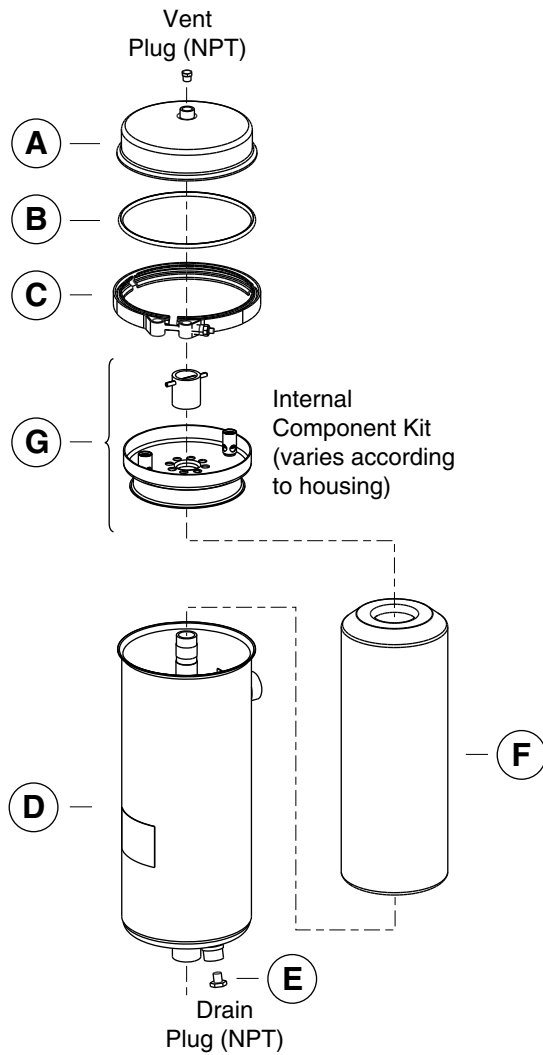




Winslow® – Liquid Fuel Filters Standard Design Type 1 Service Instructions



Parts List

Part	Description	Part Number
A	Cover Assembly	See Ordering Information on Page 5
B	O-Ring	
C	Band Clamp	
D	Housing	
E	Filter Element	
F	Internal Component Kit	

CAUTION: These instructions are intended for use by professional mechanics who are trained in the proper use of power and hand tools, using appropriate safety precautions (including eye protection).

Introduction

Winslow® filter elements must be changed periodically to assure the high level of filtering efficiencies required. We recommend that the elements be changed when the pressure differential across the filter reaches the maximum allowable pressure drop as recommended by the engine manufacturer. Excessive pressure differential across the elements could result in reduced flow.

Winslow Fuel Filters are designed to be mounted on the pressure side of a low pressure (< 75 PSI (517.1 kPa)) fuel pump, however they can be mounted on the suction side of a low pressure pump if sized properly. Housing restriction for suction side applications must be less than 1 PSID (6.9 kPa). Pump specifications regarding inlet restriction should be followed and supersede other general recommendations.

To determine the correct pressure differential:

- Note the pressure drop between the filter inlet and outlet when clean elements are installed and the system is up to normal operating flow, temperature, and pressure.
- Periodically check the gradual increase of the filter differential pressure as the filter accumulates hours of operating service. When (at normal operating conditions) the filter differential increase is close to, or has arrived at, the maximum differential pressure, the elements must be changed.

If no engine specification is known or given, filters should be changed out at 5-7 PSID (34.5-48.3 kPa) above initial differential pressure. Initial differential pressure should be 2-3 PSID (13.8-20.7 kPa) (an initial differential pressure less than 2 PSID (13.8 kPa) is acceptable, but a smaller filter could probably be used).

Servicing the Filter

Removing the Filter Element

1. Remove the air vent plug and drain plug to drain the filter.

⚠ CAUTION Fluid may be hot!

