

Section 5 - Fuel System - Group 05 ▾

- (10-022-001_05) Service Tools
(/qs3/pubsys2/xml/en/procedures/10/10-022-001_05.html)
- (10-005-010) Fuel Consumption
(/qs3/pubsys2/xml/en/procedures/10/10-005-010.html)
- (10-005-016) Fuel Pump
(/qs3/pubsys2/xml/en/procedures/10/10-005-016.html)
- (10-005-031) Fuel Pump Pulsation Damper
(/qs3/pubsys2/xml/en/procedures/10/10-005-031.html)
- (10-005-043) Fuel Shutoff Valve
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- (10-005-054) Stall Speed Test
(/qs3/pubsys2/xml/en/procedures/10/10-005-054.html)
- (10-005-073-tr) Integrated Fuel System Module (IFSM) (/qs3/pubsys2/xml/en/procedures/10/10-005-073-tr.html)
- **(10-005-096) Fuel Inlet Pre-Filter**
(/qs3/pubsys2/xml/en/procedures/10/10-005-096.html)
- (10-005-239-tr) Timing Actuator Flow Test
(/qs3/pubsys2/xml/en/procedures/10/10-005-239-tr.html)

Section 6 - Injectors and Fuel Lines - Group 06 ▾

Section 7 - Lubricating Oil System - Group 07 ▾

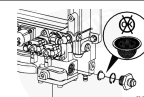
Section 8 - Cooling System - Group 08 ▾

Section 9 - Drive Units - Group 09 ▾

^ (/qs3/pubsys2/xml/en/manual/3666239/3666239-titlepage.html)

General Information

The fuel inlet pre-filter is designed to protect the priming pump from debris from the fuel tanks.

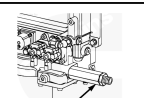


Three versions of the fuel inlet pre-filter have been used on the ISX/QSX15 engine.

Early engines utilized a 300 micron pre-filter located in the fuel inlet to the Integrated Fuel System Module or a 36 micron filter located on the Integrated Fuel System Module.

Many of these Integrated Fuel System Module mounted pre-filters were removed due to the small area of the filter which become plugged easily. Remote mount automotive priming pumps contained a fuel pre-filter located in the priming pump manifold.

Later engines utilize a larger, serviceable 300 micron pre-filter located in a housing at the Integrated Fuel System Module fuel inlet.



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Section 6 - Injectors and Fuel Lines - Group 06 ▾

Section 7 - Lubricating Oil System - Group 07 ▾

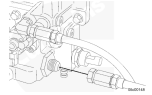
Section 8 - Cooling System - Group 08 ▾

Section 9 - Drive Units - Group 09 ▾

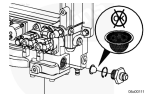
Some engines are **not** equipped with a pre-filter.

Remove

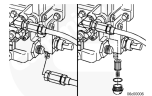
Remove the fuel supply line to the Integrated Fuel System Module. Refer to Procedure 006-024 (/qs3/pubsys2/xml/en/procedures/10/10-006-024.html).



Remove the fuel inlet fitting, pre-filter snap ring, and pre-filter.

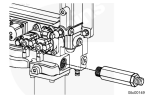


Remove the fuel pump screen cap (36-micron screen).



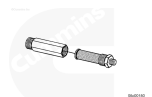
Discard the screen.

Remove the large pre-filter from the Integrated Fuel System Module.



Clean

Disassemble the inlet pre-filter.



Note : The filter media is **not** removable from the inlet fitting.

⚠ WARNING ⚠

When using solvents, acids, or alkaline materials for cleaning,



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Section 6 - Injectors and Fuel Lines - Group 06 ▾

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follow the manufacturer's recommendations for use. Wear goggles and protective clothing to reduce the possibility of personal injury.

⚠ WARNING ⚠

Wear appropriate eye and face protection when using compressed air. Flying debris and dirt can cause personal injury.

Use solvent to back-flush the pre-filter element.

Dry with compressed air.

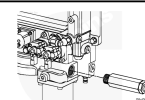
Assemble the inlet pre-filter.



Torque Value: 60 n•m [44 ft-lb]

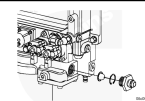
Install

Install the pre-filter on the Integrated Fuel System Module.



Torque Value: 60 n•m [44 ft-lb]

Note : Do not use a new style inlet screen combined with an old style inlet screen. Excessive fuel inlet restriction will result.



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Section 6 - Injectors and Fuel Lines - Group 06 ▾

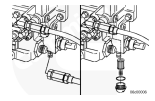
Section 7 - Lubricating Oil System - Group 07 ▾

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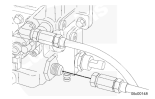
Install the pre-filter, snap ring, and fuel inlet fitting into the Integrated Fuel System Module.

Install the fuel pump screen, compression spring, o-ring, and cap. Tighten the cap.



Torque Value: 17 n•m [150 in-lb]

Install the fuel inlet line. Refer to Procedure 006-024
(/qs3/pubsys2/xml/en/procedures/10/10-006-024.html).



Last Modified: 26-Jun-2002
