

# INDUSTRIAL PRO®

## APPLICATIONS

- Any diesel engine with flow rates up to 540 gph
  - Off-Highway & Industrial Applications
  - Mining
  - Construction

## ELIMINATE UNNECESSARY CHANGES & MAINTENANCE

- All-in-one fuel filter, water separator, and fuel pre-heater for heavy duty off-highway applications
- Clear cover provides instant visual indication of filter life
- “SEEING IS BELIEVING®”  
See when NOT to change the filter
- Extended filter change intervals
- Enhanced fuel system troubleshooting procedures

## 5 MINUTE FILTER CHANGES

- Dry filter changes – Drain fuel below collar and replace
- No fuel spills – Removing standard filters full of fuel can be messy and hazardous
- Back-up emergency provision - Industrial Pro also accepts standard secondary spin-on filters in an emergency

## MODELS & OPTIONS

- Base Model - Unheated
- Single, Dual, Duplex, Triple & Triplex housing units
- Electric Pre-heater Options
  - 12 VDC
  - 120 VAC
- Water-In-Fuel (WIF) sensor

**FILTER ELEMENT**  
Patented design for extended life and maximum filtration performance

**SELF-PRIMING PORT**  
Remove the cap, pour in fuel and restart the engine with clean “filtered” fuel

**CLEAR COVER**  
See when NOT To change the Filter



**DUAL INLET / OUTLET PORTS**

**MIL-SPEC FINISH**

**FORGED ALUMINUM BODY**

**DRAIN VALVE**

## CONFIGURATIONS



**SINGLE**



**DUAL**



**DUPLEX**

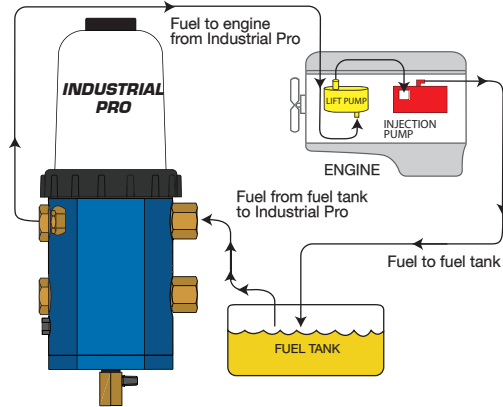


**TRIPLE**



**TRIPLEX**

## TYPICAL INSTALLATION



## HOW IT WORKS

- Fuel from the tank enters the fuel processor body.
- Large contaminants and “free” water are separated and remain in the body.
- Fuel rises into the clear cover area.
- Contaminants and emulsified water are captured by the filter media.
- Fuel level rises to maintain a fuel path through clean filter media (path of least resistance).
- Clean, water free, fuel exits the fuel processor to the engine fuel injection system.

## PART NUMBERS TO ORDER

Call customer service at 800-328-2611 for the nearest distributor.

## UNIVERSAL APPLICATIONS

Use Industrial Pro on heavy duty engines with minimum restriction for maximum fuel flows up to 540 gallons per hour.