

Group: Safarifriends	Message: 4570	From: Dick Missett	Date: 7/8/2008
Subject: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 3364	From: Jim	Date: 5/22/2006
Subject: Racor 90T info			
Group: Safarifriends	Message: 3365	From: solarnomads@aol.com	Date: 5/23/2006
Subject: Racor 90T info & pdf			
Group: Safarifriends	Message: 3366	From: HappiestCamper	Date: 5/23/2006
Subject: Re: Racor 90T info & pdf			
Group: Safarifriends	Message: 4572	From: Richard Giampietro	Date: 7/8/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4573	From: KarenInTheWoods *	Date: 7/8/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4574	From: casalund	Date: 7/8/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4575	From: Jim	Date: 7/9/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4576	From: Jim	Date: 7/9/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4577	From: Steve & Carolyn	Date: 7/10/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4578	From: Jim	Date: 7/11/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4585	From: Dick Missett	Date: 7/15/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4595	From: casalund	Date: 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4596	From: casalund	Date: 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4597	From: KarenInTheWoods *	Date: 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4598	From: Dick Missett	Date: 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 4599	From: Dick Missett	Date: 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP			
Group: Safarifriends	Message: 5020	From: carlinsue	Date: 11/22/2008

Subject: Racor Fuel Filter / Primer Pump			
Group: Safarifriends	Message: 5021	From: chuck.lewis72	Date: 11/23/2008
Subject: Re: Racor Fuel Filter / Primer Pump			
Group: Safarifriends	Message: 5063	From: casaland	Date: 12/1/2008
Subject: Re: Racor Fuel Filter / Primer Pump			
Group: Safarifriends	Message: 7364	From: Norman	Date: 12/18/2009
Subject: Engine stuff			
Group: Safarifriends	Message: 7365	From: Charles Gatzka	Date: 12/18/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7366	From: Norm	Date: 12/18/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7367	From: JL	Date: 12/18/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7368	From: Norm	Date: 12/18/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7369	From: chuck lewis	Date: 12/19/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7370	From: chuck lewis	Date: 12/19/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7371	From: Norm	Date: 12/19/2009
Subject: Re: Engine stuff [1 Attachment]			
Group: Safarifriends	Message: 7372	From: chuck lewis	Date: 12/19/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7373	From: Sherry	Date: 12/19/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7374	From: Norm	Date: 12/19/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7386	From: stlips	Date: 12/24/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7387	From: Mr. G.	Date: 12/25/2009
Subject: Merry Christmas to you all !			
Group: Safarifriends	Message: 7388	From: JL	Date: 12/25/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7389	From: Norm	Date: 12/25/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7392	From: JL	Date: 12/25/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7393	From: Norm	Date: 12/25/2009

Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7394	From: JL	Date: 12/26/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7395	From: Norm	Date: 12/26/2009
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 7396	From: togocotton@gmail.com	Date: 12/26/2009
Subject: Merry Christmas to you all !			
Group: Safarifriends	Message: 7397	From: JL	Date: 12/27/2009
Subject: Golf Course GPS			
Group: Safarifriends	Message: 7398	From: Norm	Date: 12/27/2009
Subject: Re: Golf Course GPS			
Group: Safarifriends	Message: 7399	From: John	Date: 12/27/2009
Subject: Re: Golf Course GPS			
Group: Safarifriends	Message: 7400	From: Norm	Date: 12/27/2009
Subject: Re: Back to Racor/Parker filter			
Group: Safarifriends	Message: 8201	From: svenbeck@rocketmail.com	Date: 5/19/2010
Subject: Racor Closed Crankcase Ventilation Filtration System			
Group: Safarifriends	Message: 8844	From: JohnC	Date: 7/22/2010
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 8848	From: Dick Missett	Date: 7/23/2010
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 8849	From: Dick Missett	Date: 7/23/2010
Subject: Re: Engine stuff			
Group: Safarifriends	Message: 17740	From: heriddle	Date: 7/15/2012
Subject: Racor-Winn Fuel Filter			
Group: Safarifriends	Message: 17742	From: dddugger9@q.com	Date: 7/15/2012
Subject: Re: Racor-Winn Fuel Filter			
Group: Safarifriends	Message: 17743	From: chuck.lewis72	Date: 7/15/2012
Subject: Re: Racor-Winn Fuel Filter			
Group: Safarifriends	Message: 34004	From: jimexler	Date: 6/25/2017
Subject: Winn primary filter conversion to Racor			
Group: Safarifriends	Message: 34006	From: trekker01@gmail.com	Date: 6/25/2017
Subject: Re: Winn primary filter conversion to Racor			
Group: Safarifriends	Message: 34035	From: Bill Edwards	Date: 6/26/2017
Subject: Racor filter			

