



EVO-10 WATER SEPARATOR/PRIMARY FILTER

**SEPAR
FILTER**

- High separation efficiency with minimal pressure drop
- Minimum weight due to compact design
- Installation, maintenance and environmentally friendly
- Optionally with Water-in-Fuel-Sensor

**SEPAR
EVO-10**





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High separation efficiency with minimal pressure drop

Our patented filter technology creates a safe and efficient separation of water and other contaminants from the fuel. The large diameter of all internal cross sections and channels minimizes the pressure drop. Finest impurities and water droplets are efficiently trapped by the large surface area of pleated filter element.

Less weight due to compact design

Due to the use of most modern materials, we have reduced the volume and weight of the filter drastically, without loss of any efficiency or reliability.

Easy installation

Due to the design of the inlet and outlet ports, the filter can be easily integrated in any fuel system. Inlets and outlets can be connected on the left and/or right side of the filter according to your requirement.

Simple and quick maintenance

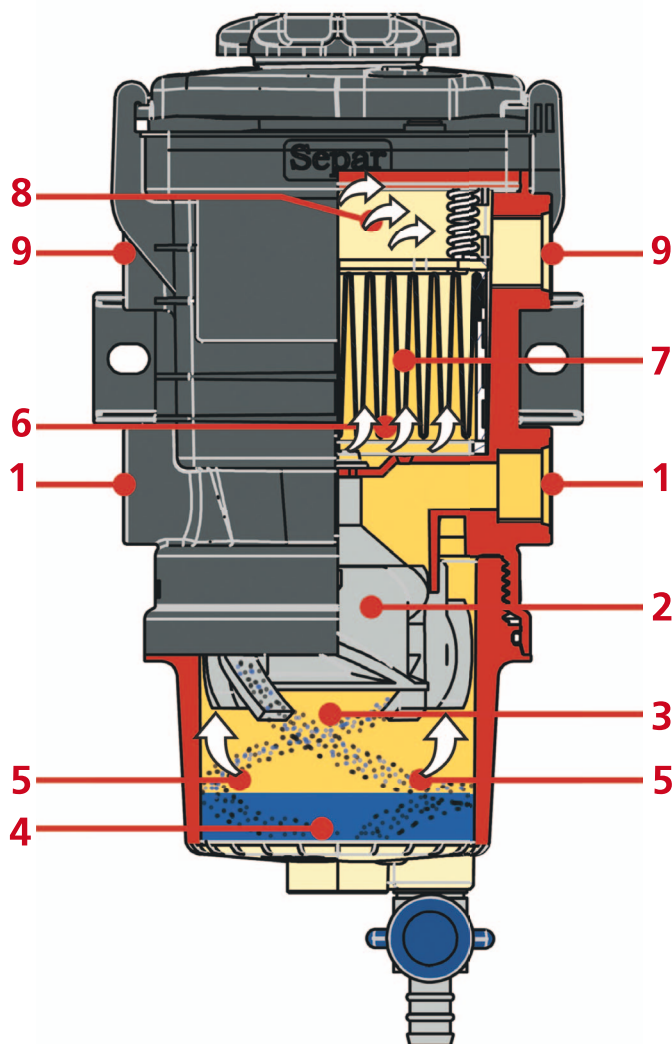
The filter operation is protected by an easy to remove cover. This will prevent dirt that could contaminate the fuel circuit when the filter lid is opened. The filter has been designed to allow element replacement / service without the use of tools.

Environmentally friendly

The filter is constructed from completely recyclable materials. Moreover the element can be reused multiple times during the life of the filter, meaning waste disposal costs and hence the environmental burden will be minimized.

Optionally with Water-in-Fuel-Sensor

A filter fitted with the optional WiF-Sensor (Water-in-Fuel-Sensor) does not need to be regularly checked for water. If water is present in the fuel, the WiF-Sensor will activate an alarm to signal it should be removed by opening the drain valve.



