



REPLACING A FORD TRANSIT FUEL FILTER

The advice here, is that only OE quality aftermarket elements can support technicians in achieving the same levels of performance and efficiency as the original. When it comes to replacing the fuel filter element on the Ford Transit, Parker Racor ensures the job is simple, thanks to a patented compound bayonet fitting system.

Changing the filter element

Changing the filter element on a Transit is the only maintenance required, as the actual fuel filter water separator is designed to be fit for the life of the vehicle. The element simply clicks into place and locks. This concept prevents anyone from removing the filter element from the bowl and inadvertently driving off without the protection of a filter element, damaging the engine. In essence, the Parker Racor element means 'no filter; no flow', because it is impossible to close the product without the patented part inside. The system is both tamper-proof and cannot unlock involuntarily.

Filter body seal

Replacement filter elements from Parker are supplied as a kit that includes a replacement body seal; the main seal that sits between the filter bowl and head. It is crucial that this seal is changed at the same time as the element. This is because it will have been sat in fuel for its lifetime and will likely be suffering from a degree of flattening, due to the pressurised interface between the bowl and the head. As an

Highlighting the importance of OE quality filters, Adam Pearce, Product Manager at Parker Racor, outlines what technicians need to look for when replacing a fuel filter element on a Ford Transit.

external seal, it is designed to prevent any fuel from contaminating the environment.

The body seal offers high durability and excellent levels of vibration resistance. Moreover, the seal provides high chemical compatibility and can operate safely across a wide temperature range, from -40°C to +40°C, and beyond in the case of a Ford Transit. These design attributes are important, as, if the materials cannot survive in different grades of fuel at different temperatures, and maintain a positive seal, then serious consequences are likely to result.

Matching OE equivalents

The use of a patented filter element on the Transit should assure technicians that they are fitting a quality product, reducing

any worries about warranty claims and performance issues/engine damage.

At Parker, we believe that OE quality can be defined by ensuring aftermarket elements are identical to the former; they are built on the same production lines using the same materials and the same media. Racor replacement filter elements for the Ford Transit, for instance, are designed to remove the amount of dirt required to protect the injector, i.e. 99% of particles down to 4µm. We have worked

hard on the specification with Ford to achieve the necessary technical needs, as well as the dirt-loading and long-term testing requirements.

Lower quality paper filters will have less dirt-loading capability. As a result, either the service life becomes compromised, or efficiency is reduced (more dirt is allowed to pass). In the latter

case, the injection system will consequently be at risk. Saving £2 on a filter element could end up costing £2,000 to repair an injector system.

To sum up, buying from a non-regulated supply source could mean that the element is a copycat design. Few people would buy brake pads off an internet auction seller based in a low-cost economy, and the same ethos should apply to fuel filter elements.



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