**APPLICATIONS**

- Any on-highway diesel engine with flow rates up to 180 gph

**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

**LOW-RESTRICTION CHECK VALVE**

- Eliminates drainback

**COLD WEATHER OPTIONS**

- 12VDC Pre-heater — Uses ignition switch to heat up Fuel Pro before running the engine
- 120VAC Overnight heater — Prevents gelling while parked overnight
- Coolant/Return Fuel Heat — Keeps fuel heated while operating on highways

**MODELS & OPTIONS**

- Base Model - Unheated
- Coolant Heat/Return Fuel Heat
- Electric Heat
  - 12VDC or 24VDC Pre-heater
  - 120VAC Overnight heater
- Water-In-Fuel (WIF) sensor
Use Fuel Pro 382 with heavy duty diesel engines that have a maximum fuel flow up to 180 gallons per hour.

**TYPICAL INSTALLATION**

- 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.

**HOW IT WORKS**

- Fuel level increases in clear cover. As contaminants collect on the filter, the fuel rises to a non-contaminated section of the filter, providing optimal filtration while maintaining lowest restriction.
- Fuel level at filter wrap level. Even though the fuel level is now more than half of the filter element, the fuel is still flowing through clean media at minimal restriction levels. The filter still has significant life remaining.
- The filter element is now completely covered by fuel. At this point, all of the media’s surface area is utilized. Restriction is increasing and the filter element should be changed at the next scheduled maintenance interval.

**UNIVERSAL APPLICATIONS**

- 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.

**OPTIONS AVAILABLE**

- 12VDC Pre-heater
- 120VAC Overnight heater
- Coolant Heat, Return Fuel Heat
- Water-In-Fuel (WIF) Sensor
- 7-10-25-50 micron filter

**DISTRIBUTED BY:**

customerservice@davco.com
www.davco.com

© DAVCO Technology, LLC. 2019

DAVCO®, Fuel Pro®, Diesel Pro®, Industrial Pro®, EyeMax®, Sea Pro®, Shop Pro®, Pro-Chek® and “SEEING IS BELIEVING”® are registered trademarks of DAVCO Technology, LLC. As technical advancements continue, specifications may change without notice. An ISO/TS 16949 and ISO 14001 Environmentally Registered Company.