Group: Safarifriends	Message: 34038	From: Bill Edwards	Date: 6/26/2017
Subject: Re: Winn primary filter conversion to Racor			
Group: Safarifriends	Message: 34039	From: James Exler	Date: 6/26/2017
Subject: Re: Racor filter			
Group: Safarifriends	Message: 34051	From: mel96safari	Date: 6/26/2017
Subject: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34059	From: Gary Smith	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34066	From: Bill Edwards	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34067	From: Bill Edwards	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34069	From: Bryon Kallend	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34072	From: TD	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34075	From: Gary Smith	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 34078	From: Bill Edwards	Date: 6/26/2017
Subject: Re: Racor filter			
Group: Safarifriends	Message: 34080	From: Gary Smith	Date: 6/26/2017
Subject: Re: Racor filter			
Group: Safarifriends	Message: 34087	From: Bill Edwards	Date: 6/27/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			
Group: Safarifriends	Message: 39853	From: TD	Date: 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac			
Group: Safarifriends	Message: 39854	From: TD	Date: 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac			
Group: Safarifriends	Message: 39855	From: Jeanne Kastl	Date: 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39856	From: TD	Date: 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39857	From: Jeanne Kastl	Date: 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39859	From: Bill Edwards	Date: 10/25/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac			
Group: Safarifriends	Message: 39860	From: Bill Edwards	Date: 10/25/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac			

Group: Safarifriends	Message: 39863	From: TD	Date: 10/25/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39865	From: willsonrick	Date: 10/26/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39866	From: TD	Date: 10/26/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39867	From: Bill Edwards	Date: 10/26/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39874	From: fountking	Date: 10/28/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39875	From: fountking	Date: 10/28/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39876	From: fountking	Date: 10/28/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39877	From: Robert Lewis	Date: 10/28/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 39878	From: Robert Lewis	Date: 10/28/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing			
Group: Safarifriends	Message: 42224	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
Subject: Racor Fuel Filter Wiring			
Group: Safarifriends	Message: 42225	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
Subject: Racor filter with pictures			
Group: Safarifriends	Message: 42226	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
Subject: Racor fuel filter, pitcures third attempt			
Group: Safarifriends	Message: 42227	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
Subject: Re: Racor Fuel Filter Wiring			
Group: Safarifriends	Message: 42229	From: bilmac36	Date: 7/21/2019
Subject: Re: Racor fuel filter, pitcures third attempt			
Group: Safarifriends	Message: 42231	From: Gary Smith	Date: 7/21/2019
Subject: Re: Racor fuel filter, pitcures third attempt			
Group: Safarifriends	Message: 42281	From: robert.lewis.tl@gmail.com	Date: 7/24/2019
Subject: Re: Racor fuel filter, pitcures third attempt			
Group: Safarifriends	Message: 42284	From: W Taylor Hudson	Date: 7/24/2019
Subject: Re: Racor fuel filter, pitcures third attempt			

Group: Safarifriends **Message:** 42285 **From:** Bill Edwards **Date:** 7/24/2019
Subject: Re: Racor fuel filter, pitcures third attempt

Group: Safarifriends **Message:** 4570 **From:** Dick Missett **Date:** 7/8/2008
Subject: Racor Fuel Seperator PN HELP

I'm trying to track down some information on the correct **Racor** Fuel Water separator for my 98 Sahara 300hp 3126 CAT. The PO had it changed out to a Baldwin BF1223 separator which does not have a sight bowl. I picked up a crossover (from Baldwin) to CAT 1R-0769 filter and Cat 270-5320 sight bowl and now realize why Safari did not use them since they are a tad too long to fit in the service bay. I've entertained the thought of cutting a larger drain hole in the floor of the service bay that would allow enough room to spin the bowl onto the bottom of the CAT filter (the bottom would be even with the floor once it was installed) and then retrofitting a door/flap to block off the access hole.(any thoughts on that setup ?).

Back to my original inquiry. Do I need the R60P (short) 60gph 30 micron element or the R90P (long) 90gph 30 micron ? I understand that CAT recommends a 2(?) micron element and therefore I may have the wrong PN ? also the see-thru bowl kit PN RK21113-13-06 does not come up in the data base of the local **Racor** dealer. There are so many **Racor** choices and filter colors that I'm totally confused but would like to get some feedback from someone who still has the **Racor** setup with the 3126 CAT. Appreciate any info.

Dick Missett
98 Sahara 300 CAT
Wyoming, PA

Group: Safarifriends **Message:** 3364 **From:** Jim **Date:** 5/22/2006
Subject: Racor 90T info

Tom,

I sent you a e mail with a 4 page PDF file from **Racor**.

I tried to upload it to the files section, but my slow dial up conection will not do it. Maybe you can upload it to the files section for others.

Basicly, you loosen the bolt on the output side of the filter and pump till you get fuel.

Jim

Group: Safarifriends **Message:** 3365 **From:** solarnomads@aol.com **Date:** 5/23/2006
Subject: Racor 90T info & pdf

Attachments :

Here's the file/operations manual for the **Racor** T series of primary water filters Jim sent. Let me know if there any problems and I'll resend individually.

Happytrails from Chandler, AZ

tom

ALTERNATIVES, Solar Energy Systems

800-652-0826

solarnomads@...

Group: Safarifriends **Message:** 3366 **From:** HappiestCamper **Date:** 5/23/2006
Subject: Re: Racor 90T info & pdf

Got it thanks! 😊

John

From: Safarifriends@yahoogroups.com [mailto:Safarifriends@yahoogroups.com] **On Behalf Of** solarnomads@...

