

### Description

The 52004 & 52005 are 12V & 24V bi-pump kits with manual nozzles designed for the high volume transfer of diesel fuel. 52004A and 52005A come complete with auto shut off nozzles. Powered by a heavy-duty self-priming vane pump, the kits come 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 nozzles can be locked on in the open flow position if required. The pumps incorporate 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) / 24 Volt DC (52005/52005A)
Current Drain	42 amps at 12V / 21 amps at 24V
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 or 24 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.

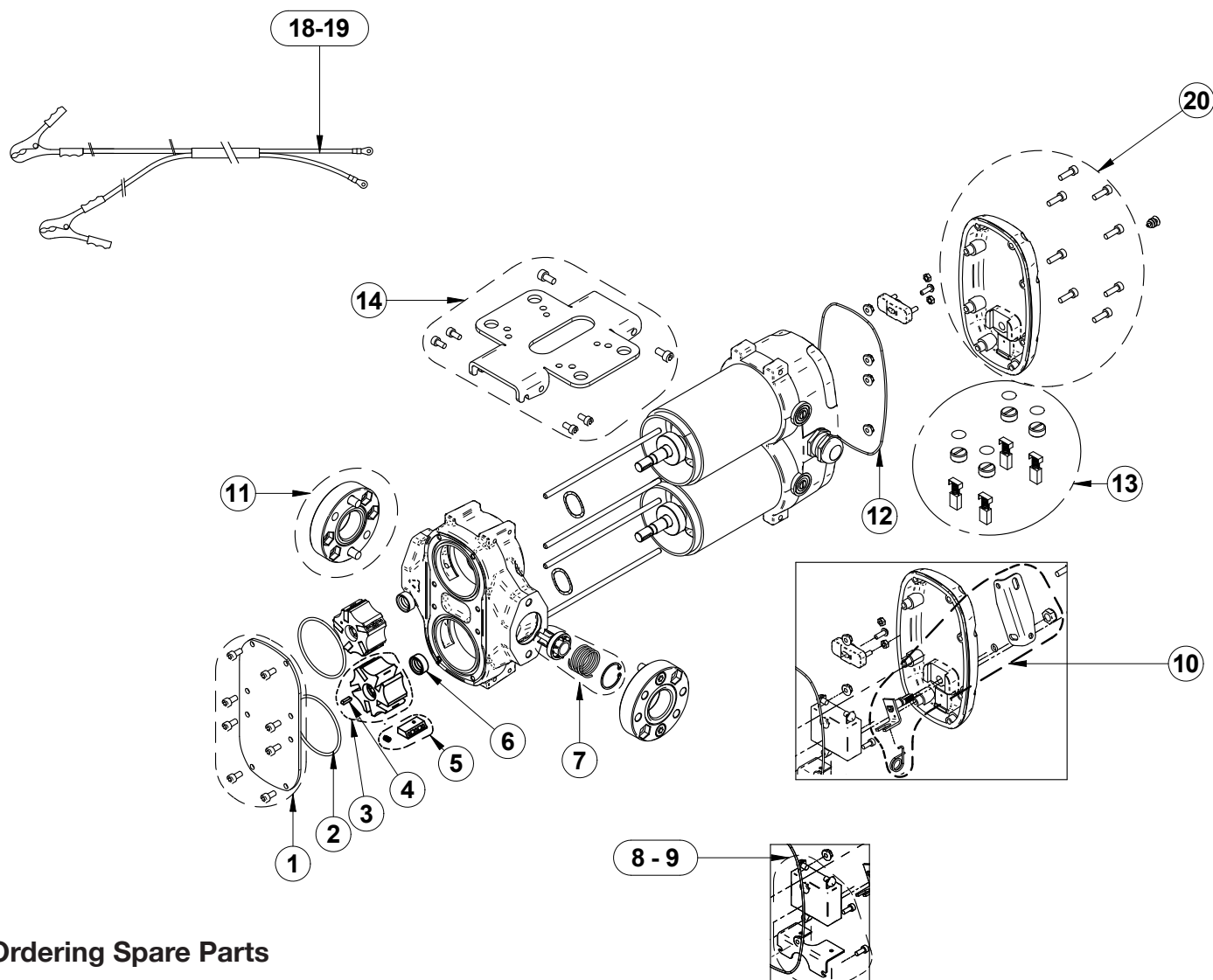
### Important to note:

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 52004/52005



## Ordering Spare Parts

### Parts List – Part No. 52004/52005

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. Ø11/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

NSW

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QLD/PNG

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WA

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FAX: (08) 9209 3933

SA/NT

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FAX: (08) 8241 7011

NZ

TEL: (09) 447 1007  
FAX: (09) 447 1008

## 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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