

Installation Manual  
P/N FF5320-UK  
P/N FF5814-UK  
P/N FS1212-UK  
P/N FS1001-UK



## **Inline Filter Kit Installation**

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RTT Single Filter Kit Installation Manual

**PLEASE READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION**

# **Safety Guidelines!**

**WARNING!** Always secure the vehicle from rolling.

**WARNING!** Always disconnect vehicle batteries before working on electrical components.

**WARNING!** Always wear safety glasses when operating power tools such as drills and grinders or using punches and chisels.

**WARNING!** Always properly secure fuel lines and wiring to prevent chaffing.

**WARNING!** Always have a fire extinguisher available when working with fuel systems.

**PLEASE WORK SAFELY!**

## Single Filter Kit Contents



<u>Qty</u>	<u>Item Description</u>
1	Universal Singler Filter Mounting Bracket
2	1/2" NPT to -6 JIC Filter Head Adapters
2	-6an x 3/8" Push Lock Swivel Fittings
8	3/8" x 1" Mounting Bolts & Lock Washers
4	5/16" x 1 Self Tapping Bolts
1	Fuel Filter or water Separator

Please check your parts inventory against the above parts list before beginning your installation.

## Preparation

- 1) Secure vehicle from rolling.
- 2) Disconnect both batteries.
- 3) Raise vehicle and support safely if needed.
- 4) Drain fuel filter housing into an approved container via the water/fuel separator.

## Filter Assembly and Mounting

### A Note on Fitting Types:

Pipe threads require thread tape or PTFE pipe dope for proper sealing. Pipe threads are tapered and as such seal on the taper. Proper pipe threads will only screw in 2-3 turns before they begin to get tight. Usually 1/2 to 1 full turn beyond this is all that is needed to achieve proper sealing. **DO NOT** try to force the fittings all the way in until no threads are exposed. Damage will occur!

JIC or -AN threads seal on the tapered 37° nose cone and DO NOT require any type of sealant.

- 5) Begin by assembling the filter head. Apply sealant to pipe thread side of the 1/2" NPT x -6 JIC adapters.
- 6) Install the 1/2" NPT x -6 JIC adapters into the inlet and outlet of the filter head and tighten.
- 7) Choose your mounting location for the filter (inside or outside of the frame rail). This will determine which way the head must be attached to the mounting bracket. Either way the flow direction arrows on the filter head **MUST** face the front of the truck when the bracket is installed.
- 8) Using the mounting bracket as a template carefully mark out the location of the 4 mounting holes on the frame rail. The four mounting holes must be pre-drilled to 9/32" (**no larger**) for the self-threading bolts.
- 9) Bolt the filter head to the mounting bracket with the flow direction arrows facing forward based on your mounting location.
- 10) Using the four self-threading bolts mount the bracket/head combination to the frame rail. Do not overtighten the frame mounting bolts. You don't want to strip the newly cut threads.

- 11) If you so choose you can install the filter at this time or wait until you have completed the plumbing portion of the installation.

**Please note** that the fuel water separators (filters with drain valves) must be first in line and always ahead of your fuel filter.

- 12) The filter portion of your installation is now complete.

This covers the basic installation. From here you will be completing the installation using your own preferred plumbing method and lift pump system

### **A Note on Push-Lock Fittings:**

To make insertion of push-lock fitting into hose easier there are a couple of tricks.

A) Heat a cup of water in the microwave. Stick the end of the hose into the hot water for 15-30 seconds. This will soften the hose and make insertion MUCH easier.

B) A tiny dab of oil on the fitting itself will also aid insertion into the hose end.

C) Push the fitting against a hard surface such as a workbench or the inside of the frame rail to aid in pushing the hose over the barbs.

- 13) At this point we recommend purging the system of air before making the final connection to the injection pump.
- 14) If you did not install the filters in a previous step do so before priming the system.
- 15) To prime the system and purge it of air hang the new line going to the injection pump down into a catch container. Prime the system by bumping the starter but do not allow the vehicle to start. Wait 20 seconds or until the in-tank pump shuts off. Repeat this step until you have fuel running into your catch container.
- 16) Make the final connection of the new feed line to the injection pump and tighten the fitting.

## **Finishing Up**

- 29) Start the engine.
- 30) Check all connections for leaks and make sure all hoses are clear of moving parts.
- 31) Test drive the vehicle.

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