Sent: Tuesday, May 23, 2006 1:44 PM

To: Safarifriends@yahoogroups.com

Subject: [Safarifriends] **Racor** 90T info & pdf

Here's the file/operations manual for the **Racor** T series of primary water filters Jim sent. Let me know if there any problems and I'll resend individually.

Happytrails from Chandler , AZ

tom

ALTERNATIVES, Solar Energy Systems
800-652-0826
solarnomads@...

Group: Safarifriends **Message:** 4572 **From:** Richard Giampietro **Date:** 7/8/2008
Subject: Re: Racor Fuel Seperator PN HELP

Dick; I have that set up but am not near the coach as I type this. I'll check it out and try to respond within a day or two. RG

> To: Safarifriends@yahoogroups.com
> From: dngmissett@...
> Date: Tue, 8 Jul 2008 21:41:57 +0000
> Subject: [Safarifriends] **Racor** Fuel Seperator PN HELP

>
> I'm trying to track down some information on the correct **Racor** Fuel
> Water separator for my 98 Sahara 300hp 3126 CAT. The PO had it changed
> out to a Baldwin BF1223 separator which does not have a sight bowl.
> I picked up a crossover (from Baldwin) to CAT 1R-0769 filter and Cat
> 270-5320 sight bowl and now realize why Safari did not use them since
> they are a tad too long to fit in the service bay. I've entertained
> the thought of cutting a larger drain hole in the floor of the service
> bay that would allow enough room to spin the bowl onto the bottom of
> the CAT filter (the bottom would be even with the floor once it was
> installed) and then retrofitting a door/flap to block off the access
> hole.(any thoughts on that setup ?).
> Back to my original inquiry. Do I need the R60P (short) 60gph 30
> micron element or the R90P (long) 90gph 30 micron ? I understand that
> CAT recommends a 2(?) micron element and therefore I may have the
> wrong PN ? also the see-thru bowl kit PN RK21113-13-06 does not come
> up in the data base of the local **Racor** dealer. There are so many **Racor**
> choices and filter colors that I'm totally confused but would like to
> get some feedback from someone who still has the **Racor** setup with the
> 3126 CAT. Appreciate any info.

>
>
> Dick Missett
> 98 Sahara 300 CAT
> Wyoming, PA

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>
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> -----

>
> Community email addresses:
> Post message: Safarifriends@onelist.com

- > Subscribe: Safarifriends-subscribe@onelist.com
- > Unsubscribe: Safarifriends-unsubscribe@onelist.com
- > List owner: Safarifriends-owner@onelist.com
- >
- > Shortcut URL to this page:
- > [http://www.onelist.com/community/SafarifriendsYahoo! Groups Links](http://www.onelist.com/community/SafarifriendsYahoo!GroupsLinks)
- >
- > <*> To visit your group on the web, go to:
- > <http://groups.yahoo.com/group/Safarifriends/>
- >
- > <*> Your email settings:
- > Individual Email | Traditional
- >
- > <*> To change settings online go to:
- > <http://groups.yahoo.com/group/Safarifriends/join>
- > (Yahoo! ID required)
- >
- > <*> To change settings via email:
- > <mailto:Safarifriends-digest@yahoogroups.com>
- > <mailto:Safarifriends-fullfeatured@yahoogroups.com>
- >
- > <*> To unsubscribe from this group, send an email to:
- > Safarifriends-unsubscribe@yahoogroups.com
- >
- > <*> Your use of Yahoo! Groups is subject to:
- > <http://docs.yahoo.com/info/terms/>
- >

Group: Safarifriends **Message:** 4573 **From:** KarenInTheWoods * **Date:** 7/8/2008
Subject: Re: Racor Fuel Seperator PN HELP

Attachments :

Hey Dick, we had a hard time finding the Winn **Racor** 200/200 which we were told is discontinued. We also have the 3126 Cat with 300 hp on a 1996 Serengeti....

So we swung by our local trucking company and asked them what they use on their fleet of Cats? They sold us a new head piece adaptor for \$17 and their filters are only \$7 each! Hubby just had to make a bracket to attach it ... Here is a photo of the old system and then one of the new one, and if anyone has use for the old one, its in a tub in my garage.....

Dick, are there any numbers on that old one that can help you?

Karen and Steveio

1996 Safari Serengeti 38ft DP
Northwoods of Wisconsin

On 7/8/08, Dick Missett <dngmissett@...> wrote:

