



Isuzu D-MAX / Holden Colorado 3.0L 2008-2012 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 to an Isuzu D-MAX / Holden Colorado 3.0L 2008-2012 (PF611DPK)**. It is recommended that the installation of the product be carried out by a competent qualified mechanic.

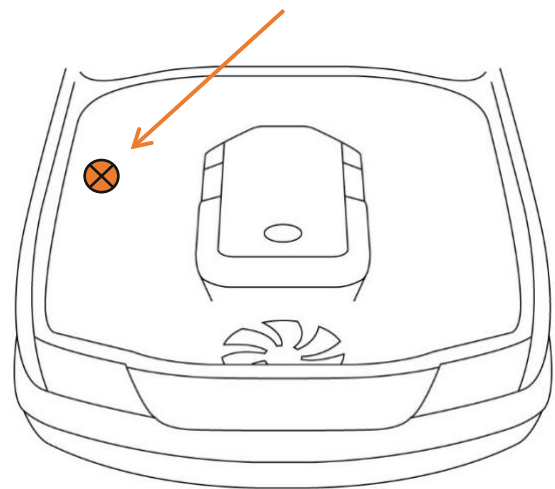
Important before starting

- 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

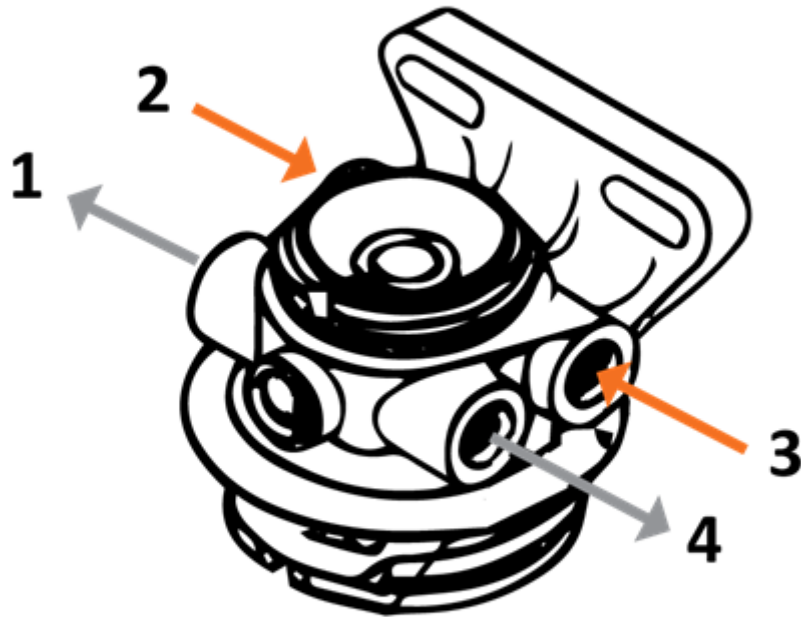
- 1x 2 BOLTS 2 NUTS 4 WASHERS
- 1x BOLT - 6X25MM ZINC
- 1x BRACKET - COLORADO/DMAX
- 10x CABLE TIE 280 X 4.8 (UV)
- 7x DFL8 - FUEL LINE RUBBER (8MM)
- 2x DP733-04 - NPT PLUG
- 2x DP816-04-02-011 - NPT STRAIGHT - 8
- 1x FM100 2 MICRON FILTER ASSY
- 1x HAND PRIMER KIT
- 2x HOSE CLAMP - 8MM
- 1x LOCTITE 567 THREAD SEALANT - 6ML
- 1x NUT - NYLOC 6MM
- 2x PUSH ON 90 DEG - 8MM
- 1x WINDSCREEN LABEL

Post-filter mounting location



*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. Fit the hand primer kit to the Post-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 Post-filter assembly with the mounting flange facing away from you. Using a small amount of the supplied Loctite thread sealant and install the two NPT adapters into both left-hand ports on the Post-filter housing.
10. Using a small amount of the supplied Loctite thread sealant install the two black NPT plugs into the two remaining ports on the Post-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 Post-filter mounting bracket underneath the ECU bracket, so that the tab on the Post-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 Post-filter bracket. Firmly tighten both bolts to secure the Post-filter mounting bracket.
16. Mount the Post-filter assembly to the mounting bracket so that it is positioned between the Post-filter mounting bracket and the windscreen washer bottle. Secure the Post-filter housing with the two supplied 10mm bolts, nyloc nuts and washers. Note the brake lines near the Post-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 Post-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. Measure & cut the 8mm fuel hose to length so that you still have enough fuel hose to connect to the factory fuel filter outlet in step 22.
21. 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
22. Connect the 8mm fuel hose coming from the outlet of the Post-filter to the inlet of the common rail supply pump and secure with a hose clamp
23. 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.
24. Prime the fuel system by using the hand primer on top of the Post-filter assembly, pump the primer until fuel can be seen coming from the loose fitting connected to the outlet of the Post-filter.
25. Tighten the fitting connected to the outlet of the Post-filter so that the hose tail is pointing towards the rear of the vehicle
26. Remove any loose tools from the work area
27. Turn the ignition to the ON position and wait 5 seconds
28. Start the vehicle and allow to run for 2-3 minutes whilst checking for any possible leaks

END OF GUIDE