APPLICATIONS

- Engine models
  - Cummins ISB and ISL
  - Detroit DD5 and DD8
- Meets/Exceeds engine manufacturers’ stringent water separation requirements

ELIMINATE UNNECESSARY CHANGES & MAINTENANCE

- All-in-one fuel filter, water separator, and fuel heater for medium duty applications
- Clear cover provides instant visual indication of filter life
- “SEEING IS BELIEVING®” See when NOT to change the filter
- Extended filter change intervals with patented EleMax® Technology
- Enhanced fuel system troubleshooting procedures
- Environmentally friendly filter changes
- Biodiesel compatible to B20

5 MINUTE FILTER CHANGES

- Environmentally friendly, dry filter changes – Drain fuel below collar and replace
- No fuel spills – Removing standard filters full of fuel can be messy and hazardous
- Check valve eliminates drain back during filter changes
- High flow drain
- Simple priming for easier starts
- Easy removal collar - Use DAVCO wrench or common tool

FILTER ELEMENT

Patented design for extended life and maximum filtration performance

SELF-PRIMING PORT

Remove the cap, pour in fuel and restart the engine with clean “filtered” fuel

CLEAR COVER

See when NOT to change the filter

EASY REMOVAL COLLAR

FUEL IN/OUT PORTS

Both sides of body for improved fuel hose routing

CHECK VALVE

Eliminates drainback

LIGHTWEIGHT ALUMINUM CONSTRUCTION

DRAIN VALVE

OPTIONS

- Electric Heaters: 12VDC, 24VDC
  - Pre-heater or 120VAC Overnight Heater
- Water-In-Fuel (WIF) Sensor

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**HOW IT WORKS**

- Fuel from the tank enters the fuel processor body.
- Large contaminants and “free” water are separated and remain in the body.
- Fuel rises into the clear cover area.
- Contaminants and emulsified water are captured by the filter media.
- Fuel level rises to maintain a fuel path through clean filter media (path of least resistance).
- Clean, water free, fuel exits the Fuel Processor to the engine fuel injection system.

**FILTER TECHNOLOGY**

- Media
- Coalescent layer
- Hydrophobic layer
- Water Sump Dirty Side
- Water Sump Clean Side
- Fuel OUT
- Drain valve

**TYPICAL INSTALLATION**

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