

Ryco Filters Benchmark Communications

Technical Bulletin: 05-08

Product: Z373

Date: April 2008

Topic: Z373 Fitment

No. of Pages: 1

Z373 Fuel Filter Fitment

Over time, regular service replacements of fuel filters in some applications can cause distortion of the flared pipe and nut resulting in fitting difficulties.

Flared fittings are a mechanical joint and inevitably some distortion of the pipe and flare nut can take place over repeated filter replacements with joints not sealing.



One solution can be to replace the flare nuts and re-flare the tubes or replace the entire fuel tubes; in general even a distorted pipe or flare nut can be made serviceable. GUD Automotive recommends the following steps to assist in fitment that does not cause leaking:

- The flared nut should be hand tightened as far as possible.
- While the filter body is held by hand the flare nut should be tightened using the correct size spanners – 14mm for the flared fitting, 19mm for the filter body.
- A ratchet type motion of tighten and undo several times will seat both sealing faces of the mechanical joint and the filter body. See figure right.
- Excessive tightening is not required. When no further tightening is occurring the fittings are firmly tightened.



Applications of the Z373 in line EFI fuel filter are common to the following models: Ford Fairlane, Falcon and Fairmont models EA through to BF.