

# ATD5217 *MADE IN MEXICO* FOR 120 LB. DRUMS



## AIR OPERATED CHASSIS PUMP

50:1 RATIO, OUTPUT – 80 CU. IN./MIN.  
MIN. AIR PRESSURE – 30 PSI  
MAX. AIR PRESSURE – 120 PSI  
MAX. OUTPUT PRESSURE – 7500 PSI  
RECOMMENDED OPERATING PRESSURE 80-100 PSI  
GREASE TYPE: NLGI #2 (maximum for effective performance)

RETAIN THIS MANUAL FOR FUTURE REFERENCE TO IMPORTANT WARNINGS AND OPERATING AND MAINTENANCE INSTRUCTIONS.

PROPER USE AND MAINTENANCE OF THIS EQUIPMENT IS THE RESPONSIBILITY OF THE OWNER AND/OR OPERATOR.

DO NOT USE THIS EQUIPMENT UNLESS YOU HAVE CAREFULLY READ AND UNDERSTAND THE INSTRUCTIONS AND WARNINGS IN THIS MANUAL.

### **! WARNING !**

**NEVER** exceed the stated maximum working pressure of the pump or of the lowest rated component in your system.  
**NEVER** modify any part of this equipment.  
**NEVER** use combustible gas with this equipment.  
**NEVER** attempt repairs while the system is under pressure.  
**NEVER** attempt to disassemble the equipment while the system is under pressure.  
**ALWAYS** tighten fluid connections before using this equipment  
**ALWAYS** read/follow the fluid manufacturer's recommendations regarding fluid compatibility.  
**ALWAYS** read/follow the fluid manufacturer's recommendations regarding the use of protective clothing and equipment.  
**ALWAYS** use an air line filter/moisture eliminator at the air inlet for the pump.  
**ALWAYS** use air line lubrication.  
**REGULARLY** check all equipment and repair/replace worn or damaged parts immediately.

**FAILURE TO HEED THESE WARNINGS INCLUDING OVERPRESSURIZING, ALTERING PARTS, USE OF INCOMPATIBLE FLUIDS, MISUSE, OR USE OF DAMAGED/WORN PARTS MAY RESULT IN EQUIPMENT DAMAGE, PROPERTY DAMAGE, FIRE, EXPLOSION AND/OR SERIOUS PERSONAL INJURY.**

### **SAFETY INSTRUCTIONS**

Extreme caution should be used when operating this equipment as it generates very high fluid pressure. Leaks from loose or ruptured components or material from dispensing valve can inject fluid through the skin causing serious bodily injury and possible need for amputation. Always wear protection to prevent material splashing onto skin or into eyes.

**IMPORTANT:** GET EMERGENCY MEDICAL CARE IMMEDIATELY IF ANY FLUID APPEARS TO PENETRATE THE SKIN! INFORM PHYSICIAN OF EXACTLY WHAT WAS INJECTED. PLEASE DO NOT TREAT THIS INJURY AS A SIMPLE CUT.

## ***! WARNING ! – RELIEF PROCEDURE***

**DO NOT EVER** point the dispensing valve at another person.

**DO NOT EVER** attempt to stop material from the dispensing valve or a leaking connection with your hand or body.

**BEFORE EACH USE**, check equipment for proper operation and to insure safety devices are in place and working properly.

**NEVER** modify this equipment. Modification could cause equipment malfunction and result in serious bodily injury.

**When flushing the pump with solvents, ALWAYS** hold a metal part of the dispensing valve firmly to the side of a grounded metal pail and operate pump at the lowest possible fluid pressure to reduce the risk of injury from splashing or static sparking.

**WARNING:** This pump can develop 7500 PSI working pressure at 120 PSI maximum incoming air pressure. Be sure that all system equipment and accessories are rated to withstand the maximum working pressure of this pump. **NEVER** exceed the maximum working pressure of the lowest rated component in the system. **IMPORTANT:** “Whip” hoses for dispensing valve are fluid pressure rated at 4500 PIS. **NEVER** exceed 90 PSI, air pressure to pump when using “whip” hoses.

**WARNING:** Water and even moist air can cause this pump to corrode. To aid in the prevention of this corrosion, **NEVER** leave the pump filled with water or air. After normal flushing, flush the pump once more with mineral spirits or an oil based solvent, relieve pressure and leave the mineral spirits in the pump. **BE SURE TO CORRECTLY FOLLOW THE PRESSURE RELIEF PROCEDURE.**

### **PRESSURE RELIEF PROCEDURE**

**ALWAYS FOLLOW THIS PROCEDURE** to reduce the risk of serious bodily injury, including splashing into the eyes. After shutting off the pump; checking/servicing any part of the system; installing/cleaning or changing any part of the system, **ALWAYS** follow this procedure:

1. Disconnect the air supply to the pump.
2. Aim the dispensing valve away from yourself and others.
3. Aim the dispensing valve into an appropriate container and open until all pressure is relieved.

If you believe that the dispensing valve or hose is completely clogged or that pressure in the pump has not been fully relieved after following the above procedure, **VERY SLOWLY** loosen the hose end coupling to relieve the pressure gradually and then loosen completely. Then proceed to clear the valve or hose.

**WARNING:** ALWAYS follow the Pressure Relief Procedure after shutting off the pump.

**WARNING:** ALWAYS follow the Pressure Relief Procedure when checking/servicing any part of the system and when installing, cleaning or changing any part of the system.

### **INSPECTION INSTRUCTIONS**

If you believe that you have overpressurized the equipment, or if your equipment requires adjustments or repair, contact your Authorized Distributor or Service Center for inspection of the pump.