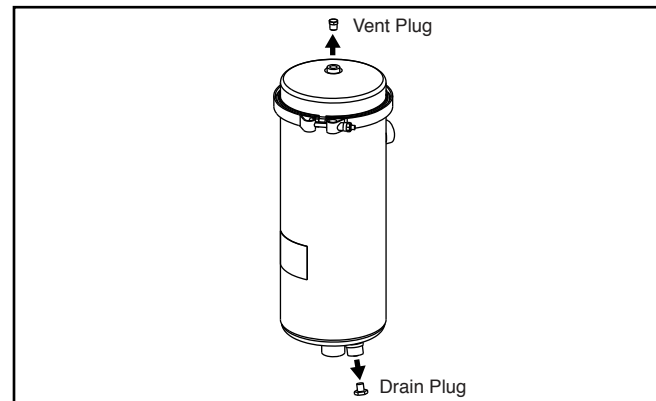


Figure 1 – Removing the Air Vent and Drain Plugs

2. Loosen and remove the band clamp.

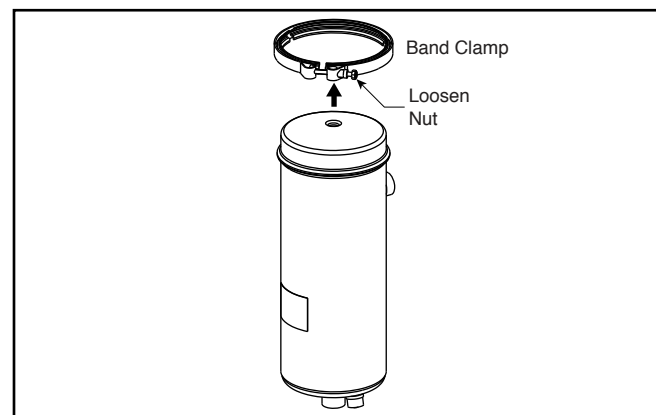


Figure 2 – Removing the Band Clamp

3. Remove the cover assembly.

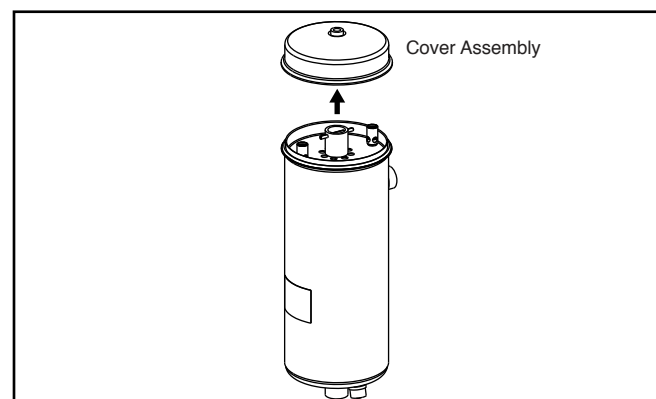


Figure 3 – Removing the Cover Assembly

4. Remove the O-ring cover seal.

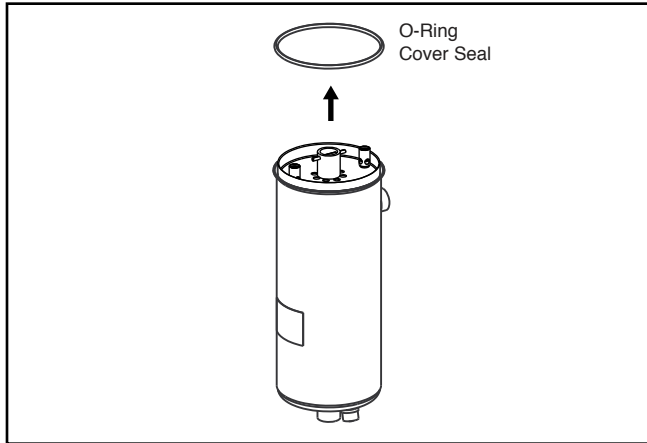


Figure 4 – Removing the O-Ring Cover Seal

5. Loosen and remove the internal component kit (varies according to housing).

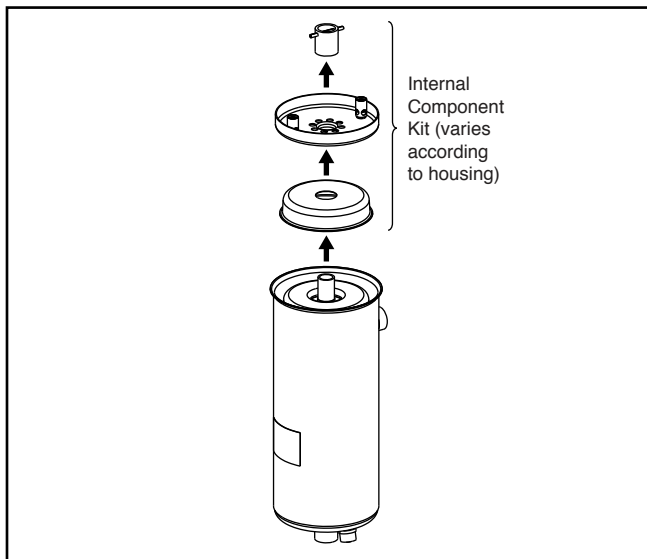


Figure 5 – Removing the Internal Component Kit

6. Pull the element straight up to remove. Dispose of the element in an environmentally responsible manner, according to state and/or federal (EPA) recommendations.

