

Description

The 454003N oil transfer kit is powered by a compressed air operated reciprocating drum pump. Due to the pumps 1:1 ratio, there is an equivalent oil dispensing pressure during the operation of the pump to that of the compressed air which feeds. For example, if the compressor is delivering 80psi of air pressure then the oil (at the pump outlet) will also be at 80psi pressure. (lubricant dependents). It generates high delivery rates in circuits with low head loss. The oil transfer kit is ideal for low viscosity oil transfer involving short distances. The 454003N oil transfer kit is designed for the transfer of oil, petrol and soft grease transfer from its original drums. Also, pumps can be supplied as separate components if required.

Specifications

Uses	For the transfer of engine oils, gear oils, transmission fluids and coolants
Discharge Quantity	Up to 60LPM
Materials	Air motor body and head assembly of aluminium, pump tube assembly of steel and the pump seals of Buna N
Weight	Approximately 8kgs
Outlet Thread	3/4" BSP (F)

Operating Instructions

Loosen the bung adaptor or wall bracket adaptor bung adaptor. Slide the bung adaptor out of the pump tube assembly. Screw the bung adaptor in the 2" bung opening of the drum or of the wall support of the pump without tightening the bung adaptor. Carefully introduce the pump through the bung adaptor, until the pump hose assembly is practically fully introduced in the container. Then firmly tighten the bung adaptor in order to secure the pump to the drum or wall support.

The installation of a compressed air service unit using the necessary adaptors is recommended. In order to improve the efficiency of the pump, under extreme conditions, the installation of a lubricator is also recommended. The pumps air entry pressure must be limited to 10 bar (140psi). If necessary, a pressure regulator may be installed.

In case you mount the air service unit separately from the pump, the lubricator must be placed as close as possible to the air inlet followed by the pressure regulator and finally, the filter.

The installation of a ball valve is also recommended in order to be able to close the compressed air line at the end of the day in case of breakage or leaks at the oil outlet. If the air inlet is not closed, the pump would start to operate automatically and this could result in the drum or tank being completely emptied of oil.

It is very important to equip the pump's air inlet with an adaptor for quick coupler and the air inlet hose with a quick connector. The oil delivery outlet is a 3/4" BSP (f) thread. This coupler set needs to be sourced separately as it is not supplied as standard equipment with the oil transfer kit.

Connect to the outlet the 1/2" hose by means of the correct adaptor that is supplied with the oil transfer kit. Ensure that all joints and screwed unions are airtight by using a chemical sealer or thread tape.

Check that the end of the oil hose is closed with the aid of the oil control valve that is supplied with the use of the appropriate connector.

Once the airline is connected to the pump, slowly open the compressed air valve which feeds the pump. It will start to operate priming automatically and filling the oil hose and control valve. The 454003N oil transfer kit is now ready for use.