Functional principle

1. Fuel inlet
2. While passing the internal vanes, a rotational motion is induced in the fuel.
3. The fuel exits the internal vane system and enters the filter bowl.
4. Due to the rotational energy water and particulates become separated from the fuel and will settle down at the bottom of the filter bowl.
5. The fuel is then guided to the filter pre-chamber.
6. Due to the large cross section of the pre-chamber, the fuel flow velocity is reduced.
7. Suspended particulates and the finest water droplets are held back (caught) in the pleated media of the filter element.
8. The cleaned fuel passes to the outlet chamber.
9. Fuel outlet

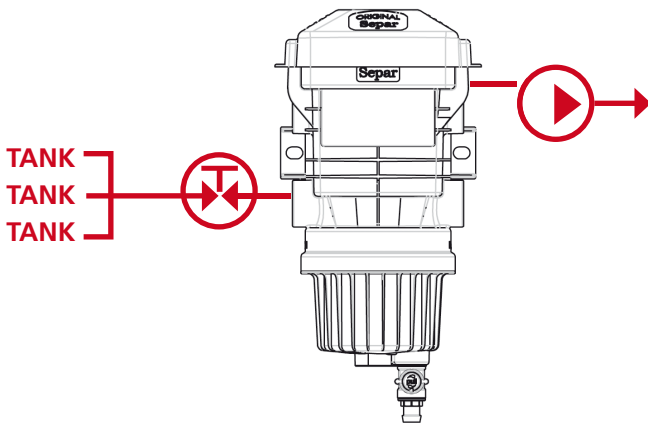


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Installation position

The filter has to be installed in the suction line (in between the tank and the fuel lift-pump), however it does not matter whether the filter inlet is positioned higher, equal or lower to the maximum fuel level in the tank for the filter to function correctly. Due to safety requirements we always recommend the installation of a shut-off ball valve with full flow diameter between the fuel tank and the filter.



EVO-10 accessories, available on request

- Article-no. 06 1634 Gasket kit
- Article-no. 06 1661 Service tool
- Article-no. 06 1541 Sensor bowl
- Article-no. 06 1381 Water sensor active, 12-24 V standard



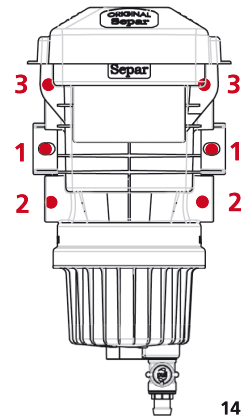
Cover cap

The cover cap can be removed and replaced with minimal exertion.



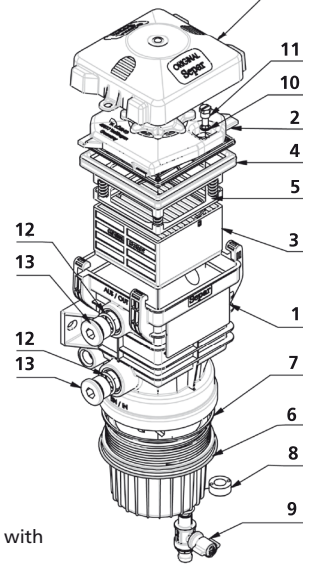
Installation

The filter should be attached to the mounting surface with suitable screws through the mounting brackets (1). The inlet (2) and outlet (3) allow the fuel lines to be connected on the left and/or right side according to your requirements. Only use fittings with stud threads form F per ISO 6149-2 and 3. Tightening torque max 20 Nm.