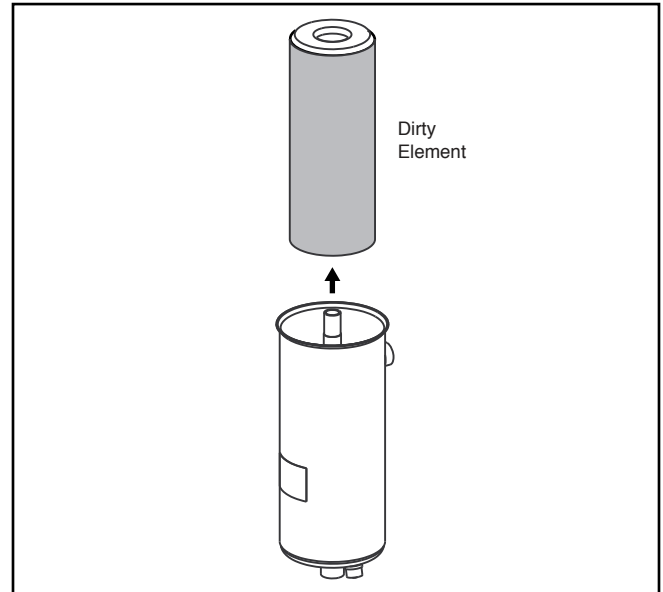


Figure 6 – Removing the Dirty Element

Cleaning and Inspecting the Filter Parts and Housing

7. Clean all filter parts and the inside of the filter housing, preferably with kerosene.

⚠ CAUTION To prevent damage to your engine or equipment, do not allow dirt to fall through the opening of the element post and into the clean outlet area.

8. Replace the O-ring cover seal. (If necessary, as long as there are no permanent surface deformations, swelling, nicks, and cracks present, the seal can be reused.)
9. Make sure that the bottom seal plate inside the filter is clean.

Reassembling the Filter

10. Slide the new element in place over the post.
Note the direction of the arrow on the element and insert the proper end into the housing first.

