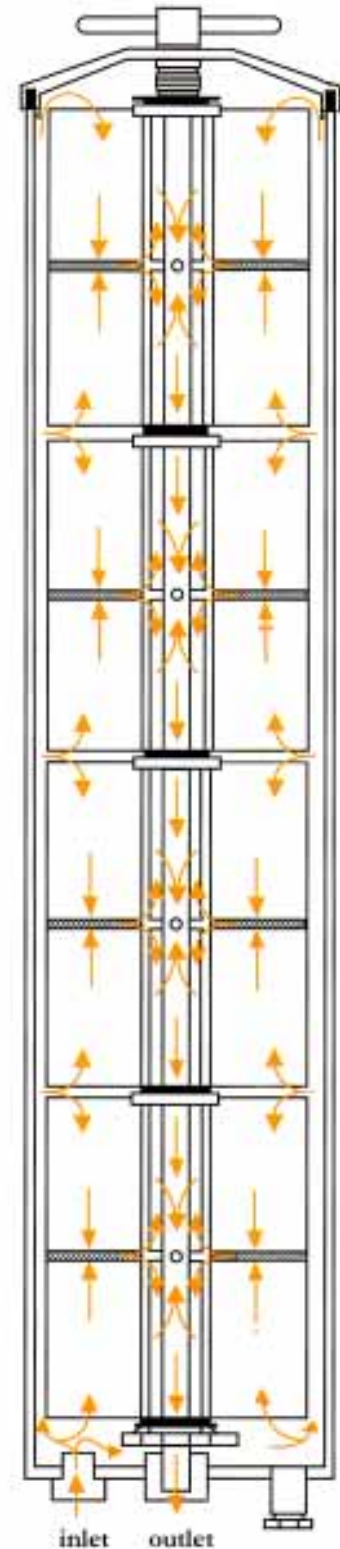


Fuel quality has become more important than previously as engines become more sophisticated and injector pressures have increased from 2,500 psi to 35,000 psi.

As injector needle and seat tolerances are between 2 and 5 microns controlling particulate contamination under present operating pressures is critical in maintaining diesel injection systems.

OEM filters are between 10-20 microns and some manufacturers have secondary filters down to 2 microns. Due to a small service area these are prone to frequent blocking as fuel quality cannot be guaranteed from the fuelling source.

Filter Technology Australia full flow systems are always fitted on the pressure side of the fuel system between the transfer pump and the secondary filter. Installing these systems has increased the life of some OEM elements by up to 500% and fuel economy by 3 to 5% which in turn lowers harmful emissions.



Filter Technology fuel filters are a full flow filter unit.

There are three basic considerations when installing Filter Technology fuel filters:

1. Mounting location.
2. Bleed off point for the existing system to the filter.
3. Return from the filter into the existing system.

Mounting Location:

The filter can be mounted anywhere on the vehicle with consideration being given to accessibility for ease of service and removal of used elements. The filters can be mounted horizontally or vertically except on Cummins engines where they must be mounted horizontally. Refer to the Cummins Data Sheet.

DO NOT drill holes in cabin or side deflectors to mount filters.

Installation:

The filter is fitted on the pressure side between the transfer pump and the secondary filter. Remove the fuel hose between the transfer pump and the secondary filter. Fit the inlet hose from the outlet side of the transfer pump to the inlet of the FTA housing. The return hose is connected from the outlet side of the FTA housing to the inlet side of the secondary filter. Fit a one-way check valve to the inlet port of the FTA filter to prevent fuel draining back into the tank. If the filter is installed horizontally, make sure the 1/4" drain plug is at the top, fit an elbow with a cap nut. This will assist in bleeding the filter after element changes.

Bleeding:

Half fill the housing. Insert the elements and tighten the lid until the top seal (not the O-ring) makes contact with the housing. Tighten the tee handle a further 1.5 to 2 turns.

Loosen the bleed screw on the tee handle.

Prime the system using the OEM hand primer (or you can fit a 12/24V electric fuel pump or additional hand primer to the system). The pickup point for an additional priming system can be a Tee of the outlet line of the diesel tank, feeding the fuel into the priming pump, the outlet to the 1/4" BSPT drain plug on the FTA housing.

When all air has been expelled from the housing tighten the bleed screw.

Start the engine and allow it to run for 2-3 minutes to allow the filter media to become saturated.

NOTE: If the elements are not fully saturated the media will absorb the fuel in the housing causing an air lock.

Fittings

Fittings should be **steel only** not brass, malleable iron or galvanized fittings.

Hose

1/2" steel braid hose that must meet or exceed the performance requirements of SAE J1402 A1 for inlet and return lines.

- **All installations should be carried out by a qualified technician.**
- **Secure fuel lines away from hot exhaust**
- **Check all lines and fittings for leaks**
- **Route and clamp fuel lines to avoid contact with abrasion points**
- **Check all fittings are tight**