

## Fuel Manager Pre-Filter kit Installation Guide for Ford Ranger, Everest and Mazda BT-50

This document is to be used as a guide for the installation of the Direction-Plus Fuel Manager pre-filter Kit to a Ford Ranger 2.2L and 3.2L (2011 – 2022), Everest 3.2L (2015-2022) and Mazda BT-50 2.2L and 3.2L (2011 – 2021).

**It is recommended that the installation of the product be carried out by a competent qualified mechanic.**

### Important before starting

- Ensure the engine bay is clean and free from contaminants
- The filter head has direction arrows indicating the direction of flow
- You have the correct tools to complete the fitment
- Read the instructions in full and familiarize yourself with the installation before commencing any work

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### Maintenance / servicing

- It is recommended to drain the FUEL MANAGER element every 5,000 – 10,000km.
- FUEL MANAGER element is to be replaced every 40,000km or as per your vehicles service interval.

### Kit contents



1x Bracket (FM621-BR)	1x 2 Bolts 2 Nuts 4 Washers (FMB10KIT)	4x Washer (PLFW16)
1x FM 30 Mic Filter Assy (16594)	2x 9.89 Elbow 8mm Barb (D0)	2x Push On 90 Deg - 10mm (DPP0090-06)
1x fuel Hose 10mm (DPFH10)	2x Hose Clamp - 10mm (FMC10)	2x Plug (PLPLUGDP)
	2x Fitting 10mm (DP816-6-M1615)	

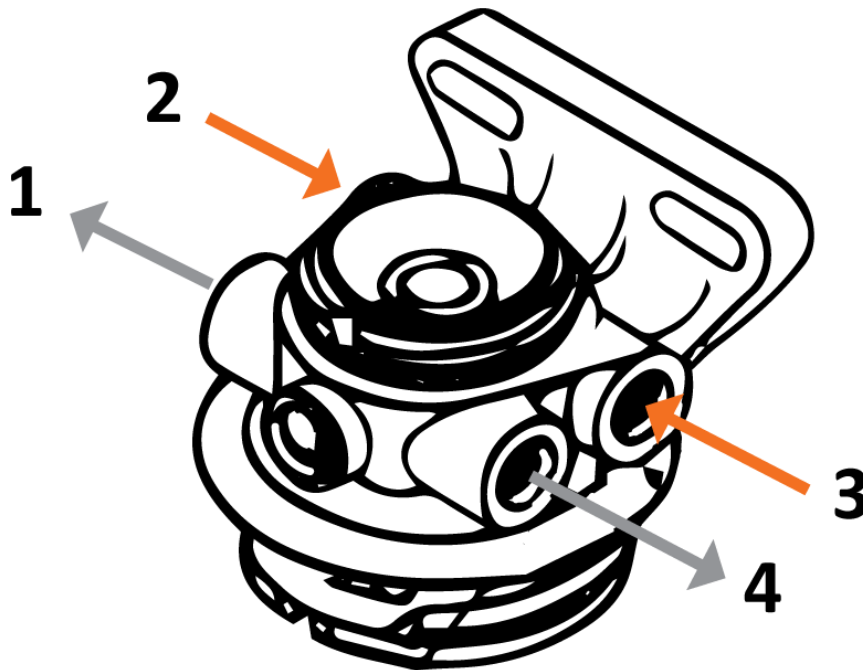
\*Kit contents are subject to change based on component availability and/or refinement



**Tools Needed:**

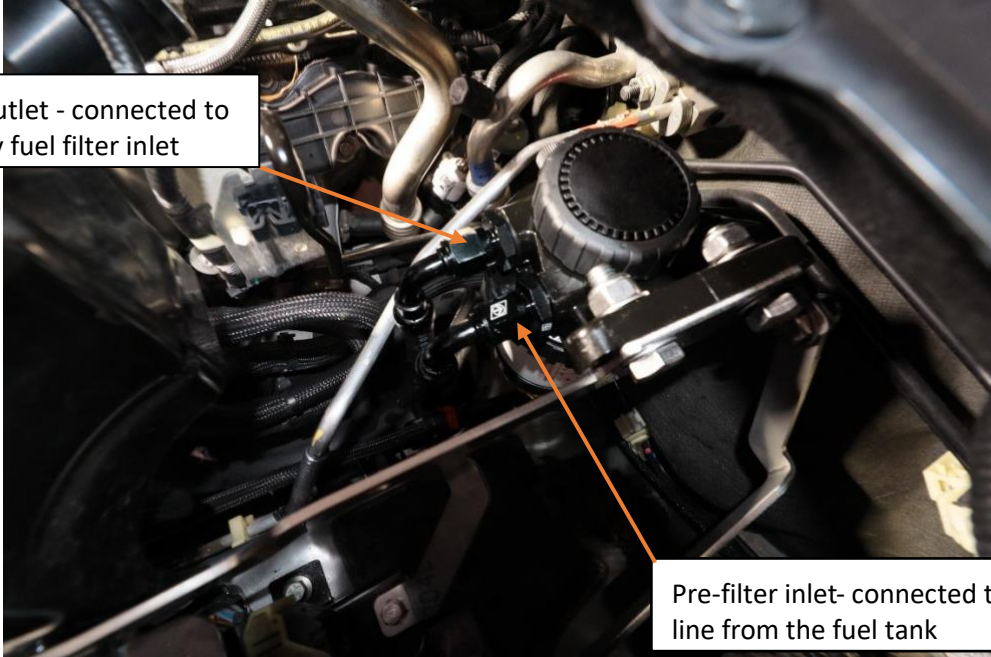
- Spanners
- Sockets
- Screw Drivers
- Pliers
- Snips/Cutter
- Rags
- Small container for priming
- We suggest using a thread sealant like Loctite 567 or equivalent.