**ATD WARRANTY & SERVICE CENTER MAY BE CONTACTED AT 1-800-328-2897**

### **INSTALLATION**

It is recommended that you use an **air line filter/regulator/lubricator** to remove harmful dirt and moisture from the compressed air supply and to provide automatic lubrication to the air motor. **Blow-dry the lines and hoses with air before connecting them to the system.**

## Instruction for Assembly of ATD5217 Lubrigun

### Assemble Drum Cover to Pump

Insert end of pump tube (ATD5217-1) through hole in the drum cover (45733). Line up holes in drum cover (45733) with the pump outlet body (ATD5217-1). Place the screws (50060) in their respective holes in the drum cover (45733) and tighten drum cover (45733) to the bottom of the pump body (ATD5217-1)

**NOTE:** Many of the smaller parts might have already been installed for you, such as the muffler (2601) pump cover (91407) and extension (10181).

**Assemble** the four casters (66060ME) to the roll around base (ATD5372)

**1:** Place a fresh drum of lubricant centrally located on the roll around base between the four base clamps

**2:** Base clamps are adjustable to fit the various diameter drums.

**3:** Clamp drum rigidly to the base by tightening the clamp studs securely.

**Insert** follower plate (ATD5325) onto the bottom of the pump tube (ATD5217-1) and slide the follower plate (ATD5325) up the pump tube.

**Lower** pump tube into lubricant until drum cover (45733) rests on top bead of drum.

**Insert** the three (3) adjusting screws (50415) into the drum cover (45733) and tighten securely to hold the pump (ATD5217-1) to the drum.

**Install** the muffler (ATD5317)(not shown) in the exhaust port of the air motor head. Locate the muffler (ATD5317) on the schematic. Ensure that the muffler (ATD5317) is inserted in the correct orifice.

Assemble the lubricant hose (ATD5361) to the pump outlet body. If the union adapter (66645ME) was purchased, thread the union adapter into the lube opening followed by the hose (ATD5361) into the union adapter. The connections must be **leakproof. Do not connect the ATD5218 Control Valve Yet. You want**

## ***INSPECTION INSTRUCTIONS***

If you believe that you have overpressurized the equipment, or if your equipment requires adjustments or repair, contact ATD's service center at 1-800-328-2897 for inspection of the pump.

The Air coupler (815ME) and nipple (11660) are packed in a separate bag.

Thread Air Nipple (11660) into extension (10181) connected through pump cover opening; Thread into pump head opening. Use Teflon tape to seal threads to prevent air leakage if necessary.

Assemble air coupler (815) to an air hose of sufficient length so that the lubrigun can be moved to cover the entire lubrication area with the hose attached. When air coupler (815) is attached to air coupler nipple (11660), lubrigun is ready for operation. To release air coupler (815), draw back on the coupler sleeve (815) and slide away from the nipple (11660).

**NOTE: DO NOT INSTALL ATD5218 CONTROL VALVE YET!**

**Did you install?**

A regulator? We suggest that for accurate control of the pump, you use an air regulator.

**DID YOU:**

**Purchase a Filter / Regulator for your pump? The Filter / Regulator should have an automatic dump mechanism to purge the water out of the incoming air. Water in the compressed air system is the biggest "Killer" of Air Operated Equipment.**

**YES:**

Proceed

**NO:**

**Think about it! It is cheap insurance to keep your pump running at maximum efficiency and the pump will last longer.**

## **Initiating Air Motor and Pump Operation**

**To Start Pump:** Turn on air from Air Regulator **slowly**. You will hear the air enter the air motor. Pump will start quickly and then reach prime at a stall pressure. It might take as much as 60-70 PSI to get the pump started initially. Recommended Air Pressure to operate the pump under normal conditions is 80PSI. Pump will activate as low as 15-20PSI. For first time operation, pump will start at 50-60 PSI. After that pump will activate at the lower pressure.

