

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. leak-
or .78) on
extension

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.

| | |
|--|--|
| Allow pump to operate: Pumping Grease into the hose. Allow approximately 1/3 Cup of Grease to flow out of the Hose. This is to insure that any particles or contaminants or residue inside the hose do not enter the ATD5218 Control Valve. Stop Pump; Install 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. | |
| Are you in a messy Environment? | 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. We suggest the ATD5356 pump tube strainer to avoid this problem. |
| Test the System | Pull the Trigger slowly and Grease should be ejected from the nozzle. Don't point it at anyone! |
| Never Put your Finger or Other Bodily parts near the valve control nozzle when pulling the trigger on the control valve ATD5218. | |
| 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. | |
| <i>Note: Plastic Liner</i> | 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. SOLUTION: 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. |
| <i>Note: Pump life & Air motor lubrication</i> | 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>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.</u> |
| Rev: 05-04-05 | |

Trouble Shooting Guide for Pumps ATD5217 – ATD5219 –ATD5289

| PROBLEM: | SOLUTION: |
|--|---|
| Warning: | 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. |
| 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. |
| Question: | Are you using a Filter / Regulator on the pump? |
| Answer: | 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. 1: Check that all hoses, lubricant lines and controls valves are connected and the connections are tight. There should be no leaks. 2: Check that the hoses are SAE approved Grease Hoses and made for pumping High Pressure Grease. DO NOT use Oil Hose or garden hose for pumping High Pressure Grease. |
| Air Motor on Pump operates but no material comes out | 1: 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. 2: Check that all hoses and control valves are fully connected 3: 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 | See Trouble Shooting Sequence On Following Page: |

| 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: ATD5356 (82103ME). | |
| <i>Note:</i> | 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). | |
| 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. | |
| <i>Note:</i> | 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. | |
| <i>Note:</i> | 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. | |
| <i>Warning:</i> | 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. | |
| <i>Revision: 05-04-05</i> | | |