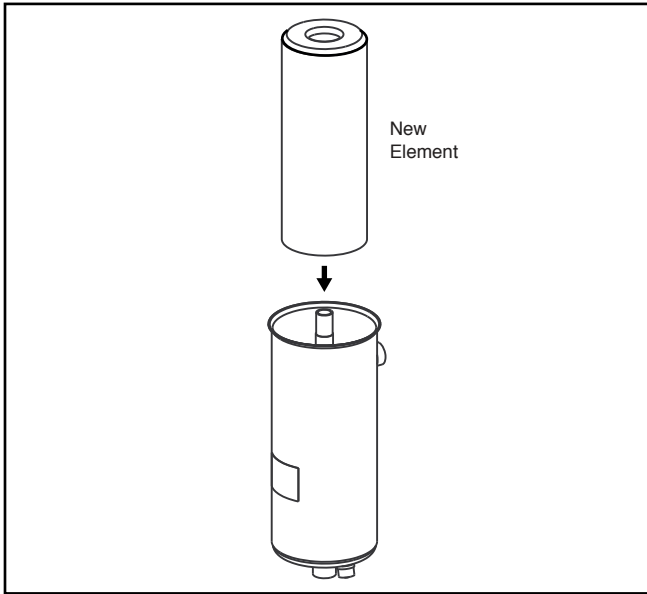


Figure 7 – Installing the New Element

11. Reinstall the internal component kit.

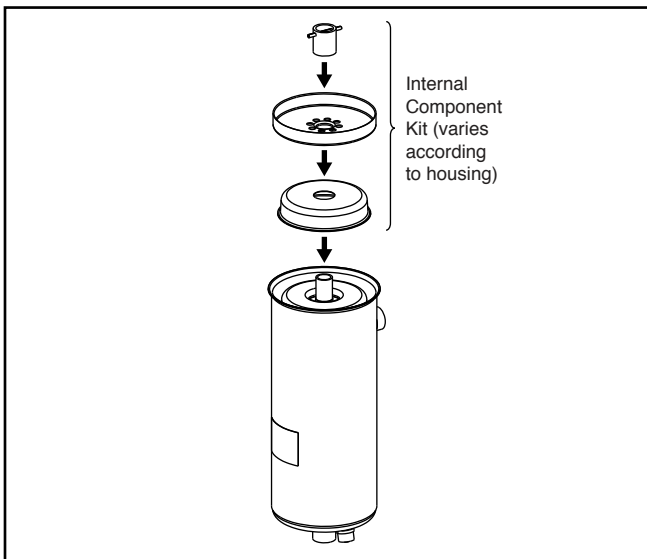


Figure 8 – Reinstalling the Internal Component Kit

12. Replace and tighten the drain plug.

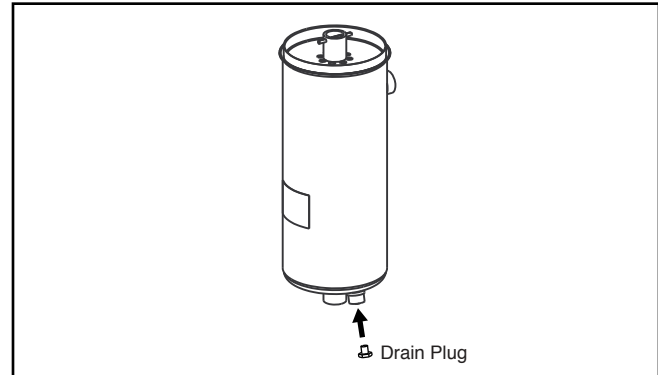


Figure 9 – Reinstall the Drain Plug

13. Fill the filter to the top of the element with fresh lube oil.

14. Install a new O-ring cover seal.

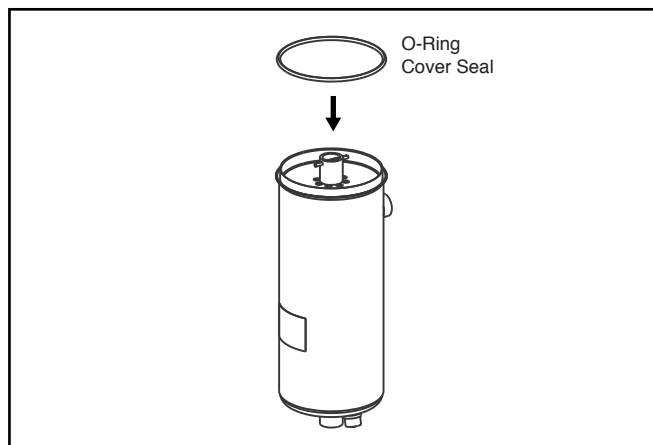


Figure 10 – Installing the O-Ring Cover Seal

15. Reinstall the cover assembly.

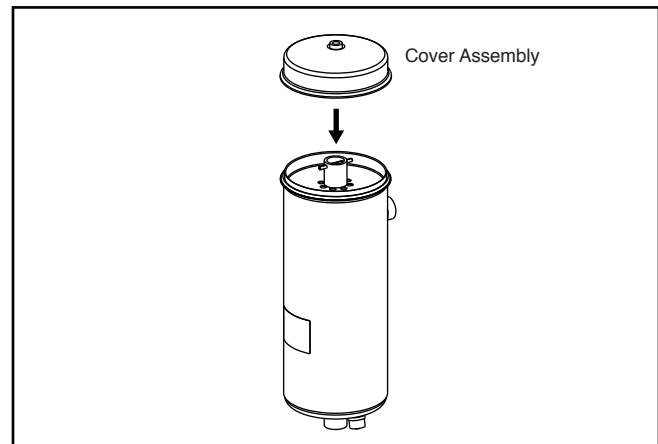


Figure 11 – Reinstalling the Cover Assembly

16. Replace and tighten the band clamp to approximately 50-60 in-lbs (5.7-6.8 N·m). **Do not over-tighten.**

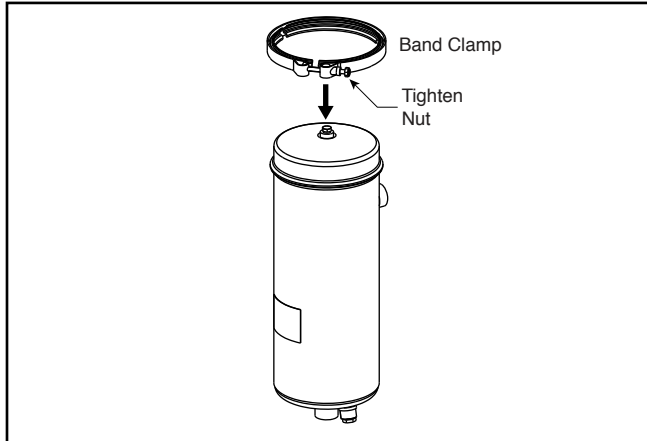


Figure 12 – Reinstalling the Band Clamp

