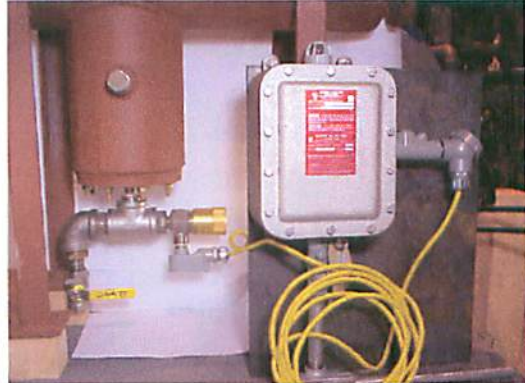


**INSTRUCTIONS FOR INSTALLATION AND OPERATION**  
**GAMMON "1-CC WATER PROBE" MODEL GTP-9330-1**

For installation of **Gammon "1 –CC Water Probe"**, model GTP-9330-1. This is a single level water detection probe. It is the customer's responsibility to select and provide an appropriate weather-tite explosion-proof control box containing an intrinsically safe barrier/relay. We recommend our GTP-1750 Systems that are described in Bulletin No. 67.

- A. Install the new probe in a  $\frac{3}{4}$ " NPT threaded fitting using Teflon thread sealant on the threads. A 1  $\frac{1}{2}$  " NPT model is also available. It may be horizontal or vertical, as long as any water present in the drain pipe and fittings will be removed when the manual drain valve is operated.

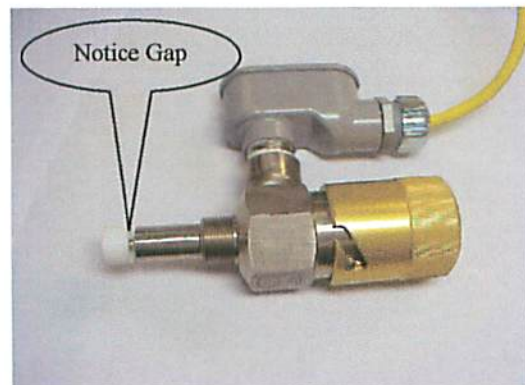


- B. Make an electrical conduit connection to the L-type conduit body mounted on the side of the GTP-9330-1 probe assembly.



- C. Connect the black wire from the GTP-9330-1 probe to a ground wire using a wire nut. Also connect the yellow wire of the GTP-9330-1 probe to the intrinsically safe power wire.

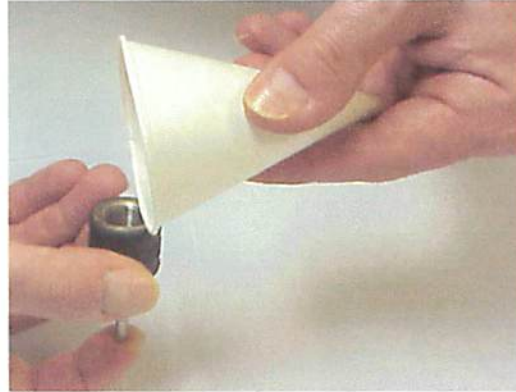
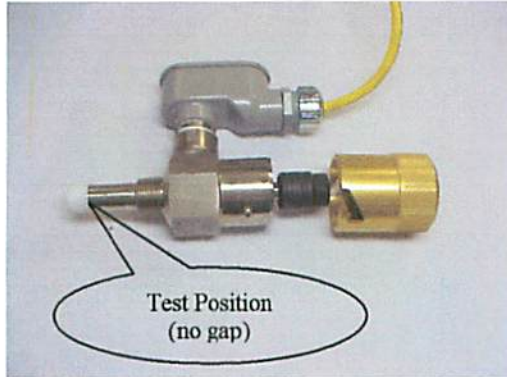
- D. The power supply may be wired by the installer to the deadman system to stop fuel flow, provide an audible warning and/or to provide a visual signal such as a red light labeled "water in sump".



## TESTING

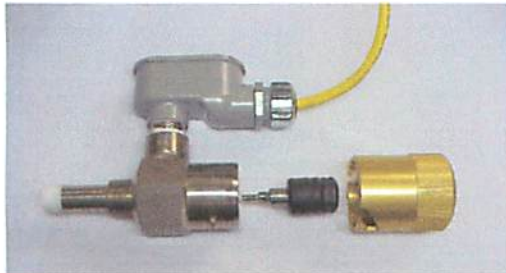
With the fuel system in operation:

1. Remove the large gold-colored aluminum cap from the probe housing. This causes the internal mechanism to shift into the test position.



2. The test water injection pump has two sections that are insulated with black plastic shrink wrap. Rotate the larger section (not the one closest to you)  $\frac{1}{4}$  turn counterclockwise and then pull outward to remove the entire pump assembly.

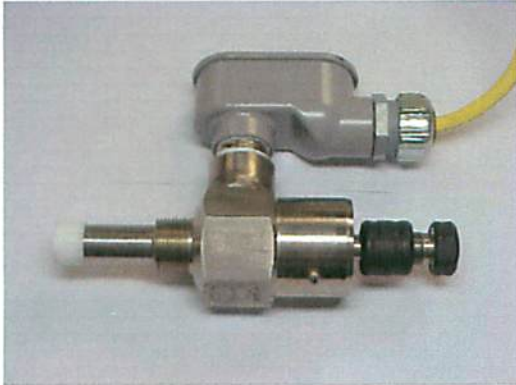
4. Hold the cylinder vertically in one hand with the small end down and resting on a finger tip. Fill the cylinder to the top with clean water.



