



Technical Specifications

MOT Bypass Operating Specifications	
Engine Size/hp	200-500 hp
Max. Sump Capacity	15 US gal/57 liter
Max. Operating Pressure	100 psi/7 bar
Weight (total)	14.1 lb/6.4 kg
Weight (filter unit)	9.8 lb/4.45 kg
Weight (evaporator unit)	4.3 lb/1.95 kg
Voltage	12 V, 10 Amps
Thermal Rating	302°F/150°C
Filter Housing Capacity	0.45 US gal/1.7 liter

Assembled MOT bypass
“SaveOil” Reconditioner above
(with bracket)

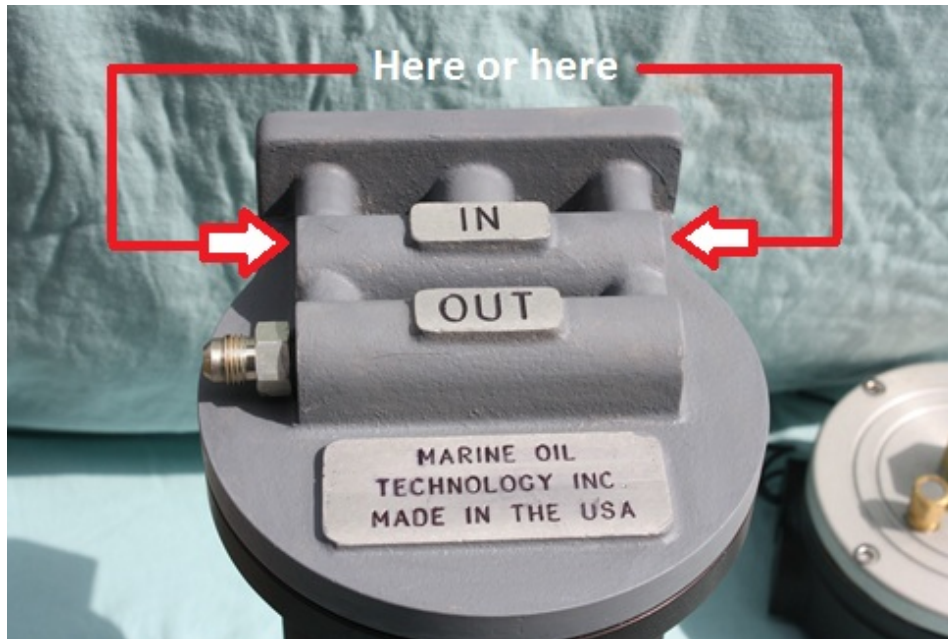
WARNING: The large, brass (1.25 inch hex) fitting with an O-ring on the INLET of the evaporator unit is critical to its operation. It has a small jet drilled in it, creating an oil spray pattern hitting the platen, inside the unit. It must not be omitted by screwing a JIC fitting directly into the top of the separator/evaporator. It is custom manufactured for MOT and not available elsewhere! This fitting is drilled and tapped to accept a 9/16-18 straight thread ORB adapter to 37 degree flare (aka JIC), that screws into the 9/16-18

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(female) port in the top of the separator/evaporator unit before anything else connects the unit to


the rest of the system.

