

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
 BEFORE USING THIS PRODUCT, PLEASE READ THE INSTRUCTIONS CAREFULLY. MAKE CAREFUL NOTE OF SAFETY INSTRUCTIONS, WARNINGS AND CAUTIONS. THIS PRODUCT SHOULD ONLY BE USED FOR ITS INTENDED PURPOSE. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. RETAIN THESE INSTRUCTIONS FOR FUTURE USE.

1. SAFETY INSTRUCTIONS

Petrol is a highly flammable liquid and any spillage will evaporate to form a flammable, heavier than air vapour which is easily ignited. Common ignition sources include, but are not limited to, smoking and lit matches, welding and cutting equipment, heaters, all types of electrical equipment unless specifically designed as suitable for use in flammable atmosphere. Even low voltage inspection lamps, if damaged, can ignite petrol vapour

Please take time to read the following safety information before commencing work with the TP200.

- ✓ Use the drainer only for its intended purpose.
- ✓ Familiarise yourself with the applications, limitations, and potential hazards of this product.
- ✓ Use original Sealey spare parts only. Unauthorised parts may be dangerous and will invalidate the warranty.
- ✓ We recommend that the TP200 is used outdoors or in a well ventilated area, and well away from pits or other openings in the ground where vapour can collect.
- ✓ Disconnect the vehicle's battery before draining fuel.
- ✓ Keep a foam or dry powder fire extinguisher nearby.
- ✓ Ensure containers cannot easily be knocked over during filling.
- ✓ Ensure the drainer tank is large enough to hold the contents of the fuel tank you are draining.
- ✓ Ensure space required for use and maintenance of the drainer is adequate, free from unrelated materials and has good lighting.
- ✓ Attach earth lead to the fuel container using the crocodile clip supplied.
- ✓ Always use the earth bonding straps by connecting one to the vehicle chassis, away from any potential fuel vapour, and the other to a suitable earthing point.
- ✓ Remove all combustible materials from the work area.
- ✓ Use only containers rated for the fuel being drained. Ensure that the container mouth is as narrow as possible while still allowing insertion of the drain hose.
- ✓ HSE guidance recommends use of metal containers with secure caps for holding drained fuel.
- ✓ Mark fuel containers with hazard labels to show their contents.
- ✓ Keep any fuel containers in a well ventilated, lockable store, preferably outside the working area.
- ✓ Soak up any spill immediately using absorbent granules or similar material.
- ✓ Keep children and unauthorised persons away from the working area, especially when the drainer is in operation. Keep the work area childproof by using padlocks and master switches.
- ✓ Maintain the drainer in top condition. Keep it clean for best and safest performance.
- ✓ Follow the same precautions when transferring fuel from the drainer back into the vehicle or into any other container.
- ✗ **DO NOT** use this drainer for anything other than its intended purpose. The TP200 is only to be used for pumping fuel from diesel or petrol vehicles.
- ✗ **DO NOT** work on a fuel tank or remove a sender unit before draining the fuel.
- ✗ **DO NOT** use an open flame or smoke anywhere near the drainer or around stored fuel.
- ✗ **DO NOT** drain fuel into open-topped containers such as buckets and watering cans.
- ✗ **DO NOT** drain fuel into dedicated workshop oil drain equipment.
- ✗ **DO NOT** drain fuel into plastic containers except for quantities less than 10 litres.
- ✗ **DO NOT** allow work which can produce a source of ignition, such as welding, electrical or other hot work, to be carried out while draining petrol.
- ✗ **DO NOT** drain fuel over, or close to, a pit or drain because of the risk of flammable vapour accumulation.
- ✗ **DO NOT** use any electrical equipment on or near the vehicle while fuel draining is in progress. This includes the use of inspection lights, cordless/mobile phones or pagers.
- ✗ **DO NOT** store drained or contaminated fuel in the workplace unless it is to be returned to the vehicle immediately.
- ✗ **DO NOT** add drained fuel to the waste oil tank.
- ✗ **DO NOT** wear clothing on which petrol has been spilt - stop work and change into uncontaminated clothing before continuing to work.
- ✗ **DO NOT** use the drainer if the pump is damaged in any way.
- ✗ **DO NOT** stand on the drainer platform.
- ✗ **DO NOT** leave pump running unattended. Turn it OFF and do not leave area until it has come to a complete stop.
- ✗ **DO NOT** use whilst under the influence of drugs, alcohol or other intoxicating medication, or if you are fatigued.
- ✗ **DO NOT** use the drainer for a job it was not designed to do.



Users/Businesses should perform their own hazard risk assessment based on their specific environment and following the guidelines laid out above.