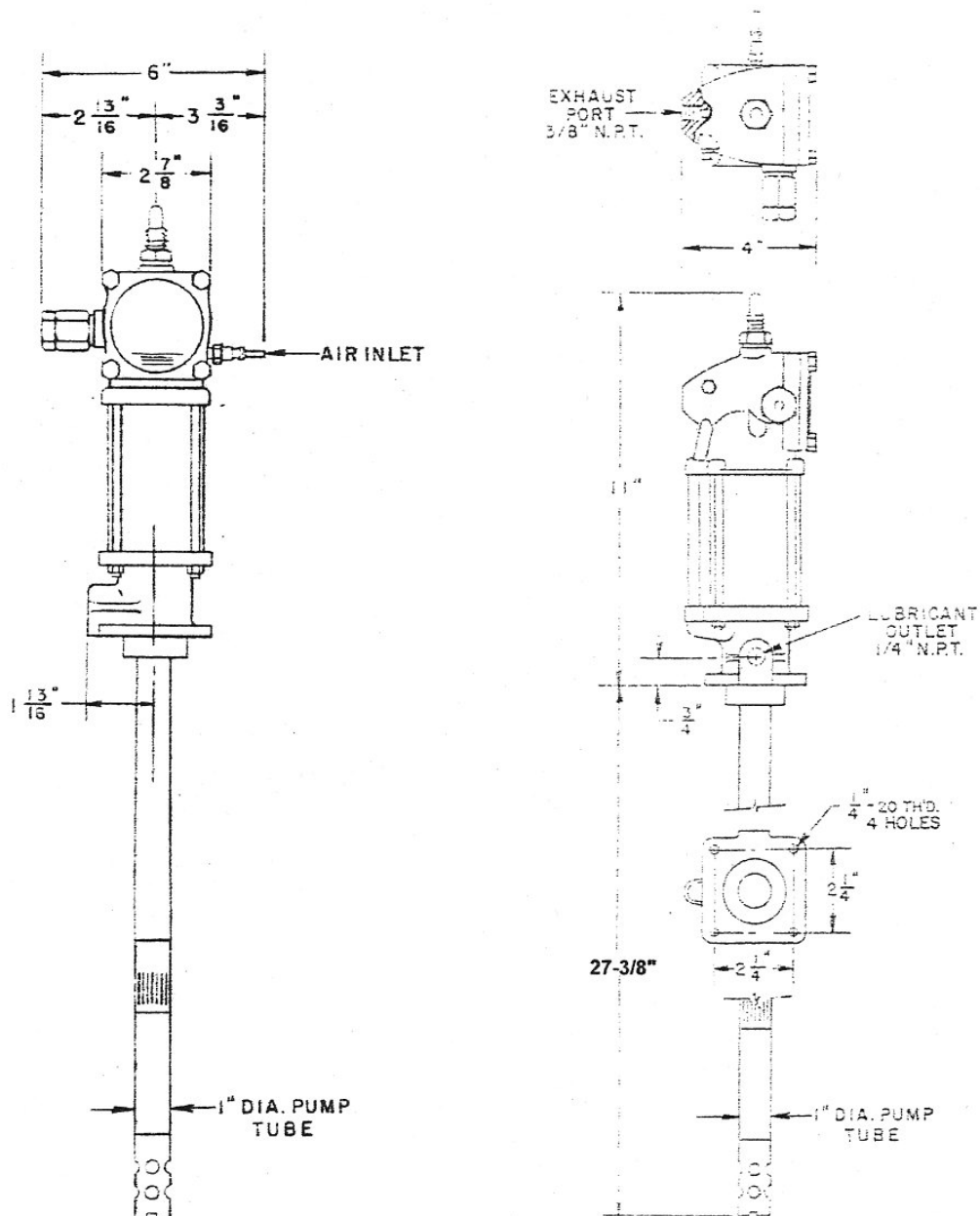
ATD-5217-1



| 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 $\frac{3}{8}$ " | 11" | "E" | ATD-5217 |

The logo for Advanced Tool Design (ATD) features the letters "ATD" in a large, bold, dark grey sans-serif font. Below the letters, the words "ADVANCED TOOL DESIGN" are written in a smaller, dark grey sans-serif font, following the curve of a dark grey swoosh that extends from the bottom left of the "ATD" letters.

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

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

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

DOWNTUBE REPAIR KIT ATD5323

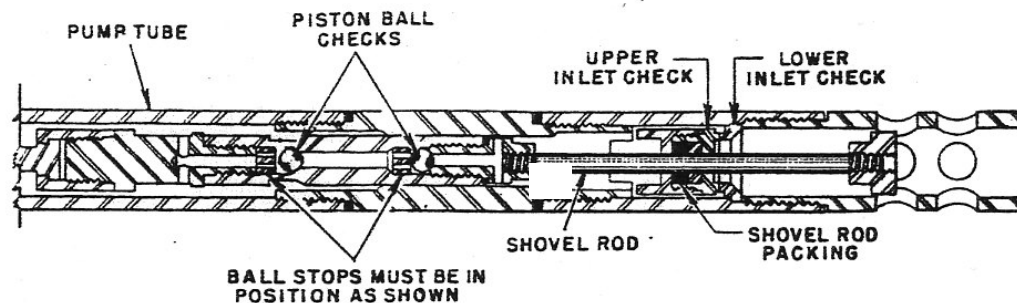
FOR MODELS ATD5217-1, ATD5289-1, ATD5219-1