17. Fill the remainder of the filter with lube oil through the vent to completely remove the air trapped in the top of the filter housing.

18. Replace the vent plug.

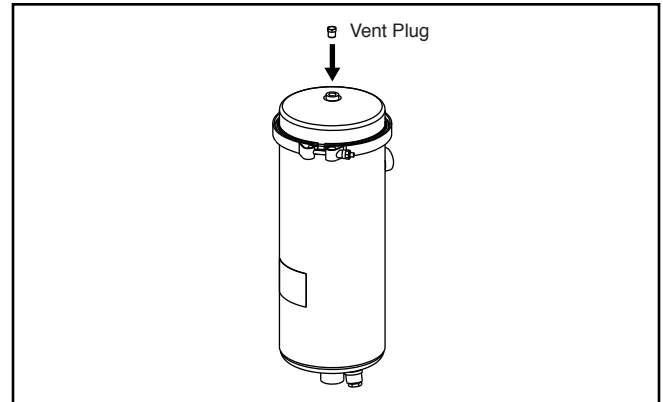


Figure 13 – Replacing the Vent Plug

19. Start the system and check for leaks. If no leaks are detected, the filter is properly serviced and the system can be put into operation.

Suggested Preventive Maintenance

Every Filter Change – Replace the O-ring cover seal.

Every 12 Months – Check all fittings for leaks.

Ordering Information

D Housing*	A Cover Assembly	B O-Ring	C Band Clamp	E Drain Plug	F Filter Element	G Internal Component Kit
95200A	Q57508A	Q58510	Q53086A	Q69172	82375A	990446K
95250A	Q57511A	Q58500	Q53085A	Q69173	82482A	990437K
95300A	Q57597A	99955A	Q52860A	Q69217	82534A	990448K
95350A	Q57597A	99955A	Q52860A	Q69217	82645A	990435K

* Designed for 75 lb/in² (517.1 kPa) continuous operating conditions.
Table corresponds to Parts List on cover page.