2. INTRODUCTION

Fully mobile unit on rigid metal trolley. Air pump uses regulated (72-100psi) workshop air supply. Designed to fully empty both tank and fuel lines of petrol or diesel. Includes three fuel line hoses. 40ltr Drain tank built into trolley. Mandatory equipment for VBRA members.

3. SPECIFICATION

Overall height1050mm
Overall width.....400mm
Length.....505mm
Air Consumption.....12cfm

Recommended air pressure.....72 - 100psi
Capacity.....40ltr
Weight23kg

4. SET-UP AND OPERATION

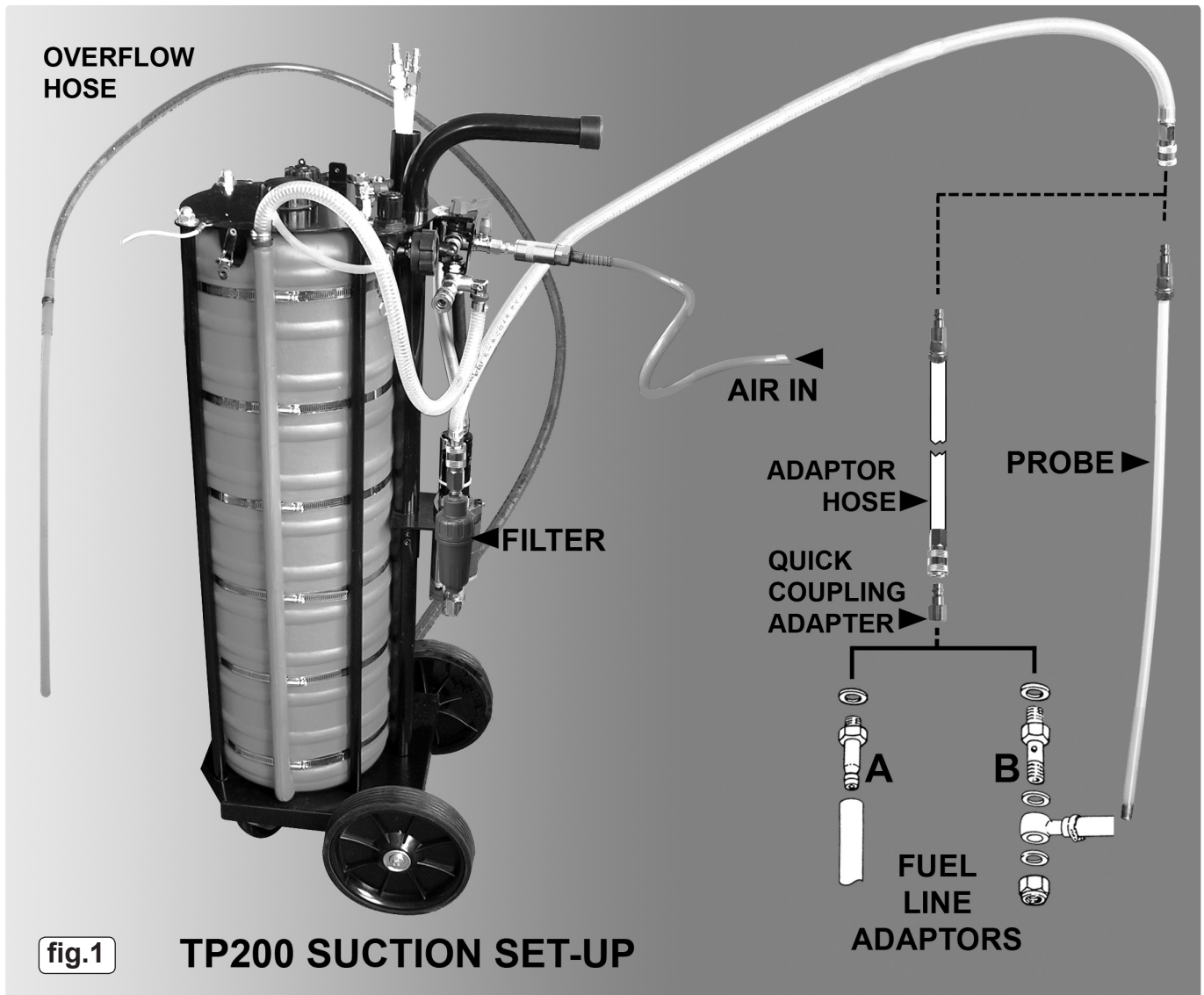


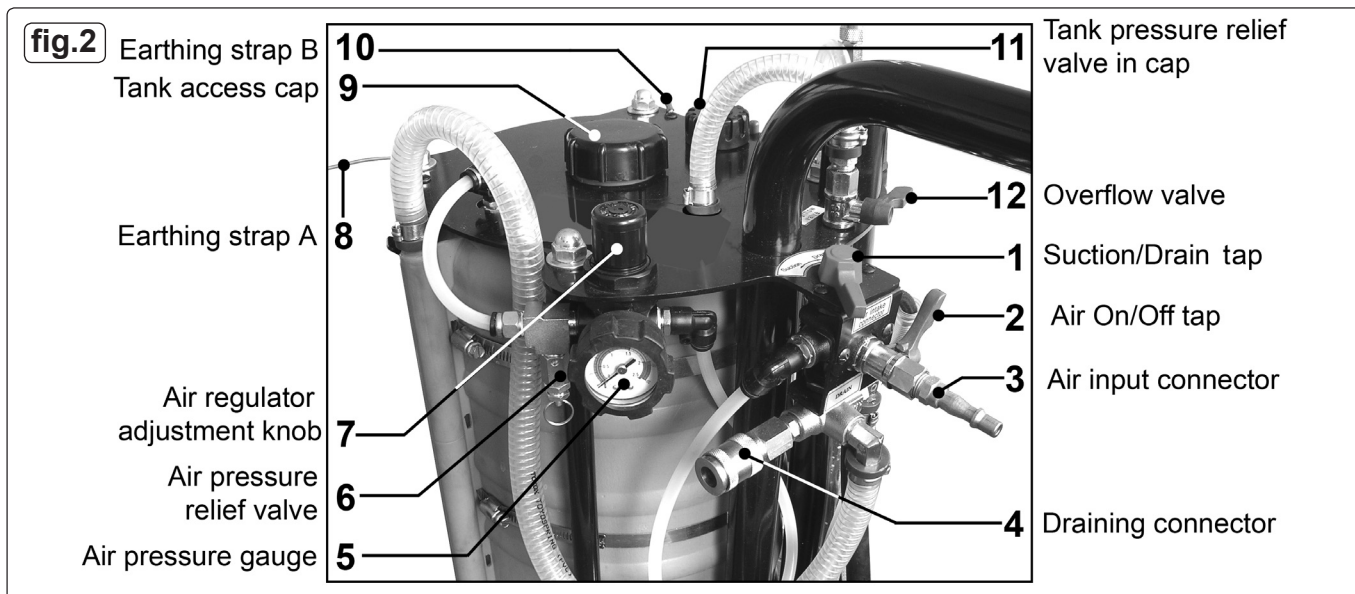
fig.1

TP200 SUCTION SET-UP

The TP200 is only to be used for pumping fuel from either a diesel or petrol vehicle. Any other use can be dangerous and will invalidate the warranty. The unit should be reserved for only one type of fuel. Do not mix different fuels in the unit unless the unit is being used to drain a tank where fuels have been inadvertently mixed, in which case the unit should be reserved exclusively for this purpose. Bring the unit near the vehicle when ready to begin transferring fuel. Draining can be carried out in different ways depending on the vehicle's configuration.

Before beginning the draining process, ensure you have read and understood the safety warnings and guidelines listed in Section 1 of these instructions.

- 4.1. **Connect the earth bonding straps.**
