This pump has been tested prior to being shipped to you. Proper fluid levels have been checked. However, some fluid may be lost from the diaphragm reservoir in transit, so please make sure to check the fluid level once the motor has power. Replace the plastic caps pictured below. While the caps are off, with the motor running, the fluid level should rise to the bottom of the screen and then fall away. Do not over fill! We have included a small amount of EP 50 oil to be used in this reservoir if needed. Note: Only one red cap will have a screen under it.

Replace these three red caps before this pump is started. They are for transport only. The unit has three vented caps included in the instruction packet, and need to be installed for the pump to operate properly.

DO NOT USE THE EP 50 PUMP OIL IN THIS GEAR BOX!! The pump manufacturer recommends an ISO grade 150, or SAE 90 gear oil for the gear box.

50’ of 3/8” tubing has been supplied with the TFI. One section of the 3/8” Black Tubing will connect the pump to the injection quill that will be installed in the air line. This is the fluid supply line.

One section of the 3/8” Black Tubing will connect the airline to the tank and provide a pad of air (5 psi) in the tank to aid in the supply of fluid from the tank to the pump.

The injection quill should be installed AFTER any air cooler, air dryer, moisture separator and receiver tanks. Position the TFI accordingly and cut the 50’ of tubing as needed.

Suggestion: Install a valve and pipe nipple (not included) at the bottom of the tank before mounting the TFI to the floor. It is recommended the tank be emptied at least annually to flush out any particulates, oils, water, etc.
INJECTION QUILL INSTALLATION – 4” Air Line or Larger

Injection quills are designed to insure rapid dispersal of Tanner fluids. All quills have a built-in check valve to prevent backflow.

**A.** At location “A”, install a ¼” FNPT fitting to receive the included ball valve (H-05) and connector (H-03). This is where the “pad air” is connected to the TFI tank using the first length of 3/8” tubing.

**B.** At Location “B”, install a ½” NPT coupling in your airline (Detail 1). This will allow gravity to assist the check valve in seating. A “telltale” drill indentation on the quill allows installer to recognize which direction the quill faces. Quill indentation must face upstream (see Detail 2). The quill should be installed using the appropriate thread seal compound or Teflon tape.

**For air lines smaller than 4” diameter,** one of two adjustments will need to be made. Add a pipe nipple of the necessary length between the coupling and the quill to insure the tip of the quill is in the center of air stream. Or trim the quill length so the Tanner Anti-freeze Fluid is released near the center of the air line.