AIR MOTOR REPAIR KIT ARD5322

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

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

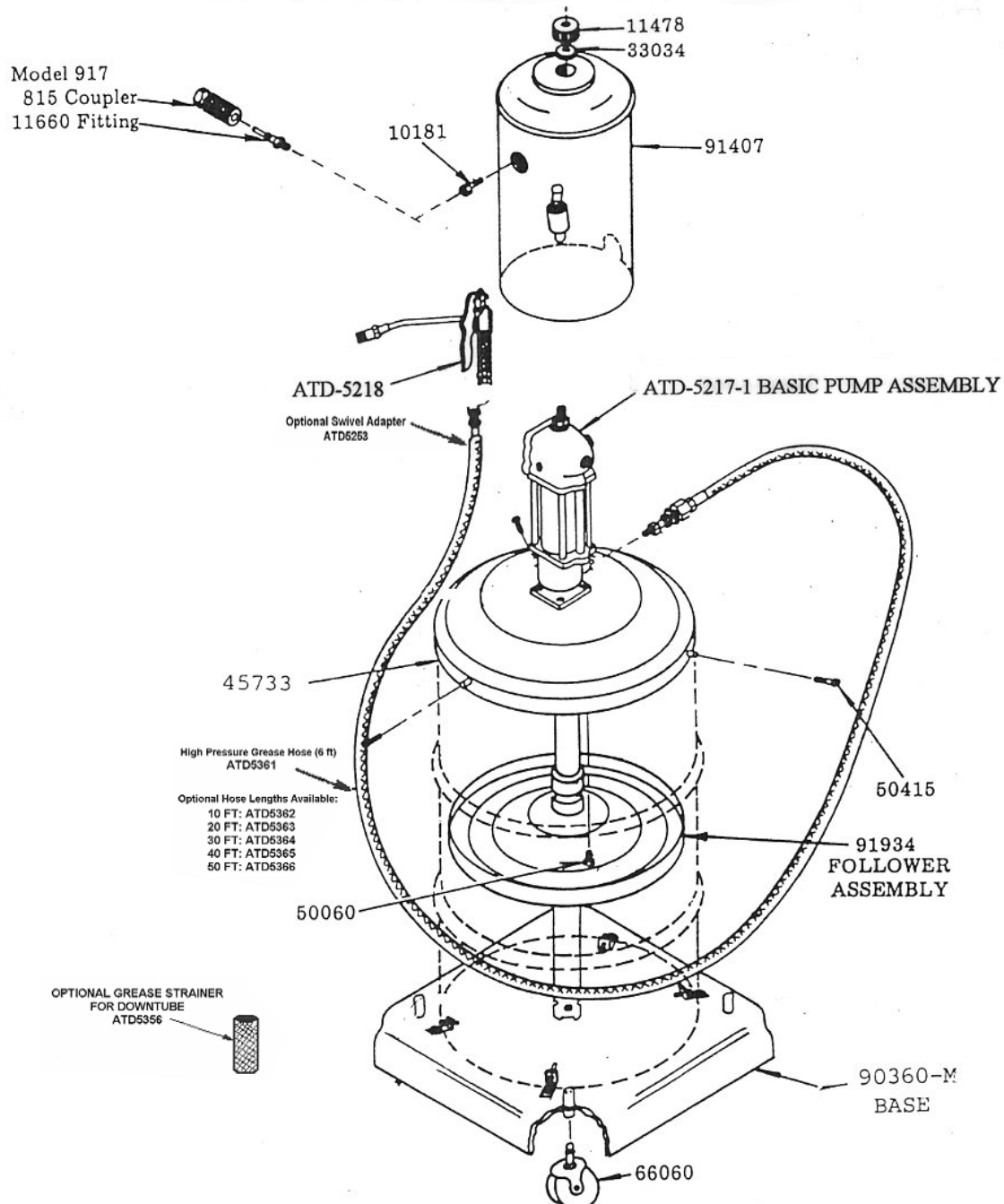
| PART NO. | DESCRIPTION | PART NO. | DESCRIPTION | PART NO. | DESCRIPTION |
|----------|----------------------|----------|-----------------------|----------|-------------------------|
| 10294 | Tie Rod | 12211 | Coupling Nut* | 48213 | Gland Packing Washer |
| 11329 | Air Piston Bolt | 12333 | Gland 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 |
| 11904 | Packing Nut | 38162 | Valve Seat Gasket* | | Assembly |
| 11905 | Packing Cap | 40537 | Outlet Body | 90554 | Plunger and Bushing |
| 11906 | Valve Seat Bolt | 41202 | Cover Casting | | Assembly |
| 11947 | Trip Sleeve | 41245 | Air Valve Casting | 90560 | Toggle Plate Assembly |
| | Coupling Stud* | 45605 | Valve Guide Plate | 90691 | Trip Rod Assembly |
| 12210 | Coupling Adapter* | 48212 | Air Piston Washer | | |

PORTABLE LUBRIGUN

120 LB. DRUM SIZE

50:1 RATIO

Model ATD-5217



ATD

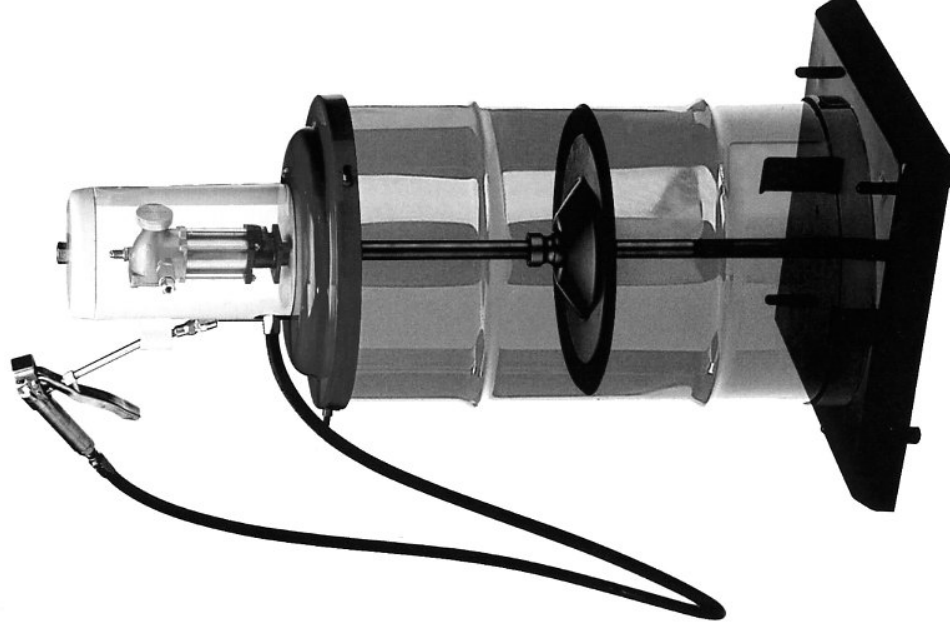
ADVANCED TOOL DESIGN

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
18. Output: 80 cu in/minute of Grease at 100PSI NLGI#2 at 70 Degrees ambient temperature (.35 cu in/cycle)
19. 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.