



## Installation and Troubleshooting Guidelines for the “SaveOil” Reconditioner

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## Introduction

The “SaveOil” Reconditioner is designed for easy installation and years of trouble-free operation. The purpose of this manual is to help you install the unit correctly with as little time, energy, and thought as possible (if only tracking down an electrical problem on a rig was this easy!).

This manual provides specific guidelines for installing and maintaining the “SaveOil” Reconditioner on heavy duty (class 8) trucks and other heavy duty equipment (such as Top Handlers, Side Handlers, UTRs, etc.). The information in this manual was developed for use by professional diesel mechanics. You know your trucks better than we do-so we're not going to get into too much detail. If you have any questions call for our technical support.

**IMPORTANT!** Read this guide completely before installing the “SaveOil” Reconditioner.

This manual describes the “SaveOil” Reconditioner and how it works, the benefits the “SaveOil” Reconditioner provides for trucks, fleet owners and maintenance managers. Also included are product technical specifications, basic installation steps and more detailed descriptions of installation guidelines and maintenance instructions.

We provide you with the recommendations on where and how to mount the “SaveOil” Reconditioner on your truck or equipment and instructions on how and when to change cotton filters.

**NOTE:** Upon receiving and un-packaging the “SaveOil” Reconditioner, a back and forth and/or up or down shaking motion of the evaporator unit will result in a ‘clicking’ or ‘ticking’ sound, and may give the perception that there is something loose in the assembly. This noise is simply the ‘ball’ inside the relief valve on top of the evaporator unit moving freely within the valve stem.



## Operation

The “SaveOil” Reconditioner is a revolutionary bypass oil cleaning system. It does not replace the conventional oil filtration system - it makes it work much better.

Engine oil is fed under pressure into the “SaveOil” Reconditioner filter and evaporation chamber by tapping into the engine's oil line or pressure port. Solid contaminants down to one micron are first removed through the “SaveOil” Reconditioner's solid filter housing. The filtered oil then enters the separation/evaporation chamber where liquid contaminants (such as water and fuel) are evaporated and vented. The clean oil is finally gravity-fed back into the engine's oil supply, usually at the oil sump.



The benefits of the MOT “SaveOil” Reconditioner are numerous. These include extended oil change intervals, reduced engine wear, reduced oil purchases and disposal costs, increased engine power and performance as well as improved fuel efficiency. The addition of the “SaveOil” Reconditioner on your truck will begin paying for itself immediately.