



## PLEASE READ FIRST AND FOLLOW ALL INSTRUCTIONS

### DROP-IN TANK INSTALLATION AUTOMOTIVE & TRUCK APPLICATIONS – Gasoline & Diesel

**IMPORTANT NOTE** for installations on all engines: **disconnect the negative battery terminal prior to installation. After installation reconnect the battery lead. This procedure will reset the ECM memory.**

#### WARNING!

**1. Do not smoke and do not have any open flame while performing this operation!!**

**2. Do not dismantle the Fitch® units. The entire plastic cage and catalyst elements contained therein must be installed into the tank. (the plastic material is impervious to fuel)**

**3. All of the Fitch® units contained in this package must be used. If all units are not used, the fuel will not be completely treated and the results will not be maximized.**

### INSTALLATION INSTRUCTIONS

Step 1: Open package and remove the Fitch® Fuel Catalyst units and the coiled installation tool. **WARNING: This tool is a coiled spring and will straighten automatically when the twist ties are removed. Hold both ends while removing the ties so as to avoid injury when the tool uncoils.**

Step 2: Remove the fuel tank cap from your vehicle.

Step 3: Grasp the eyelet end of the installation tool and push the opposite end through the fuel filler opening until the eyelet end reaches the filler opening. When you remove the installation tool, the inserted end should be **dripping** with fuel. If it is not dripping with fuel, your vehicle has an obstruction preventing the clear passage for the installation of the drop-ins. **It is a good idea to check the run of the filler hose to the tank for any 90-degree turns.** This may allow the tool to pass but NOT the drop in units. If a sharp elbow exists, do not proceed with the installation through the filler cap.

#### IMPORTANT NOTE:

\*Tool **must** be inserted all the way to the eyelet

\*Tool end **must** be dripping with fuel

**WARNING! If you feel any obstruction do not attempt to force the installation tool any further and do not attempt to install the catalyst units through the filler cap.**

Step 4: **\*\*Read this section carefully.** If you were able to satisfactorily complete Step 3, then take the Fitch Fuel Catalyst units and install them, **ONE AT A TIME ONLY**, pointed end first, into the fuel tank by pushing each unit (**one at a time**) down the filler neck with the installation tool until it reaches the fuel tank. (Listen for the unit to drop into the tank). The eyelet end of the spring tool should be pushed completely down to the filler opening to ensure the unit has entered the fuel tank. If the units have not completely reached the fuel tank, you will risk jamming the drop-ins behind one another in the filler hose.

### ALTERNATE INSTALLATION PROCEDURES

- 1. Remove filler assembly hose located at the connection of the fuel tank. Often times the siphon block is built into the filler assembly hose, and can be bi-passed by disconnecting the hose and dropping the units directly into the fuel tank. (Siphon block may exist within the tank itself. Insert installation tool to check)**
- 2. Locate fuel gauge/fuel pump/sending unit cover often located under the rear seat or cargo area. Unbolt cover, lift only 3” to access fuel tank directly. Drop units in. ie: Honda Accord, Subaru Legacy**
- 3. If drop in units cannot be installed using the methods provided in these instructions or you have any questions about installation of the drop-ins, contact APSI tech support toll free 1-888-881-2774. In-line units are also available for your vehicle.**

**BREAK-IN PERIOD:** The length of this break-in period depends on the age and condition of the engine. An engine in average condition should take approximately 500 miles, (800 kilometers) or 10 operating hours to achieve maximum benefit from the catalyst. During the break-in period the Fitch unit will be cleaning any excess carbon and resins from the engine and fuel system. It is therefore possible to have higher emissions and/or fuel consumption during this period. The cleaning out of this build up from the engine will initially result in dirtier engine oil than

normal since much of the carbon residue cleaned from the combustion chamber ends up in the engine oil pan. After the first oil change however, the engine oil will continue to be much cleaner than before use of the Fitch Fuel Catalyst due to the reduction of oil soot contamination. It is also possible, on high mileage engines, to find the fuel filter will need replacing, as it will accumulate deposits being loosened from the fuel system. A clogged filter will cause poor fuel economy. After the break in period, it may be possible to evaluate your vehicle with lower octane fuel. Drop down one grade at time to ensure proper engine performance.

**SPECIAL NOTE FOR CARBURETED ENGINES:** In rare occasions, carburetor or timing adjustments may be made to optimize the full benefits of the now higher quality Fitch treated fuel.

**Reminder:** If the oxygen sensor in engines with electronic fuel management systems is coated with carbon, results with the use of the Fitch may be limited. If this is the case the oxygen sensor should be checked and either cleaned or replaced.

Fitch Fuel Catalyst is registered trademark of and is manufactured by:

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