

SIMPLEX[®]

JOE FILTER

START-UP PROCEDURE

- 1. CLOSE PRE-FILTER DRAIN LOCK, SEPARATOR BLEEDER, AND SEPARATOR DRAIN VALVE.**
- 2. CLEAR ANY INDICATORS BY PRESSING PUMP STOP.**
- 3. PRESS PUMP RUN TO BEGIN FILTRATION.**
- 4. VISUALLY CONFIRM FUEL FLOW THRU HOSES.**
- 5. RUN FILTER FOR 20 MINUTES. PRESS PUMP STOP.**
- 6. CLOSE INLET AND RETURN BALL VALVES.**
- 7. OPEN PRE-FILTER DRAIN LOCK. DRAIN OFF EXCESS WATER FROM PRE-FILTER.**
- 8. CLOSE PRE-FILTER DRAIN LOCK. PRESS PUMP RUN TO BEGIN FILTRATION.**
- 9. REPEAT STEPS 5-8 ONCE. UNIT IS NOW READY FOR NORMAL USE.**

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SEQUENCE OF OPERATION

- 1. CLOSE INLET AND RETURN BALL VALVES**
- 2. RUN SUCTION HOSE TO MAIN TANK SUPPLY AND RETURN HOSE TO MAIN TANK RETURN.**
- 3. OPEN INLET AND OUTLET BALL VALVES.**
- 4. FOR INITIAL USE, FOLLOW START-UP PROCEDURE.**
- 5. CLEAR ANY ALARMS BY PRESSING PUMP STOP.**
- 6. PRESS PUMP RUN TO BEGIN FILTERING (UNIT PRIMES ITSELF).**
- 7. DRAIN SEPARATOR WHEN INDICATOR IS LIT. PUMP STOPS AUTOMATICALLY WHEN SEPARATOR NEEDS TO BE DRAINED.**
- 8. PRESS PUMP STOP TO RESET DRAIN SEPARATOR INDICATOR. PRESS PUMP RUN TO CONTINUE FILTRATION.**
- 9. CHANGE PRE-FILTER WHEN INDICATOR IS LIT.**
- 10. CHANGE SEPARATOR ELEMENT WHEN INDICATOR IS ILLUMINATED.**
- 11. DRAIN HOLDING TANK WHEN INDICATOR IS ILLUMINATED.**

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PARKER

FILTER CARTRIDGE REPLACEMENT

***NOTE* WHILE UNIT IS RUNNING LIFT INLET HOSE TO TAKE IN AIR. LEAVE OUTLET HOSE IN TANK AND LET SYSTEM RUN UNTIL OUTLET IS NO LONGER PUSHING FUEL. THIS WILL REMOVE AS MUCH FUEL AS POSSIBLE MINIMIZING THE AMOUNT OF FUEL THAT HAS TO BE MANUALLY DRAINED.**

- 1. CLOSE THE INLET AND OUTLET VALVES TO ISOLATE THE FILTER FROM THE SYSTEM.**
- 2. OPEN THE VENT VALVE ON THE HEAD TO ALLOW THE UNIT TO THOROUGHLY VENT BEFORE LOOSENING THE HEAD KNOBS.**
- 3. OPEN THE DRAIN VALVE ON THE BOTTOM OF THE HOUSING TO ALLOW ALL FLUID TO DRAIN FROM THE UNIT.**

4. LOOSEN THE HEAD NOW ATTACHING THE HEAD TO SLOTTED FLANGE.
5. REMOVE THE HEAD GASKET AND DISCARD.
6. REMOVE AND DISCARD THE EXPENDED CARTRIDGE.
NOTE: THE USED CARTRIDGE MAY BECOME A FIRE HAZARD, DISCARD IN A FIRE SAFE PLACE IN ACCORDANCE WITH ALL FIRE SAFETY LAWS.
7. FLUSH THE INTERIOR OF THE HOUSING WITH CLEAN, PROCESSED, FILTERED FUEL OR SOLVENT. **NOTE: A NON-METALLIC BRISTLE BRUSH MAY HELP REMOVE CAKED-ON DEBRIS.** RINSE THE HOUSING AND HEAD WITH CLEAN SOLVENT AND DRY WITH A SOFT, LINT-FREE CLOTH.
8. LIGHTLY LUBRICATE THE NEW O-RING WITH PETROLEUM JELLY OR CLEAN FUEL OIL AND POSITION IT ON THE HEAD.
9. INSERT A NEW CARTRIDGE INTO THE HOUSING. PUSH/TWIST CARTRIDGE ONTO HEAD SPIGOT. THE HEAD CONICAL SPRING WILL SEAT/SEAL THE CARTRIDGE INTO THE HOUSING.
10. ROTATE HOUSING ONTO THE BOLTS. TIGHTEN THE KNOBS BY HAND UNTIL HEAD IS SNUG TO THE HOUSING. **NOTE: A TORQUE WRENCH IS RECOMMENDED. TIGHTEN ALL COLLAR BOLTS TO 100 INCH LBS.**
11. CLOSE THE CANISTER DRAIN AND VENT VALVES.
12. EXAMINE ALL CONNECTIONS AND SEALS FOR LEAKS, SHUT DOWN IMMEDIATELY IF ANY LEAKS ARE PRESENT.

13. BE SURE TO MAINTAIN RECOMMENDED VACUUM SWITCH SETTINGS OF 10HG FOR THE STRAINER AND 15HG FOR THE COALESCER.

STORAGE OF UNIT

***NOTE* WHILE UNIT IS RUNNING LIFT INLET HOSE TO TAKE IN AIR. LEAVE OUTLET HOSE IN TANK AND LET SYSTEM RUN UNTIL OUTLET IS NO LONGER PUSHING FUEL. THIS WILL REMOVE AS MUCH FUEL AS POSSIBLE MINIMIZING THE AMOUNT OF FUEL THAT HAS TO BE MANUALLY DRAINED. WHEN STORING FOR LONG PERIODS OF TIME, IT IS RECOMMENDED THAT THE AIR PURGE VENT ON TOP OF THE FBO FILTER IS LEFT OPEN TO ALLOW FOR THERMAL EXPANSION.**