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INSTRUCTION MANUAL FOR RC-PTFU

Thank you for purchasing the RC-PTFU. It has many features that will be explained below.

Safety goggles and protective wear is extremely suggested.



DO NOT OPERATE THIS UNIT UNMANNED OR WITHOUT SUPERVISION



1. You must first prime your system. Remove the plug on the top of the RCI Purifier and using a funnel, pour in fuel until the lines and purifier are full to the top. Fuel will not drain from the inlet line because a one-way check valve is installed to keep the inlet line primed. Your system is now primed.
2. At this point, you insert (suction) line in tank, to the bottom.
3. Connect RC-PTFU to a power supply, such as battery, electrical outlet or other such power source.
 - **RED** to (+) positive
 - **Black** to (-) negative
4. Remove fuel nozzle and lift chrome lever to start pump. Your system is primed with clean fuel so at first you will only see clean fuel. Continue pumping into bucket until approximately 2-4 gallons of fuel pass through, and then you should start seeing contamination.
5. Squeeze nozzle dispensing fuel or contaminant (water, etc.) into a 5-gallon bucket until a fuel water mixture is observed. Release nozzle trigger and turn off pump. Now you must drain the purifier and re-prime system with clean fuel. Once system is primed start the purifying cycle again with the suction line approximately 1 foot off the bottom of the tank.
6. Continue in 30-minute increments for larger tanks or 15-minute increments for smaller tanks. At the end of each 15 or 30 minute increment, check the purifier for contamination.
7. To check for contaminants, you must open the $\frac{1}{2}$ " ball valve on the bottom of the RCI purifier for approximately 1 second and then close the ball valve. In the event the sample is nothing but contaminants, repeat the procedure. When no contaminants are observed, purification is complete.



 **WARNING** 

- Read and follow all instructions. Failure could result in fire, serious bodily injury, or death.
- Unit **ONLY** to be used on diesel fuels, fuel oils and petroleum based oils.
- Never expose to open flames, sparks, static electricity or other ignition sources.
- **NO SMOKING** around unit, in or out of operation.
- Check all drain valves and air vents to assure they are closed before operating unit.
- Replace frayed, damaged or defective hose and/or fittings before operating unit.
- **DO NOT** leave cart unattended when operating.
- Unit to be used by trained and qualified personnel only.
- Use of goggles for personal safety.

ELECTRICAL REQUIREMENTS:

- Standard 12 VDC

TROUBLESHOOTING:

- See RCI Manual
- See RC-PTFU Instruction Manual

INSTALLATION & MAINTENANCE MANUAL

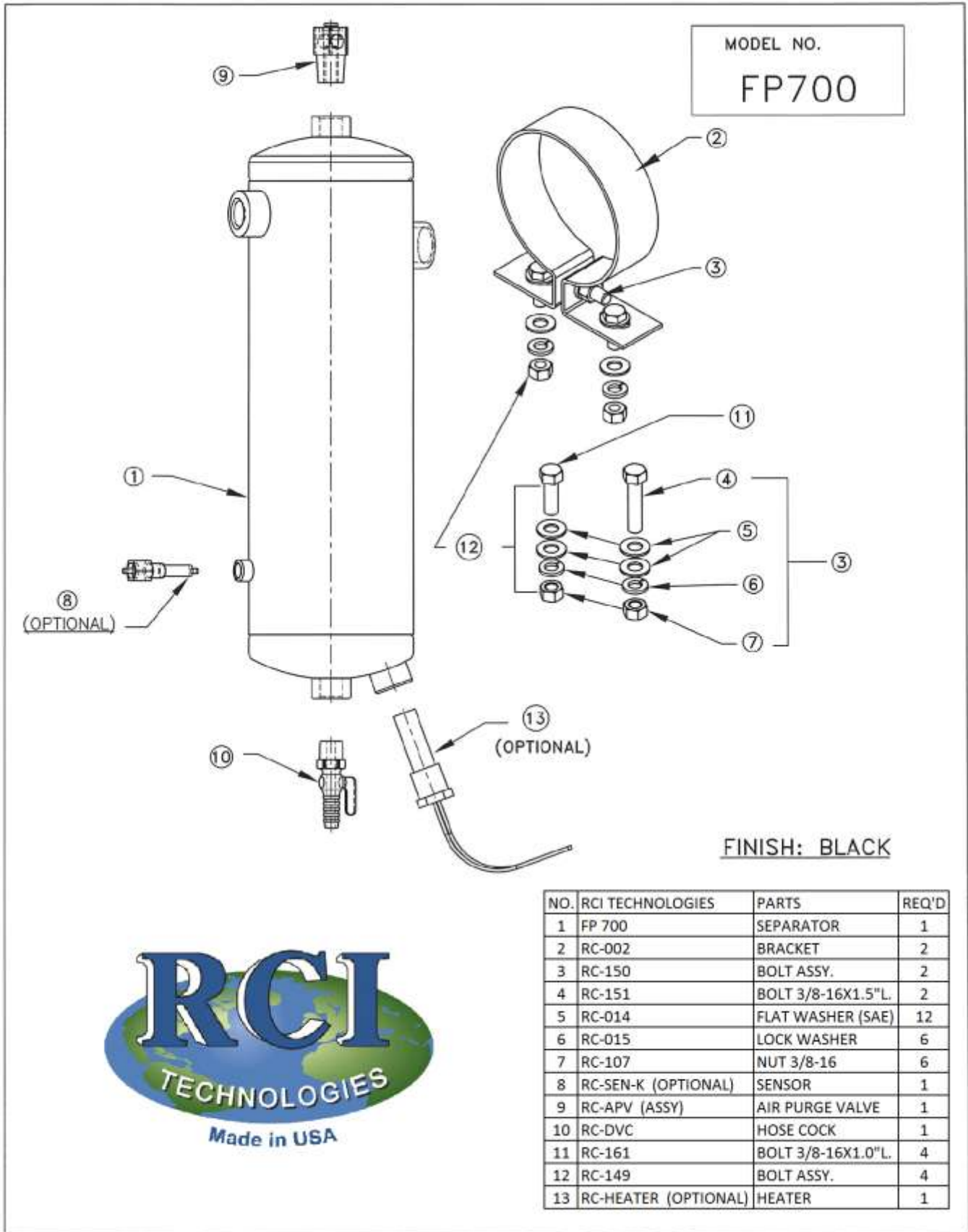
Recommended Routine or Periodic Maintenance
For ALL FP Model Fuel Purifiers

- I. The liquid purged from the purifier is a hazardous waste and must be disposed of in accordance with all state & local ordinances.
- II. Although there may be operational instances where it is desirable, from a safety stand point, we recommend the engine be stopped and the ignition or pump be turned off before purging the purifier.
- III. It is NOT necessary to drain the entire unit, except under "V" below.
 - A. Only contamination should be removed.
 - B. Purging is complete when clean fuel is observed draining from the purifier.
- IV. The purging procedures explained in "VI" below, are recommended to be performed every 100 to 150 operating hours. Purifiers operating in harsh environmental conditions, i.e., high humidity, dust, etc., or those cleaning seriously contaminated fuel, or operating in fuel cleaning or polishing operations will require more frequent purging.
- V. We recommend draining the purifier and removal of the top fill plug and drain valve after every 2000 hours of operation. When the top and bottom plugs are removed, the purifier can be blown out with high-pressure air from the top down. This will remove any solids that may be retained in the baffles or lower portions of the purifier.
- VI. Purging
 - A. **Purifier operating on the pressure side of the fuel system:**
 1. Open drain valve located at the bottom of the purifier. Purge or drain contaminants until clean fuel is observed.
 2. Close drain valve. Pressurize fuel system.
 3. Press air purge valve located on the top of the unit. Hold valve down until all air has been evacuated and fuel squirts from the valve.
 4. Purifier is ready to resume operation.

