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Fuel Injection

INTERNAL GEAR PUMPS

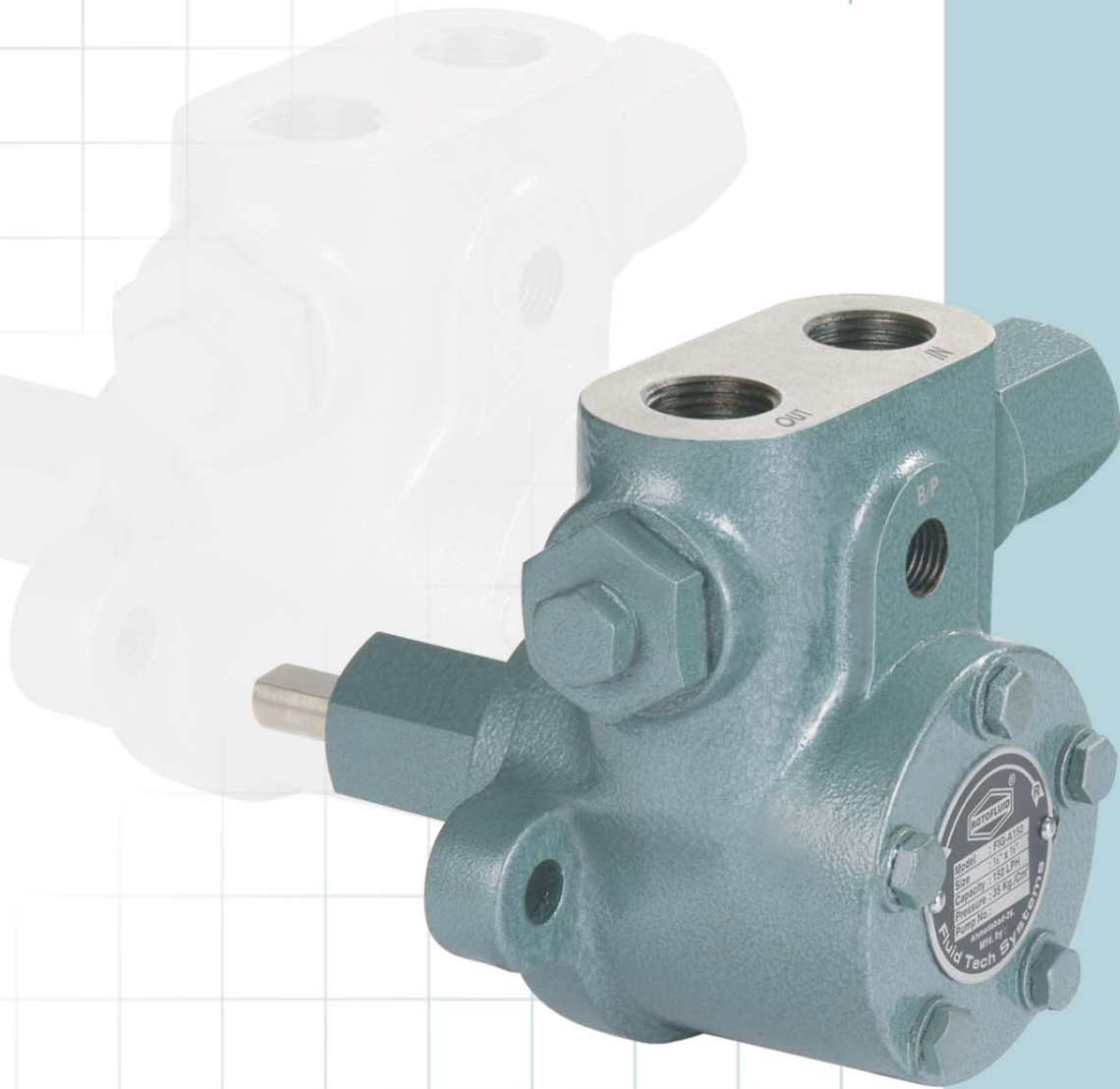
Series : FIG



Rotary Gear Pumps
SINCE : 1993

Perfect Solution

for Pressurizing of DIESEL, LDO,
FO, HSD, & LSHS



Fluid Tech Systems

Ahmedabad - 382 430. (Guj.) INDIA

*“Let Our
Quality Speak
For Itself”*



"ROTOFLUID" FUEL INJECTION INTERNAL GEAR PUMP



Rotary Gear Pumps
SINCE : 1993

MODEL & PERFORMANCE CHART

PUMP MODEL		SUC. & DEL.	CAP. IN LPH AT 1440 RPM	PRESSURE kg/Cm ²	RECOMMENDED HP. 3 kg/Cm ² 30 kg/Cm ²	
FIG-S05	FIG-S05BT	3/8"	50	0 - 30	0.25	1.00
FIG-S08	FIG-S08BT	3/8"	80	0 - 30	0.25	1.00
FIG-A15	FIG-A15BT	1/2"	150	0 - 30	0.25	1.50
FIG-A30	FIG-A30BT	1/2"	300	0 - 30	0.25	1.50
FIG-A45	FIG-A45BT	1/2"	450	0 - 30	0.25	2.00
FIG-A60	FIG-A60BT	1/2"	600	0 - 30	0.25	2.00
FIG-B100	FIG-B100BT	3/4"	1000	0 - 30	0.75	3.00
FIG-B150	FIG-B150BT	3/4"	1500	0 - 30	0.75	3.00
FIG-B200	FIG-B200BT	3/4"	2000	0 - 30	0.75	5.00
FIG-B250	FIG-B250BT	3/4"	2500	0 - 30	0.75	5.00
FIG-C300	-	1"	3000	0 - 30	1.50	7.50
FIG-C450	-	1"	4500	0 - 30	1.50	10.00
FIG-C600	-	1"	6000	0 - 30	1.50	15.00

- Normal flow at 1440 r.p.m. or 2880 r.p.m. with oil viscosity 32 Cst. at 37.5°C at normal working temperature and 10 kg/cm² pressure.
- Min. Viscosity 5 Cst.
- Max. Viscosity 450 Cst.
- Max Liquid temperature 200°C.
