

# GP-710 Series

Model	Engine to System	System to Container	Maximum Total Length	Wire Gauge Minimum	Fuse (Not Included)	Voltage
GP-710 Series	15 ft / 4.5m	40 ft / 12m	55 ft / 16.7m	#16	10A	12/24 VDC

## Fluids

For oil only. This pump is not designed to pump gasoline. The motor is NOT ignition protected.

## Installation

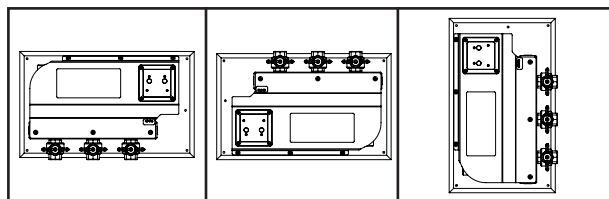


Figure A

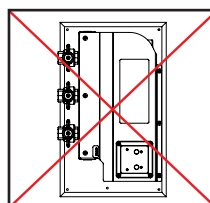
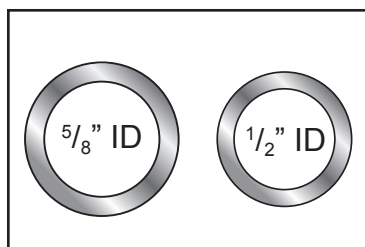
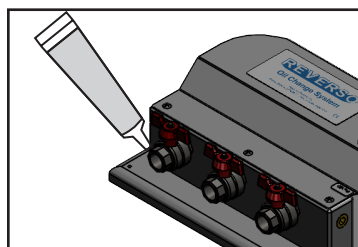


Figure B

1. Unit can be mounted in either directions shown (Figure A). Do not mount unit with the pump head above the pump motor (Figure B).



2. Connect hoses to the valves and the fill discharge fitting. A minimum 1/2" ID Type A1 or B1 fuel hose is recommended, however 5/8" ID hose is preferred.



3. Use a back up wrench to hold the valves from rotating when installing the hose fittings. Apply a compatible pipe sealant to all connections. (Loctite 565 or equivalent)

Most new engines come with oil pan adapters. If not, install oil pan fittings to the engines that will be serviced by the system. Ensure that the fitting has a minimum internal diameter of 1/4".

Install the proper hose connection to the pan fitting. Avoid the use of elbows or any other tight bends in the hose runs. Install a clamp or strap every 18" to adequately support the hose. Use care when installing hose runs to avoid any kinks or excessive bends in the line that would restrict the flow of oil.

NOTE: The valves have 1/2" female NPT (National Pipe Thread). The fill/discharge fitting is 1/2" Male NPT.

## Warning

Care must be taken not to operate the pump with either the suction or discharge sides closed. Ensure that only one valve is open prior to starting pump operation. Pumps can generate extremely high pressures which can damage plumbing and/or the pump.

## Electrical Connection

The electrical installation of this product must be executed by a qualified marine electrician and following the ABYC requirements. Be sure that the power source available matches the power requirements on the specification sheet for this product model.

## System Priming

To initiate suction and avoid unnecessary wear on the pump by running dry, it is necessary to prime the pump before initial use. Once the system is primed, this procedure does not have to be repeated again. The residual oil in the manifold and lines is sufficient to prime and lubricate the gears for subsequent use.

To to prime the system:

1. Pour a small amount of liquid to be pumped (about 3 oz.) into the fill/discharge hose.
2. Open one valve on the manifold.
3. Place the fill/discharge hose in a container of new oil.
4. Operate the pump for a few seconds to draw this liquid into this line (pump toward the engine).
5. Repeat steps #2 - #4 for each valve on the manifold.

## Operation

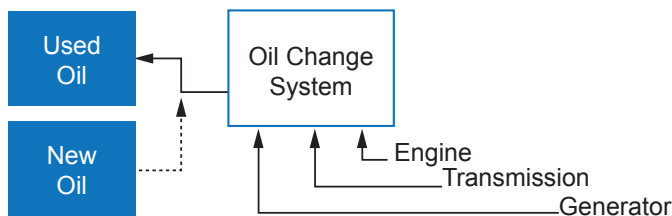


Figure C: Typical Installation

1. Place drain hose from the oil change system into your waste bucket. (Figure C)
2. Open one manifold drain valve - you'll have the choice to draw from the engine, transmission, or gen-set (unit comes with labels to indicate source). Only open one valve. The unit is not designed to pull from more than one valve at a time.
3. When the system is turned on, the green LED is solid and the two blue LEDs are flashing. Press Drain button to start pump. Do not leave pump running unattended. This could result in running the pump completely dry and/or overfilling and spilling oil.
4. When the oil is highly viscous or the valve is closed, the pump runs slowly and the red LED is flashing; when these issues are corrected, the red LED will be off. In order not to overheat the motor, the pump will run for maximum 30 seconds. To reset, press any button. Press Drain button to resume.
5. Once draining is complete and the pump is empty, the red LEDs will flash. After 90 seconds, the pump will shut off. Also, if the pump is running for 30 minutes, the pump will automatically shut off. The blue and red LED will alternate flashing. Press any button to reset.
6. Remove the hose from the waste bucket; place it in the new oil bucket.
7. Press the Fill button to refill the system with appropriate fluid. To stop pump, press the button indicating the opposite flow direction. For example, while filling, press Drain button to stop. Close valve once finished.
8. Repeat process with other valves for additional equipment.

## Troubleshooting

- Ensure all connections are properly tightened.
- Confirm correct wiring and voltage.
- Verify fittings, valves, and hoses, have the correct I.D. (inner diameter). Components with inner diameters smaller than 3/8" can cause the fuse/breaker to fail.
- Check for kinks or additional closed valves in the line that could be causing restriction.
- Check for debris in the gears.
- Facilitate draining the oil by warming up the engines first.

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