B. Purifier operating on the suction side of the fuel system:

1. If unit is equipped with a check valve located at the intake coupling:
 - a. Open drain valve located at the bottom of the purifier. Purge or drain contaminants until clean fuel is observed.
 - b. Close drain valve.
 - c. Remove fill plug at the top of purifier and top off fuel level in unit.
 - d. Purifier is ready to resume operation.
2. If unit is equipped with a fuel shut off valve:
 - a. Shut off fuel flow to purifier.
 - b. Using a bottle, a jar, or a similar container, open the drain valve (located at the bottom of the purifier). Purge or drain contaminants until clean fuel is observed. We suggest you open and close the drain valve several times in a rapid succession to assure all contaminants have been removed and the drain is sealed.
 - c. Remove fill plug at top of purifier and top off fuel level in unit.
 - d. Purifier is ready to resume operation.
3. If no shut off or check valve is provided:
 - a. Using a bottle, a jar, or a similar container, open the drain valve (located at the bottom of the purifier). Purge or drain contaminants until clean fuel is observed. We suggest you open and close the drain valve several times in a rapid succession to assure all contaminants have been removed and the drain is sealed.
 - b. Remove fill plug at top of purifier and top off fuel level in unit.
 - c. Purifier is ready to resume operation.
 - d. Restart system, run for a minute or so, shut down and repeat Step "B" above to ensure the purifier has remained full.

NOTE: In some installations, especially if the purifier is located on the suction or vacuum side of the fuel system, fuel may drain back into the tank whenever the top fill plug is opened. If a check valve or shut off valve cannot be installed at the "IN" port of the purifier, it may be helpful to install the incoming line so that a loop extends above the level of the top of the purifier (so that the fuel line creates a reverse "P" trap). Where possible, pinching off the fuel line prior to opening the top fill plug will also help to assure the fuel does not drain back into the tank.



