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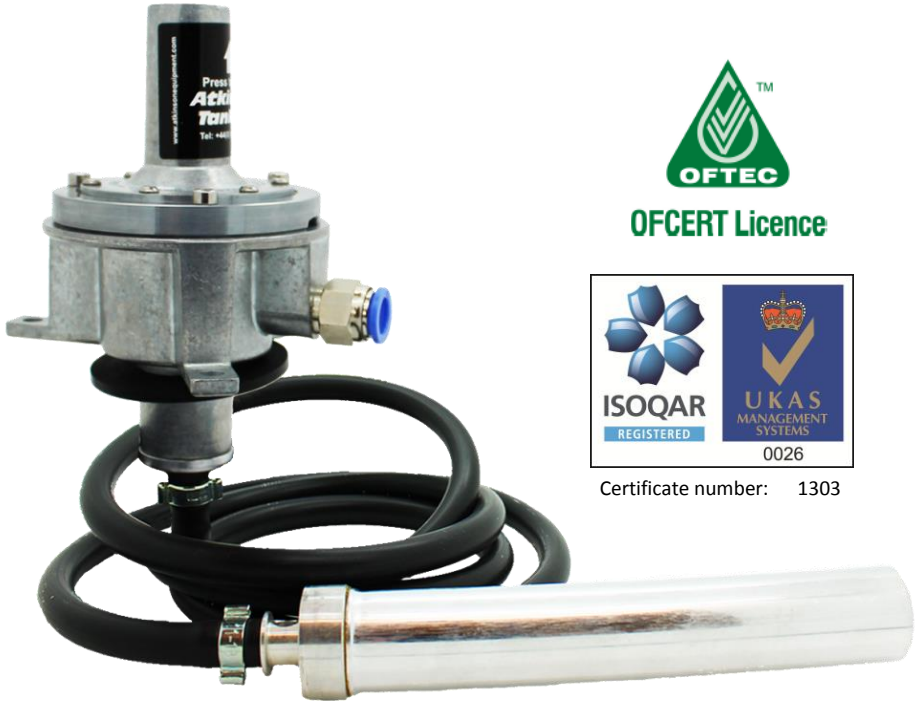
Tanktop Top Offtake Fitting Instructions



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Installing the Tanktop

THE TANKTOP MUST BE FITTED IN CONJUNCTION WITH A DEAERATOR OR AN OIL LIFTER

Fitting on a Steel Tank

1. With the back nut still on, dress the Tanktop 1” BSP thread with PTFE tape. Thread the float and suction pipe through the 1” BSPP nipple on the top of the tank and screw home.
2. Position the Tanktop so the oil line fitting is pointing in the desired direction and nip the back nut down onto the tank nipple.
3. Cut the 10mm oil line to be used, with a tube cutter NOT a hacksaw.
4. Insert the 10mm pipe into the hydraulic 10mm fitting or compression fitting (if using compression fittings make sure a support tube is used) making sure the pipe is fully home.
5. Having fitted all ancillary equipment in the line (using support tubes in all joints) to the pressure jet burner (including a de-aerator and the bypass screw in the burner pump) fire up the burner. The burner should be able to pull the fuel through but if the pipe is long with a lift to the burner the prime button can be pressed whilst the burner is running to open all the Tanktop valves. This will bypass the anti-siphon valve making it easier for the burner to prime the line.

Fitting on a Plastic Tank

(If the plastic tank has a moulded 1” insert, use the steel tank fitting instructions above).

1. Drill a 30mm hole in a flat area on top of the primary tank.
2. Thread the float and suction pipe through the 30mm hole.
3. Orientate the 10mm hydraulic or compression fitting to the desired pipe direction, screw the 3 legs down with the screws provided.
4. Cut the 10mm oil line to be used, with a tube cutter NOT a hacksaw.
5. Insert the 10mm pipe into the hydraulic or compression fitting (if using compression fittings make sure a support tube is used) making sure the pipe is fully home.
6. Having fitted all ancillary equipment in the line (using support tubes in all joints) to the pressure jet burner (including a de-aerator and the bypass screw in the burner pump) fire up the burner. The burner should be able to pull the fuel through but if the pipe is long with a lift to the burner the prime button can be pressed whilst the burner is running to open all the Tanktop valves. This will bypass the anti-siphon valve making it easier for the burner to prime the line.

TIP: Always use support tubes TM4172 inside soft copper oil lines to ensure air tight joints when using compression joints.

Replacing the Tanktop Filter

1. If fitted remove Tanktop cover.
2. Remove the three M4 socket cap head bolts.
3. * Using a flat screw driver insert into slot above the oil line fitting and gently twist to separate the filter housing.
4. Remove the two O-rings and the filter.
5. Fit the new large O-ring from the filter kit.
6. Fit the new filter from the filter kit.
7. Fit the new small O-ring ring from the filter kit.
8. Replace the top back into the body ensuring that the screw driver slot is over the oil line fitting.
9. Refit the three M4 socket cap head.

*** NOTE:** This filter chamber will be full of fuel.