

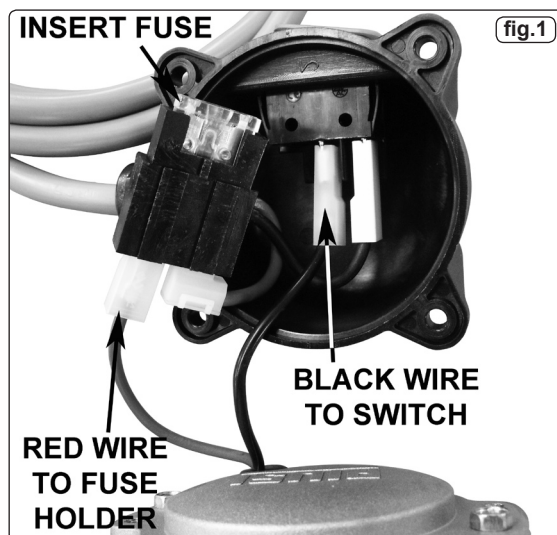
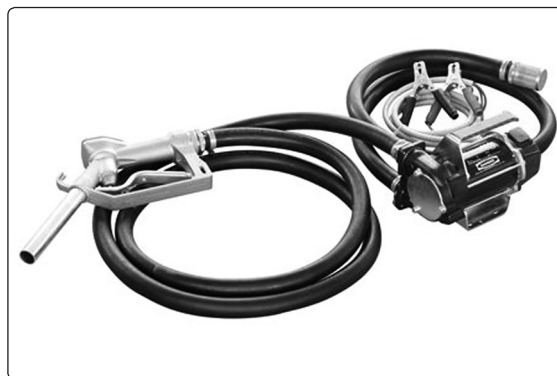
Thank you for purchasing a Sealey product. Manufactured to a high standard this product will, if used according to these instructions and properly maintained, give you years of trouble free performance.



IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. USE THIS PRODUCT CORRECTLY AND ONLY FOR ITS INTENDED PURPOSE. FAILURE TO DO SO MAY CAUSE DAMAGE OR PERSONAL INJURY, AND WILL INVALIDATE THE WARRANTY. RETAIN THESE INSTRUCTIONS FOR FUTURE USE.

1. SAFETY INSTRUCTIONS

- ✓ Maintain the pump in good condition (use an authorised service agent).
- ✓ Replace or repair damaged parts. *Use recommended parts only. Non authorised parts may be dangerous and will invalidate the warranty.*
- ✓ Keep the pump clean for best and safest performance.
- ✓ Ensure the power supply (vehicle battery) corresponds with the requirements of the pump. TP96.V2 12Volt, TP9624.V2 24Volt DC power supply.
- ✓ Ensure that there is more liquid in the suction tank than will be pumped.
- ✓ Ensure that the capacity of the receiving tank is sufficient to hold the pumped fuel.
- ✓ Wear safety goggles and gloves, and protective clothing when working around fuel. A full range of personal safety equipment is available from your local Sealey dealer.
- ✓ Use the pump in an appropriate working area for its function.
- ✓ Keep area clean and tidy and free from unrelated materials, and ensure there is adequate lighting.
- ✓ Maintain correct balance and footing. Ensure the floor is not slippery and wear non slip shoes.
- ✓ Keep children and unauthorised persons away from the working area.
- ✗ **DO NOT** 'dry run' the pump without fuel. This will damage the pump's internal components and will invalidate your warranty.
- ✗ **DO NOT** operate the pump continuously for more than 30 minutes. The duty cycle of the unit is 30 minutes, after which the motor must be left to cool down.
- ✗ **DO NOT** run the unit for more than 2-3 minutes with the delivery nozzle closed.
- ✗ **DO NOT** start or stop the pump by connecting or disconnecting the battery clamps.
- ✗ **DO NOT** operate the pump with wet hands.
- ✗ **DO NOT** use the pump where explosive or flammable vapours may be present.
- ✗ **DO NOT** tamper with the pump connections.
- ☐ **WARNING! DO NOT** use the unit to pump the following fluids: *Petrol, inflammable liquids with PM <55°C, water, alimentary liquids with viscosity >20 cSt., corrosive chemicals and solvents.*



2. INTRODUCTION

Electric 12 or 24V pump with battery clips. Suitable for filling diesel vehicles in the field. Self-priming unit delivers up to 43ltr a minute of fluid for TP96 and 46ltr a minute of fluid for TP9624. Supplied with 4mtr of hose and TP108 Manual Delivery Nozzle. Includes on/off switch, carry handle, mounting plate and suction hose filter.