NSW

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SA/NT

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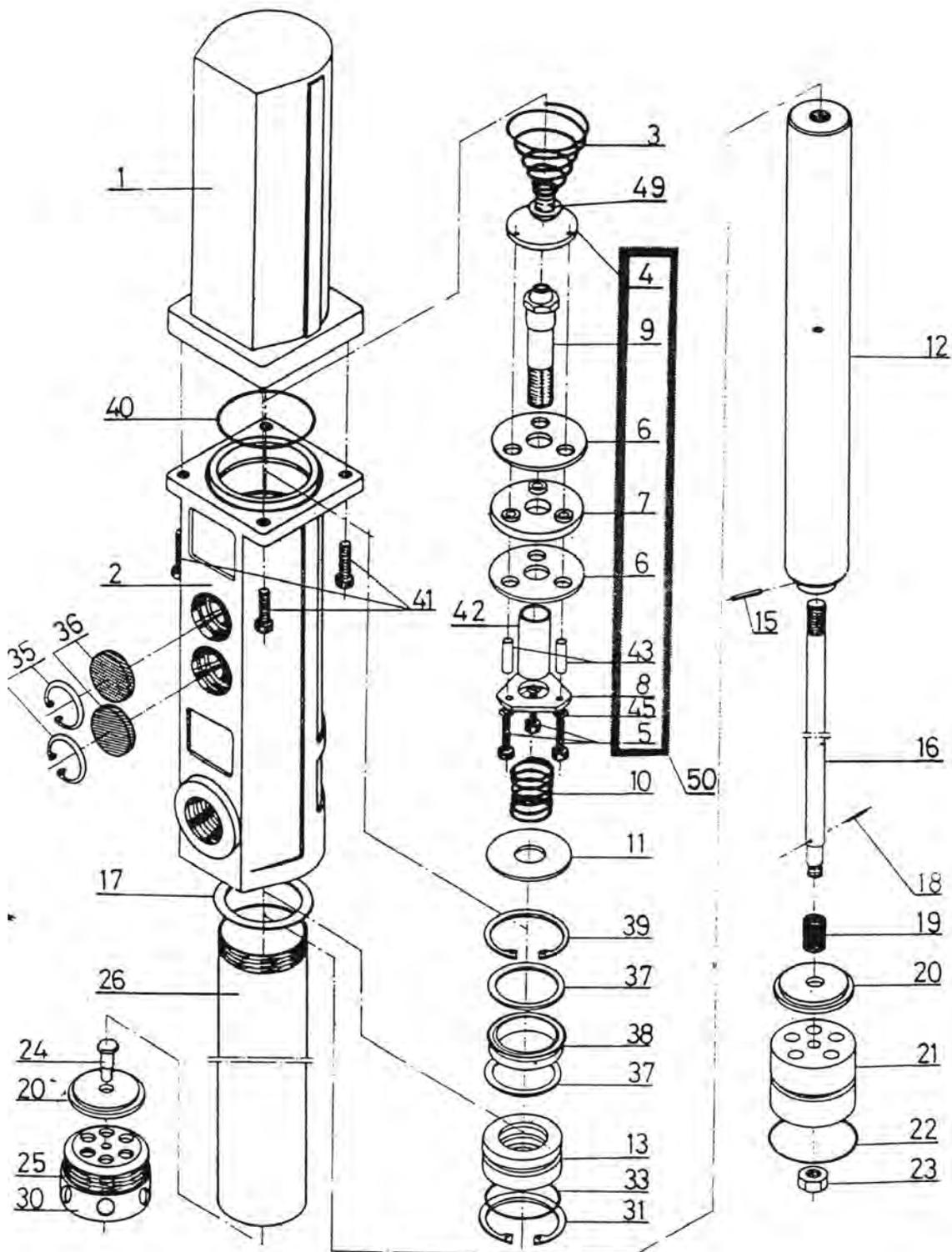
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Parts and Drawing Breakdown For The 454003N (PUMP ONLY)



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Ordering Spare Parts

Parts List – Part No. 454003N (Pump Only)

ITEM No.	PART No.	DESCRIPTION	QTY
1	735100	Air Motor Dolly	1
2	735101	Air Motor Body	1
3	835302	Upper Spring	1
4	735223	Valve Assembly	1
5	940301	Valve Assembly Screw	3
6	735225	Piston Plate	2
7	835500	Piston Packing	1
8	735222	Lower Valve Plate	1
9	735221	Piston Holding Axe	1
10	835301	Lower Spring	1
11	735218	Washer	1
12	735219	Pump Piston	1
13	735210	Oil Packing set	1
15	934041	Pin	1
16	735305	Connecting Rod	1
17	810501	Tube Seal	1
18	943042	Pin	1
19	835300	Valve Spring	1
20	735206	Valve Plate	2
21	735207	Plunger Body	1
22	946023	Plunger "O" Ring	1
23	941008	Nut	1
24	735214	Foot Valve Nut	1
25	946025	Foot "O" Ring	1
26	735204	Suction Tube	1
28	941106	Nut	1
30	735306	Foot Valve Body	1
31	942747	Oil Packing Circlip	1
35	942730	Exhaust Muffler Circlip	2
36	835400	Exhaust Muffler	2
37	735211	Piston Washer	2
38	946501	Piston Seal	1
39	942745	Piston Circlip	1
40	946026	Cylinder "O" Ring	1
41	940321	Air Motor Bolt	4
42	735217	Spring Guide	1
43	735224	Spacer	3
45	942054	Washer	3
49	735230	Spring Nut	1
50	735216	Reversing Set	1

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Trouble Shooting

TROUBLE	POSSIBLE CAUSES	REMEDY
The pump continues to operate after the oil control valve has been shut	Oil is missing in the drum or container, or it is below the level of the suction tube opening. There is an oil leak at some point of the circuit O Ring (22) or packing set (13) closes incorrectly due to dirt or wearing	Fill with oil or equip the pump with a longer suction tube. Check and tighten or repair. Disassemble and clean. If damaged replace.
Oil leaks through the air port exhaust	Packing set (13) damaged by impurities contained in the oil	Replace the packing set. Check to see if the pump piston is scratched, if so replace.
Air leaks through the air port exhaust	Damaged piston seal (38) Scratched air motor dolly (7) Worn out reversing set (50)	Replace it. Replace it. Replace it.
Reduction of the pressure delivery	Pressure valve (20-21) contaminated with impurities Foot valve (20-30) contaminated with impurities	Disassemble and clean, replace if damaged. Disassemble and clean, replace if damaged.
The pump starts operating but stops	Breakage of the top reversing spring (13)	Replace.

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