- > I'm trying to track down some information on the correct **Racor** Fuel
- > Water separator for my 98 Sahara 300hp 3126 CAT. The PO had it changed
- > out to a Baldwin BF1223 separator which does not have a sight bowl.
- > I picked up a crossover (from Baldwin) to CAT 1R-0769 filter and Cat
- > 270-5320 sight bowl and now realize why Safari did not use them since
- > they are a tad too long to fit in the service bay. I've entertained
- > the thought of cutting a larger drain hole in the floor of the service
- > bay that would allow enough room to spin the bowl onto the bottom of
- > the CAT filter (the bottom would be even with the floor once it was
- > installed) and then retrofitting a door/flap to block off the access
- > hole.(any thoughts on that setup ?).
- > Back to my original inquiry. Do I need the R60P (short) 60gph 30
- > micron element or the R90P (long) 90gph 30 micron ? I understand that
- > CAT recommends a 2(?) micron element and therefore I may have the
- > wrong PN ? also the see-thru bowl kit PN RK21113-13-06 does not come
- > up in the data base of the local **Racor** dealer. There are so many **Racor**
- > choices and filter colors that I'm totally confused but would like to
- > get some feedback from someone who still has the **Racor** setup with the
- > 3126 CAT. Appreciate any info.
- >
- >
- > Dick Missett
- > 98 Sahara 300 CAT
- > Wyoming, PA
- >
- >
- >>

Group: Safarifriends **Message:** 4574 **From:** casalund **Date:** 7/8/2008

Subject: Re: Racor Fuel Seperator PN HELP

Dick

Here is the retrofit kit part number Parker **Racor** RK 12963 I just purchased one for my CAT 3126 in a 96 Beaver Patriot. I haven't installed it yet. Mine has a Winn Coleman prime / water separator. I can send a picture of it by email if you have questions.

I searched the internet and found a supplier. I can't remember the vendor, but I can go to the MH and check if need.

Bob

Group: Safarifriends **Message:** 4575 **From:** Jim **Date:** 7/9/2008
Subject: Re: Racor Fuel Seperator PN HELP

Dick

I you have 2 fuel filters. The **Racor** base with the prime pump is the primary filter. It uses a filter with a 1"/14thread. The **Racor** # you would use is R60P/30 micron or a R60T/10 micron. If you have the OEM plastic base you can use a Ford F1HZ9365A

I had trouble with the plastic bowl seeping and making a mess in the compartment. Thus I went with a Baldwin BF1349, which is solid steel case, 10 micron filter. I drain it every 3-4K miles.

The secondary filter must/should be a CAT filter. #1R0751 It is a 2 micron filter.

Some folks say the primary should be a 30 micron. The Cat engine recirculates the fuel. Meaning the fuel is always being filtered and un-used fuel is returned to the tank. I have been using the 10/2 micron filters for 3 years now and have had no problems.

Jim
'96 CAT

--- In Safarifriends@yahoo.com, "casalund" <casalund@...> wrote:

>
> Dick
>
> Here is the retrofit kit part number Parker **Racor** RK 12963 I just
> purchased one for my CAT 3126 in a 96 Beaver Patriot. I haven't
> installed it yet. Mine has a Winn Coleman prime / water separator. I
> can send a picture of it by email if you have questions.
>
> I searched the internet and found a supplier. I can't remember the
> vendor, but I can go to the MH and check if need.
>
> Bob
>

Group: Safarifriends **Message:** 4576 **From:** Jim **Date:** 7/9/2008
Subject: Re: Racor Fuel Seperator PN HELP

Hi Dick,

I just put 3 pics in the Photo section of my fuel filters

Yours may be different. My primary filter uses a **Racor** base. 1"/14 thread.

Jim
'96 Sahara

--- In Safarifriends@yahoo.com, "Jim" <jandlbrooks@...> wrote:

- >
- > Dick
- >
- > I you have 2 fuel filters. The **Racor** base with the prime pump is the
- > primary filter. It uses a filter with a 1"/14thread. The **Racor** #
- > you would use is R60P/30 micron or a R60T/10 micron. If you have the
- > OEM plastic base you can use a Ford F1HZ9365A
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- > I had trouble with the plastic bowl seeping and making a mess in the
- > compartment. Thus I went with a Baldwin BF1349, which is solid steel
- > case, 10 micron filter. I drain it every 3-4K miles.
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- > The secondary filter must/should be a CAT filter. #1R0751 It is a
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- > micron filter.
- >
- > Some folks say the primary should be a 30 micron. The Cat engine
- > recirculates the fuel. Meaning the fuel is always being filtered and
- > un-used fuel is returned to the tank. I have been using the
- > 10/2 micron filters for 3 years now and have had no problems.
- >

> Jim
> '96 CAT

> --- In Safarifriends@yahoo.com, "casalund" <casalund@> wrote:

- >>
- >> Dick
- >>
- >> Here is the retrofit kit part number Parker **Racor** RK 12963 I just
- >> purchased one for my CAT 3126 in a 96 Beaver Patriot. I haven't
- >> installed it yet. Mine has a Winn Coleman prime / water separator. I
- >> can send a picture of it by email if you have questions.

>>
>> I searched the internet and found a supplier. I can't remember the
>> vendor, but I can go to the MH and check if need.
>>
>> Bob
>>
>

Group: Safarifriends **Message:** 4577 **From:** Steve & Carolyn **Date:** 7/10/2008
Subject: Re: Racor Fuel Seperator PN HELP

OK everyone...
I profess ignorance on this subject, so maybe someone can help me out.
After looking at those pics of the fuel filters and checking mine, I
see my filters are smaller in size, at least the water separator filter.
I have noticed this year how my coach lacks acceleration, especially on
hills. Once up to speed, I'm fine.
I'm curious... if I have the wrong filter...too small, could that be
starving the engine when demand is high such as in acceleration?
The lack of power just seems as if there is no umph.
In the back of my mind, the original filters were like in the pictures.
I asked a mechanic where I have the coach serviced and he shrugged his
shoulders and said, 'should be fine'.