- Capacity/Range. 50/6000 LPH. Max Pressure 30 kg/cm².
- The pressure and flow indications are to be considered as basic value. They change with different pipe diameter, Length or oil viscosity.
- Direction of rotation clockwise = R • Anti-clockwise = L looking from shaft end.

ADVANTAGES

- Pump barrel made of hydraulic cast-iron.
- Gear made of high quality steel.
- Self inducing.
- With internal bypass.
- Pressure regulator, progressively adjustable.
- Simple attachment with a flange.
- Tight Shaft-seal.
- Turning direction to the right or left 1440 or 2880 r.p.m.
- Different mounting position with shaft horizontally or vertically with seal at the bottom.
- Vacuum, pressure and control connections easy to reach.

APPLICATION

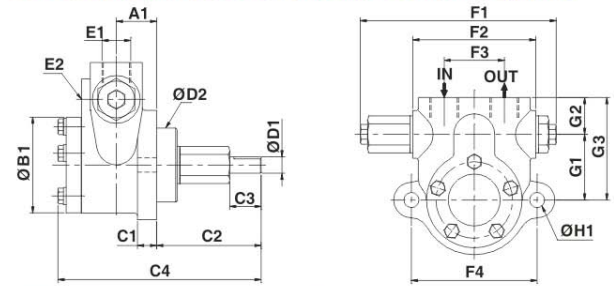
- Oil burner, hydraulic drive and pressure-pump.
- Pressure and transfer pump.
- Booster pump for diesel locomotive.
- Pump for force feed lubrication.
- Eventually with separate pressure regulating valves.
- For gas oil, medium, heavy and very heavy oil.
- Filter Pumping.
- Pump for PHF Units.
- Pump for motor-pump group with flange and coupling parts.
- Pump for lubrication oil and hydraulic oil.
- Pump suitable for LDO, FO, HSD & LSHS

Note: As improvement are made from time to time, the specifications in this Catalogue are subject to alteration without notice.