Model TP96.V2

Voltage 12V
 Speed 2600rpm
 Current 22A
 Power 260W
 Fuse 25A
 Duty cycle 30min/hr
 Flow Rate 43ltr/min

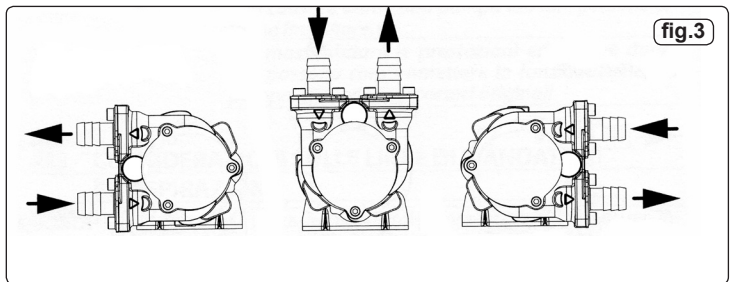
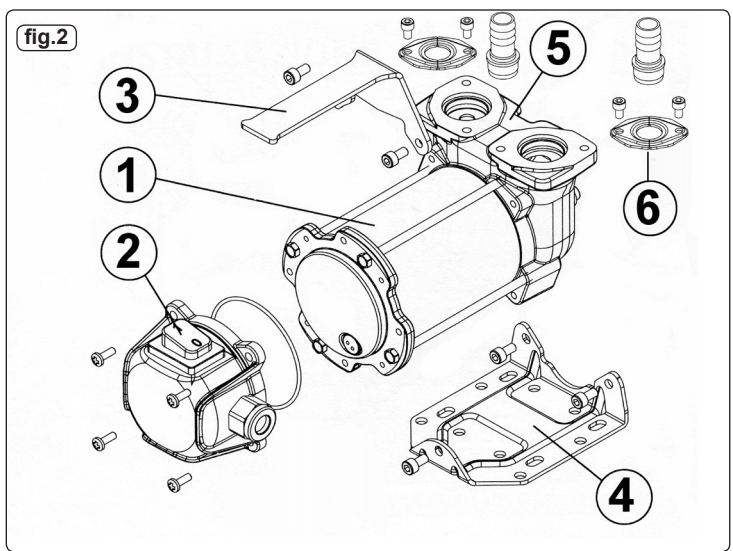
Model TP9624.V2

Voltage 24V
 Speed 2600rpm
 Current 13A
 Power 160W
 Fuse 15A
 Duty cycle 30min/hr
 Flow Rate 46ltr/min

3. ASSEMBLY

- ☐ **WARNING!** Use the pump fittings provided for connecting the suction and delivery tubes to the inlet and outlet ports of the pump.
- 3.1** Before using the pump, unpack all materials and inspect the pump unit for damage.
- 3.2** Connect the wires from the pump motor (fig.2-1) to the switch housing (fig.2-2) as shown in fig.1 and insert the fuse into the fuse holder. Attach the switch housing (fig.2-2) to the pump motor (fig.2-1) using the four screws provided. Ensure that the 'O' ring seal is fitted between the switch housing and the pump motor.
- 3.3** A mounting bracket is supplied (fig.2-4) which can be attached to the lower end of the inlet/outlet casting (fig.2-5) using the socket cap screws provided. The pump can be mounted in either a horizontal or a vertical axis, refer to fig.3. Ensure that the pump is mounted so that the on/off switch is visible and readily accessible.

- 3.4 Attach the handle (fig.2-3) to the upper part of the inlet/outlet casting (fig.2-5) using a single socket cap screw.
- 3.5 Attach the pipe fittings (fig.2-6) to the inlet/outlet casting (fig.2-5) using the screws provided.
- 3.6 The hose is supplied in a single length and should be cut in two to make the suction and delivery hoses. Review your installation site to decide on the lengths required and cut the hose accordingly.
- 3.7 Push the filter attachment into one end of the suction hose and secure it with one of the hose clips supplied. Identify the inlet port by means of the flow arrow on the top of the inlet/outlet casting and then attach the hose to the inlet port. Secure with a hose clip.
- 3.8 Insert the delivery nozzle provided into one end of the delivery hose and secure it with a hose clip. Attach the delivery hose to the outlet port on the pump body and secure with a hose clip.



4. OPERATION

WARNING! Check to ensure you are connecting your pump to the correct voltage power supply for model.

- 4.1 Before each use, clean the inlet and outlet ports. Remove any dust or packing material that may have collected during transport or between uses.
- 4.2 Lower the suction tube (with filter attached) into the fuel storage tank.
- 4.3 Place the delivery nozzle in the fuel tank of the vehicle.
- 4.4 Attach the **red** battery clamp to the **positive (+)** terminal of the vehicle's battery, and the **black** clamp to the **negative (-)** terminal.
- 4.5 Before turning the pump on, ensure that the delivery nozzle is in the 'OFF' position.
- 4.6 Turn the switch 'ON'. The pump is capable of operating with the delivery nozzle closed for 2-3 minutes maximum.
- 4.7 Grip the nozzle firmly and squeeze the trigger to begin transferring fuel.
- 4.8 Release the trigger to stop the fuel flow when the transfer is complete.
- 4.9 Turn the pump switch 'OFF'.