MODEL NO.
FP700

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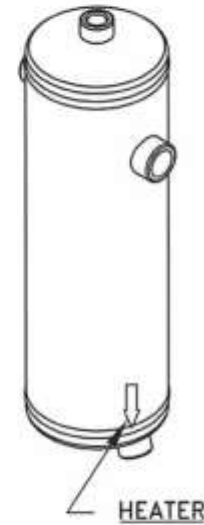
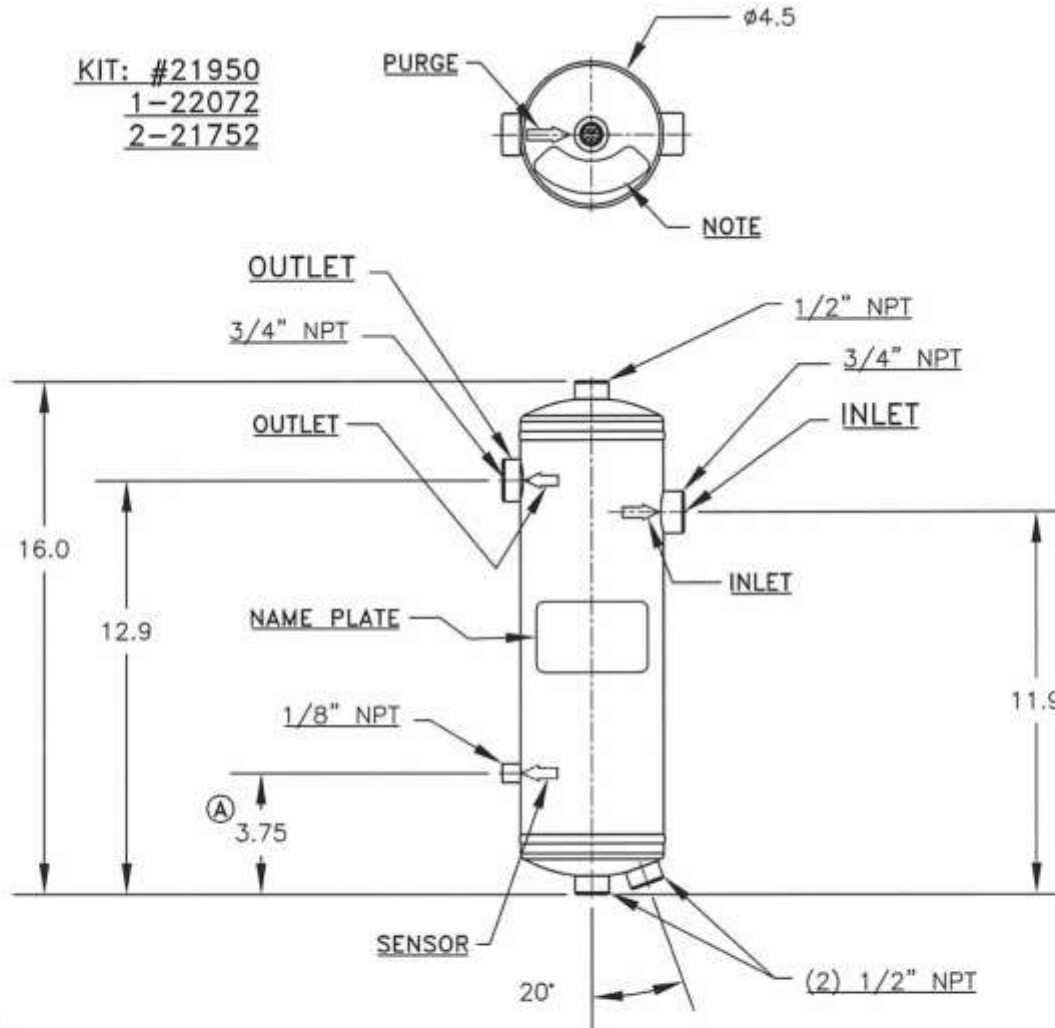
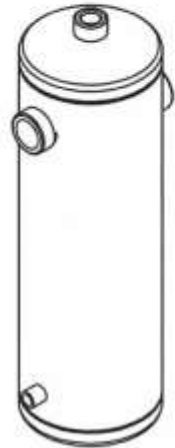
NO.	RCI TECHNOLOGIES	PARTS	REQ'D
1	FP 700	SEPARATOR	1
2	RC-002	BRACKET	2
3	RC-150	BOLT ASSY.	2
4	RC-151	BOLT 3/8-16X1.5"L.	2
5	RC-014	FLAT WASHER (SAE)	12
6	RC-015	LOCK WASHER	6
7	RC-107	NUT 3/8-16	6
8	RC-SEN-K (OPTIONAL)	SENSOR	1
9	RC-APV (ASSY)	AIR PURGE VALVE	1
10	RC-DVC	HOSE COCK	1
11	RC-161	BOLT 3/8-16X1.0"L.	4
12	RC-149	BOLT ASSY.	4
13	RC-HEATER (OPTIONAL)	HEATER	1