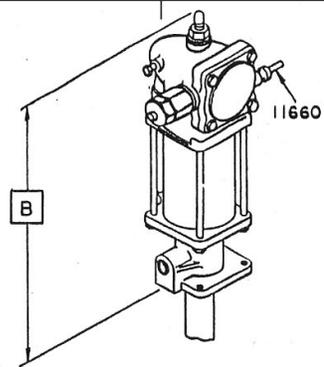
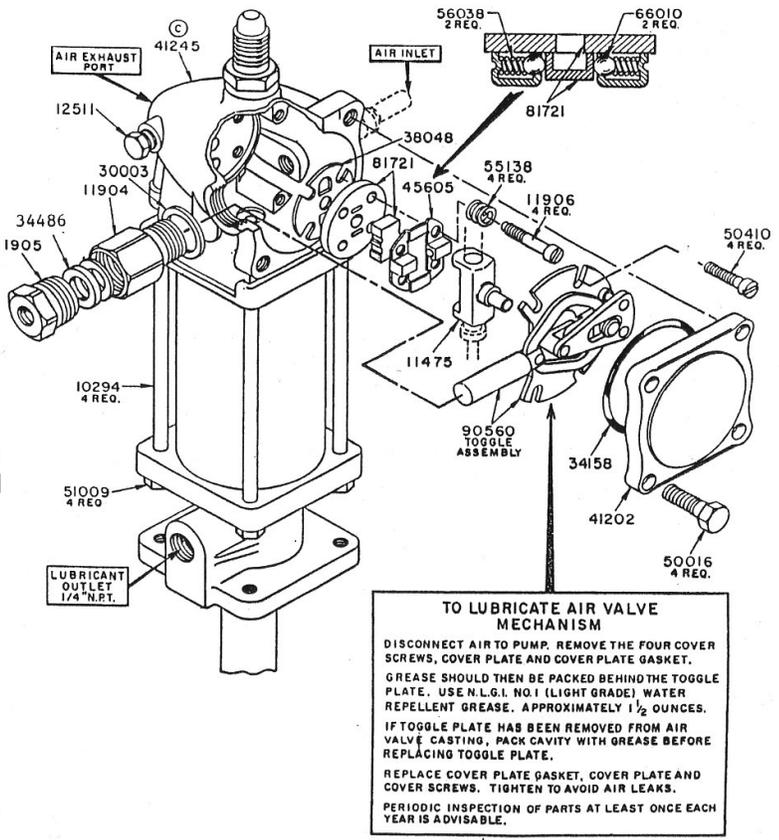
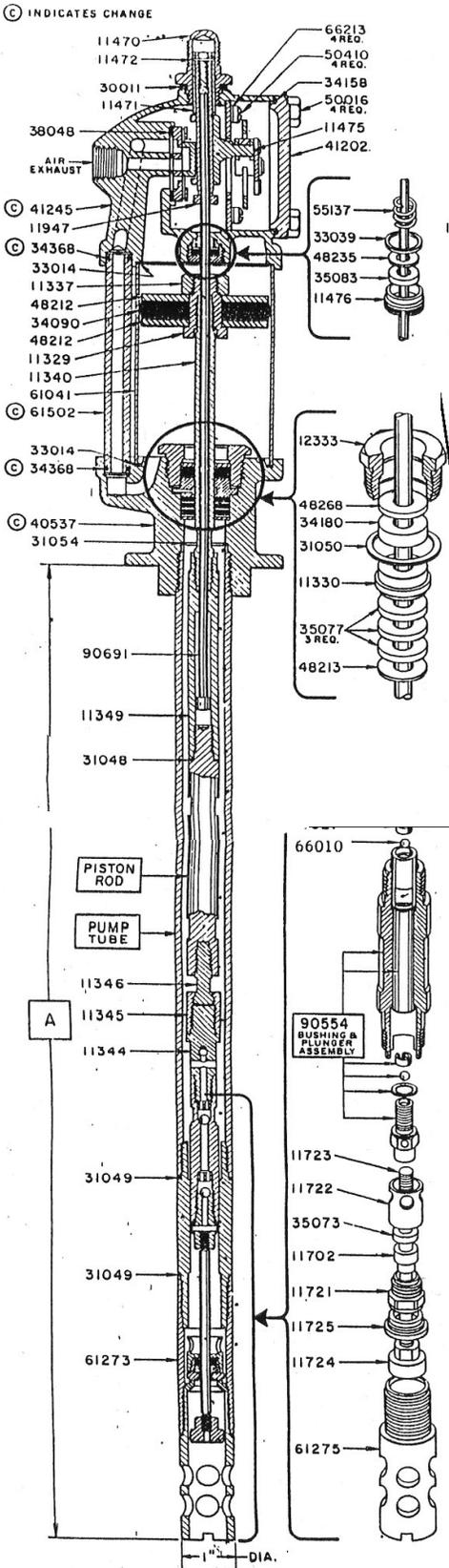
Pump will start quickly and then reach prime at a stall pressure when the control valve is attached.

<p><b>Allow pump to operate:</b> Pumping Grease into the hose. Allow approximately 1/3 Cup of Grease to flow out of the Hose. <b>This is to insure that any particles or contaminants or residue inside the hose do not enter the ATD5218 Control Valve.</b> Stop Pump; <b>Install</b> the ATD5218 Control Valve on the hose; The optional “Z” swivel (ATD5253) can also be installed at this time. Make sure connections are tight; Resume operation of the pump. The pump should reach stall pressure and stop.</p>	
<p><b>Are you in a messy Environment?</b></p>	<p><b>The second biggest killer of these pumps is foreign material such as grit, dirt, rocks, metal shavings, grass, plastic shavings being introduced into the pump tube.</b>  <b>We suggest the ATD5356 pump tube strainer to avoid this problem.</b></p>
<p><b>Test the System</b></p>	<p><b>Pull the Trigger slowly and Grease should be ejected from the nozzle. Don't point it at anyone!</b></p>
<p><b>Never Put your Finger or Other Bodily parts near the valve control nozzle when pulling the trigger on the control valve ATD5218.</b></p>	
<p>To know the amount of lubricant pressure in your system or the hose, multiply the amount of air pressure by 50. For example, if there is 100 psi of air pressure indicated on the regulator (100 psi of air entering) then there is 5000 psi of grease pressure in the lubricant line.</p>	
<p><b><i>Note: Plastic Liner</i></b></p>	<p>If the grease gun has a plastic liner and your pump operates but no grease is delivered, the downtube of the pump could be trying to pick up the plastic liner and the downtube is blocked. <b>SOLUTION:</b> Reseat the pump in the grease by lifting the pump approximately 12” and reseating it on top of the drum. You can permanently raise the pump up at least 1”-2” out of the drum on blocks or install a grease strainer (ATD5356) on the downtube to prevent the liner from being picked up.</p>
<p><b><i>Note: Pump life &amp; Air motor lubrication</i></b></p>	<p>Please read the troubleshooting guide now. Your pump air motor has been packed with grease at the factory. In addition, approximately 4-8 fl oz's of common lubricating motor oil has been injected into the air inlet port of the air motor. To ensure the continuing operating efficiency and long life of your air motor pump, we recommend that you inject at least 2 fl oz's of common lubricating motor oil in the inlet port every week.  <u><b>Do not use any synthetic oil like Marvel Mystery Oil. This will swell the Buna-N packings of the pump and cause irreparable damage to the pump.</b></u></p>
<p><b>Rev: 05-04-05</b></p>	

