

DESCRIPTION

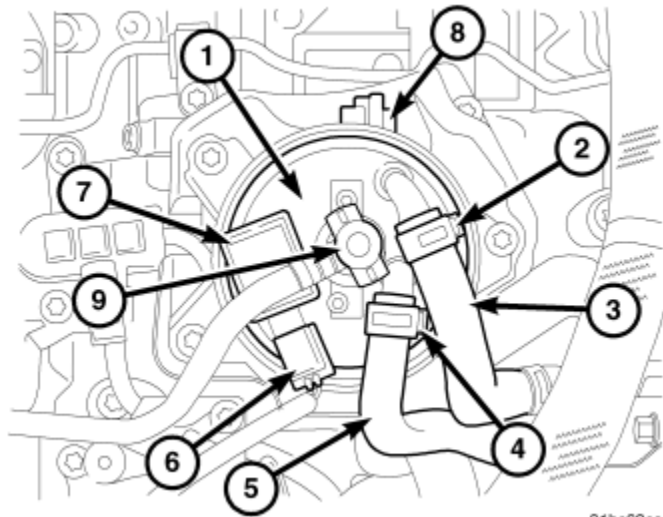
The fuel filter was designed for improved high altitude operation and for better re-start after the fuel tank has been completely emptied. The water drain plug and water in fuel (WIF) sensor are located on the top of the filter. Water is drained by using the in-tank electric fuel pump to generate flow (attach a hose to the drain plug). The filter has a pressure differential of 200–300 mbar (2.9 psi.) when new. When dirty, the pressure differential rises to 800 mbar (11.6 psi.).

REMOVAL

WARNING: NO SPARKS, OPEN FLAMES OR SMOKING. RISK OF POISONING FROM INHALING AND SWALLOWING FUEL. RISK OF INJURY TO EYES AND SKIN FROM CONTACT WITH FUEL. POUR FUELS ONLY INTO SUITABLE AND APPROPRIATELY MARKED CONTAINERS. WEAR PROTECTIVE CLOTHING.

CAUTION: DO NOT bend, twist or cut the fuel hose clamps. The fuel hose clamps throughout the fuel system are reusable when using special tool #9539. Original clamps must be used when servicing the fuel system.

1. Disconnect negative battery cable.
2. Disconnect the water in fuel (WIF) sensor harness connector (6).
3. Release the fuel inlet and outlet hose clamps (2) and (4) using special tool #9539 at the fuel filter (1).
4. Remove fuel filter retaining bracket bolt (8) and remove fuel filter (1).
5. Separate the WIF sensor (9) from the fuel filter.



INSTALLATION

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NOTE: Capture any fuel spillage and dispose of in appropriately marked container.

1. Fill new fuel filter with the new diesel fuel (approximately 0.4 liters).

2. Carefully seat WIF sensor (9) and tighten bolt to 13 lbs. in. (1.5 N·m).

3. Position fuel filter (1) in bracket and tighten retaining bolt (8) to 53 lbs. in. (6 N·m).

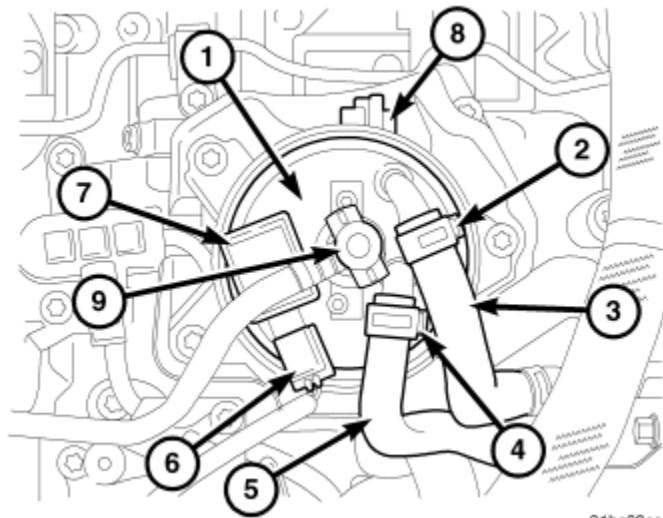
4. Install fuel lines (3) and (5) and re-crimp clamps (2) and (4) using special tool #9539.

5. Connect the WIF wiring harness connector (6).

6. Connect negative battery cable.

7. Cycle ignition several times to build pressure.

8. Start engine and inspect for leaks.



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