Group: Safarifriends **Message:** 4578 **From:** Jim **Date:** 7/11/2008
Subject: Re: Racor Fuel Seperator PN HELP

Hi Steve,

A smaller filter will clog faster than a large filter. The flow rate
is also a matter of filter media design.

The problem of low power and dropping fuel milage is the same problem
I seem to be chasing. I build boost slower than I used to. At speed
the boost appears normal. Your highest fuel flow will be @ WOT at
high RPM's, not on take off.

I am presently looking at the exhaust brake to make sure it is not
sticking. Also I am checking all the intercooler hoses for cracks or
leaking.

Get the brand and filter #'s and look up their specs or post them
here. We'll try to help. The Baldwin BF1223 and BF1349 both will
work on a 3126 CAT. The BF1223 is smaller.

Jim

--- In Safarifriends@yahoo.com, "Steve & Carolyn"

<emulsified2000@...> wrote:

>

> OK everyone...

> I profess ignorance on this subject, so maybe someone can help me

out.

> After looking at those pics of the fuel filters and checking mine,

I

> see my filters are smaller in size, at least the water separator

filter.

> I have noticed this year how my coach lacks acceleration,

especially on

> hills. Once up to speed, I'm fine.

> I'm curious... if I have the wrong filter...too small, could that

be

> starving the engine when demand is high such as in acceleration?

> The lack of power just seems as if there is no umph.

> In the back of my mind, the original filters were like in the

pictures.

> I asked a mechanic where I have the coach serviced and he shrugged

his

> shoulders and said, 'should be fine'.

>

Group: Safarifriends **Message:** 4585 **From:** Dick Missett **Date:** 7/15/2008

Subject: Re: Racor Fuel Seperator PN HELP

Thanks to Richard G, Karen & Steveio, Bob and Jim for your pictures and response to this thread. I have temporarily decided to stay with my current Baldwin 1223 all steel separator filter as per my previously posted photo's. (dngmissett album). I initially thought that the height of the service bay may have varied based on model/year but after looking at the pictures of Jim's setup I now realize that his filter base is mounted higher than the setup in my 98. I

would be curious to know if Richard G's are mounted lower the same as mine since we have the same coach and there are no signs of them having been moved. One reason I decided to hold off on the **Racor** setup is because Jim said his sight bowl seeped and made a mess in the service bay. Also while on the service bay subject can someone tell me what brand or size roll of paper towel fit the dispenser ? I asked this in a post some time ago and never had a response. I've tried a few but all too big so mine remains empty. Thanks again for your help and I may go back to the OEM **Racor** setup the next time unless I hear that the sight bowl's typically leak/seep (?)

Dick Missett
98 Sahara 300 CAT

--- Jim <jandlbrooks@...> wrote:

> Hi Steve,
>
> A smaller filter will clog faster than a large
> filter. The flow rate
> is also a matter of filter media design.
>
> The problem of low power and dropping fuel milage is
> the same problem
> I seem to be chasing. I build boost slower than I
> used to. At speed
> the boost appears normal. Your highest fuel flow
> will be @ WOT at
> high RPM's, not on take off.
>
> I am presently looking at the exhaust brake to make
> sure it is not
> sticking. Also I am checking all the intercooler
> hoses for cracks or
> leaking.
>
> Get the brand and filter #'s and look up their specs
> or post them
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> BF1349 both will
> work on a 3126 CAT. The BF1223 is smaller.
>
> Jim

>
>
>
> --- In Safarifriends@yahoogroups.com, "Steve &
> Carolyn"
> <emulsified2000@...> wrote:
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>> OK everyone...
>> I profess ignorance on this subject, so maybe
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> small, could that
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>> The lack of power just seems as if there is no
> umph.
>> In the back of my mind, the original filters were
> like in the
> pictures.
>> I asked a mechanic where I have the coach serviced
> and he shrugged
> his
>> shoulders and said, 'should be fine'.
>>
>
>
>

Group: Safarifriends **Message:** 4595 **From:** casalund **Date:** 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP

Dick

I put a picture of my fuel filter set up in the 96 Saraha photo folder. If your's is like mine the upgrade kit is the part number I

sent you earlier.

Bob

Group: Safarifriends **Message:** 4596 **From:** casalund **Date:** 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP

Dick

I put a picture of my fuel filter set up in the 96 Saraha photo folder. If your's is like mine the upgrade kit is the part number I sent you earlier.

Bob

Group: Safarifriends **Message:** 4597 **From:** KarenInTheWoods * **Date:** 7/20/2008
Subject: Re: Racor Fuel Seperator PN HELP

I believe its a roll of Scott shop towels found in the automotive departments or at the large farm stores..... shorter in statue than paper towels, and also denser and firmer too...