# Trouble Shooting Guide for Pumps ATD5217 – ATD5219 –ATD5289

PROBLEM:	SOLUTION:
<b><i>Warning:</i></b>	<b>If the Air is connected to the pump, <i>consider the pump to be live</i>. Do not attempt to work on the pump or the system without disconnecting the Air Inlet and relieving pressure in the system, both air pressure and lube pressure. Make sure there are no live air pockets in the air motor and all air has been bled from the Air Motor.</b>
Pump does not Operate	Check In-Line Air Pressure to the pump. Recommended Air Pressure is 80 PSI – 100 PSI.
Pump is Leaking Air	Check the Inlet Air Nipple. Use Teflon tape to seal the threads at the Air Inlet. Silicon is not recommended since it can escape into the interior of the Air Motor and cause damage to the valves. Check the Quick Disconnect Coupler connection to the Air Hose. Use Teflon tape to seal the threads at the Connection
Pump blows air through the Muffler	Check to see that the Air Inlet Nipple is installed in the correct location. Check that the Brass Plug is installed in the Air Motor head and is not leaking air.
<b><i>Question:</i></b>	Are you using a <b>Filter / Regulator</b> on the pump?
<b><i>Answer:</i></b>	We strongly suggest the use of a Filter / Regulator on the pump. The Filter should be a moisture evaporator with an automatic dump on it so water is eliminated and purged from the air before entering the pump. If you do not have a Filter / Regulator on the pump, chances are the pump head could be full of water and this will corrode the inside of the pump and moving parts, thereby reducing the life of the pump.
Pump does not pump material	Check to see if there are any blockages in the Lubricant lines.
Pump operates, pumps material but does not shut off.	Reason: Pump is not reaching stall pressure. <b>1:</b> Check that all hoses, lubricant lines and controls valves are connected and the connections are tight. There should be no leaks. <b>2:</b> Check that the hoses are <b>SAE approved Grease Hoses</b> and made for pumping High Pressure Grease. <b>DO NOT use Oil Hose or garden hose for pumping High Pressure Grease.</b>
Air Motor on Pump operates but no material comes out	<b>1:</b> Check the follower plate. Make sure there are no air pockets in the grease underneath the follower plate. Push down lightly on the follower plate to ensure a positive prime. <b>2:</b> Check that all hoses and control valves are fully connected <b>3:</b> Check to see that there are no blockages in the lines, hoses or control valves.
Pump, hoses and valves are connected and pump does not pump when I pull the trigger on the control valve	<b>See Trouble Shooting Sequence On Following Page:</b>

QUESTION	YES	NO
Does the pump Air Motor operate when it is removed from the Grease?	Yes? Then put the pump back in the grease. Remove the hose from the pump	No? Check Air Inlet for Pressure, and check Air Motor for Leaks at the Air Nipple, Muffler or Seals. If there are no air leaks and Air is fully engaged at least 80 psi, take the rubber part of a mallet and slightly tap the front cover of the Air Motor (41202) with the rubber part only. Sometimes and very rarely the Toggle Valve sticks and needs to be prodded off of the neutral position.
Does it pump grease now when inserted in the drum?	Yes? There is a blockage in the Hose or the Control Valve. Remove the Control Valve from the hose and connect the hose to the pump.	No? Return to a step above.
Does the grease pump through the hose?	Yes? Then the blockage is in the Control Valve. Attach the control valve to the hose. Remove the coupler from the Control Valve. Most likely the blockage is at the control valve.	No? Then the blockage is in the hose.
Does the grease pump through the Control Valve?	Yes? There was blockage in the coupler of the control valve. Clean the Coupler out with Mineral Spirits.	No? There is a blockage in the main body of the Control Valve. Control Valve needs to be disassembled and cleaned.
<i>Is there Blockage in your Lubricant Lines, Hoses, Pumps and Control Valves Common?</i>	If yes, we suggest the use of a foot valve strainer: <b>ATD5356</b> (82103ME).	
<b>Note:</b>	<b>To prevent Blockage in the pump, hose, lubricant lines or control valve with contaminated grease, or to prevent contaminated grease from entering your bearings, we suggest the use of a Grease Strainer: ATD5356 (82103ME).</b>	
Has your Pump been Outside in the elements? Has water entered the pump?	Yes? There is a possibility that water has accumulated inside the Air Motor. Over time this can cause damage to the Air Motor. All pumps are packed at the factory with a water repellent grease. Over time with water accumulating inside the Air Motor, the grease can be flushed out.	
<b>Note:</b>	<b>To ensure the proper operation of your Pneumatic pump, we suggest an Air Lubricator, Moisture Evaporator and Regulator on each Pump OR at the very least a Filter /Regulator with an automatic dump mechanism on it to purge water out of the air.</b>	
<b>Note:</b>	Don't Bang on the pump with a hammer or blunt instrument. The pumps are rugged and made for professional and industrial use but are made of Aluminum and if any parts are dented, it will affect the operation of the pump.	
<b>Warning:</b>	<b>If the Air is connected to the pump, consider the pump to be live. Do not attempt to work on the pump or the system without disconnecting the Air Inlet and relieving pressure in the system, both air pressure and lube pressure. Make sure there are no live air pockets in the air motor and all air has been bled from the Air Motor.</b>	
<b>Revision: 05-04-05</b>		

