



OWNER'S TECHNICAL MANUAL

Diesel Fuel Storage & Dispensing Kits

40068PA
40080P

Description

The 400 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 400L poly tank
Tank Capacity	400L
Discharge Volume	40068PA: up to 70LPM 40080P: 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	40068PA: Auto shut off nozzle 40080P: Manual nozzle
Hose	3 metres of 1" ID fuel resistant anti static hose
Materials	Tank: Polyethylene
Tank Dimensions	800mm(W)x1630mm(D)x500mm(H); Body: 630mm(H) including bulk head



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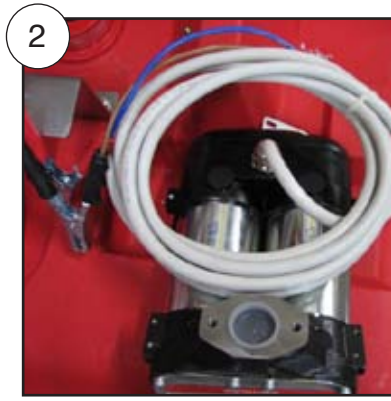
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Alemlube 400L Tank Installation Instructions for 40068PA & 40080P



1

- 52004 or 52004A Pump Kits



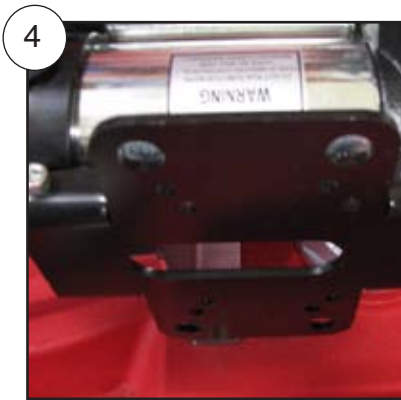
2

- 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 dntube 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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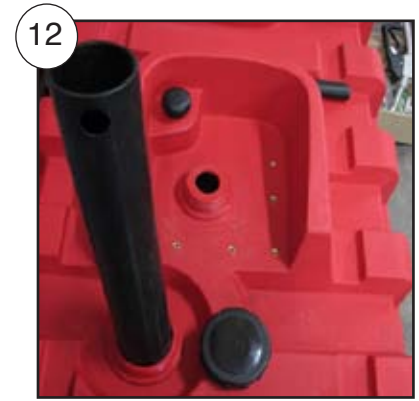
Alemlube 400L Tank Installation Instructions for 40068PA & 40080P



- 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. 40068PA & 40080P

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.

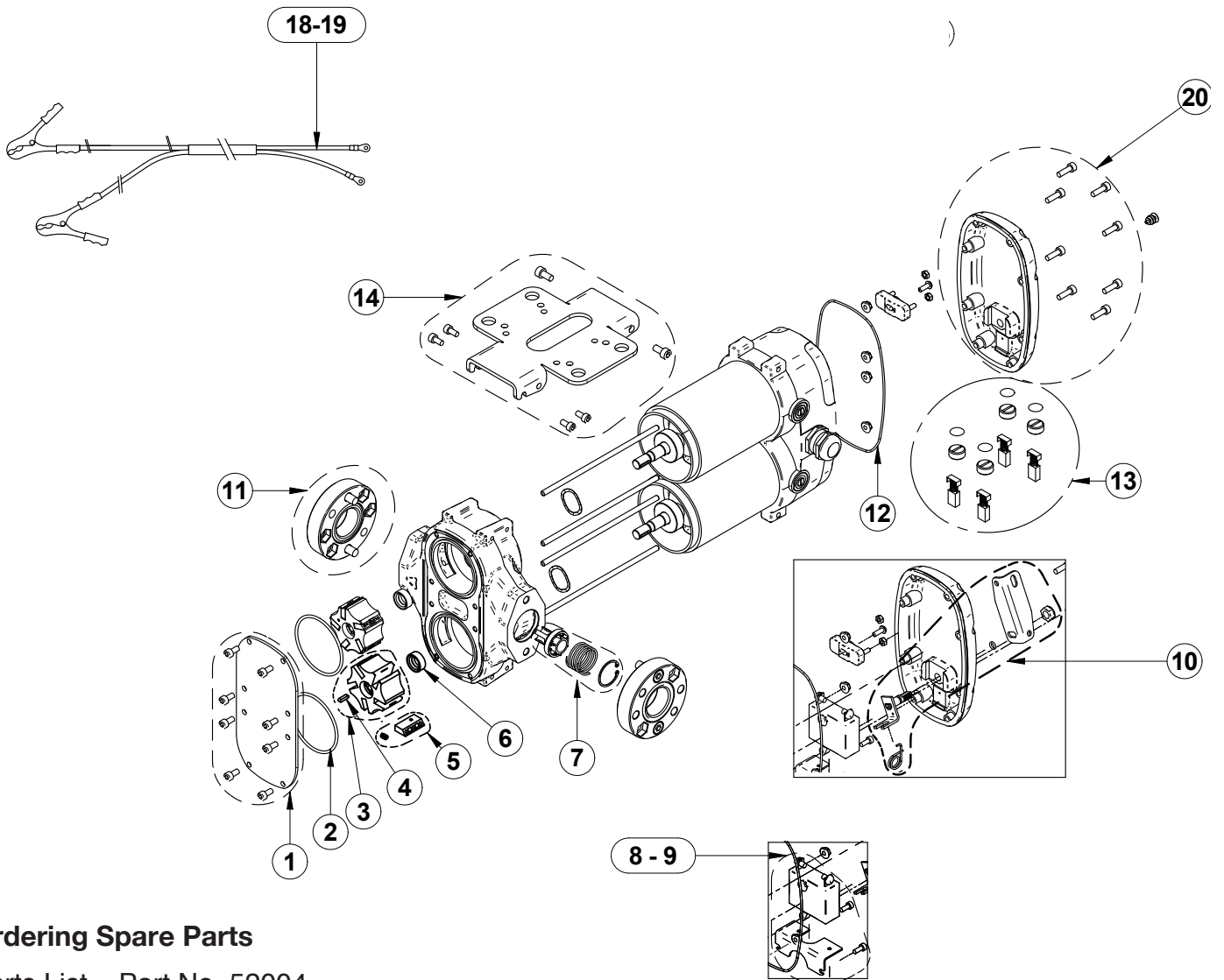


Important to note:

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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