



ISUZU D-MAX 2012-2017 130Kw Direction-Plus™ Post-Filter Kit Installation Guide

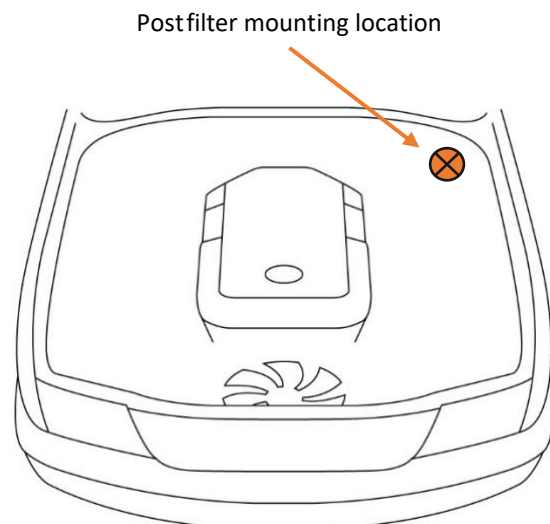
This document is to be used as a guide for the installation of the **Direction-Plus™ Fuel Manager™ Post-filter Kit (PF601DPK)** to a **D-Max 2012-2017**. It is recommended that the installation of the product be carried out by a competent qualified mechanic.

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 tools to complete the fitment.
- Read the instructions in full and familiarize yourself with the installation, before commencing any work.

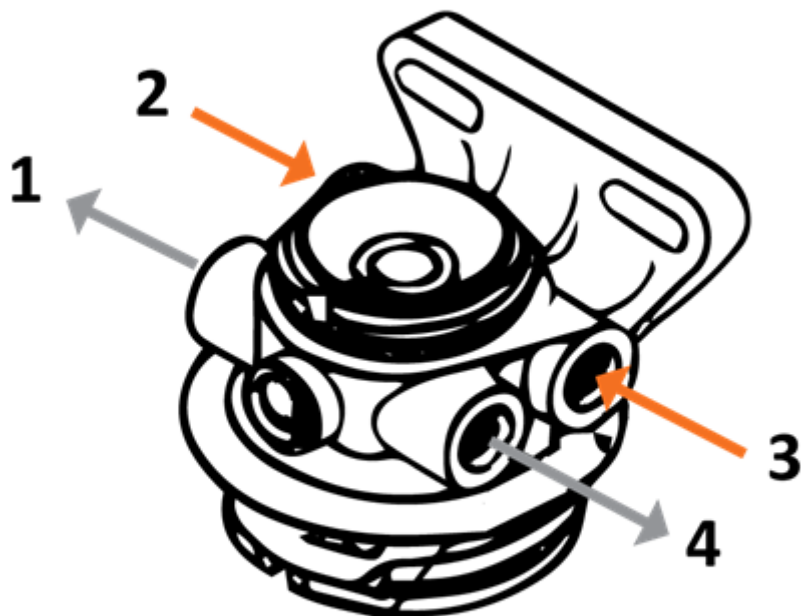
Kit contents

2x NPT STRAIGHT - 12MM
2x WASHERS
3x BOLT - 6X25MM ZINC
1x BRACKET - DMAX 130 KW
2x FUEL LINE RUBBER - 12MM
2x NPT PLUG
1x FM ENGINE BAY LABEL
1x FM100 2 MICRON FILTER ASSY
2x HOSE CLAMP 12MM
1x LOCTITE 567 THREAD SEALANT - 6ML
2x PUSH ON 90 DEG - 12MM
2x WASHER - 6MM
1x WINDSCREEN LABEL



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

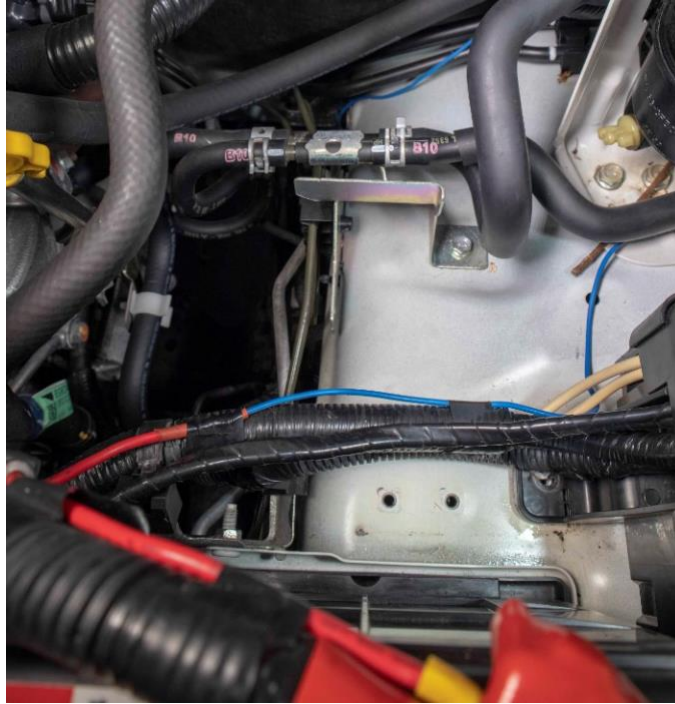
Fuel Manager Post-Filter Normal Flow Header Connection



Ports 2 and 3 = INLET
Ports 1 and 4 = OUTLET

Installation Guide

1. Remove the 6mm nut from rear corner of the battery tray holding a bracket, also remove the 6mm bolt from the rear of the fuse box.



2. Slide the Direction Plus bracket under the fuse box and over the stud on the battery tray.



3. With supplied 6mm bolts secure the base of the bracket and refit the factory 6mm nut to the battery tray.
4. Using the supplied 10mm bolts, washers and nuts, mount the FM100 Fuel Manager Post-filter assembly filter to the bracket



5. Install the NPT adaptors into the filter head ports that are closest to the fender suggest using LOCTITE thread sealant or similar.
6. Lift the factory fuel filter out of the factory mounting bracket and let sit to one side.
7. Identify the outlet hose and disconnect from the factory fuel filter
8. Measure from the factory filter outlet 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 12mm hose
9. 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
10. 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.
11. With the assembled hose, screw the push-lock fitting on to the inlet port of the Post-filter. Connect the other end of the same hose to the outlet port of the factory filter and secure using a supplied 12mm hose clamp
12. 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
13. 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.
14. With the now assembled hose, screw the push-lock fitting on to the outlet port of the Post-filter.
15. Refit the factory fuel filter back into its mounting bracket.
16. Apply a small amount of LOCTITE thread sealant to the two black NPT plugs and install them into the two remaining ports in the Post-filter head.
17. Using the supplied nylon cable ties, secure any loose hose from rubbing on any other components.
18. Bleed the fuel system by pumping the hand primer on the factory filter until firm
19. Start vehicle and run the vehicle, whilst checking all connections for leaks

END OF GUIDE