

Heavy Duty Bilge pumps



PART. N.	MOD.	VOLT	AMP	FLOW/MIN	FLOW 1MT/MIN	HOZE SIZE
5500000142	1750 GPH	12	6	110	85	1"1/4 or 1"1/2"
5500000144	1750 GPH	24	3	110	85	1"1/4 or 1"1/2"
5500000152	2250 GPH	12	8	140	120	1"1/4 or 1"1/2"
5500000154	2250 GPH	24	4,5	140	120	1"1/4 or 1"1/2"

- Liquid cooled for extended motor life.
- Removable check valve included
- Heavy duty, aisi 316 steel shaft, double ball bearing motor
- Quality engineered mechanical seal
- Automatic operation with optional float switch
- Complies with ISO 8848, EN 55014 Marine
- Easily interchangeable with most similar Bilge pumps as Rule, Johnson etc.

Installation:

Please follow the installation instructions carefully to assure maximum efficiency in your bilge pump operation.

1. Remove the strainer from the bottom of the pump by depressing the lock tabs on both sides of the pump.
2. Determine the desired location for the pump. Usually it is placed in the lowest point of the bilge.
3. Position the strainer so that the pump nozzle is in the proper position to connect to the discharge hose.
4. Mount the strainer. If attaching the strainer to wood, fasten with stainless steel screws. If attaching the strainer to metal or fiberglass, first mount a wooden block and then fasten the strainer to the wooden block.
5. Mount the pump on the strainer so that both locktabs "snaps" into place.
6. Select a point where the bilge water is to be pumped overboard as high as possible above the water line and at the shortest distance from the pump. Install a 1" thru-hull fitting. Note: The pump comes equipped with an integrated check valve to minimize back flow of water, however, over time water will seep back into the hull when the pump is not running. The use of flapper check valve will reduce maximum flow performance.
7. Fasten a 29/30 mm fuel resistant hose from the pump outlet to the thru-hull fitting. Avoid sharp bends or loops. Support the hose if necessary. Note: In order to prevent air locks it is important that the hose not be allowed to dip below the pump outlet. The hose should be constantly rising.
8. Connect the brown wire to the positive (+) terminal of the battery, and the black wire to the negative (-) terminal of the battery. See wiring diagram,
9. Important: All electrical wiring must be clamped with the connections well above the bilge water level. Do not remove the insulation more than necessary. All wiring connections should be sealed with a marine sealant to avoid oxidation.

Figure 1

- A. 3-Way Switch On/Auto/Manual
- B. Brown Wire (+)
- C. Manual
- D. Auto
- E. Off
- F. Only for using any 3 wires competitors switches (+)
- G. See Fuse Chart
- H. 72" (183 mm) Maximum Length From (+) Terminal To Fuse Holder
- I. Battery
- J. Bilge Switch
- K. Black Wire (-)

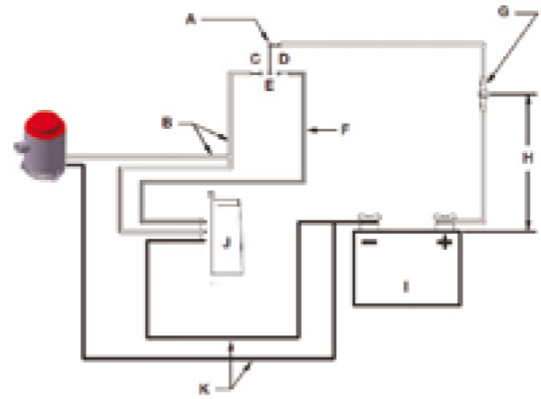
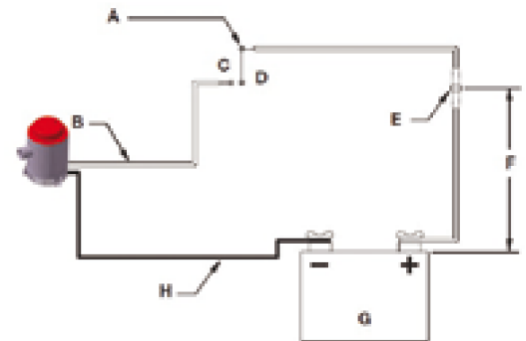





