

ADVANCED POWER SYSTEMS INTERNATIONAL INC.
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Website – www.fitchfuelcatalyst.com



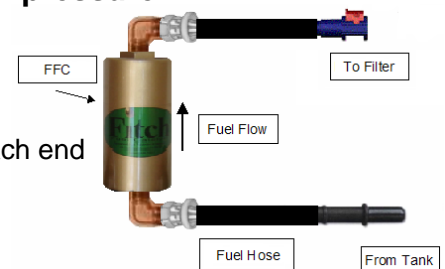
Ford Powerstroke 6.7 (2011 - 2016)
Fitch Model: F75103220



Do not smoke or be near open flame while performing installation. Wear eye protection as the fuel system is under pressure.

Kit includes

Fitch Fuel Catalyst canister, Mounting bracket, 2 – 90 deg. metal fittings, fuel line disconnect tool, and cable/zip ties, set of ½” fuel hose containing 1 male 12mm (20” length) & 1 female 12 mm (23” length) quick connect on each end

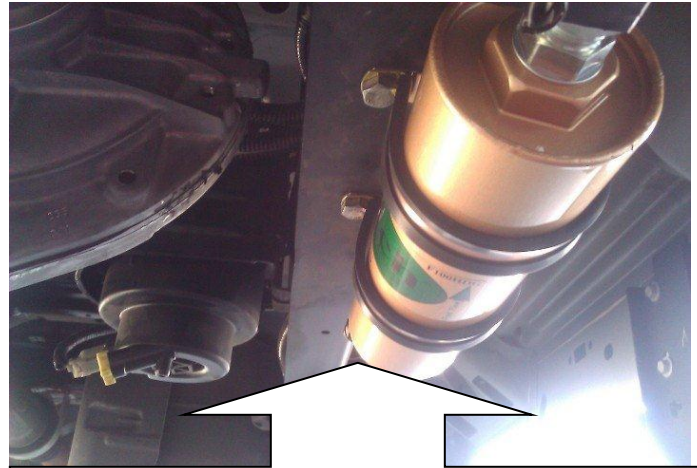
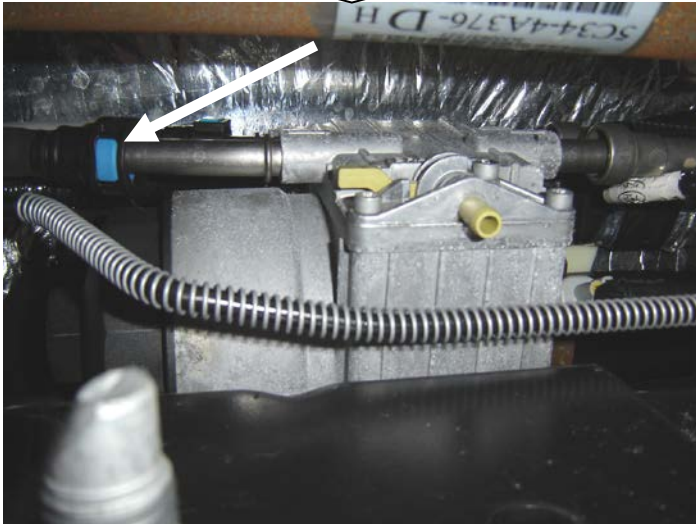


Installation Procedure

- Unscrew the vehicle filler cap to release residual pressure in the fuel system.
- Screw each straight thread w/gasket end of the 90° fitting onto each end of the Fitch canister. Tighten down the lock nut on both 90° fittings to secure.
- Secure the male and female hoses onto the 90° fittings (flare end of the 90° fitting to the nut on the fuel hose), secure tightly Fitch unit.
- Locate the fuel supply line OEM quick connect. This is located under the vehicle along the driver's side frame rail on the fuel filter.
- Install hoses and 90° fittings into TOP and BOTTOM of Fitch unit according to the drawing and most suitable for your fuel lines; ensure that fittings are tight to prevent leaks.
- Place the mounting brackets around Fitch unit than mount. Typical mounting location is near the frame rail under the driver's side door*, you can also mount to a ground strap bolt, against the fire wall, or the fender well inside engine compartment if suitable. ***Note: Mounting at this location requires you to purchase 2 nuts and bolts to secure FFC, illustrated below.**
- Now that the unit is in place, disconnect the supply fuel line male/female quick connection by pressing the 2 blue lock tabs. The female connector is on the supply side from the tank and the male connector is on the feed line/fuel filter going to the engine.
- Reconnect the fuel line with the correct connectors. The male connector from the Fitch hose to the factory female on the fuel line, and connect the female connector from the Fitch hose to the factory male on the fuel filter. Make sure the fittings are securely snapped into place to prevent leaking.
- Turn the key to the "on" (not crank) position, wait 10 seconds, turn the key off and repeat 4 – 5 times. This is to prime the fuel system.
- Double check all connections for leaks, and also make sure fuel lines do not come in contact with any of the exhaust, intake, or cooling system components. Priming/Bleeding the system may be needed but varies with every installation to ensure the removal of any air in the fuel line.
- Start vehicle and hold steadily at 1500 rpm for 60 seconds to cycle fuel through system to eliminate air in system.
- **Do NOT install the Fitch Fuel Catalyst hose lines within 12 inches of any "hot" engine parts nor against any engine components that may cause friction on the fuel hoses. If necessary, wrap hoses with heat tape to avoid any high temperature exposure.**

This is the quick connect fitting located under the vehicle, along the drivers side frame rail. Disconnect the male/female to adapt to the male/female hoses in Fitch kit

Insert the 90 deg. metal fittings (included in Fitch kit) to each end of the Fitch canister. Mount Fitch Unit in location as shown below.



This is a close up view showing the OEM quick connect fitting with the blue locking tap

Using the factory holes secure the mounting brackets (included with Fitch kit) around Fitch Fuel Catalyst unit using nuts & bolts for proper installation. Attach each 32" & 20" Fitch fuel hoses to the 90 deg. fitting and run the fuel lines (indicated by arrows above from Fitch over the cross member (indicated with white arrows) for final connection to the OEM female/male quick connects.



IMPORTANT NOTES

For any questions please call APSI at [1-860-921-0009](tel:1-860-921-0009). Any variations from these instructions should also be pre-approved by APSI. After installation is complete, (if convenient) drive the vehicle over 50 miles per hour for a minimum of 20 minutes with at least 2 start and stop procedures. This procedure will reset the computers memory on EFI engines to sense the treated fuel. For diesel engines and all other gasoline engines, disconnecting the battery is good safe practice and it allows the EMU to set for the newly treated Fitch fuel.

If you have difficulties with this procedure, contact your local automotive garage for assistance.