

Automatic Submersible Bilge Pump 500 / 750 / 1100 GPH 12V / 24V

- Compact, all-in-one unit
- Automatic operation with mercury-free, integrated electrical level switch
- Liquid cooled, with stainless steel shaft for extended motor life
- Universal base with removable clip on base with integrated screen and detachable, optional check valve
- Easy hose assembly without risk of stress from overtightened hose clamps
- Three-wire design allows for automatic and manual/override mode
- Complies with ISO 8848, ISO 8849, ISO 10133, EN 55014 Marine
- Designed to be interchangeable with similar type bilge pumps.

Installation:

Please follow the installation instructions carefully to ensure 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. Remove the foam block that supports the float during shipping. **Failure to do this** prevents the pump from starting, even when water is present.
2. Position the pump in the lowest part of the bilge on a flat, level surface with the outlet pointing toward the transom. Make sure the hull thickness is at least ½" thick. If not, place a block of ½" marine plywood (slightly larger than pump base) under the pump. Be sure that the pump cover can be removed for cleaning in this position. Glue the plywood to the hull with a waterproof adhesive (epoxy, silicone adhesive, or fiberglass resin). See Figure 1.
3. Be sure outlet nozzle is level. If pointed upward or downward, an airlock may form in the pump. (See Figure 1.) **The float end of the pump must be level with or above the pump end** (See Figure 1). This prevents the pump from running out of water while the float is still high enough to activate the pump. **NB! Do not allow the pump to run dry!**
4. Mark location of the mounting holes and carefully drill pilot holes in marked area and drive a screw in each hole **WARNING:** When drilling holes do not drill through the hull! 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 "snap" into place. Slide hose clamps (one to clamp hose to the pump, the other for the thru-hull connector) over end of the hose. Force hose over the discharge port of the pump. Install clamp. If installing the optional 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. **NB! The employment of a check valve is to stop any eventual backflow into the pump. By its nature, a check valve will reduce maximum flow and increase amp draw.** When winterizing your boat, remove the check valve.
6. Route hose on an upward incline to the thru-hull connector. Avoid dips in hose that can trap water and airlock the pump. Avoid putting excess tension on hose, which can damage the pump outlet.
7. Force the hose over the thru-hull barbs and clamp into place.

Thru-hull connections

1. Position thru-hull fittings at least 12" above the water line to prevent water from coming back into the hull. On sailboats, mount the thru-hull high enough on the center of the transom to be above the water line at all times.
2. Place fitting, if possible, on the same side as the steering wheel so the driver can see discharge of water when the pump is working properly.
3. Drill hole to match outside diameter of the thru-hull connector thread.
4. Place a small bead of suitable marine sealant around inside of the thru-hull connector flange. **WARNING:** Do not allow sealants containing acetic acid (vinegar smell), such as silicone rubber sealant, to contact the plastic pump housing or thru-hull connector. Such sealants can attack the plastic, causing the pump housing to crack, resulting in pump failure.
5. Insert thru-hull connector through the hole and tighten to hold the thru-hull connector firmly in place. **CAUTION:** Do not overtighten the nut.

Wiring instructions

WARNING: Be certain that power source does not exceed the rating of your pump (12V or 24V, depending on the pump model) Higher voltage will damage the pump. Wiring area: 0.75 mm² / 18 AWG

1. Connect wires of the pump as shown in Figure 1
2. Install a Three-Way Switch that allows for automatic or manual switching modes (Connect switch to positive battery terminal (+), White (+) wire from pump to Automatic Operation on switch, Brown (+) wire from pump to Manual Operation on switch and Black (-) wire from the pump to

negative battery terminal (-). Figure 1 shows the wiring scheme for albinus' Bilge Pump Panel, part no. 01-66-027.

3. Route wires out of the way and secure them to the bulkhead to avoid pulling.
4. Using butt connectors sized for 16-gauge wire, splice fuse holder into positive lead between the battery and switch. Position fuse holder in a location that is easily accessible for changing fuses.
5. **IMPORTANT:** Important use a fuse that are inline with the amp. draw of the pump. See pump label. **WARNING: FAILURE TO PROPERLY FUSE AND MAKE THE APPROPRIATE WATERPROOF CONNECTIONS WILL VOID THE PRODUCT WARRANTY.**
6. Turn the pump on and twist the Test Knob clockwise to check operation. Feed water into the pump. If output appears to be too low, check the wire connections. Reversed connections result in opposite impeller rotation that drastically reduces capacity and can cause premature pump failure may damage the pump materials. **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

Care and maintenance

IMPORTANT! Before attempting any maintenance, always disconnect the pump from the battery first!

Occasionally check your pump to be certain debris is not jamming the impeller and/or float within the housing. Use the test knob by rotating in a clockwise direction. To clean the water chamber, remove pump housing from the mounting base by pressing in tabs on sides. Lift the pump housing away. (See Figure 2) To clean the impeller, remove the impeller guard screw and lift the impeller guard. Remove all debris that has accumulated in pump chamber and around the impeller. Ensure that all debris is removed from strainer slots around the pump base. Inspect the impeller to ensure that it is firmly attached to shaft and is not cracked or broken. Replace impeller guard, screw, and pump housing on base. Be certain that all tabs are fully engaged. Periodically check the electrical connections to ensure they are water-resistant and mounted high and dry. Do not use household cleaners on the pump.

3-Way Bilge Pump Panel (ON - OFF - AUTO)
 albinus part no. 01-66-027 - 12V/24V

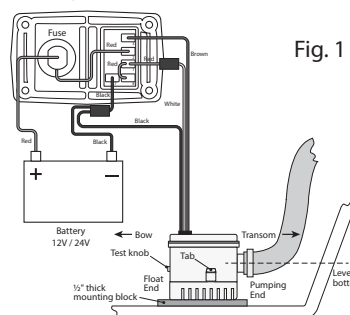


Fig. 1

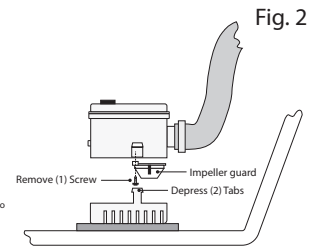


Fig. 2



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



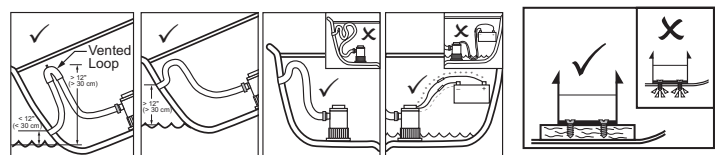
Caution! Do not allow to run dry



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 freshwater and saltwater only. **DO NOT** use pump to remove gasoline, oil or other flammable liquids. 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.



CE EN 55014-1
 ISO 8846
 ISO 8849
 ISO 10133

Waste handling & material recycling
 At the product's end of life, please dispose of the product according to applicable law. Where applicable, please disassemble the product and recycle the parts according to material.

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 since 1928

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