Portable GP Systems

Instructions

Technical Specifications

Model	GP-302-BKT-12-CM	GP-301-BKT-01 GP-301-BKT-02	GP-302-BKT-12 GP-302-BKT-24	GP-301P(W)	GPM-301	GP-311BKT-10 GP-311BKT-20
Voltage	12V DC	12V or 24V DC				110V 60Hz or 220V 50Hz
Switch	Reversing					Reversing (110V only) On/Off (220V only)
Power Connection	Compatible with with Milwaukee M18™ battery pack (not included).	Red and Black Battery Clips with 6' Cord				AC Plug
Flow Rate	1.5 GPM		2.1 GPM	1.5 GPM	1.5 GPM	3 GPM
Hose	3' and 3'	2' and 4'				2' and 4'
Dipstick				P version includes plastic dipstick tube PW version includes plastic dipstick tube and stainless wand		

Initial Use

The gear pumps are self-priming with wet gears. They may have become dry while in storage. To initiate suction and avoid unnecessary wear on the pump by running dry, ensure to prime the pump before initial use.
To prime the system:

1. Inject or pour a small amount of oil into the hose.
2. Operate the pump for a few seconds to draw this liquid into the gears.

Operation

Secure the pump for operation. Some portable systems are designed to sit atop the lid of a 5-gallon bucket or hang on the cowling near the service area.

1. Connect the drain hose to the oil pan, dip tube or by use of the dipstick (if included).
2. Insert the fill/discharge hose into the used oil container.
3. Turn on the pump in the drain direction. The toggle switch on 12 or 24 volt systems will point with the direction of flow (i.e. point the switch towards the used oil container).
4. Once most of the oil is drained, turn off the pump.
5. Complete other service at this time e.g. change filters or gaskets.
6. Place the fill/discharge hose into the new oil container.
7. Turn on the pump in the fill direction (i.e. point the switch towards the engine) until the necessary amount of oil has been transferred.
8. Turn off the pump.

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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