

VACUUM SWITCH INSTALLATION

Switch must be located **downstream** of diesel fuel filter(s). Most filter housings are equipped with 1/4" female pipe thread for gauge installation. Unscrew plug or existing vacuum gauge.

Install switch with brass Tee fitting as required for installation of existing gauge. If no gauge will be used, vacuum switch can be directly installed on filter housing. Connect provided cable to switch and slide protective boot over vacuum switch.

OPERATION

With clean filters normal readings will be 0.5 to 2 inHg. Vacuum switch setpoint for alarm is 7 inHg of vacuum.

POSSIBLE HIGH VACUUM READINGS:

1. CLOGGED FILTERS.
2. CLOGGED PICKUP TUBE
3. CLOGGED OR CRIMPED VENT LINE.
4. CLOSED FUEL VALVE.

Clogged filters can be caused by organic (biological bloom) or inorganic (rust) contamination. If the filters have been used for extended period of time, simply installing new filters should be sufficient. If the filters clog rapidly, fuel tank cleaning by a contractor should be considered.

Clogged pickup tubes are common on older mild steel tanks. Most of these tubes can be removed for inspection and/or replacement.

Clogged vent lines are rare, but can occur. Open fuel fill cap. If vacuum drops while engine is running, clogged vent line should be suspect.

