FUEL FILTER ELEMENT (S05C–B)

110JF–02

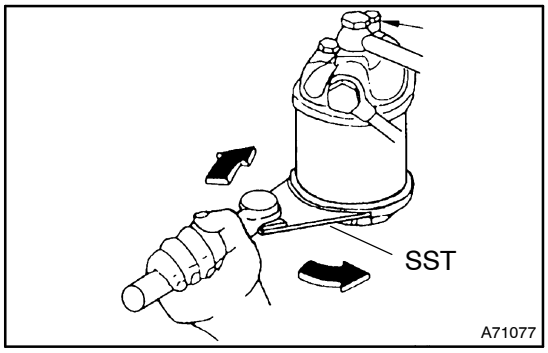
REPLACEMENT

1. DRAIN FUEL

2. REMOVE DIESEL FUEL FILTER ASSY

(a) Remove the 3 fuel pipes.

(b) Remove the 2 bolts and fuel filter assy.



3. REMOVE FUEL FILTER ELEMENT

(a) Mount the fuel filter in a soft jaw vise.

(b) Using SST, remove the fuel filter element.
SST 09228–34010

4. INSTALL FUEL FILTER ELEMENT

(a) Remove the dust on installation surface.

(b) Apply a light coat of fuel to the gasket of new fuel filter.

(c) Install the fuel filter by turning it lightly to the right by hand until if comes in contact with the surface of the fuel filter cover.

NOTICE:

Do not use SST in tightening the element by hand.

(d) Then using the SST, tighter the fuel filter about 240° (2/3 turn).
SST 09228–34010

NOTICE:

- **Replace the new gasket.**
- **Do not reuse the element.**
- **Attention the gasket to damage.**

5. INSTALL DIESEL FUEL FILTER ASSY

(a) Tighten the fuel filter assy with the 2 bolts.
Torque: 55 N·m (561 kgf·cm, 40 ft·lbf)

(b) Using a new gasket, install the fuel pipe to the fuel filter assy with the union bolts.
Torque: 24.5 N·m (250 kgf·cm, 18 ft·lbf)

6. ADD FUEL

7. BLEED FUEL

CAUTION:

At time of air venting, pay attention to the following items.

- **Pay attention to fuel spilling from the pump air bleeder and the fuel filter drain pipe at the time of air venting.**
  Apply rags etc. to the respective parts being worked on and take care to prevent spilling of fuel onto the surroundings.
- **If starting is difficult or if the engine stops some time after starting, the air has not been vented sufficiently and should be repeated.**

(a) Loosen the priming pump knob of the injection pump by hand and pull out the knob.

(b) Push the knob by hand and move it up and down for pumping.

(c) When pushing the knob becomes harder, loosen the fuel filter drain bolt and vent the air through the drain pipe.
(d) Tighten the fuel filter drain bolt provisionally.
(e) Repeat the steps (b) to (d) until air no longer comes from the drain pipe and then tighten the drain bolt with the correct torque.
Torque: 6.9 N·m (70 kgf·cm, 61 in.·lbf)
(f) Again move the priming pump knob of the injection pump up and down for pumping.
(g) When pushing the knob becomes harder, loosen the air bleeder of the pump and vent the air.
(h) Tighten the air bleeder provisionally.
(i) Repeat the steps (f) to (h) and when air no longer comes out from the air bleeder tighten the air bleeder with the correct torque.
Torque: 5.9 N·m (60 kgf·cm, 52 in.·lbf)
(j) Again pump until pushing the knob becomes harder, and finally lock the knob by tightening it in the pushed in condition.
(k) Again confirm the tightening of all parts and then start the engine.

NOTICE:

- **When starting the engine, do not use the starter for 15 seconds continuously to prevent it from burned out. And also take an interval of 30 seconds before re–starting to protect the battery.**
- **For the above reason, do not bleed the air by cranking the engine with the starter.**

8. INSPECT FOR FUEL LEAKS