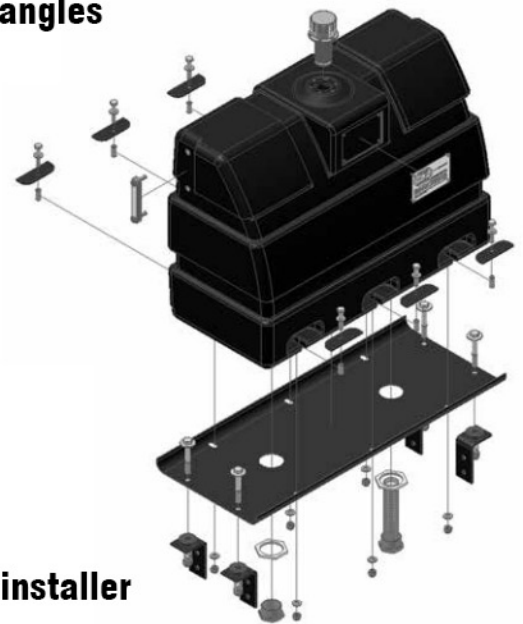


INSTALLATION

American Wet Tank System Model: A2000

Mounting Kit Contents: Part Number ASK-200

QTY	DESCRIPTION
4	Pre-drilled and powder-coated chassis mounting angles
4	Pre-drilled rubber mounting pads
4	2" plated compression springs
4	Cap screws: 5/8" - 11 x 4 1/4" (grade 5)
4	Nyloc nuts: 5/8" - 11
8	Plated flat washers: 5/8"



Materials Required to Complete Installation:

QTY	DESCRIPTION
8	Cap screws: 1/2" (grade 5) *length determined by installer
8	Nyloc nuts: 1/2" diameter
16	1/2" washers

Pre-Packaged Kit Includes:

Polyethylene tank assembly with (2) 2" NPT bottom ports. The tank itself is factory mounted and secured to the pre-drilled mounting base with (6) bolts, (6) Nyloc nuts and (12) washers. Two compression nuts are torqued against the bottom of the base. **DO NOT REMOVE TORQUED NUTS.** The kit also includes a screw-in diffuser, a sight temperature gauge (mounted 5" on center), (1) 2" to 1 1/4" plated reducer bushing, (1) filler/breather assembly including a 40-micron filtered breather cap (chain-mounted) and the ASK-200 mounting kit.

This wet tank assembly has been designed for an end dump trailer application using either a two- or three-line system.

INSTALLATION

Installation Instructions:

1. Position tank and base assembly on frame rails of the truck chassis as desired.
2. Position chassis mounting angles so that the double pre-drilled holes are positioned against the frame rail and the single 11/16" hole is positioned upward against the mounting base. (see diagram at right) Note: The top of the mounting angle should be flush with the top of the chassis rail as shown.
3. Using the pre-drilled mounting angles as a guide, mark both the frame rail and tank mounting angles. Chassis requires the use of a 9/16" drill bit. Drill holes and bolt the four mounting angles into place. Note: The rubber pads should be above the top of the frame rails. (see diagram at right)
4. National Pipe Thread port openings: The American Wet Tank System is designed with (2) 2" NPT metal port openings in the bottom of the tank. Each fitting is molded securely in the tanks and features an exterior mounted compression nut. These nuts are torqued to tolerance at the factory and **SHOULD NOT BE DISTURBED**. The system allows either port to be used as a suction or return line. Additionally, the assembly may be plumbed for use as a two- or three-line system. (see diagram at right)
5. Diffuser Installation: Simply remove diffuser unit from packaging, seal threads using standard pipe dope only and screw into port of your choice. Tighten fitting into place **USING CARE NOT TO OVER TIGHTEN**. (see diagram at right) Note: Installed diffuser provides 1 1/4" NPT opening to accommodate hose connection.
6. Reducer Bushing: A 2" to 1 1/4" reducer bushing is provided for the second port. Again, using standard pipe dope on threads and taking caution not to over tighten. This port is ready for hose connection if using a three-line system or may be plugged if a two-line system is desired. (see diagram at right) Note: Use torque required to seat either diffuser or reducer bushing, taking care not to over tighten.
7. Install pre-assembled tank and mounting base: Secure with 5/8" x 4 1/4" cap screws, washers, springs and lock nuts as supplied in ASK-200 mounting kit. (see main diagram) Note: Tighten the 5/8" lock nuts until the compressed length of the spring is 1 1/2". (see diagram at right) **DO NOT COMPRESS SPRINGS COMPLETELY**.
8. Fill cap: Remove filler/breather cap from its carton and re-connect chain and mount in bayonet style closure. Maximum fill is 2" below bayonet closure. Note: Filler/breather cap should be periodically cleaned or replaced to prevent plugging and possible system damage.
9. Install Notices In-Cab.



Note: The American Wet Tank System is not intended to be a pressurized vessel. Prolonged use and weather elements can cause the filtered breather cap and auxiliary vent(s) to become clogged with debris, creating a decrease in air exchange. Decreased air exchange can cause the reservoir to become pressurized, resulting in fatigue cracks in the reservoir material. It is recommended that the filtered breather cap and auxiliary vent(s) be replaced every 4-6 months depending on application environment. Failure to maintain the reservoir and components could result in the voiding of any warranty.



WARNING: MAXIMUM HYDRAULIC CYCLE TIME MUST NOT EXCEED 5 MINUTES. LONGER RUNNING TIME MAY RESULT IN EXCESSIVE HEAT BUILD UP AND SUBSEQUENT DAMAGE. OPERATING TEMPERATURE: DO NOT EXCEED 180 DEGREES.