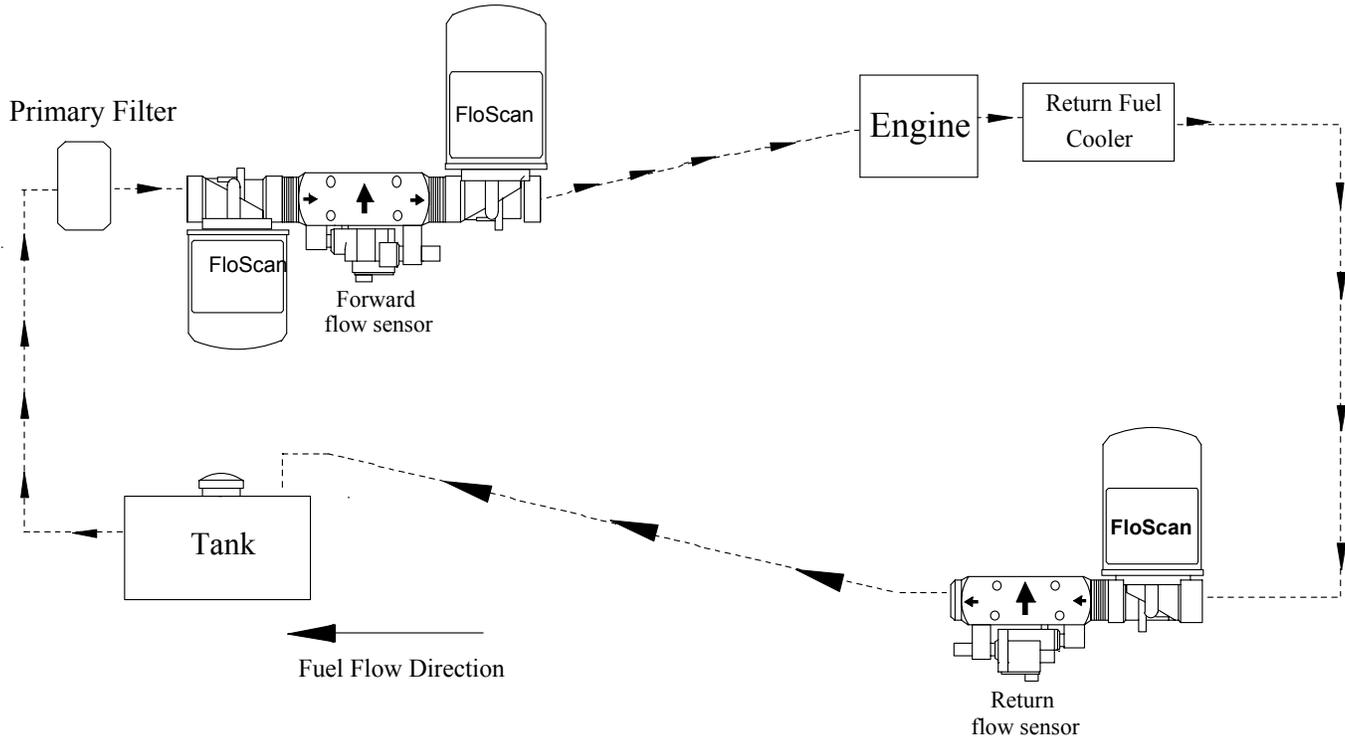


Fuel Flow Schematic – High Capacity Diesel Systems, (233 & 236-2K)



***Caution: Diesel System Components are not designed for use on Gasoline Fuel Systems.**

FloScan Sensor & Pulsation Damper Plumbing Guidelines:

1. Install flow sensor & pulsation damper assemblies with their orientation arrows pointing UP ↑. Fuel must enter through the port marked with an inward pointing arrow, (→←) and exit through the port marked with an outward pointing arrow, (←→). Install the sensor – pulsation damper assembly as far from the engine as practical. Maximizing fuel line length between engine and sensor – pulsation damper assembly improves instrument accuracy.
2. Maintaining high flow velocities through the fuel lines minimizes sensor oscillations. Use the smallest approved fuel line diameter for your engine, especially on the return line. Consult the engine owners' manual for more information. To insure that the return sensor remains flooded, install the return sensor – pulsation damper assembly at a low point in the system. Fuel should travel "Up-Hill" upon exiting the return sensor.
3. Flow sensors must always be installed downstream of a filter or debris screen (no finer than 30 micron). Particles larger than 1200 microns may jam the sensors' rotor and cause it to fail.

(Continued on reverse side)

4. Flow sensor model numbers are molded into the colored plastic wire cap. Sensors are labeled **FORWARD** and **RETURN** and must be installed in these positions for proper operation. A single stand-alone letter stamped into the sensors' body identifies its match code.
5. Model *236 sensors are temperature compensated and marked with their Instruments serial number, xxxxF (Forward), xxxxR (Return). *236 Temp-comp sensor kits are precisely calibrated and matched to each instrument. The instrument head serial number must match the flow sensor(s) serial number.
6. If there's a shut-off valve in the return line, do not operate the engine with it closed. Fuel system pressure could exceed the systems working pressure of 40 PSI, and may cause a catastrophic system failure. You should either tag the valve so the engine will not run when it is closed for maintenance, or bypass it with a relief valve.

NOTE: Minimize the number of 90° elbows and pipe fittings. Excessive use may create a high vacuum, fuel restricting, pressure drop across the forward part of the fuel system. Refer to the engine owners' manual for maximum, fuel pump inlet vacuum. A vacuum gauge can be used to confirm that the system is within limits.

CAUTION: DO NOT OVER TIGHTEN FITTINGS. Torque sensor and pulsation damper pipe thread fittings to a maximum of 15 ft.-lb. (180 inch-lb.), or 2 full turns past hand tight, whichever comes first. Leak Lock pipe thread sealant is provided with your system. Use it on all pipe thread fittings. **DO NOT USE TEFLON TAPE.**

TEMPERATURE COMPENSATED		
Forward Sensor	Return Sensor	Kit
*236F	*236E	*6FE-2K
*236E	*236D	*6ED-2K
*236D	*236D	*6DD-2K
*236C	*236C	*6CC-2K
*236C	*236B	*6CB-2K
*236B	*236B	*6BB-2K

NON-TEMPERATURE COMPENSATED		
Forward Sensor	Return Sensor	Kit
233F	233E	3FE-2K
233E	233D	3ED-2K
233D	233D	3DD-2K
233C	233C	3CC-2K
233C	233B	3CB-2K
233B	233B	3BB-2K