## Fuel Manager Pre-Filter Normal Flow Header Connection



**Ports 2 and 3 = INLET**  
**Ports 1 and 4 = OUTLET**

## Installation Guide

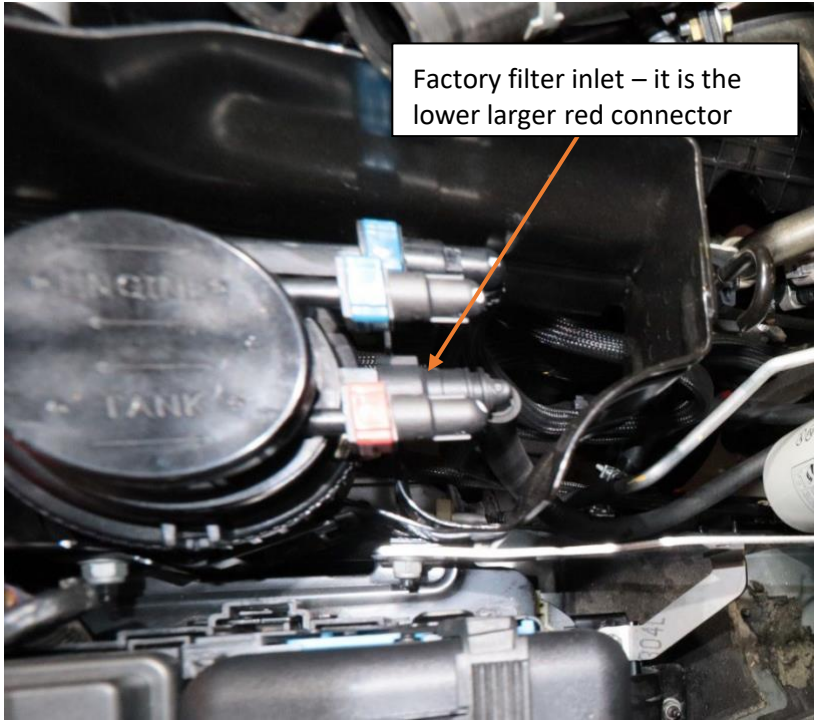


Pre-filter outlet - connected to the factory fuel filter inlet

Pre-filter inlet- connected to fuel line from the fuel tank

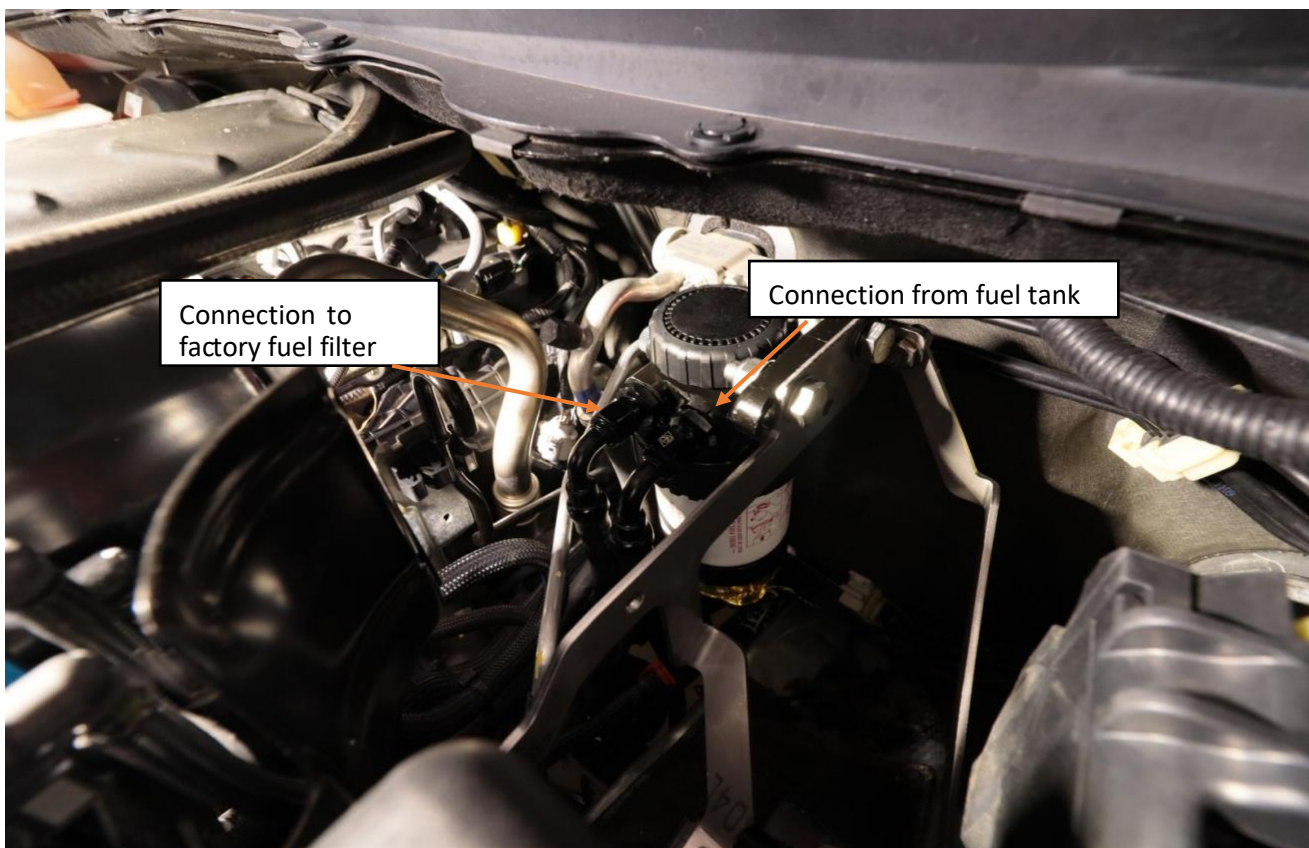
*note: ProVent has been removed to better illustrate the pre-filter mounting*

1. Remove the RED quick disconnect fitting from the original filter head (the larger lower fitting) and the other end of the pipe coming from the tank. Remove the factory piece of pipe. Keep this pipe in a safe place as it will be needed if the vehicle needs to be return to factory specification



Factory filter inlet – it is the lower larger red connector

2. With one end of the supplied 10mm fuel hose, Lubricate the inside portion of one end using diesel fuel or WD40
3. Install one of the 10mm 90° push-lock fittings into the pre-lubricated end of the 10mm fuel hose, ensuring that the hose stops firmly against the inside of the bell cover.
4. Connect the 10mm 90° push-lock fitting to the inlet of the pre-filter housing. Adjust the angle of the fitting tail to clear any obstructions.
5. Route the 10mm fuel hose down to the steel fuel pipe that was connected to inlet of the factory fuel filter and cut the hose to length approximately 25mm past the end of the steel fuel pipe
