

### Description

The 52002 12 volt & 52003 24 volt electric drum pump kits made by Piusi in Italy, are designed for the transfer of diesel fuel. New and improved from the previous 51002 & 51003 models with higher flow rates, these pumps are ideal 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 or 24 volt DC motor. With a 30 minute duty cycle, the pumps can deliver diesel fuel at up to 50 litres per minute. Both kits come complete with 4 metres of 3/4" antistatic delivery hose, 2 metre power cables & leads & a 52007 manual nozzle. 52002A and 52003A complete with an auto shutoff nozzle are also available.

### Specifications

Uses	Diesel fuel transfer only
Voltage	52002 – 12V DC; 52003 – 24V DC
Current Drain	Approx 22 amps at 12V DC; Approx 11 amps at 24V DC
Delivery Rate	Up to 50 litres per minute for both models
Duty Cycle	30 minutes on, 30 minutes off for both models
RPM / Max Working Pressure	2900 rpm for both models / 22 psi
Inlet / Outlet / Suction Lift	3/4" BSPF / Up to 2 metres
Weight	Approx 9.5kg

### 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.
- 4 Connect the battery cables with the aid of the alligator clamps to a 12 volt (52002) or 24v (52003) battery.
- 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:

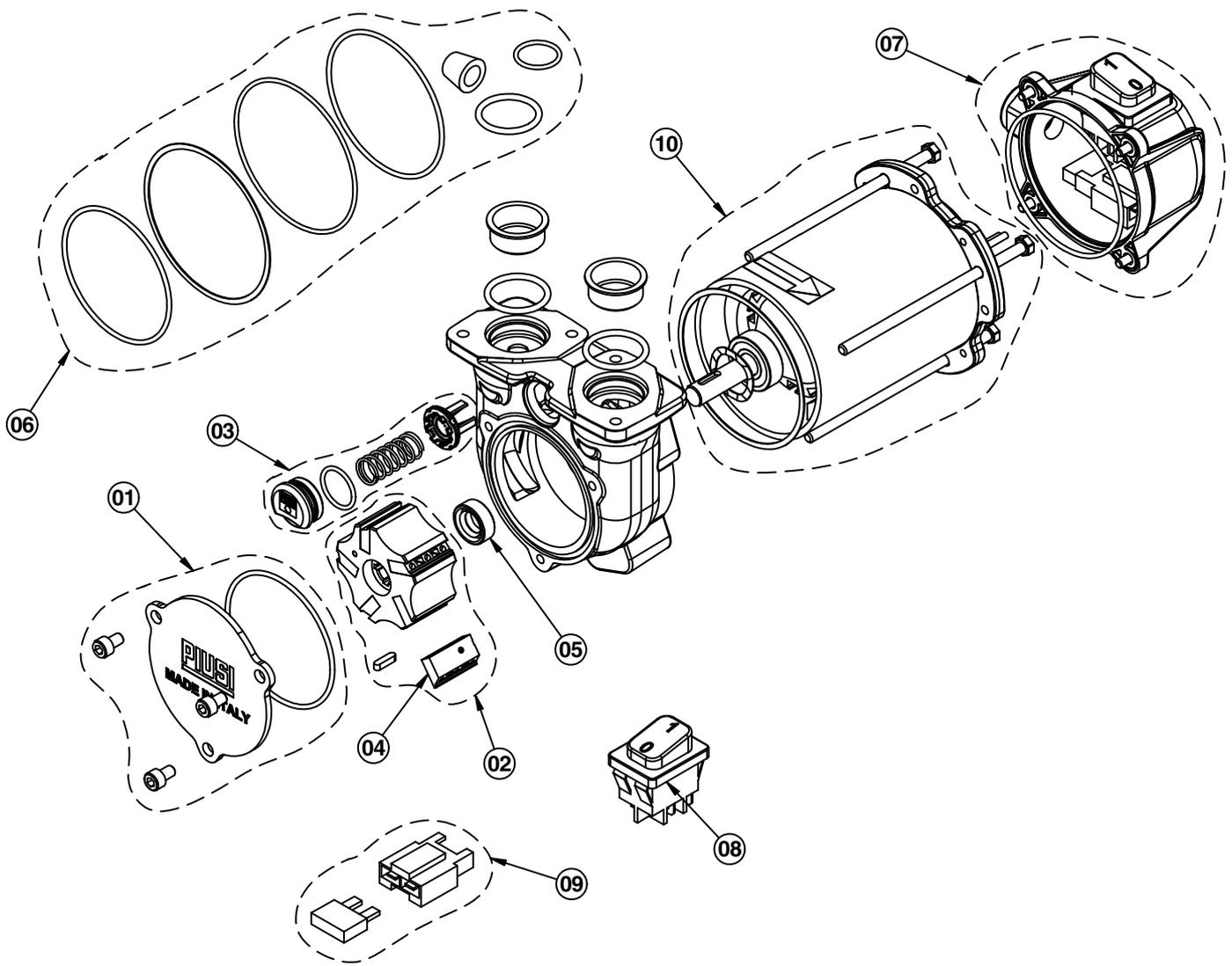
The 52002 and 52003 diesel refueling pump kits have a duty cycle of 30 minutes. If you run the pumps for longer than 30 minutes, the motor will burn out. Please note that running the pump for 30 minutes or more (which enables the maximum transfer of 1500 litres of diesel fuel)

**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.

# Parts And Drawing Breakdown For The 52002/52003



## Ordering Spare Parts

Parts List – Part No. 52002/52003

Item No.	Part No.	Description	Qty
01	52000-1	Chamber cover kit	1
02	52000-2	Rotor & vane kit with key	1
03	52000-3	Bypass valve kit	1
04	52000-4	Vane blades 10 pieces 13.72 x 5.8 x 25	1
05	52000-5	Mechanical seal	1
06	52000-6	O ring kit	1
07	52000-7	Electrical box with switch	1
08	52000-8	Single pole switch	1
09	52000-9	12v fuse kit	1
09A	52000-9A	24v fuse kit	1
10	52000-10	12v motor kit	1
10A	52000-10A	24v motor kit	1

NSW TEL: (02) 9939 0711 FAX: (02) 9939 0411	QLD/PNG TEL: (07) 3889 8480 FAX: (07) 3889 8490	VIC/TAS TEL: (03) 8787 8288 FAX: (03) 8787 8266	WA TEL: (08) 9209 3066 FAX: (08) 9209 3933	SA/NT TEL: (08) 8241 7111 FAX: (08) 8241 7011	NZ TEL: (09) 447 1007 FAX: (09) 447 1008
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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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