Assembly

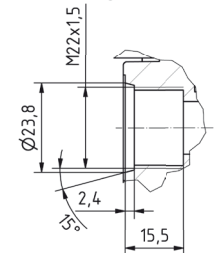
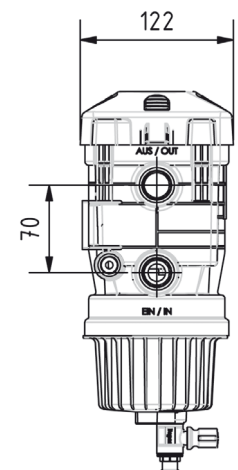
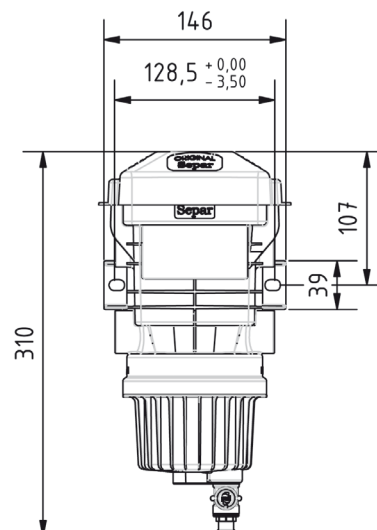
- 1 Filter housing (art.-no. 06 1531)
- 2 Filter cover (art.-no. 06 1532)
- 3 Filter element 01030* (art.-no. 06 2645)
- 4 Cover gasket (art.-no. 06 1559)
- 5 Spring frame (art.-no. 06 1537)
- 6 Bowl (art.-no. 06 1542)
- 7 Bowl gasket (art.-no. 06 1543)
- 8 Two hole nut (art.-no. 06 1398)
- 9 Drain valve (art.-no. 06 1544)
- 10 USIT-ring (art.-no. 06 3558)
- 11 Bleed screw (art.-no. 06 3408)
- 12 O-ring 19.4 x 2,5 (art.-no. 06 1359)
- 13 Screw plug (art.-no. 06 1234)
- 14 Covering cap for cover (art.-no. 06 1609)



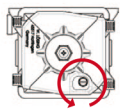
*Originally all diesel fuel filters are delivered with a 30-µm-paper-filter element. Alternatively 10-µm-paper-filter elements or 60-µm-sieve-filter elements can be delivered.

Threaded connection: Screw plug hole form W ISO 6149-1 for stud threads form F ISO 6149-2 and 3.

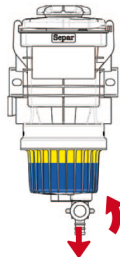
Dimensions



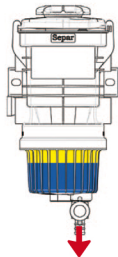
Draining the water



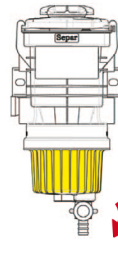
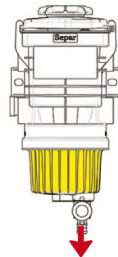
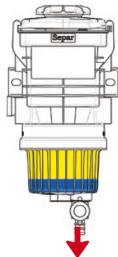
Loosen the bleed screw on the lid by two rotations.



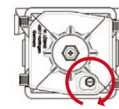
Pull the handle of the drain valve towards you and open it by a quarter of turn to the left.



Release sufficient fluid so that the bowl is filled with diesel fuel only.



Close the drain valve by turning the handle to the right until it snaps in place.



Tighten the bleed valve on the lid so that it is air tight (a torque of 4 Nm). Prime the fuel system.

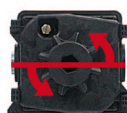
Element replacement



Loosen the central tightening screw on the cover.



Turn it until it reaches the stop position.



Release the lid with pressure and rotate it left so that it is free of the bayonet. that it is free of the bayonet.



Remove the lid and the cover from the filter housing.



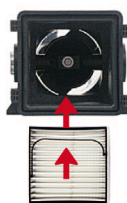
Remove the spring cassette.



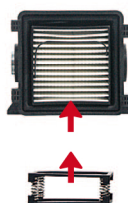
Pull the filter element out of the housing using the handle.



Dispose of the used filter element responsibly (according to local regulations).



Insert the new filter element.



Replace the spring cassette.



Put the lid and cover back in position.



Reset the cover with a gentle downwards pressure and a turn to the right.



Check the correct location of the lid on the filter head.



Tighten the screw to a torque of 10 Nm.



Tighten the screw until it will securely lock.