Note: The fuel pump may switch off automatically if there is insufficient voltage or a fault in the electrical connection. If this happens, release the trigger handle, keeping the nozzle in place, and turn the pump switch off. Investigate the cause of the interruption.

5. MAINTENANCE

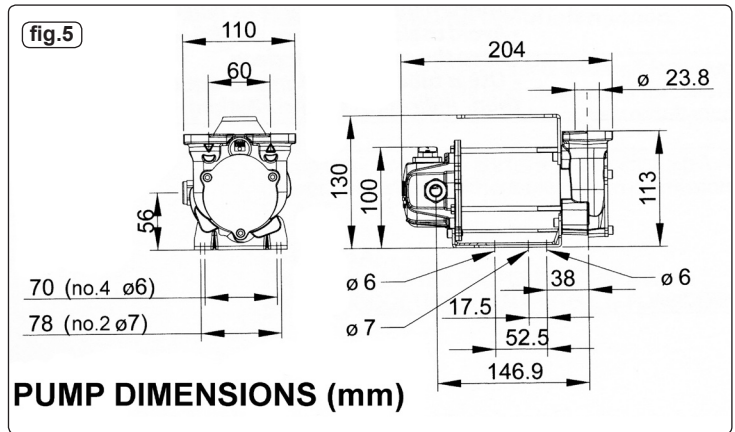
- 5.1 Check the pump casing, suction and delivery tubes regularly for leaks.
- 5.2 Keep the pump clean for easy detection of leaks.
- 5.3 Remove and clean the filter every 10 hours of operation or sooner if the transfer flow begins to decrease.
- 5.4 Dispose of environmentally hazardous parts in the proper manner.

6. PERFORMANCE DATA

- 6.1 The graph in fig.4 refers to the following operating conditions:
Fluid: Diesel
Temperature: 20°C
Suction Conditions: The suction pipe and the pump are in such a position relative to the fluid level that a pressure of 0.3bar is generated at the nominal flow rate. Flow rate is shown as a function of back pressure.
- 6.2 Under different suction conditions higher pressure values can be created that reduce the flow rate compared to the same back pressure values.
- 6.3 To obtain the best performance, it is important to reduce the loss of suction pressure as much as possible by keeping the suction filter clean and ensuring that the suction hose is of the correct diameter and as short as possible.

Functioning Point	Flow Rate	Voltage (V)		Typical Delivery Configuration			
		Absorption (A)		4 meters of 3/4" tube	K33 Meter	Manual dispensing nozzle	Automatic dispensing nozzle
A (Maximum Flow Rate)	50	12	15	.	.	.	.
		24	8				
B (High Flow Rate)	48	12	16	.	.	.	.
		24	8,5				
C (Rated Conditions)	46	12	17	.	.	.	.
		24	9				
D (By pass)	0	12	21	Delivery Closed			
		24	12				

fig.4



7. TROUBLESHOOTING

Problem	Possible Cause	Solution
The motor is not running.	Lack of electrical power.	Check the electrical connections.
	Rotor jammed.	Check for possible damage or obstruction of the rotating components.
	Motor problems.	Contact your authorised Sealey dealer.
The motor turns slowly when starting.	Power supply is of insufficient voltage.	Increase voltage.
Low or no flow rate.	Low level in source tank.	Refill the tank.
	Foot valve blocked.	Clean and/or replace the valve.
	Filter clogged.	Clean filter.
	Excessive suction pressure	Lower the pump with respect to the level of fluid in the tank or increase the bore of the tubing.
	High loss of head in the delivery circuit (working with the bypass open).	Use shorter tubing or increase the bore.
	Bypass valve blocked.	Dismantle the valve and clean or replace it.
	Air entering the pump or suction tube.	Check seals and connections.
	A narrowing in the suction tubing.	Use tubing suited to the pressures involved.
	Low rotation speed.	Check the voltage at the pump. Adjust voltage and/or use cables of greater cross section.
The suction tubing is resting at the bottom of the tank.	Raise the tubing.	
Increased pump noise.	Cavitation occurring.	Reduce suction pressure.
	Irregular functioning of the bypass.	Dispense fuel until the air is purged from the bypass system.
	Air present in the diesel fuel.	Verify the suction connections.
Leakage from the body pump.	Seal damaged.	Check and replace the seal.

NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.

IMPORTANT: No liability is accepted for incorrect use of this product.

WARRANTY: Guarantee is 12 months from purchase date, proof of which will be required for any claim.

INFORMATION: For a copy of our latest catalogue and promotions call us on 01284 757525 and leave your full name and address, including postcode.



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