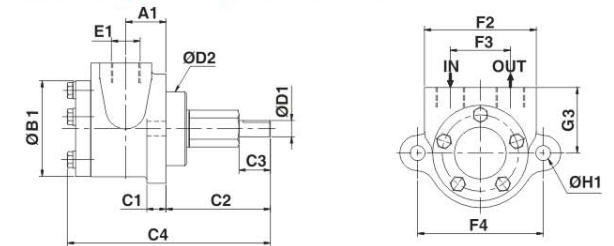
DIMENSIONAL DRAWING DETAILS

MODEL	CAP. IN LPH AT 1440 RPM	A1	ØB1	C1	C2	C3	C4	ØD1	ØD2	ØD3	BSP E1	BSP E2	F1	F2	F3	F4	G1	G2	G3	ØH1
FIGS-FO1	50-80	20	51	14	76	20	132	12	54	80	3/8"	-	139	90	38	92	40	27	67	11
FIGA-FO1	150-600	30	70	14	76	23	146	12	54	80	1/2"	-	143	90	44	92	48	27	75	11
FIGA-FO2	150-600	30	70	14	76	23	146	12	54	80	1/2"	-	143	82	44	92	48	-	43	11
FIGA-FO3	150-600	30	70	14	76	23	146	12	54	80	1/2"	1/4"	143	90	44	92	48	27	75	11
FIGB-FO1	1000-2500	38	96	15	124	29	211	18	60	100	3/4"	-	162	118	67	120	55	35	90	13
FIGB-FO2	1000-2500	38	96	15	124	29	211	18	60	100	3/4"	-	-	118	67	120	-	-	65	13
FIGB-FO3	1000-2500	38	96	15	124	29	211	18	60	100	3/4"	3/8"	162	118	67	120	55	35	90	13
FIGA-BT	150-600	30	70	14	76	23	146	12	54	80	1/2"	1/4"	165	116	70	92	45	27	72	11
FIGB-BT	1000-2500	38	96	15	124	29	211	18	60	100	3/4"	3/8"	194	150	100	120	65	40	105	13
FIGC-FO1	3000-6000	85	115	18	127	37	275	22	80	120	1"	-	211	150	80	150	80	40	120	15

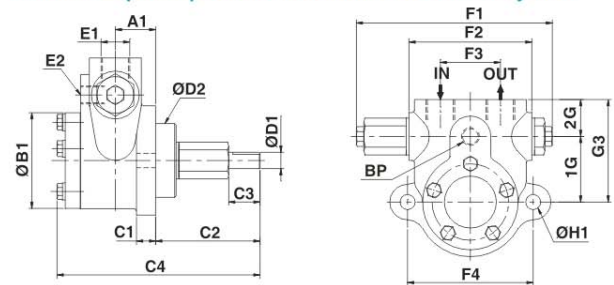
• FO1....Pump with pressure Relief Valve & Internal By-pass



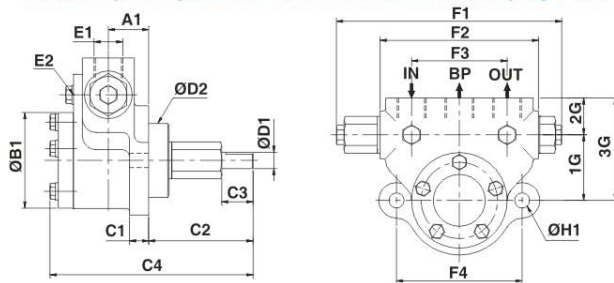
• FO2....Pump without pressure Relief Valve



• FO3....Pump with pressure Relief Valve & External By-Pass



• BT....Pump with pressure Relief Valve & External top By-Pass.



Mfgd. by :

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