Ensure each strap is tightly connected to the unit. Attach the crocodile clip from one strap to the vehicle's chassis, away from any potential fuel vapour, and the crocodile clip from the other strap to a suitable earthing point.
- 4.2. **IMPORTANT.** The TP200 is fitted with an overflow hose system to prevent spillage in situations where the fuel tank capacity is greater than the capacity of the unit. Before drainage takes place the overflow hose must be placed into the neck of the vehicle's fuel tank and the overflow valve (see fig.2-12) must be opened by turning it to the vertical position. The operator must not leave the unit unattended during draining and should observe the fuel level in the sight tube, on the side of the TP200 tank, and shut the unit down when it is full.
- 4.3. **Carburettor engine vehicles.** Fuel can be transferred from carburettor engine vehicles through the carburettor's fuel inlet pipe. If this is necessary, use one of the six adaptors supplied. See type 'A' above and fig.3A. Choose the correct diameter adaptor for the fuel line in question.
 - 4.3.1. Screw the adaptor and washer into the quick coupling adapter (fig.1) and then connect that into the end of the adaptor hose.
 - 4.3.2. Plug the male fitting on the other end of the adaptor hose into the quick connector on the end of the main hose. See above.
 - 4.3.3. Plug the male fitting on the other end of the main hose into the quick connector on the filter. See above.