Karen and Steveio

On 7/15/08, **Dick Missett** <dngmissett@...> wrote:

Thanks to Richard G, Karen & Steveio, Bob and Jim for your pictures and response to this thread. I have temporarily decided to stay with my current Baldwin 1223 all steel separator filter as per my previously posted photo's. (dngmissett album). I initially thought that the height of the service bay may have varied based on model/year but after looking at the pictures of Jim's setup I now realize that his filter base is mounted higher than the setup in my 98. I would be curious to know if Richard G's are mounted lower the same as mine since we have the same coach and there are no signs of them having been moved. One reason I decided to hold off on the **Racor** setup is because Jim said his sight bowl seeped and made a mess in the service bay. Also while on the service bay subject can someone tell me what brand or size roll of paper towel fit the dispenser ? I asked this in a post some time ago and never had a response. I've tried a few but all too big so mine remains empty. Thanks again for your help and I may go back to the OEM **Racor** setup the next time unless I hear that the sight bowl's typically leak/seep (?)

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Community email addresses:

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Individual Email | Traditional

<*> To change settings online go to:

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> sent you earlier.
>
> Bob
>
>

Group: Safarifriends **Message:** 4599 **From:** Dick Missett **Date:** 7/20/2008
Subject: Re: Racor Fuel Separator PN HELP

Karen

Thanks for the heads up on the towel dispenser. I'll take some dimensions and try to smoke out a roll that will fit the pail.

Dick Missett
98 Sahara (with an empty towel can in the service bay)
Wyoming, PA

--- KarenInTheWoods * <pfundt@...> wrote:

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> the automotive
> departments or at the large farm stores..... shorter
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lesson). The second time I used it was when I had a small fuel line air leak and needed to prime the fuel line after I had let the motor home set for a while. The third time, and the most I now use it for, is after changing fuel filters. I manually prime the filters but use the priming pump to take the remaining air out of the line.

Additionally, mine has the integrated feature the removes the water from the fuel (water separator). This is operational and works well.

I had previously posted a picture of my setup in the 96 Sahara Fuel Filters/300 CAT folder in the picture section of this group if you would like to see what mine looks like.

Group: Safarifriends **Message:** 7364 **From:** Norman **Date:** 12/18/2009
Subject: Engine stuff

I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.

In the service bay is a black **Racor**/Parker box with two push switches and four indicator lights.

Power light
H2O light
Air Purge push switch and light
H2O push switch and light

What are all of these for? How do they function? When and why should I push the switches? When should the lights be illuminated?

Also, there is an Air Filter Indicator, Filter Minder. Do I read this with the motor idling? What is consider within spec's on the gauge?

Thanks,
Norm

Group: Safarifriends **Message:** 7365 **From:** Charles Gatzka **Date:** 12/18/2009
Subject: Re: Engine stuff

Norm,

I sympathize with you on not having the necessary literature to do what has to be done with your 98 Serengeti with a Cat 3126 B. The lack of literature provided to Safari coach owners has been a thorn in my side since I first became a Safari owner in January 1990.

I currently own a 98 Continental and would be happy to give you answers within my capability to specific questions. In all probability the answers will be from experience and not what is in the Safari literature provided owners. I consider myself a novice at Safari motorhome maintenance but have managed to pick up a few good pointers in my 19 years as a Safari owner.

Don't sell this Safari forum short. I follow the recommendations of other Safari owners in owner responses and find them A-1. The thing one has to cope with is taking the coach in for work and having a person with less than the required amount of knowledge to do a job within the usual repair time. Kind of like the blind leading the blind.

For the Cat engine, I recommend the Cat Club website. Postings explain more technical information than I am qualified to do. But they are thorough and are a great addition to Cat service manuals.

Chuck Gatzka, 98 Safari Continental

From: Norman <Norm500@...>
To: Safarifriends@yahoogroups.com
Sent: Fri, December 18, 2009 5:47:24 PM
Subject: [Safarifriends] Engine stuff

I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.

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Thanks,
Norm

Group: Safarifriends **Message:** 7366 **From:** Norm **Date:** 12/18/2009
Subject: Re: Engine stuff

Thanks Chuck,

I thought I'd try here before going to the CAT forum because, as I understand it, the coach manufacturers mostly decided what engine accessories would be used on their coaches. I thought someone here might have an identical set-up and could best answer my questions. I will try CAT forum if I don't get my answers here though.

Norm
From the Hermitmobile

On Dec 18, 2009, at 5:36 PM, Charles Gatzka wrote:

Norm,

I sympathize with you on not having the necessary literature to do what has to be done with your 98 Serengeti with a Cat 3126 B. The lack of literature provided to Safari coach owners has been a thorn in my side since I first became a Safari owner in January 1990.

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Thanks,
Norm

Group: Safarifriends **Message:** 7367 **From:** JL **Date:** 12/18/2009
Subject: Re: Engine stuff

Hi Norman,

As to the **Racor**/Parker box, I do not know, but if you could post a pic, I may have a answer for

you. There was a filter set-up that had a electric motor to prime the filters and had a water separator with a sensor that could turn on a remote light. Was a **Racor**/Parker deal. Now obsolete, but there is a re-fit kit avail.