6. In the end of the same piece of fuel hose, install one of the 9.89mm female quick disconnect fitting and secure with a hose clamp. Connect this hose to the supply line from the tank.
7. With the remaining length of 10mm fuel hose Lubricate the inside portion of one end using diesel fuel or WD40.
8. Install the last 10mm 90° push-lock fitting into the pre-lubricated end of the 10mm fuel hose, ensuring that the hose stops firmly against the inside of the bell cover.
9. Connect the 10mm 90° push-lock fitting to the outlet of the pre-filter housing. Adjust the angle of the fitting tail to clear any obstructions.



example of pre-filter fitting orientation



10. Route the 10mm fuel hose to the inlet of the factory fuel filter and cut the hose to length, approximately 25mm past the end of the inlet barb
11. Install the last 9.89mm female quick disconnect fitting in the end of the same fuel hose and secure with a hose clamp. Connect this hose to the inlet of the factory fuel filter and secure with a supplied hose clamp.
12. Using the supplied nylon cable ties carefully secure both fuel hoses, ensuring they are not kinked and cannot contact any hot components.
13. Remove any loose tools from the work area
14. Turn the ignition key ON and allow the system to prime for approximately 30-60 seconds, repeat 4-6 times
15. Start and run the vehicle checking for leaks

**END OF GUIDE**