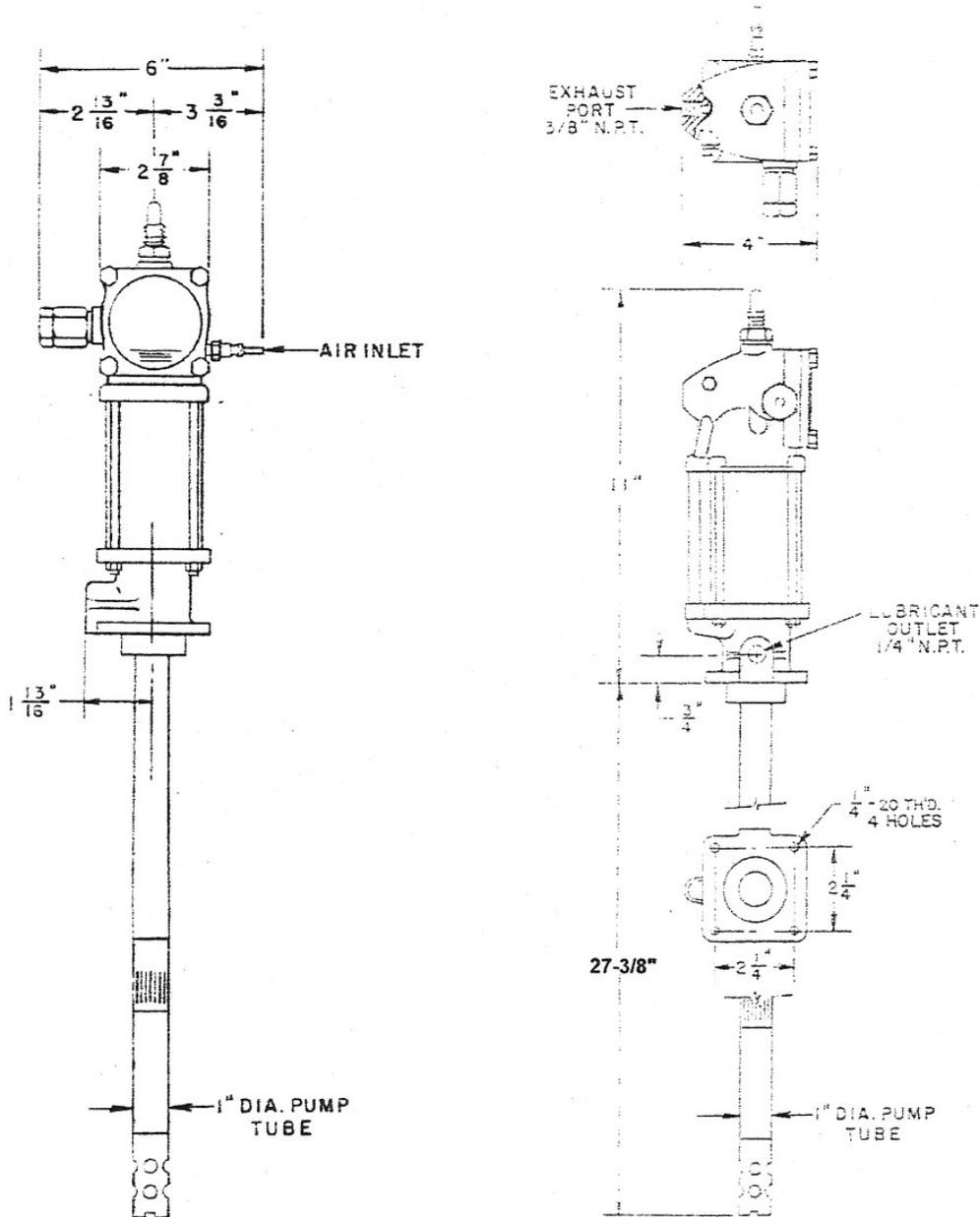


**2 1/2" DIA. AIR MOTOR  
CHASSIS HIGH PRESSURE PUMPS  
50:1 RATIO**

BASIC PUMP NO.	PISTON ROD	PUMP TUBE	DRUM SIZE	DIMENSION "A"	DIMENSION "B"	PUMP SERIES	USED ON MODELS
ATD-5217-1	13020	61407	120 LB.	27 3/8"	11"	"E"	ATD-5217



**2-1/2" AIR MOTOR OPERATED PUMPS**  
**MODEL ATD5217 Pump Assembly (ATD5217-1-Pump)**  
**(CHASSIS --- 50:1 RATIO)**



**REPAIR KITS AVAILABLE FOR**  
**SERVICING 2-1/2" AIR MOTOR HIGH PRESSURE PUMPS**

- Repair Kit No: **ATD5320** Simple Overall Repair Kit for Pump
- Repair Kit No: **R83054ME** Complex Overall Repair Kit for Pump
- Repair Kit No: **ATD5322**: Air Motor Repair Kit
- Repair Kit No: **ATD5323**: Down Tube Repair Kit

