ENGINE OIL DRAIN PUMP
CW 220 (12 VOLT)
CW 221 (24 VOLT)

For pumping out warm/hot oil from engine sump via dip-stick hole
Heavy brass construction
Flow rate: approx. 0.5 litres/min. with warm/hot engine oil
Slow speed motor for longer life
Can run dry for a limited period
Inlet hoses provided: 1 x 850mm (approx. 3’) of 4.5mm (3/16”) i.d. tube
Outlet connection for ½” hose.

Weight: 1.8kg
Dimensions: 125mm long x 75mm wide x 90 mm high
CW 220: 12 volt D.C. model, fuse 10 amp.
CW 221: 24 volt D.C. model, fuse 5 amp
IMPORTANT

PUMPING COLD OIL WILL GREATLY REDUCE FLOW RATE AND SHOULD BE AVOIDED IF POSSIBLE.

GENERAL FEATURES

These pumps are standard gear type, oil pumps, designed specifically for low-pressure engine oil transfer duty. They are intended for use for oil change purposes on marine engines. The pump inlet port allows use of a small-bore pipe (supplied with the pump) which can be inserted down the dipstick aperture.

The electric motor is a slow speed type designed to match the inevitably low flow rate of viscous fluid through a small-bore pipe.

Once oil has passed through the pump head no damaged will be caused by limited dry running.

BEFORE RUNNING

Before running for the first time a few drops of oil should be fed into the pump ports to ensure that the gears are lubricated. This will assist with initial priming.

FOR BEST RESULTS

A. Run engine long enough to warm up engine oil in sump
B. Use largest possible suction pipe bore. A fitting for ½” hose is supplied loose.
C. Keep suction line as short as possible. Position pump close to dip-stick hole – if not practicable then make up composite suction pipe with change to ½” hose from dip-stick hole to pump (if small bore pipe has to be used through dip-stick hole).

PERFORMANCE

With small-bore suction hose in use, flow rate may be as low as ¼ pint per minute (one gallon in 32 minutes) - this will improve dramatically if larger bore pipe can be passed into sump.

MAINTENANCE

Clean pump head internally after each 10 hours (approx.) running to clear any metallic debris from dirty oil etc – take care steel ball is not dropped and lost when withdrawing gears (this acts as a key between motor shaft and gear wheel).