R2D2 FILTER GAUGE

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- FITS RACOR 500 / 900 / 1000 FILTERS The same T-handle unit fits all 3...
- 100% MADE IN THE U.S.A. (Patent Pending)
- MADE FROM SOLID BRASS AND 100% DIESEL FUEL COMPATIBLE POLYMERS.
- STOP GUESSING WHEN TO CHANGE YOUR FILTERS!!!!!

The R2D2 measures the vacuum / suction restriction caused by contamination of the DIESEL FUEL FILTER. The gauge and filter cover can be removed without tools by just using the T-handle. The indicator locks in position at the highest measured restriction level of the filter when the engine was running at cruise or under load. It can be read with the engine OFF. The gauge is fluid free so it is not affected by temperature changes or vibration and can be laid down after removal without leaking. It is made from unbelievably tough, almost indestructible Diesel Proof polymers; unlike glass, plastic and rubber, needle vacuum gauges.

The top of the unit has a reset button which returns the gauge to its zero setting, but will instantly measure the current contamination of the filter when the engine is re-started. All the guesswork of when filters are in need of changing is eliminated, NO numbers to read. When the YELLOW diaphragm gets near the bottom RED area (10"hg. vacuum) then....Change the Filter. As long as the YELLOW indicator is in the GREEN you're good to GO.

The R2D2 is 360* degree viewable from just about any angle and as the YELLOW diaphragm indicator fills the gauge it can be seen from across the Engine room. No numbers to read, no little needles to look at, no having to look at it from one position. Simple, accurate, easy to install, 100% complete, direct replacement for your current T-handle (we even supply the new O-ring).

INSIDE the T-handle is a BACK FLOW PREVENTER VALVE which can handle pressures over 80 p.s.i.. NOW there is No need to worry when using a priming pump or if something catastrophic happens to the gauge. The internal valve instantly seals to keep any Diesel Fuel from flowing up through the T-handle. A typical needle vacuum gauge will come apart internally if pressure is applied to it or if broken, will leak Diesel Fuel.

COMPARE:

The R2D2 out performs a needle vacuum gauge on ALL levels.

1) Locks in position. 2) NO tools needed to change filter. 3) Can be viewed from over 10 feet away. 4) Can handle back pressure over 80 p.s.i. (Primer pump compatible) 5) Will not leak if gauge head is accidentally broken or broken off. 6) Works in all temperatures from -40* to +250* degrees. 7) NOT a Kit. 8) 360* viewable. (Does not have to face forward) 9) Contains no fluids. 10) 100% Rust Proof. 11) ½ " Shorter 1 " Narrower 12) Made in the U.S.A.

REMEMBER: The R2D2 can be read with the Engine OFF because it locks in position at the highest measured contamination level, which was measured when your engine was operating at full R.P.M. (not just at idle). You can now check the condition of your Filters anytime you want; when your engine and engine room are cool.

NOTE: Most Diesel engines will begin to have running problems at 12 to15 hg. Vacuum. Know when your filter needs to be changed before your Engine shuts down. BE SAFE NOT SORRY. The 100 hour "change your filters rule" has wrecked more Boats because of a bad batch of Fuel that contaminated the filter in 8 hours and shut down the Engine. The reverse also holds true.... knowing the condition of your Filter keeps you from throwing away a perfectly good filter (it is not uncommon to get 300 to 500 hours out of a filter which has not been filtering contaminated Fuel). Also; when you know you have clean fuel in your tanks, you can now go to a lower number micron filter in your Racor, which will keep even more contaminates out of your Engine filters.

THINK ....There are many ways to all of a sudden have BAD FUEL. 1) Getting caught in rough seas, which stir up the bottom of your fuel tank. 2) Getting your Fuel the same day the Marina got their Fuel delivered can give you all kinds of contaminates from their stirred up tanks (Don't count on their 50 micron filters). 3) Old, sitting fuel which has begun the process of turning back in to crude oil. 4) Bad fuel from a bad distributor. 5) Vandalism.