



The fuel filtering system is both effective and easy on the eyes

Fuel's Paradise

How to put together a homegrown fuel filtering system

By Phil Gutowski

Keeping your diesel fuel clean should be one of your highest priorities, and you can avoid a lot of trouble by adding extra filtration. During the 2015-16 winter aboard *Eclipse*, our Tayana Vancouver 42, we pulled out our old Perkins 4-108 for a rebuild. With the engine out of the way, I also took the opportunity to plan and install an electric pump-driven polishing system that would improve the likelihood of having clean fuel in our two tanks.

In this context, the term “polishing” really just refers to the repetitive refinement of the

diesel fuel by circulating it through an external filter. The system I decided on also offers some bonus features, like the ability to move fuel between *Eclipse's* two tanks and the option to keep fuel flowing should the primary filter experience a blockage. Its electric pump also makes an easy task of priming the fuel system all the way to the injectors.

It only took a brief look at some of the commercially available polishing systems to determine that a homegrown approach would be much more cost-effective than spending upward of \$3,000. It's important to note that



Components and tools are assembled—now for the easy part...

systems at this price point are slightly more complex than the dual filter setups more commonly found aboard many sailboats. Redundant filters are usually designed so that there is always a clean filter ready to go when the other clogs up. The operator then has to just turn the lever on a valve to swap over to the opposite filter. This, in turn, should keep the engine running while changing out the clogged element