# REPAIR KIT LISTINGS FOR THE ATD5217 (ATD5217-1);

## COMPLEX REPAIR KIT FOR AIR MOTOR AND DOWNTUBE 83054-ME FOR MODELS ATD5217-1, ATD5289-1, ATD5219-1

QTY	MODEL	DESCRIPTION	QTY	MODEL	DESCRIPTION
1	11340	AIR MOTOR PISTON ROD	2	33014	AIR CYLINDER GASKET
1	11472	TRIP PIN	1	33039	PACKING NUT GASKET
1	11475	TRIP SHOE	1	34090	AIR PISTON PACKING
1	11702	CHECK WASHER	1	34206	O RING
1	11721	PRIMING CHECK	1	34158	COVER GASKET
1	11723	PLUNGER ROD	1	34180	GLAND PACKING
1	11724	PRIMING PLUNGER	2	34368	O RING
1	11725	PRIMING CHECK SEAT	1	35073	PRIMING CHECK PACKING
1	11726	CHECK SEAT	3	35077	GLAND PACKING
1	30003	PACKING NUT GASKET	1	35083	TRIP ROD PACKING
1	30011	VALVE CAP GASKET	1	38162	VALVE SEAT GASKET
1	31047	CHECK SEAT GASKET	1	55137	TRIP ROD PACKING SPRING
1	31048	CONNECTOR GASKET	2	56038	SPRING
2	31049	BUSHING GASKET	1	61041	AIR CYLINDER
1	31050	GLAND GASKET	4	66010	EQUALIZER BALL
1	31054	PUMP TUBE GASKET	4	66213	LOCK WASHER

### DOWNTUBE REPAIR KIT ATD5323

## FOR MODELS ATD5217-1, ATD5289-1, ATD5219-1

QTY	MODEL	DESCRIPTION
1	11702	CHECK WASHER
1	11721	PRIMING CHECK
1	11723	PLUNGER ROD
1	11724	PRIMING PLUNGER
1	11725	PRIMING CHECK SEAT
1	11726	CHECK SEAT
1	31047	CHECK SEAT GASKET
2	31049	BUSHING GASKET
1	35073	PRIMING CHECK PACKING
2	66010	EQUALIZER BALL

## SIMPLE REPAIR KIT FOR AIR MOTOR AND DOWNTUBE ATD5320 FOR MODELS ATD5217-1, ATD5289-1, ATD5219-1

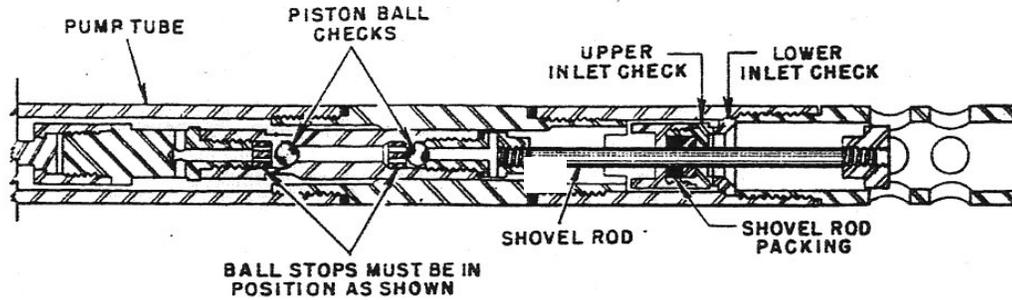
QTY	MODEL	DESCRIPTION	QTY	MODEL	DESCRIPTION
1	11340	AIR MOTOR PISTON ROD	2	33014	AIR CYLINDER GASKET
1	11472	TRIP PIN	1	33039	PACKING NUT GASKET
1	11702	CHECK WASHER	1	34206	O RING
1	11721	PRIMING CHECK	1	34158	COVER GASKET
1	11723	PLUNGER ROD	1	34180	GLAND PACKING
1	11724	PRIMING PLUNGER	2	34368	O RING
1	11725	PRIMING CHECK SEAT	1	35073	PRIMING CHECK PACKING
1	11726	CHECK SEAT	1	35083	TRIP ROD PACKING
1	30003	PACKING NUT GASKET	1	38162	VALVE SEAT GASKET
1	30011	VALVE CAP GASKET	1	55137	TRIP ROD PACKING SPRING
1	31047	CHECK SEAT GASKET	2	56038	SPRING
1	31048	CONNECTOR GASKET	4	66010	EQUALIZER BALL
1	31050	GLAND GASKET	4	66213	LOCK WASHER
1	31054	PUMP TUBE GASKET			

### AIR MOTOR REPAIR KIT ARD5322

## FOR MODELS ATD5217-1, ATD5289-1, ATD5219-1

QTY	MODEL	DESCRIPTION	QTY	MODEL	DESCRIPTION
1	11340	AIR MOTOR PISTON ROD	1	34158	COVER GASKET
1	11472	TRIP PIN	1	34180	GLAND PACKING
1	11475	TRIP SHOE	2	34368	O RING
1	30003	PACKING NUT GASKET	3	35077	GLAND PACKING
1	30011	VALVE CAP GASKET	1	35083	TRIP ROD PACKING
1	31048	CONNECTOR GASKET	1	38162	VALVE SEAT GASKET
1	31050	GLAND GASKET	1	55137	TRIP ROD PACKING SPRING
1	31054	PUMP TUBE GASKET	2	56038	SPRING
2	33014	AIR CYLINDER GASKET	1	61041	AIR CYLINDER
1	33039	PACKING NUT GASKET	2	66010	EQUALIZER BALL
1	34090	AIR PISTON PACKING	4	66213	LOCK WASHER
1	34206	O RING			

### SERVICE OF LOWER PUMP TUBE ASSEMBLY



Loss of pressure, volume or continuous operation of pump when not in normal use indicates:

- A. Foreign material lodged under Piston Ball Checks or between Upper and Lower Inlet Checks.

To correct this condition the Piston Ball Checks and Inlet Checks should be removed, thoroughly. If sealing surfaces between Upper and Lower Inlet Checks are rough or pitted, place or resurface if damage is slight.

