OVERVIEW

Most truck OEMs currently offer engine return fuel as the heat source for the DAVCO Fuel Pro 382 (Figure 1). Current common rail engines generally do not have enough return fuel heat or flow rate to be used as a heat source for Fuel Pros.

To address this, a DAVCO Fuel Pro 382 can be easily plumbed for engine coolant to provide adequate heat at the primary filter (Figure 2).

“Y” or “T” connectors can be used in the cab heater hoses.

Determine if the bottom plate is equipped with a fluid heat assembly. If the Fuel Pro 382 has a deep bottom plate (Figure 3) it is a heated assembly with a heater loop and can be upgraded to use coolant heat. If the bottom plate is flat (Figure 4), order the DAVCO fluid heat bottom plate upgrade kit, DAVCO P/N 382029-23DAV (Figure 5).
REMOVING/BYPASSING RETURN FUEL CONNECTIONS FROM FUEL PRO

PACCAR and DTNA Applications

Note: PACCAR and DTNA return fuel applications utilize a 3/8” NPT thread on the bottom plate.

Step 1: Disconnect the return fuel lines at the heater base on the bottom of the Fuel Pro 382/383 (Figure 6).

Step 2: Splice the return fuel lines together with the appropriate union. Use JIC style (PACCAR) (Figure 7) and Compression (DTNA) (Figure 8).

Step 3: Remove existing return fuel fittings from bottom plate of Fuel Pro (Figure 9).

Figure 6: Disconnect Return Fuel Line

Figure 7: JIC Style (PACCAR)

Figure 8: Compression (DTNA)

Figure 9: Return Fuel Fittings
NAVISTAR Applications:
NAVISTAR return fuel applications utilize a 9/16-18 straight thread o-ring port on the bottom plate.

Step 1: Remove the VOSS quick connect fittings at the bottom plate by pushing the red release button in and pulling the hose end away from the VOSS fitting (Figure 10).

Step 2: Remove the VOSS quick connect fitting at the return port on the engine and discard the hose (Figure 11).

Step 3: Carefully route the return line to the tank up to the return fuel port on the engine and connect (Figure 12).

Note: The hose end can be spun/oriented as needed.

Step 4: Remove VOSS return fuel fitting from bottom plate of Fuel Pro (Figure 13).
INSTALLING COOLANT CONNECTIONS INTO FUEL PRO

PACCAR and DTNA Applications:

Step 1: Using liquid Teflon thread sealant install 3/8" NPT 90 ° 5/8" beaded hose barb fittings into each port on the bottom plate of the Fuel Pro.

Step 2: Orient the fittings so the 5/8" coolant hoses will clear surrounding components (Figure 14).

Step 3: Flush fluid heater loop with water or coolant to rid of residual fuel and contaminates.

NAVISTAR Applications:

Step 1: Install Parker adapters 3/8-6 F50G into each port on the bottom plate of the Fuel Pro (Figure 15).

Step 2: Using liquid Teflon thread sealant install 3/8" NPT 90 ° 5/8" beaded hose barb fittings into each port on the bottom plate of the Fuel Pro (Figure 16).

Step 3: Flush fluid heater loop with water or coolant to rid of residual fuel and contaminates.

Figure 14: Beaded Hose Barb

Figure 15: Parker Adapter 3/8-6 F50G

Figure 16: Install beaded hose barb fittings
ENGINE OR TRUCK COOLANT CONNECTIONS

**Cummins ISX**
On a Cummins ISX, a coolant pressure plug (Figure 17) is located behind the turbo on the right hand side of the engine.

A coolant return plug is located at the water pump (Figure 18).

**Navistar MaxxForce or Paccar MX13**
Note: On a Navistar MaxxForce or a Paccar MX13 engine, there are no accessible engine coolant ports and the cab heater circuit must be utilized (Figure 20 - Peterbilt application shown).

**Step 1:** Using heater hose pliers, clamp off both sides of the intended tee location. Cut the 3/4" ID hose. Install a 3/4" x 3/4" x 5/8" tee (Figure 21) into the cab heater return hose.

**Step 2:** Using heater hose pliers, clamp off both sides of the intended tee location. Cut the 5/8" ID hose. Install a 5/8" x 5/8" x 5/8" tee (Figure 22) into the cab heater pressure hose.

Δ Caution: Do not splice into the heater hose going to the emission aftertreatment unit.
COOLANT CONNECTIONS AT THE FUEL PRO

Step 1: Wrap with 1” Convoluted Tubing and route two pieces of 5/8” ID heater hose from the Fuel Pro 382 (Figure 23) to the tees at the cab heater circuit or the Cummins ISX block adapters (Figure 24), securing as needed.

Note: The Fuel Pro 382 heater ports are non-directional. Either port can be used for “in” or “out”.

Step 2: Remove the heater hose clamp pliers and start the engine. Check for leaks. Top off the surge tank as needed.