- 4.3.4. Ensure the main hose is connected to the air pump as shown in fig.1.
- 4.3.5. Disconnect the carburettor's fuel inlet pipe and push it onto the fuel line adaptor.

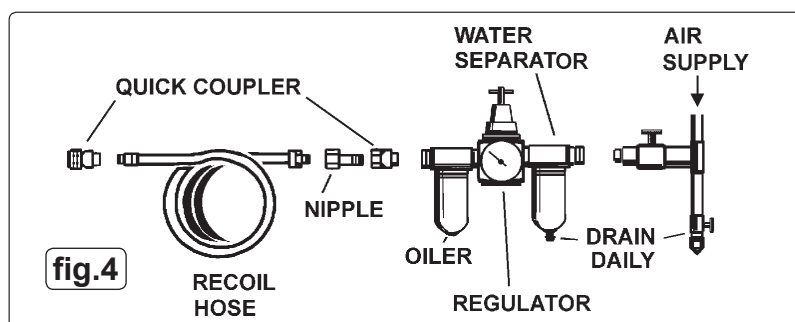
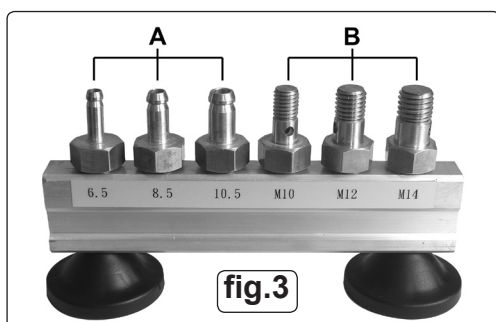
- 4.4. **Fuel-injected vehicles.** Fuel can be transferred from fuel-injected vehicles through the injector's fuel inlet pipe.
 - 4.4.1. Use connector type 'B' (see fig.1). Choose the required diameter.
 - 4.4.2. Screw the adaptor and washer into the quick coupling adapter (fig.1) and then the adaptor hose.
 - 4.4.3. Plug the male fitting on the other end of the adaptor hose into the quick connector main hose. See fig.1.
 - 4.4.4. Plug the male fitting on the other end of the main hose into the quick connector on the end of the filter. See fig.1.
 - 4.4.5. Disconnect the vehicle's fuel inlet pipe coming from the tank and slide the 'banjo' fitting onto the adaptor.
 - 4.4.6. Use the two gaskets from the ring removed from the car to obtain a good seal.

4.5. **Transferring fuel directly from the tank.**

- 4.5.1. Connect one of the 3 probes to the filter as shown in fig.1.
- 4.5.2. Access to the tank may be gained from the boot through a porthole, closed by a guard or a safety device, if the vehicle is fitted with an antitheft device at the fuel tank inlet. Remove the guard, and the relevant cap and insert the probe into the hole. This will allow quicker transfer of fuel than the previous two methods.
- 4.5.3. In older vehicles, the probe can be inserted directly into the fuel tank through the fuel tank inlet.

4.6. **Connect the workshop air supply.** Recommended hook-up procedure is shown in fig.4 below.

- 4.6.1. Ensure the air inlet tap is OFF before connecting to the air supply.
- 4.6.2. You will require an air pressure of 72 -100psi, and an air flow of 12cfm.
- 4.6.3. **WARNING!** Ensure the air supply is clean and does not exceed 100 psi while operating the drainer. Too high an air pressure and unclean air will shorten the product life due to excessive wear, and may be dangerous causing damage and/or personal injury.
- 4.6.4. Drain the air tank daily. Water in the air line will damage the air motor.
- 4.6.5. Clean air inlet filter weekly.
- 4.6.6. Line pressure should be increased to compensate for unusually long air hoses (over 8 metres). The minimum hose diameter should be 1/4" I.D. and fittings must have the same inside dimensions.
- 4.6.7. Keep hose away from heat, oil and sharp edges. Check hoses for wear, and make certain that all connections are secure.



4.7. **Set the controls for suction.**

- 4.7.1. Turn the Suction/Drain tap (fig.2-1) to the SUCTION position.

- 4.8. **Starting the pump suction.** The pump is controlled by the regulator associated with the incoming workshop air supply or supply from a portable compressor. Set the air pressure on the incoming supply to between 70 and 100psi. Higher pressures provide no benefit and may impair or damage the pump. **Do not completely open the valve or run the pump at its maximum speed.** To start the pump open the air on/off tap on the unit. See fig.2-2.

4.9. **Turn the pump off** by closing the air on/off tap after all the fuel has been transferred.