- B. Shovel Rod Packing worn or damaged. Before installing new Packing, inspect surface of Shovel Rod and replace if rough or pitted. Do not grip Shovel Rod when disassembling the tube assembly.

If pump continues to operate when not in normal use and lubricant level in drum drops, inspect lubricant supply line between pump and outlet for leaks or break in line.

### COMPLETE PUMP PARTS LIST

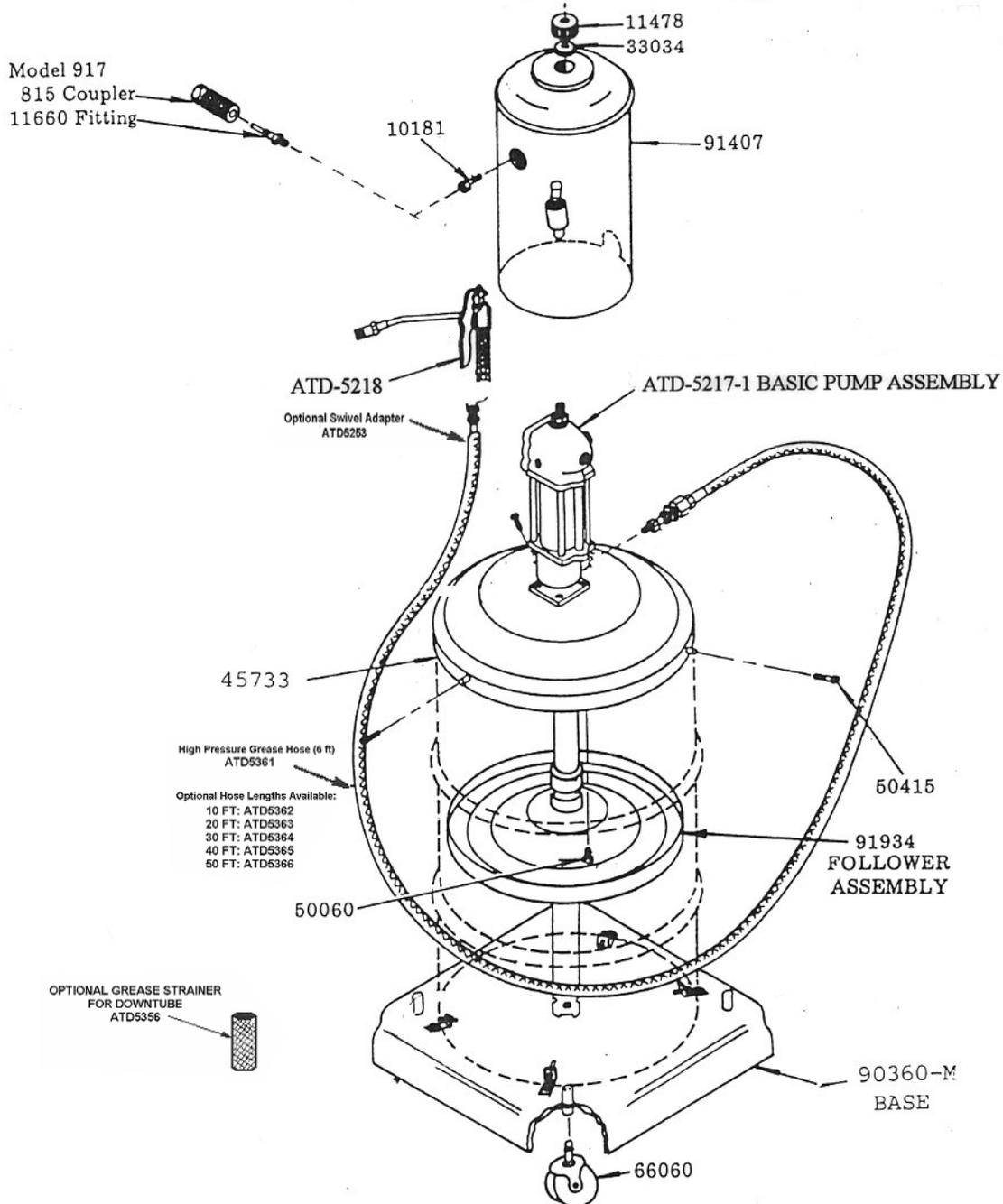
PART NO.	DESCRIPTION	PART NO.	DESCRIPTION	PART NO.	DESCRIPTION
10294	Tie Rod	12211	Coupling Nut*	48213	Gland Packing Washer
11329	Air Piston Bolt	12333	Gland Packing Nut	48235	Packing Washer
11330	Gland Packing Spacer	12511	Pipe Plug	34486	O-Ring
11337	Air Piston Nut	13020	Piston Rod	48237	Plunger Packing Washer*
11340	Air Motor Piston Rod	13363	Valve Cap	48268	Gland Packing Washer*
11344	Plunger Adapter	30003	Packing Nut Gasket	T-2489	Valve Cover Screw*
11345	Coupling Nut	30011	Valve Cap Gasket	50016	Valve Cover Screw
11346	Coupling Stud	31047	Check Seat Gasket*	50410	Toggle Plate Screw
11349	Piston Rod Connector	31048	Connector Gasket	51009	Tie Rod Nut
11470	Valve Cap	31049	Bushing Gasket	55137	Trip Rod Packing Spring
11471	Trip Rod Collar	31050	Gland Gasket	55138	Valve Seat Spring
11472	Trip Rod Pin	31054	Pump Tube Gasket	56038	Spring
11475	Trip Shoe	33014	Air Cylinder Gasket	57027	Ball Stop
11476	Trip Rod Packing Nut	33039	Packing Nut Gasket	61041	Air Cylinder
11660	Air Inlet Nipple	34090	Air Piston Packing	61273	Bushing Extension
11702	Check Washer	2-206	Plunger Packing*	61275	Priming Tube
11721	Priming Check	34158	Cover Gasket	61321	Pump Tube*
11722	Check Stop	34180	Gland Packing	61407	Pump Tube
11723	Plunger Rod	34368	O-Ring	61502	Air Passage Tube
11724	Priming Plunger	35073	Priming Check Packing		
11725	Priming Check Seat	35077	Gland Packing		
11726	Check Seat*	35083	Trip Rod Packing	66010	Equalizer Ball
11761	Piston Rod	38048	Valve Seat Gasket	81721	Valve Slide and Seat Assembly
11904	Packing Nut	38162	Valve Seat Gasket*	90554	Plunger and Bushing Assembly
11905	Packing Cap	40537	Outlet Body	90560	Toggle Plate Assembly
11906	Valve Seat Bolt	41202	Cover Casting	90691	Trip Rod Assembly
11947	Trip Sleeve	41245	Air Valve Casting		
	Coupling Stud*	45605	Valve Guide Plate		
12210	Coupling Adapter*	48212	Air Piston Washer		

