EUROREPAR

Diesel filters

98%
COVERAGE RATE

MELT BLOW: cellulose paper soaked in polymerisable phenolic resin



FILTER CHANGED = LESS POLLUTION

PRODUCT ADVANTAGES

- → ***Range of diesel filters incorporating the new generation of plastic and metal monoblocs***
- → ***Enhanced engine performances***
- → ***Lower fuel consumption***
- → ***Extended service life of the engine***

With a range of **185 references** covering **98% of the vehicles on the road in Europe**, the Eurorepar range of diesel filters has been developed to offer you **the highest possible level of satisfaction.**

To maintain optimum engine power, **the Eurorepar filter provides the fuel circuit with effective protection against dirt**, such as impurities, rust, dust and water contamination.

Eurorepar offers a range of diesel filters incorporating the new generation of plastic and metal monoblocs, thereby mirroring the developments on the diesel engine market.

GOOD TO KNOW

For modern diesel injection engines in particular, **it is essential to protect the injection system**. Particles measuring 5-20 µm are large enough to cause considerable damage to the engine or even complete failure.

TECHNICAL CHARACTERISTICS

Eurorepar offers several types of diesel filter:

- The spin-on filter
- The immersed filter, or cartridge
- The filter module or crimped filter

The filters are fitted with two different types of medium:

- mixed media
- synthetic media

In addition to standard replacement filters, there are models with a priming system, a water drain screw and an integrated pressure regulating valve and/or electric heating

CONDITIONS FOR REPLACEMENT

Changing the diesel filter at the intervals recommended by the manufacturer helps ensure that the engine continues to function correctly by guaranteeing:

- **filtration of the impurities** present in the fuel which could cause the injectors to seize up or the injection pump to break
- **the settling of the water** present in the diesel (due to the condensation of the air generated by temperature differences, in particular in relatively empty tanks)

Backfiring when accelerating, black smoke when accelerating at low engine speeds and **increased consumption** are often signs of a clogged diesel filter, even before the recommended deadline.

Our parts are guaranteed for **2** years*

SECURE LABELS — Avoids any risk to fake parts and guarantees their quality.

www.eurorepar.com

Our parts are guaranteed 2 years* against any manufacturing or material defect**.
(*) For Citroen, DS, Peugeot, Euro Repar Car Service repair networks: the warranty runs for 2 years, parts AND labour included.
(**) For the conditions of application, contact your dealer.

PERFORMANCE OF THE FILTER PAPER

The fuel filter differs from an oil filter by using a **thinner filter paper**, as the fuel supply components display reduced play. To ensure that even the finest impurity particles cannot enter the pipes, **the fuel filters are not fitted with a bypass valve.**

2 paper pleating techniques:

- **traditional,**
- **in chevrons.**

The choice of pleating technique is adapted to each vehicle.

Note: on a **diesel filter**, the **filtering medium is hydrophobic**, so you **must drain it** to empty the water contained in the collection unit. It must **then be primed again** (mechanically or electrically) to be able to restart the vehicle.



Traditional pleating



Chevron pleating

FITTING

Pay careful attention when carrying out work on the fuel supply circuit. The supply circuit often remains pressurised long after the engine has been switched off.

- Comply with the replacement frequencies recommended by the manufacturer.
- Comply with the manufacturer's fitting instructions.
- Use the suitable tools when replacing.

GOOD TO KNOW

Every time **you replace the fuel pump, you should also change the filter.** Replacing a filter is not particularly costly and can help prevent the need for repairs.

DID YOU KNOW?

A blocked filter has the following consequences:

- loss of engine power which may even cause the engine to stop working
- alteration or interruption of the fuel flow
- deterioration of the fuel pump performances which may result in a short-circuit
- aggravated wear
- internal corrosion of the engine components
- increased fuel consumption
- deterioration of performances in terms of pollutant emissions