KIT: #21950
1-22072
2-21752

FP700

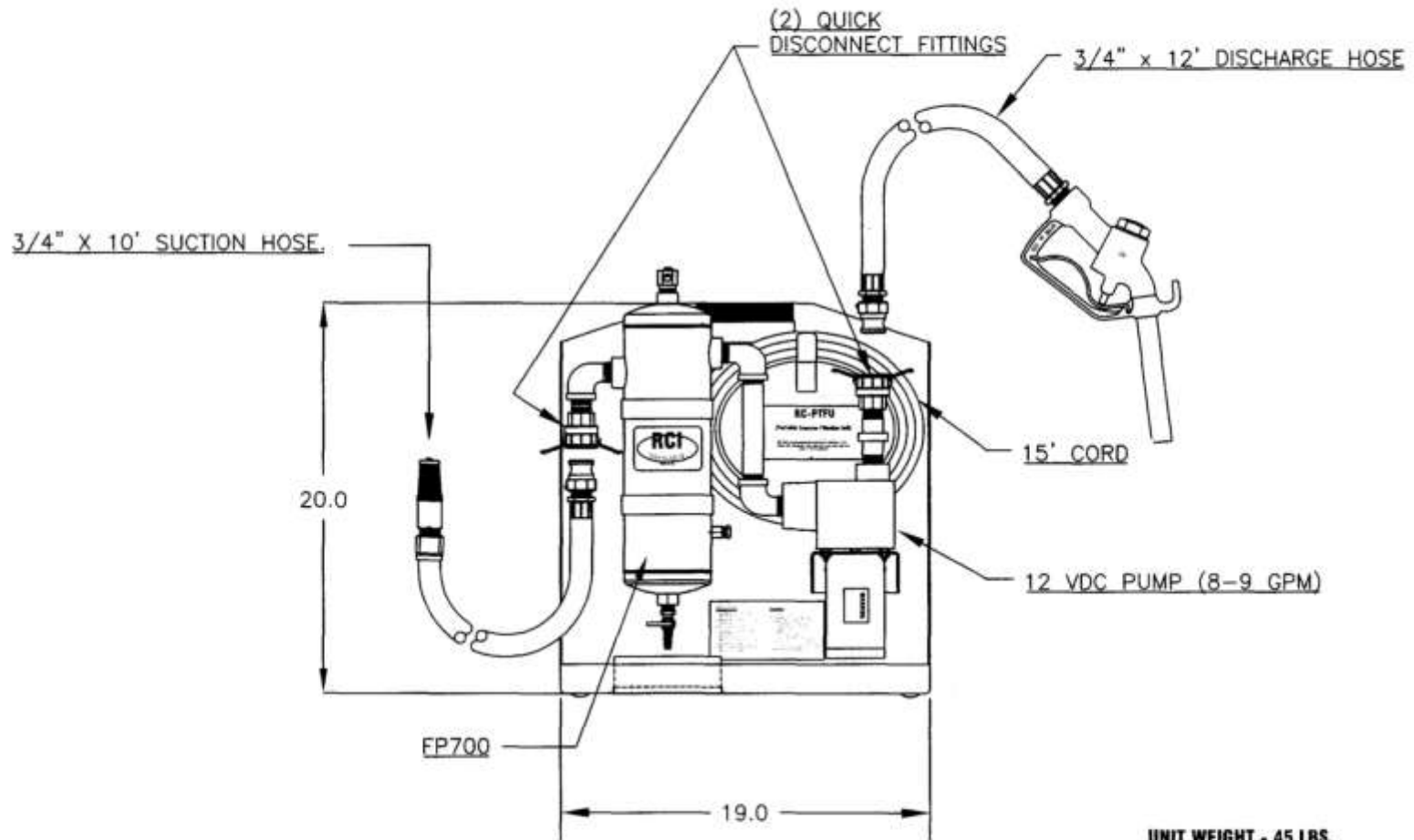


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NAME		DR.	DATE
FUEL/WATER SEPARATOR		RLT	28 JAN 05
RCI		CK.	SCALE
		KJM	.187"=1"
MATERIAL REF:			
TRANS. NO.		SIZE	PART NO.
8852	A	A	FP700
CHG. LET.		RCI TECHNOLOGIES	
8758	RELEASED	SAN DIMAS, CALIFORNIA, U.S.A.	
WAS			
DATE	BY		
03/07/06	RT		
01/28/05	RT		
DATE	BY		
03/07/06	RT		
01/28/05	RT		

TRANS. NO.	CHG. LET.	WAS	DATE	BY	APP.	TRANS. NO.	CHG. LET.	WAS	DATE	BY	APP.
						8852	A	2.75"	03/07/06	RT	KJM
						8758	RELEASED		01/28/05	RT	KJM

PTFU-1



UNIT WEIGHT - 45 LBS.
SHIPPING WEIGHT - 50 LBS.

NAME		DR.	DATE
PORT. TANK FILTERING UNIT 12 VOLT DC		KS	23 Mar 09
		CK	SCALE
		KJM	.125"=1"
MATERIAL			
REF:			
RCI TECHNOLOGIES		SIZE	PART NO.
SAN DIMAS, CALIFORNIA, U.S.A.		A	PTFU-1

TRANS. NO.	CHE. LET.	WAS.	DATE	BY	APP.	8891	CHG. LET.	RELEASED	4/MAY/09	KS	KJM