As to the air filter indicator. There is a button on the end opposite the vacuum hose. When you push the button, the round disc in the indicator will reset to zero. When the filter is clean/new after driving it, it will indicate about 7". When the filter gets dirty, the reading will climb to a higher " number. When it gets to the "red line" which is about 25" the filter is very restricted.

So, reset the indicator. Go drive the rig. Look at the indicator, it will stay at it's current restriction level. When mine gets to around 15" I change my air filter.

Jim

'96 Sahara 3540

--- In Safarifriends@yahoo.com, "Norman" <Norm500@...> wrote:

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> Thanks,

> Norm

>

Group: Safarifriends **Message:** 7368 **From:** Norm **Date:** 12/18/2009
Subject: Re: Engine stuff

Thanks Jim,

Good to know how to check the air filter indicator. I'll hold off on posting pictures of the **Racor** box though because I'm sure someone must have exactly the same set-up and knows how it works.

Norm
From the Hermitmobile

On Dec 18, 2009, at 6:21 PM, JL wrote:

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> Thanks,
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Group: Safarifriends **Message:** 7369 **From:** chuck lewis **Date:** 12/19/2009
Subject: Re: Engine stuff

Norm, I've got the same set up as you. I'll post some pix, or send them to you. I've got them on this site somewhere.

You should also check the air filter gauge, too be sure it works. Suck on the tubing or use a hand vacuum pump.

1997 Serengeti

To: Safarifriends@yahogroups.com
From: Norm500@...
Date: Fri, 18 Dec 2009 18:31:29 -0700
Subject: Re: [Safarifriends] Re: Engine stuff

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Group: Safarifriends **Message:** 7370 **From:** chuck lewis **Date:** 12/19/2009
Subject: Re: Engine stuff

Attachments :

[Serengeti Winn filter.JPG](#)

Norm, is this what your service engine bay looks like?

@ @ attachment @ @

To: Safarifriends@yahoogroups.com
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[Sign up now.](#)

Group: Safarifriends **Message:** 7371 **From:** Norm **Date:** 12/19/2009

Subject: Re: Engine stuff [1 Attachment]

Yes, except the air filter indicator is located higher up. Also, that small black tubing coming out of the filter assembly; the open end on mine is just laying on the bottom of the compartment and not attached to anything.

So, can you tell me about the lights and push switches on that little **Racor** black box?

Thanks, Norm

From the Hermitmobile

On Dec 19, 2009, at 8:49 AM, chuck lewis wrote:

Norm, is this what your service engine bay looks like?

To: Safarifriends@ yahoogroups. com
From: Norm500@comcast. net
Date: Fri, 18 Dec 2009 18:31:29 -0700
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As to the air filter indicator. There is a button on the end opposite the vacuum hose. When you push the button, the round disc in the indicator will reset to zero. When the filter is clean/new after driving it, it will indicate about 7". When the filter gets dirty, the reading will climb to a higher " number. When it gets to the "red line" which is about 25" the filter is very restricted.

So, reset the indicator. Go drive the rig. Look at the indicator, it will stay at it's current restriction level. When mine gets to around 15" I change my air filter.

Jim

'96 Sahara 3540

--- In [Safarifriends@ yahoo.com](mailto:Safarifriends@yahoo.com), "Norman" <Norm500@... > wrote:

>

> I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.

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> In the service bay is a black **Racor**/Parker box with two push switches and four indicator lights.

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> Power light

> H2O light

> Air Purge push switch and light

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> What are all of these for? How do they function? When and why should I push the switches? When should the lights be illuminated?

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> Also, there is an Air Filter Indicator, Filter Minder. Do I read this with the motor idling? What is consider within spec's on the gauge?

>

> Thanks,
> Norm
>

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

Group: Safarifriends **Message:** 7372 **From:** chuck lewis **Date:** 12/19/2009
Subject: Re: Engine stuff

Mine never worked, but the h2o/water is to blow water from the bottom of the filter. The prime is to prime the fuel filters after you change them. Don't know about the lites, one might warn you when you have water in the filter.

I put in new stuff, & a manual primer pump.

I kinda know what you're going through, all that stuff & you know almost nothing. Got my coach 3 years ago & I'm still learning , figuring out things.

To: Safarifriends@yahoogroups.com
From: Norm500@...
Date: Sat, 19 Dec 2009 08:59:40 -0700
Subject: Re: [Safarifriends] Re: Engine stuff

Yes, except the air filter indicator is located higher up. Also, that small black tubing coming out of the filter assembly; the open end on mine is just laying on the bottom of the compartment and not attached to anything.

So, can you tell me about the lights and push switches on that little **Racor** black box?

Thanks, Norm
From the Hermitmobile

On Dec 19, 2009, at 8:49 AM, chuck lewis wrote:

Norm, is this what your service engine bay looks like?

To: Safarifriends@ yahoogroups. com
From: Norm500@comcast. net
Date: Fri, 18 Dec 2009 18:31:29 -0700
Subject: Re: [Safarifriends] Re: Engine stuff

Thanks Jim,

Good to know how to check the air filter indicator. I'll hold off on posting pictures of the **Racor** box though because I'm sure someone must have exactly the same set-up and knows how it works.

