Tube	1
354130	Filler Cap	1

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#### Description

The 52000 12 volt electric drum pump kit made by Piusi in Italy, is designed for the transfer of diesel fuel. Its compact size & carry handle make it the ideal portable kit for your every day diesel transfer jobs. The self priming rotary vane pump, complete with cast iron casing & built in bypass, are powered by a 12 volt DC motor. With a 30 minute duty cycle, the pump can deliver diesel fuel at up to 50 litres per minute. The kit comes complete with 4 metres of 3/4" antistatic delivery hose (for outlet and inlet use), 2 metre power cables & leads, an inlet strainer/hose tail, outlet hose tail & a 52007 manual nozzle.

#### Specifications

Uses	Diesel fuel transfer
Voltage	52000 – 12V DC
Current Drain	Approx 22 amps at 12V DC
Delivery Rate	Up to 50 litres per minute
Duty Cycle	30 minutes on, 30 minutes off
RPM / Max Working Pressure	2900 rpm / 22 psi
Inlet / Outlet / Suction Lift	3/4" BSPF / up to 2 metres
Weight	Approx 3.5kg

#### Assembly Procedure Instructions

- 1 Connect the outlet fuel hose to the pump body outlet with thread tape ensuring no leakage.
- 2 Connect the outlet fuel hose to the manual on/off nozzle with thread tape ensuring no leakage.
- 3 Connect your inlet hose or downtube to the inlet side of the pump with thread tape utilizing the hose tail and filter/strainer as appropriate.
- 4 Connect the battery cables with the aid of the heavy-duty alligator clamps to a 12 volt (52000)
- 5 Turn on the intended power source.
- 6 The pump motor will start to drive the vane pump head and when you open the nozzle, diesel fuel should start to flow from the fuel nozzle.
- 7 When not in use, please store away in a clean environment to ensure no contaminants can enter the fuel nozzle.



#### Important to note

The 52000 diesel refueling pump kit has a duty cycle of 30 minutes. If you run the pump for longer than 30 minutes, the motor will burn out. Please note that running the pump for 30 minutes or more (which enables the maximum transfer of 1500 litres of diesel fuel) WILL AUTOMATICALLY VOID THE MANUFACTURER'S WARRANTY.

DO NOT use this pump for unleaded or leaded petrol, kerosene, aviation fuel or any other fuel other than diesel as this pump is not flame proof and using such fuels could cause an explosion.

The pumps have a warranty of 12 months on materials and workmanship.