Figure 2

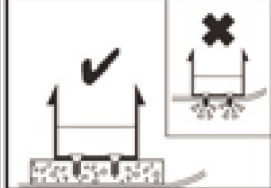
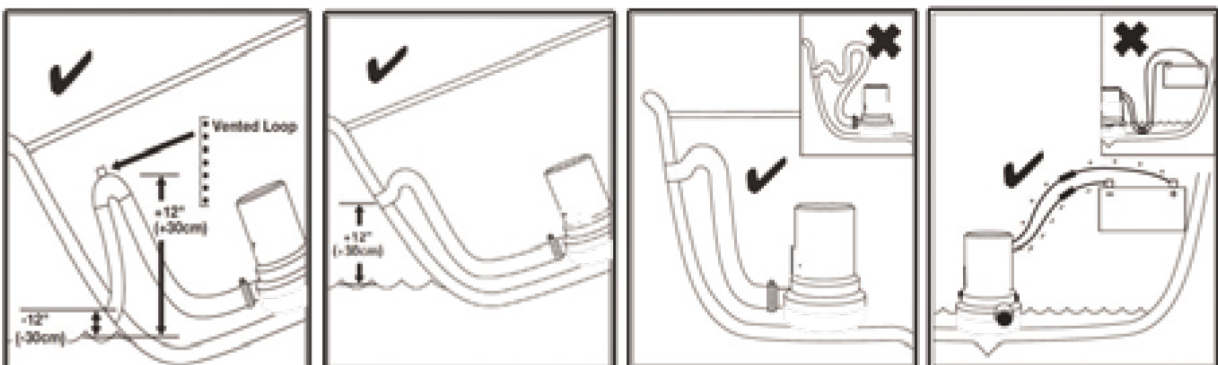
- A. 2-Way Switch On/Off
- B. Brown Wire (+)
- C. On
- D. Off
- E. See Fuse Chart
- F. 72" (183 mm) Maximum Length From (+) Terminal To Fuse Holder
- G. Battery
- H. Black Wire (-)



CAUTION  Keep all wire connections above the highest water level. Wires must be joined with butt connectors and a marine grade sealant to prevent wire corrosion.

CAUTION  Always install proper fuse size to prevent damage to product should a short occur. Failure to install proper fuse could increase risk of pump malfunction potentially resulting in personal injury and/or fire hazard.

WARNING  This pump is designed for use with fresh water and salt water ONLY. Use with any other hazardous, caustic, or corrosive material could result in damage to the pump and the surrounding environment, possible exposure to hazardous substances and injury.

Use of the check valve and washer (OPTIONAL)

Submersible bilge pumps are equipped with port connection, stainless steel washers, and port connection.

To install check valve place stainless steel washer into the discharge outlet of the pump, then place the check valve on the washer, then threaded part on pump discharge. Tighten port connection until port is bottomed out with pump outlet.

VERY IMPORTANT:

THE CHECK VALVE AND WASHER ARE USED TO PREVENT BACKFLOW OF WATER BUT THIS DOES NOT MEANS THE PUMP WILL HAVE BACK FLOW ,THEIR EMPLOYMENT REQUESTS YOU TO BE AWARE AND CAREFUL OF ITS FUNCTIONALITY.IF YOU ALREADY MOUNTED CHECK VALVE WHEN WINTERIZING YOUR BOAT REMOVE THIS VALVE TO AVOID ICE FORMATION OR DEGRADATION OF THE PUMP.

USING THIS CHECK VALVE AND WASHER THE PERFORMANCE OF THE PUMP WILL BE REDUCED OF 20% TO 30% IN COMPARISON WITH THE NOMINAL VALUES OF THE PUMP.

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