- Turn the pump off as soon as possible after the fuel is extracted as prolonged free running may damage the pump.
- 4.10. Unless the fuel is to be returned to the vehicle immediately, it should be stored in a designated lockable, well-ventilated area, preferably outside the workshop.
- 4.11. Any contaminated fuel or petrol/diesel mixtures should be consigned to waste, giving a clear description of the nature of the material.

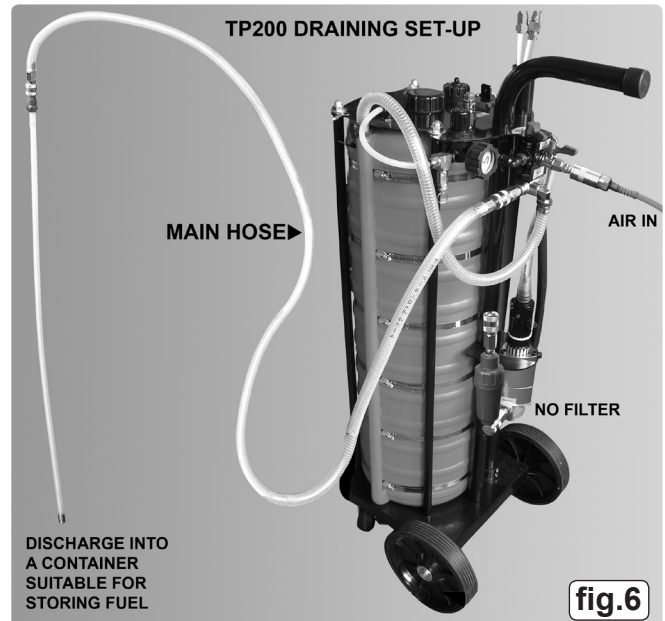
5.0. Draining the tank on the TP200.

IMPORTANT. Before starting the draining process the overflow valve (fig.2-12) must be closed to allow the drainer tank to become pressurised.

The contents of the TP200 tank are drained off using the air pressure supplied by the local incoming air supply. (The pump is not used for this function). For drainage purposes the incoming air is passed through the regulator fitted to the TP200. The regulator is provided to allow the operator to adjust the unit to suit different compressors. Initially the operator should set the pressure low (e.g. 5psi) and increase it in small increments until the unit drains properly. Once the regulator is set it should not be necessary to alter it unless the unit is used with a different compressor.

IMPORTANT. Do not set the pressure too high as this could result in the tank pressure relief valve operating and the possible venting of fuel.

- 5.1. Ensure that you have a container ready that has a minimum capacity of 40ltr and is approved for the storage of petrol or diesel fuel.
- 5.2. **Connect the earth bonding straps.**
Ensure each strap is tightly connected to the unit. Attach the crocodile clip from one strap to a known earthing point, away from any potential fuel vapour, and the crocodile clip from the other strap to the container. If necessary scrape away a small amount of paint from the container to improve the earth connection.
- 5.3. Plug a probe directly into the main hose.
- 5.4. Remove the other end of the main hose from the filter and connect it to the draining connector underneath the pressure gauge. See fig.6 and fig.2-4.
- 5.5. Turn the suction/drain tap to the DRAIN position. See fig.2-1.
- 5.6. **Start the drainage process** by opening the air on/off tap. See fig2-1. The pressure of the incoming air supply can remain at the 70 to 100psi previously set for the suction process. When draining directly through the probe, transfer time is approximately 4-5 minutes.
- 5.7. **Stop the drainage process** by closing the air on/off tap after all the fuel has been transferred.
- 5.8. Unless the fuel is to be returned to the vehicle immediately, it should be stored in a designated lockable, well-ventilated area, preferably outside the workshop.
- 5.9. Any contaminated fuel or petrol/diesel mixtures should be consigned to waste, giving a clear description of the nature of the material.



6. MAINTENANCE

- 6.1. Maintenance, service and repair should only be carried out by qualified persons.
- 6.2. Check the condition of the transfer hoses. Make sure that they are intact and undamaged, without cracks, holes or leaks. If they are damaged or they leak, replace them.
- 6.3. Check the condition of the adaptors and associated washers. Be sure that they are undamaged and can maintain a perfect seal. Replace them with original spare parts if they are damaged or not working correctly.
- 6.4. Periodically check the earth strap terminals for tightness and that the wire and clamps are in good order.
- 6.5. Every week unscrew the filter casing. Extract the filter cage and clean out any sludge and/or particles.

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.



Sole UK Distributor, Sealey Group,
Kempson Way, Suffolk Business Park,
Bury St. Edmunds, Suffolk,
IP32 7AR

01284 757500

01284 703534



www.sealey.co.uk



sales@sealey.co.uk