# PORTABLE LUBRIGUN

120 LB. DRUM SIZE

50:1 RATIO

## Model ATD-5217



# ATD

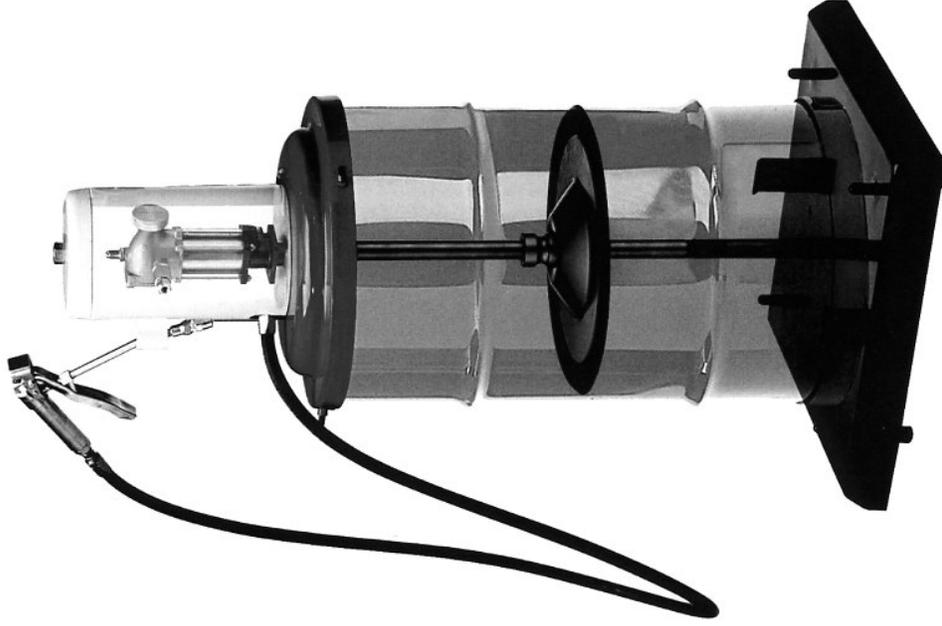
ADVANCED TOOL DESIGN

# ATD5217

## Description

### 120 Drum Grease Pump Assembly:

1. Includes 50:1 Double Acting High Pressure Pump(ATD5217-1)
2. 6'(1.85mts) High Pressure Grease Delivery Hose(ATD5361)
3. Grease Delivery Control Valve(ATD5218)
4. Rapid Disconnect Coupler(LT815ME)
5. Muffler(ATD5317)
6. Pump Tube Length made for 120 lb Drum & 1.0" Diameter
7. Follower Plate (with outer rubber wiping ring on the drum and inner rubber wiping ring on the pump tube)Diameter 1.0"(ATD5325)
8. Air Motor Cover(91407ME)
9. Steel Drum Cover with screw downs for 120 LB Drum(45733ME)
10. Roll-a-Around Base with 4 casters for easy maneuverability(ATD5372)
11. Steel Drum Not Included.
12. Weight: 48LBS (21.8KG)
13. Box Dimensions: Length: 39.0"(100cm) X Width:19-1/2"(49.5cm) X Height: 8.0"(20.32cm)
14. Complete Repair Kits Available(See Below).
15. Two Year Warranty against Materials, Workmanship and Labor
16. These high pressure Grease Pumps incorporate a 20 cu. in. air motor design.
17. Optional Hoses Available(See Price List):  
ATD5362 10ft High Pressure Grease Hose  
ATD5363 20ft High Pressure Grease Hose  
ATD5364 30ft High Pressure Grease Hose  
ATD5365 40ft High Pressure Grease Hose  
ATD5366 50ft High Pressure Grease Hose  
Output: 80 cu in/minute of Grease at 100PSI NLGI#2 at 70 Degrees ambient temperature (.35 cu in/cycle)  
Air Inlet 1/8" NPT (f); Lube Outlet: 1/4" NPT (f)
20. Additional Accessories Available: ATD5356 Grease Strainer for Pump Tube;
21. Complete Repair Kit: ATD5320
22. Air Motor Repair Kit: ATD5322
23. Downtube Repair Kit: ATD5323



ATD Tools Inc.