FUEL PRO® 482

DAVCO®
A **Clarience Technologies** Company

APPLICATIONS

- Detroit Diesel DD13, DD15 and DD16 Engines

ELIMINATE UNNECESSARY CHANGES & MAINTENANCE

- All-in-one fuel filter, water separator, and fuel pre-heater for heavy duty on-highway applications
- Clear cover provides instant visual indication of filter life
- ***"SEEING IS BELIEVING"***® See when NOT to change the filter
- Extended filter change intervals
- Enhanced fuel system troubleshooting procedures
- 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

MODELS & OPTIONS

- Base Model — Unheated
- Electric Heat
  - 12VDC or 24VDC Pre-heater
  - 120VAC Overnight heater
- Water-In-Fuel (WIF) sensor

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

CHECK VALVE
Eliminates drain back

LIGHTWEIGHT ALUMINUM CONSTRUCTION

DRAIN VALVE

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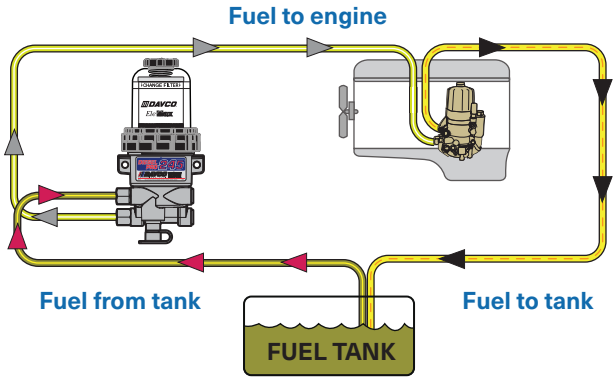
When new, the fuel level in the filter will be very low with minimal restriction. As the filter is used, contaminants collect on the filter from the bottom up. Fuel rises on the filter indicating remaining filter life.

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.

TYPICAL INSTALLATION



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.

PART NUMBERS TO ORDER

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