3. Now separate the 2 sections of the pump by unscrewing the piston (the section closest to you) from the cylinder (larger section).

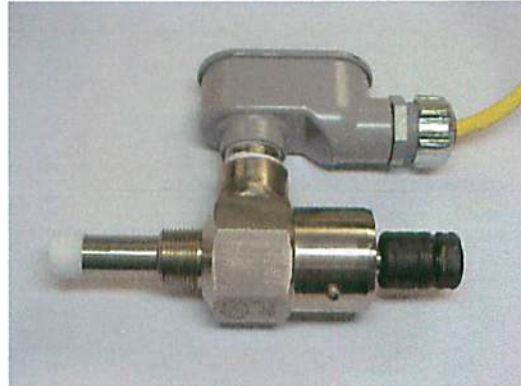
5. Insert the piston and rotate it into the first thread of the cylinder. There will now be 1 cc (1 ml) of water in the cylinder for performing the test.



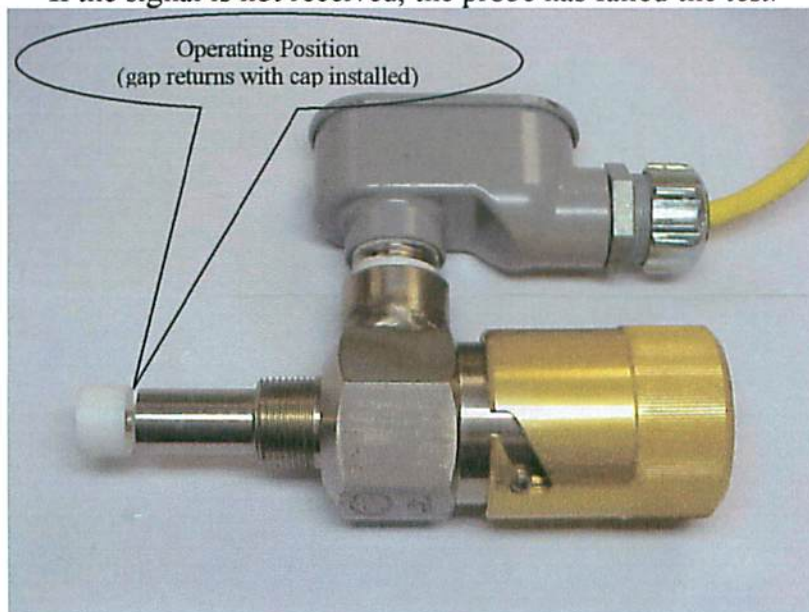


6. Insert the small end of the cylinder to connect it to the probe assembly and rotate the cylinder only (larger section)  $\frac{1}{4}$  turn to engage the bayonet pin. Caution: Never attach the water pump if the piston is not installed. Fuel will be released.

7. Rotate the piston (section closest to you) as rapidly as convenient to inject one cc of water into the probe. If a "water in sump" signal is received, the probe is operating correctly.



If the signal is not received, the probe has failed the test.



### POST TEST PROCEDURE

Be sure that the water pump is installed with the piston turned all the way in. Attaching the large aluminum cap automatically forces the internal mechanism out of the testing position and into the operating position.

**NOTE:** Depending on the design of the installation, the signal may cause the fuel pump to stop or a flow control valve to close. It may also cause a warning horn to be energized, a red light to turn on or other signals to be energized.

## **WINTER OPERATION**

In extremely cold climates, it is possible that the test water that is inside the probe will freeze. To prevent such a problem, follow this procedure:

- a) After the test described above, remove the injection pump by rotating it counterclockwise to disconnect it from the bayonet pin. See Step 2, above. Disassemble the pump and then fill the cylinder with fuel instead of water.
- b) Insert the piston and rotate it into the first thread of the cylinder, as in Step 5, above.
- c) Insert the small end of the cylinder to the probe and rotate it  $\frac{1}{4}$  turn to engage the bayonet pin, as in Step 6, above.
- d) Rotate the piston all the way in to displace residual water and fill the passageways with fuel.
- e) Reattach the aluminum cap to place the internal mechanism in the operating position.

**GAMMON TECHNICAL PRODUCTS, INC.  
PRODUCT DATA SHEET**

**CRITICALLY IMPORTANT SAFETY INFORMATION**

**DATE: 02/18/2002**

**RE: ALL GTP-1750 SERIES WATER DETECTOR SYSTEMS**

**It is important that these devices NOT be used on jet fuel containing Anti-Icing Additive ( aka "Prist", DiEGME – DiEthylene Glycol Monomethyl Ether ) unless special care is taken to ensure that all water is regularly ( daily ) drained from all tank and filter sumps and low points ( if applicable ).**

**While such daily drainings are considered required standard practice in this industry, with conductivity type-probes and anti-icing additive it becomes more important to drain sumps daily.**

**A pool of water lying in the system will rapidly draw additive from the fuel. Some research indicates that so much additive will go into the water that the resulting liquid can be 25% additive and only 75% water after less than a week. Additive content will continue to rise and when the concentration exceeds about 40%-50% ( depends on conditions ) the probe will no longer be able to detect this mixture of water and additive.**

**This is a water probe, and is not designed to detect water mixed with such high concentrations of additive.**

**If you are using fuel that contains the additive and are not 100% confident in your personnel sumping all water on a daily basis, we suggest you use either a mass sensor or a float type detector.**

**If you are a contractor, PLEASE be sure to advise the end user of this notice.**