Replacement Filter Elements

Part Number	Description
82375A	$\beta_5 = 2$ Full-Flow Lube Depth Element
82482A	$\beta_5 = 2$ Full-Flow Lube Depth Element
82534A	$\beta_5 = 2$ Full-Flow Lube Depth Element
82645A	$\beta_5 = 2$ Full-Flow Lube Depth Element

Filter Specification

Composed of a high flow cotton/wood media blend to provide $\beta_5 = 2$ solid contamination control.

Specifications

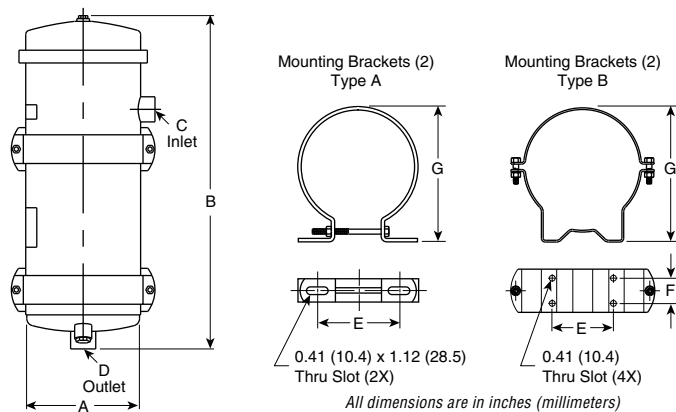
Housing Part Number	Flow Rate* gal/min (L/min)	Element Number	Chemically Treated Part Number	Number of Elements	Efficiency (Particulate Control)	Capacity
95200A	10 (37.8)	82375A	82371A	1	$\beta_5 = 2$	Capacity Exceeds SAE Time Constraints
95250A	15 (56.8)	82482A	N/A	1	$\beta_5 = 2$	
95300A	20 (75.7)	82534A	N/A	1	$\beta_5 = 2$	
95350A	35 (132.5)	82645A	82646A	1	$\beta_5 = 2$	

* Flow rate based on #2 Diesel fuel with a maximum viscosity of 4.63 mm²/s. For residual and heavy fuel blends, Contact Cummins Filtration® Technical Assistance.

Notes:

1. Designed for 75 lb/in² (517.1 kPa) continuous operating conditions.
 2. Initial assembly differential pressure should not exceed 3 PSID (20.7 kPa) on the pressure side (downstream) of the pump.
 3. Change element after initial differential pressure increases 3-4 PSID (20.7-27.6 kPa), depending on engine age and operating oil pressures. A maintenance professional should make the appropriate application decision.
 4. Terminal assembly differential pressure should not exceed 7 PSID (48.3 kPa).
- Specifications subject to change without notice.

Mounting/Dimensions



Housing* Part Number	A Diameter in (mm)	B Height in (mm)	C Inlet/Outlet	E Mounting Bracket Hole Horiz. Spacing in (mm)	F Mounting Bracket Hole Vert. Spacing in (mm)	G Mounting Bracket Max. Width in (mm)	Bracket Type
95200A	6.0 (152.4)	20.5 (520.7)	1" NPT	4.38 (111.25)	-	7.04 (178.8)	A
95250A	8.0 (203.2)	23.0 (584.2)	1" NPSF	4.25 (108.0)	1.75 (44.5)	9.42 (239.3)	B
95300A	8.6 (218.4)	31.7 (805.2)	2" NPT	4.25 (108.0)	1.75 (44.5)	10.03 (254.8)	B
95350A	8.6 (218.4)	40.0 (1016.0)	2" NPT	4.25 (108.0)	1.75 (44.5)	10.03 (254.8)	B

* Designed for 75 lb/in² (517.1 kPa) continuous operating conditions.

