



Isuzu D-MAX / Holden Colorado 3.0L 2008-2012 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 Isuzu D-MAX / Holden Colorado 3.0L 2008-2012. It is recommended that the installation of the product be carried out by a competent qualified mechanic.

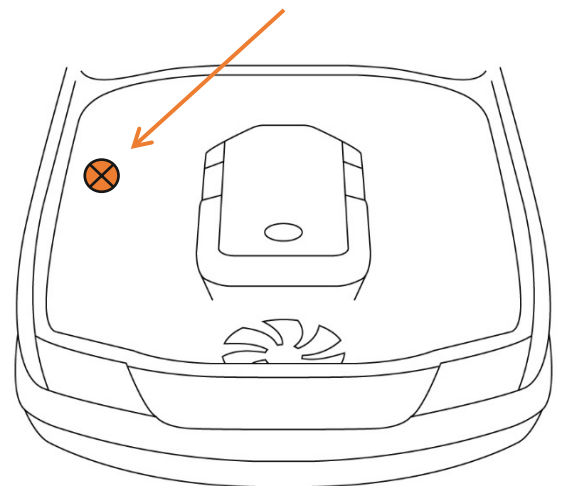
Important before starting

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

Kit contents

2 BOLTS 2 NUTS 4 WASHERS	1
BOLT - 6X25MM ZINC	1
BRACKET - COLORADO/DMAX	1
CABLE TIE 280 X 4.8 (UV)	10
DFL8 - FUEL LINE RUBBER (8MM)	7
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
HAND PRIMER KIT	1
HOSE CLAMP - 8MM	2
LOCTITE 567 THREAD SEALANT - 6ML	1
NUT - NYLOC 6MM	1
PUSH ON 90 DEG - 8MM	2
WINDSCREEN LABEL	1

Pre-filter mounting location



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

Installation Guide

1. Fit the 29578, hand primer kit to the pre-filter assembly, by unscrewing the cap ring located on top of the filter head and remove the plastic center cap. (save this cap in event the hand primer is ever removed)
2. Remove and retain the O-ring with the previously removed center cap
3. Remove the white "large volume" plug, located in the upper cavity directly under the center cap.
4. Apply a thin film of oil to the O-ring on the black valve plate assembly



5. Insert the valve plate into the upper cavity, o-ring end first; the orange/brown valve should be facing down. Ensure that the extended center rubber valve is piloted through the center hole of the filter head and pushed firmly into place.
6. Install the coil spring into the top of the valve plate and place the flat plastic spring cap on top of the spring.
7. Place the hand primer button assembly over the spring cap.
8. Install the previously removed cap ring the hand primer button assembly. With one hand placed on the plunger, depress the hand primer button assembly down until the diaphragm is seated firmly on the filter head. With the other hand screw, the cap ring down and tighten hand tight.
9. Looking at the pre-filter assembly with the mounting flange facing away from you. Using a small amount of the supplied Loctite thread sealant and install the two ¼ NPT adapters into both left-hand ports on the pre-filter housing.
10. Using a small amount of the supplied Loctite thread sealant install the two black ¼ NPT plugs into the two remaining ports on the pre-filter head.
11. Reposition the ballast resistor- Of the two mounting bolts securing the ballast resistor, loosen the bolt closest to the inner guard and remove the bolt that is closest to the engine. Rotate the ballast resistor so that the mounting hole that was closest to the engine is now pointing toward the rear of the vehicle.
12. Re-tighten the bolt securing the ballast resistor that is closest to the inner guard. Note there will now only be one bolt securing the ballast resistor.
13. On the ECU mounting bracket. Remove the lower mounting bolt that is closest to the engine
14. Install the pre-filter mounting bracket underneath the ECU bracket, so that the tab on the pre-filter mounting bracket is pointing toward the engine
15. Reinstall the ECU mounting bracket bolt and install the supplied 6mm bolt into the remaining hole in the pre-filter bracket. Firmly tighten both bolts to secure the pre-filter mounting bracket.
16. Mount the pre-filter assembly to the mounting bracket so that it is positioned between the pre-filter mounting bracket and the windscreen washer bottle. Secure the pre-filter housing with the two supplied 10mm bolts, nyloc nuts and washers. Note the brake lines near the pre-filter may need to be adjusted for clearance. A high level of caution should be taken when adjusting the brake lines.
17. With one end of 8mm fuel hose, Lubricate the inside portion of one end using diesel fuel or WD40.
18. Install one of the 8mm 90° push-lock fittings into the pre-lubricated end of the 8mm fuel hose, ensuring that the hose stops firmly against the inside of the bell cover
19. Connect the assembled hose and fitting to the inlet port of the pre-filter housing identified by the small arrow embossed just below the port, pointing inwards. When tightening the fitting, ensure the hose tail is pointing toward the rear of the vehicle.
20. Route the 8mm fuel hose along the firewall across to the passenger side and down underneath vehicle towards the steel fuel pipe coming from the fuel tank to the factory fuel filter
21. Cut the 8mm fuel hose to length so that you still have enough fuel hose to connect to the steel fuel pipe
22. Disconnect and remove the fuel hose between the steel fuel pipe from the fuel tank and the inlet of the



factory fuel filter

23. Connect the 8mm fuel hose coming from the inlet of the pre-filter to the steel fuel pipe coming from the fuel tank and secure with a hose clamp
24. Take the remaining 8mm fuel hose and with one end, Lubricate the inside portion of one end using diesel fuel or WD40
25. Install the remaining 8mm 90° push-lock fitting into the pre-lubricated end of the 8mm fuel hose, ensuring that the hose stops firmly against the inside of the bell cover
26. Loosely connect the just assembled hose and fitting to the outlet port of the pre-filter housing identified by the small arrow embossed just below the port, pointing outwards.
27. Following the other 8mm fuel hose, Route the 8mm fuel hose along the firewall across to the passenger side and down underneath vehicle towards the factory fuel filter
28. Connect the 8mm fuel hose coming from the outlet of the pre-filter to the inlet of the factory fuel filter and secure with a hose clamp. If required trim any excess fuel hose.
29. Using the supplied nylon cable ties carefully secure both 8mm fuel hoses along the top of the fire wall and underneath the vehicle, ensuring they are not kinked and cannot contact any hot components.
30. Prime the fuel system by using the hand primer on top of the pre-filter assembly, pump the primer until fuel can be seen coming from the loose fitting connected to the outlet of the pre-filter.
31. Tighten the fitting connected to the outlet of the pre-filter so that the hose tail is pointing towards the rear of the vehicle
32. Remove any loose tools from the work area
33. Turn the ignition to the ON position and wait 5 seconds
34. Start the vehicle and allow to run for 2-3 minutes whilst checking for any possible leaks

END OF GUIDE