



PLEASE READ FIRST AND FOLLOW ALL INSTRUCTIONS

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



Fitch Model # FFB08

IMPORTANT NOTE: Disconnect battery leads and touch both leads together for at least 30 seconds to ensure the capacitor memory is erased. Disconnecting the battery will reset the computer system for installations on all engines: 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 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. This tool must be inserted the entire length without force. 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 (anti-siphon block/rollover valve) preventing the clear passage for the installation of the drop-ins. **It is also 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
- *Typically Pre-1980 vehicles **DO** contain anti-siphon blocks/anti-rollover valves

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 bypassed 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.

RIGHT OF RETURN, REFUND AND WARRANTY:

The Fitch® Fuel Catalyst products have a ninety (90) day money back guarantee provided the installation instructions were followed correctly and the return of the product is

based either on product defect or dissatisfaction with the product's performance.

The Fitch Fuel Catalyst device is guaranteed to be free from defects in material and workmanship for a period of 250,000 miles (defined by EPA in 40 CFR 85.117), or 5,000 operating hours from the date of installation. The manufacturer warrants that the installation of Fitch Fuel Catalyst product on a vehicle will not cause the emissions noncompliance of the engine on which it is installed for the life of the catalyst from the date of installation

OTHER THAN THE WARRANTIES HEREIN CONTAINED, THERE IS NO OTHER WARRANTY, WHETHER EXPRESSED OR IMPLIED (INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE) THAT SHALL EXIST IN CONNECTION WITH THE SALE OR USE OF ANY FITCH FUEL CATALYST PRODUCT.

The Manufacturer assumes no liability for faulty or improper application of its products or resulting from collision or abuse.

All claims under the Manufacturer's warranty must be made during the applicable warranty period and the product claimed defective or non-conforming returned by Buyer. Return the defective device along with dated proof of purchase to the distributor from which the device was purchased so that the distributor may handle your warranty claim in an expeditious manner. Manufacturer will repair, or at its option, replace any defective or non-conforming product and return the repaired or replacement product without charge.

SUCH REPAIR OR REPLACEMENT IS THE EXCLUSIVE REMEDY (WHETHER UNDER THE THEORIES OF BREACH OF CONTRACT OR WARRANTY, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER LEGAL THEORY) AVAILABLE FROM MANUFACTURER AND MANUFACTURER IS NOT RESPONSIBLE FOR DAMAGES OF ANY KIND, INCLUDING INCIDENTAL AND CONSEQUENTIAL DAMAGES RESULTING FROM ANY BREACH OF WARRANTY OF THIS CONTRACT.

Manufacturer's warranties shall not be enlarged, diminished or affected by, and no obligation or liability shall arise or grow out of Manufacturer's rendering of technical advice or in service in connection with an order or the goods furnished.

Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages or exclusions of

implied or deemed conditions or warranties, so the above limitations or exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other rights that vary from jurisdiction to jurisdiction.

Other Applications Available

Outdoor Power Equipment Drop In Applications



Recreational Vehicle Drop In Applications



Bolt-on install kit



In Line w/o Install Kit



Advanced Power Systems International, Inc.
Manufacturer of the Fitch Fuel Catalyst
Patent Protected
Toll Free – (888) 881-2774 ph. (860) 496-7776
www.fitchcatalyst.com

Frequently Asked Questions

Any new technology brings with it a host of questions. The introduction of the Fitch Fuel Catalyst to the World market is no exception. Advanced Power

Systems Int'l Inc., has anticipated a few of the more pertinent questions.

Q. What is the difference between a fuel catalyst and an additive?

A. An additive is usually a chemical introduced into solution with fuel. Additives must be replenished at each refueling. A catalyst affects the fuel but does not become part of it.

Q. What is the Fitch Fuel Catalyst?

A. A permanent fuel treatment for hydrocarbon fuels

Q. What are the major components of the Fitch® Fuel Catalyst?

A. The catalyst is a composite of a number of metals formed into an alloy by a propriety process.

Q. What type of engines will benefit from the use of the Catalyst?

A. The Fitch Fuel catalyst is effective on any gas, diesel or LPG engine, including buses, marine equipment, automobiles, farm machinery, stationary pumps, generators, construction equipment, lawn and garden equipment, recreational vehicles, etc.

Q. What is the difference between a Fitch® Fuel Catalyst and a Catalytic Converter?

A. The Fitch® Fuel Catalyst pre-treats the fuel before the combustion process and by increasing combustion efficiency reduces the creation of pollutants. Catalytic Converters are installed at the end of the combustion process where they help reduce pollutants after they have already been created.

Q. Why don't the OEMs like GM, Chrysler, or Ford implement the Fitch Fuel Catalyst on the cars right from the assembly line?

A. The OEMs don't typically add parts to the assembly line unless it saves money or they are required to add because of specific regulations. OEMs must meet certain standards set forth by the EPA and other regulatory organizations. When determining MPG window sticker numbers, the EPA requires the OEMs to test on a certified fuel such as Indolene. These purest certified fuels are too expensive to mass produce and are not equivalent to what we all purchase at the pump.