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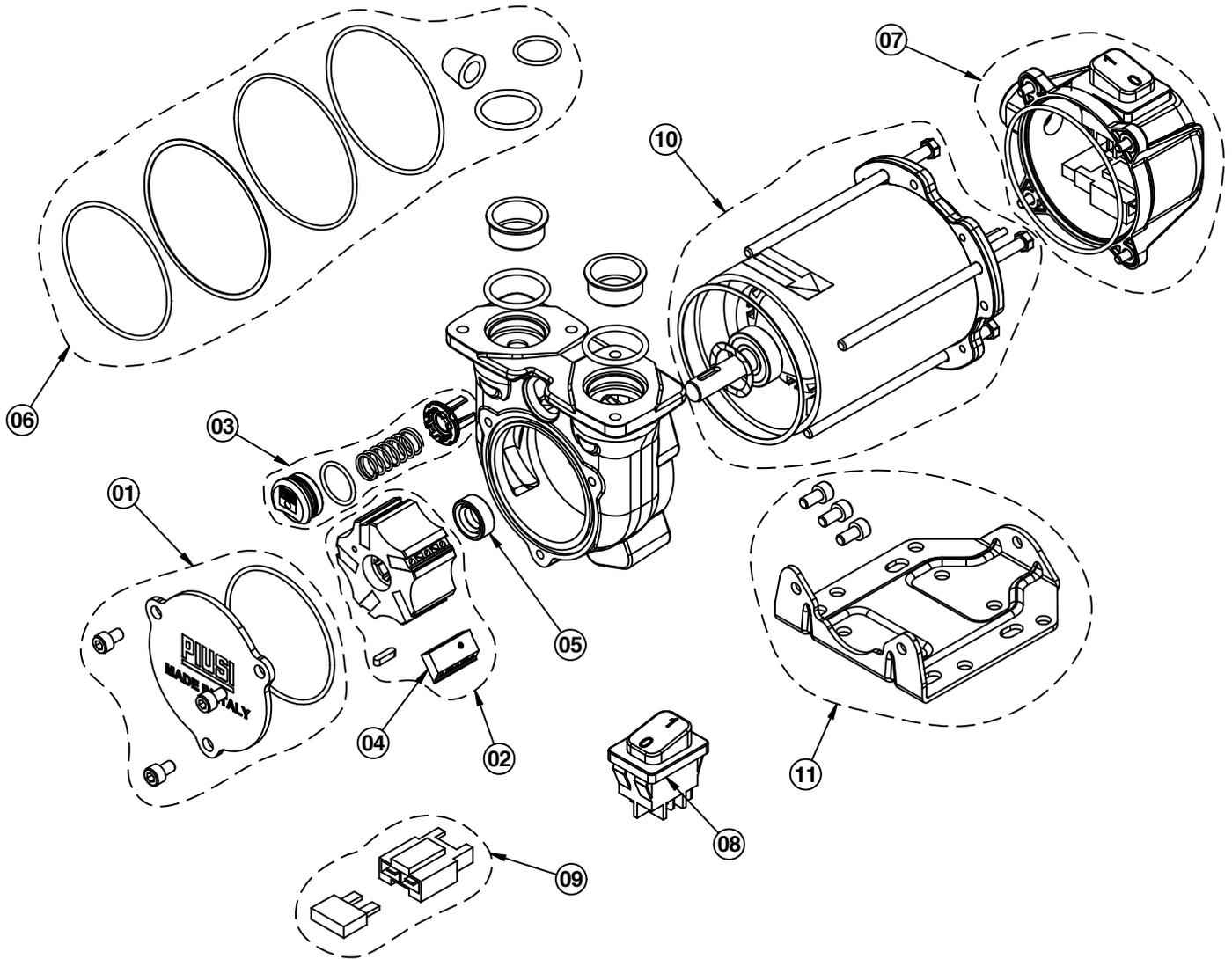
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# Parts And Drawing Breakdown 52000



## Ordering Spare Parts

### Parts List – Part No. 52000

Item No.	Part No.	Description	Qty
1	52000-1	Chamber cover kit	1
2	52000-2	Rotor & vane kit with key	1
3	52000-3	Bypass valve kit	1
4	52000-4	Vane blades 10 pieces 13.72 x 5.8 x 25	1
5	52000-5	Shaft seal BP3000	1
6	52000-6	O ring kit	1
7	52000-7	Electrical box with switch	1
8	52000-8	Single pole switch	1
9	52000-9	12v fuse kit	1
9A	52000-9	24v fuse kit	1
10	52000-10	12v motor kit	1
10A	52000-10	24v motor kit	1
11	52000-11	Mounting bracket kit	1
-	52000-12	Handle w/ screws	1

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## Trouble Shooting

Problem	Remedy
Motor not turning	No electric power. Check the electrical connections and the safety systems. Rotor jammed. Check for possible damage or obstruction of the rotating components. Motor problems. Contact the Service Department.
Motor turns slowly when starting	Low voltage in the electric power line. Bring the voltage back within the specified limits.
Low or no flow rate	Low level in the suction tank; Refill the tank. Foot valve blocked Clean and/or replace the valve. Filter clogged Clean the filter. Excessive suction pressure. Lower the pump to the level of the tank or increase the internal diameter of the tubing. High loss of head in the delivery circuit (working with the by-pass open). Use shorter tubing or of greater internal diameter. By-pass valve blocked; Dismantle the valve, clean and/or replace it. Air entering the pump or the suction tubing; Make air tight. Check the seals of the connections so they are air tight. A narrowing in the suction tubing. Use tubing suitable for working under suction pressure. Low rotation speed; Check the voltage at the pump; Adjust the voltage and/or use cables of greater internal diameter. The suction tubing is resting on the bottom of the tank; Raise the tubing.
Increased pump noise	Cavitation occurring; Reduce suction pressure. Irregular functioning of the by-pass. Dispense fuel until the air is purged from the by-pass system. Air present in the diesel fuel. Check the suction connections.
Leaking from pump body	Seal damaged; Check and replace the seal.

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