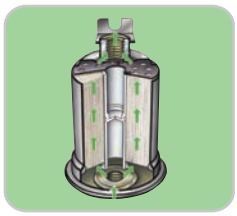
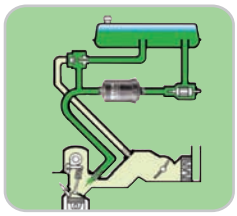
Techo Tips:
About Fuel & EFI Filters





Fuel filters will retain particles as small as five microns (about one tenth the diameter of a human hair) and differ to normal lubrication filters as the type of filter media used in this application is very specific. It must be able to trap and hold dirt and also separate water from fuel without restricting the flow of fuel to the engine.

Fuel filters for carburetor engines operate at low pressure and are usually housed in a clear nylon body.

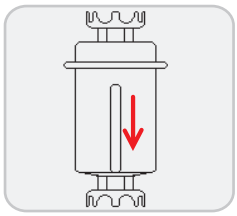
Conventional carburetored engines that are tuned for maximum fuel economy will have very small carburetor jets. Tiny particles of dirt can easily block these jets, causing annoying stalling or misfiring.

The EFI fuel filter is one of the most vital components in the electronic fuel injection (EFI) system. Fuel injection filters operate at high pressure and are always housed in a metal canister.

Since the injectors are electronic solenoids and timed by the vehicle's computer, the precise amount of fuel is dependent on how long the injectors stay open (milliseconds). The fuel injection reacts immediately if the fuel pressure is correct and the injectors are not blocked by dirt or foreign matter.

The fuel filter should be unaffected by changes in pressure and resistant to damage from shock and vibration. In order to fulfill these tasks, the external and internal construction of the filter must be of the highest quality and all seals, both internal and external must be flawless.

Application Tips: **Fuel & EFI Filters**



Fit Nylon filters only as per catalogue application. Even the older types have specific micron rating requirements by application.

Identify and install by following flow indicator outlines on filters. Extremely important in modern EFI applications — incorrect flow can damage solenoids.

Check service manuals — Caution is required when changing EFI filters, because even when the engine is turned off, high pressure will remain in the fuel line. **THESE SYSTEMS MUST BE DEPRESSURIZED BEFORE THE FUEL FILTER IS REPLACED**.

Never use Nylon-bodied Filters on EFI systems as they will fail and may cause fire.