



Ford Ranger/Mazda BT-50 WLAT/WEAT Engines

Direction-Plus™ Pre-Filter Kit Installation Guide

This document is to be used as a guide for the installation of the Direction-Plus™ Fuel Manager™ FM100 pre-filter Kit to a Ford Ranger/Mazda BT-50. It is recommended that the installation of the product be carried out by a competent qualified mechanic.

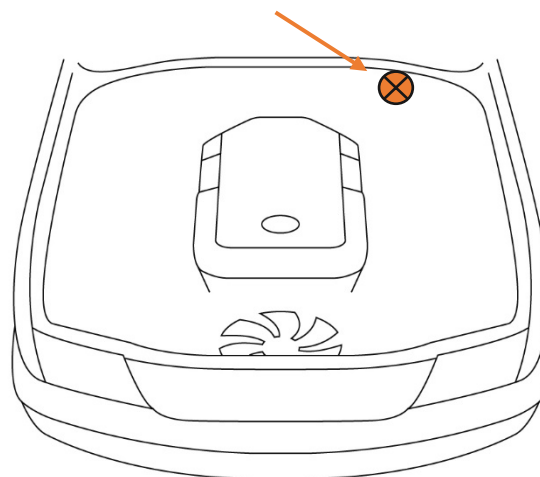
Important before starting

- Ensure the engine bay is clean and free from contaminates
- The fuel manager filter head has direction arrows indicating the direction of flow
- You have the correct tools to complete the fitment
- Read the instructions in full and familiarize yourself with the installation, before commencing any work

Kit contents

M8 1.25 X 40 Z PS SCR	1
TEC SCREW 10x16	2
2 BOLTS 2 NUTS 4 WASHERS	1
8MM X 17MM ZINC	2
BRACKET - BT50 & RANGER	1
DFL8 - FUEL LINE RUBBER (8MM)	3
DP733-04 - 1/4 "NPT PLUG	2
DP816-04-02-011 - 1/4" NPT STRAIGHT - 8	2
ELEMENT ASSEMBLY 30M - 3.6"	1
FM ENGINE BAY LABEL	1
FM100 30 MICRON FILTER ASSY	1
HOSE CLAMP - 8MM	2
LOCTITE 567 THREAD SEALANT - 6ML	1
NYLOC NUT M8	1
PUSH ON STRAIGHT - 8MM	2
WINDSCREEN LABEL	1

Pre-filter mounting locations



*Kit contents are subject to change based on component availability and/or refinement

Installation Guide

1. The pre-filter mounting bracket mounts on the firewall underneath the windscreen wiper motor and supported by the inner guard
2. Place the pre-filter bracket into position and loosely secure the bottom of the bracket to the inner mud guard using the existing bolt hole and the supplied 8mm bolt
3. Push the top of the bracket firmly against the firewall and using the supplied TEC screws fasten the top of the bracket to the firewall
4. Using the supplied 10mm bolts, washers and nuts, mount the FM100 Fuel Manager pre-filter assembly filter to the backside of the bracket
5. Install the 1/4 NPT adaptors into the filter head ports that are facing towards the center of the vehicle using the supplied LOCTITE thread sealant.



6. Apply a small amount of LOCTITE thread sealant to the two black ¼ NPT plugs and install them into the two remaining ports of the pre-filter head.
7. Measure from the steel pipe on the firewall (this pipe comes from the tank) to the inlet port of the fuel manager head (the arrows on the head indicate direction of flow) and cut to length a piece of the supplied 8mm hose
8. Lubricate the barbed end of one push-lock fitting and the inside portion of the hose to be fitted with a push-lock fitting with diesel fuel or WD40
9. Insert the barbed end of one push-lock fittings into the pre-lubricated end of the hose. Ensuring that the hose stops firmly against the inside of the bell cover.
10. With the assembled hose, screw the push-lock fitting on to the inlet port of the pre-filter. Connect the other end of the same hose to the steel fuel line coming from the tank and secure using a supplied 8mm hose clamp
11. Lubricate the barbed end of the remaining push-lock fitting and the inside portion of the remaining hose to be fitted with a push-lock fitting with diesel fuel or WD40
12. Insert the barbed end of the remaining push-lock fittings into the pre-lubricated end of the hose. Ensuring that the hose stops firmly against the inside of the bell cover.
13. With the now assembled hose, screw the push-lock fitting on to the outlet port of the pre-filter.
14. Measuring the hose in place between the outlet port of pre-filter the inlet of the factory fuel filter, cut the hose to length
15. Connect the 8mm fuel hose to the inlet of the factory fuel filter and secure with a supplied 8mm hose clamp
16. Using the supplied nylon cable ties, secure any loose hose from rubbing on any other components
17. Prime the system using the hand primer on the factory filter until the primer button is firm, the engine is ready to start.
18. Start vehicle and run the vehicle, whilst checking all connections for leaks

END OF GUIDE