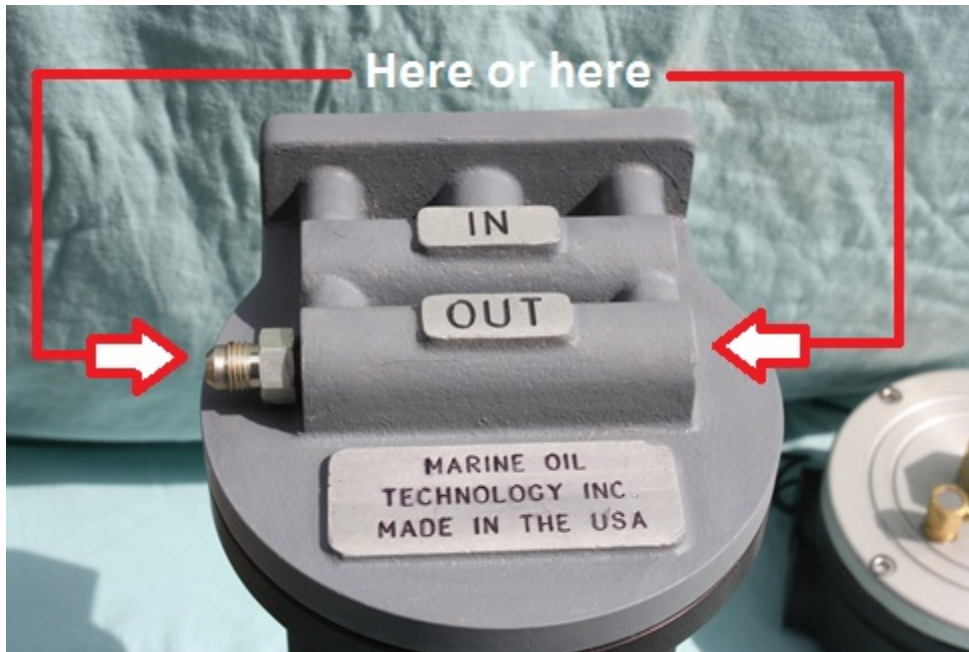


WARNING: fittings must be pneumatic /hydraulic type

Hose and Fittings Installation Guide (INLET port, solid particle filter)	
<p>NOTE: Reference addendum at end of this guide for fitting configurations. Once ‘final’ installation configuration is confirmed, and PRIOR TO FINAL ASSEMBLY ON THE TRUCK OR EQUIPMENT:</p> <p>Apply ‘thread-lock’ or ‘loc-tite’ brand (or equivalent) to seal both INLET and OUTLET fitting threads, for both the solid particle filter and separator/evaporator unit, including the nipple fitting found inside the solid particle filter housing, which screws into filter housing itself.</p> <p>Do not use ‘thread-lock’ or ‘lock-tite’ or equivalent on cotton filter threads!</p> <p>NOTE: All 9/16-18 male boss fittings used on our unit have 3/8 inch ID flare fittings to connect to hoses</p>	
<p>INLET port (solid particle filter housing)</p>	<p><u>Fittings:</u> one (1) No. 4, 37 degree flare type fitting (9/16 inch O.D. x 18 threads/inch), JIC & ORB type.</p>



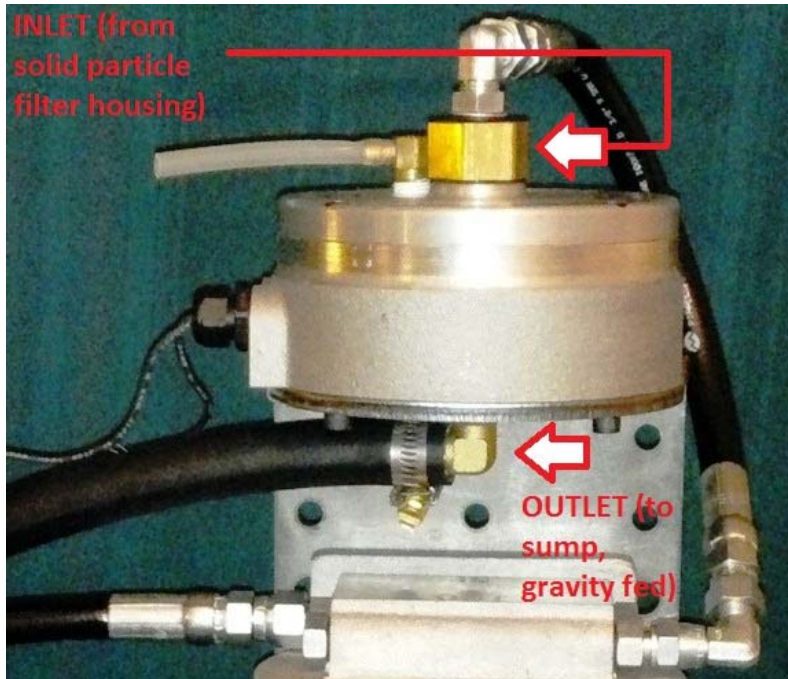
<p>Engine Oil flowing from the main Oil flow line of the Engine Oil pump</p>	<p>Braided hose: 300° F heat resistant rated & 150 psi rated</p>
<p>See diagram above</p>  <p>Oil Sampling Valve (above)</p>	<p>Install the Oil Sampling Valve opposite the INLET port with installed fittings and hose.</p> <p>NOTE: you must take the oil sample from the INLET port and from the oil sampling valve</p>



<p>Hose and Fittings Installation Guide (OUTLET port, solid particle filter)</p>	
<p>OUTLET port (solid particle filter</p>	<p>Fittings: one (1) No. 4, 37 degree flare type fitting (9/16 inch O.D. x 18 threads/inch), JIC &</p>

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<p>housing) to separator/evaporator unit</p> <p>See diagram above and below</p> <p>WARNING:</p>	<p>ORB type.</p> <p><u>Braided hose:</u> 300° F heat resistant rated & 150 psi rated</p> <p>Plug the OUTLET port opposite of the port with installed fittings and hose with an ORB type, straight, 9/16 inch x 18 threads per inch fitting</p>
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<h3>Hose and Fittings Installation Guide (INLET port, evaporator)</h3>	
<p>INLET port (evaporator unit), from OUTLET port of solid particle filter</p> <p>See diagram above</p>	<p><u>Fittings:</u> one (1) No. 4, 37 degree flare type fitting (9/16 inch O.D. x 18 threads/inch), JIC & ORB type.</p> <p><u>Braided hose:</u> 300° F heat resistant rated, 150 psi rated</p>
<h3>Hose and Fittings Installation Guide (OUTLET port,</h3>	



evaporator)	
<p>OUTLET port (evaporator unit), to sump feeding cleansed oil</p> <p>See diagram above</p>	<p><u>Fittings</u>: One (1) elbow ½ inch fitting (¾ inch O.D. straight thread), ORB type.</p> <p><u>Hose</u>: 300° F heat resistant & 150 psi rated industrial diesel fuel, lubrication and anti-freeze</p> <p>NOTE: Do not use less than ¼ inch (6mm) I.D. for the inlet or transfer hoses. The exit hose from the evaporator unit back to the sump should not be less than 1/2 inch (13mm); this larger ID preferable since free flow is required.</p>