Norm
From the Hermitmobile

On Dec 18, 2009, at 6:21 PM, JL wrote:

Hi Norman,

As to the **Racor**/Parker box, I do not know, but if you could post a pic, I may have a answer for you. There was a filter set-up that had a electric motor to prime the filters and had a water separator with a sensor that could turn on a remote light. Was a **Racor**/Parker deal. Now obsolete, but there is a re-fit kit avail.

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So, reset the indicator. Go drive the rig. Look at the indicator, it will stay at it's current restriction level. When mine gets to around 15" I change my air filter.

Jim
'96 Sahara 3540

--- In [Safarifriends@ yahoogroups. com](mailto:Safarifriends@yahoogroups.com), "Norman" <Norm500@... > wrote:

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> I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.
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> In the service bay is a black **Racor**/Parker box with two push switches and four indicator lights.
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> Thanks,
> Norm
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Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

Hotmail: Free, trusted and rich email service. [Get it now.](#)

Group: Safarifriends **Message:** 7373 **From:** Sherry **Date:** 12/19/2009
Subject: Re: Engine stuff

Norm,

I have a '98 Serengeti 40 (mid-entry model) but unless I'm misunderstanding what you refer to as the engine service bay, mine looks nothing like yours... I have the Magnum chassis with torsilastic suspension, not air bags - possibly that's the difference? In my bay there are the Cat filters, hydraulic reservoir, air filter minder, plus Cat diagnostic access port, tranny and engine

oil dipsticks, etc. I checked my Owner's manuals and cannot find anything helpful... sorry. I do have a full set of all the manuals that came with my rig so if you need something, I'd be happy to try looking it up or send you the needed pages.

Sherry
98 Serengeti 40

--- In Safarifriends@yahoogroups.com, Charles Gatzka <cdgatz@...> wrote:

>

> Norm,

>

> Â I sympathize with you on not having the necessary literature to do what has to be done with your 98 SerengetiÂ with a Cat 3126 B.Â The lack of literature provided to Safari coach owners has been a thorn in my side since I first became a Safari owner in January 1990.

>

> I currently own a 98 Continental and would be happy to give you answers within my capability to specific questions.Â In all probability the answers will be from experience and not what is in the Safari literature provided owners. IÂ consider myself a novice at Safari motorhome maintenance but have managed to pick up a few good pointersÂ in my 19 years as a Safari owner.

>

> Don't sell this Safari forum short.Â I follow the recommendations of other Safari owners in owner responses and find them A-1.Â The thing one has to cope with is taking the coach in for work and having a person with less than the required amount of knowledge to do a job within the usual repair time. Kind of like the blind leading the blind.

>

> For the Cat engine,Â I recommend the Cat Club website. Postings explain more technical information than I am qualified to do.Â But they are thorough and are a great addition to Cat service manuals.

>

> Chuck Gatzka, 98 Safari Continental

>

>

> From: Norman <Norm500@...>

> To: Safarifriends@yahoogroups.com

> Sent: Fri, December 18, 2009 5:47:24 PM

> Subject: [Safarifriends] Engine stuff

>

> Â

> I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.

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- > Also, there is an Air Filter Indicator, Filter Minder. Do I read this with the motor idling? What is consider within spec's on the gauge?
- >
- > Thanks,
- > Norm
- >

Group: Safarifriends **Message:** 7374 **From:** Norm **Date:** 12/19/2009
Subject: Re: Engine stuff

Thanks Chuck and Sherry,

Sherry, your service bay seems to have mostly the same stuff as mine except for that **Racor** box I'm trying to find out about. Mine is the same chassis as yours BTW, just that mine has the front door. I think I have most all the manuals, but I don't remember seeing anything about that **Racor** box, probably because it wasn't used on all the units. It might even be something that was added by one of the previous owners.

Chuck, thanks again for your help. Seems logical that it's to purge the water or air, but I'd like to know about the lights, and if there is an indication of when I should purge the water. I'm only on my first trip with this coach, but it's been running fine without ever using this **Racor** thing.

Guess I'll try the CAT group and see if any of them can tell me more about it. I haven't tried **Racor** themselves, maybe I should go there for information.

Norm

From the Hermitmobile

On Dec 19, 2009, at 11:33 AM, Sherry wrote:

Norm,

I have a '98 Serengeti 40 (mid-entry model) but unless I'm misunderstanding what you refer to as the engine service bay, mine looks nothing like yours... I have the Magnum chassis with torsilastic suspension, not air bags - possibly that's the difference? In my bay there are the Cat filters, hydraulic reservoir, air filter minder, plus Cat diagnostic access port, tranny and engine oil dipsticks, etc. I checked my Owner's manuals and cannot find anything helpful... sorry. I do have a full set of all the manuals that came with my rig so if you need something, I'd be happy to try looking it up or send you the needed pages.

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98 Serengeti 40

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> Chuck Gatzka, 98 Safari Continental

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> To: [Safarifriends@ yahoo.com](mailto:Safarifriends@yahoo.com)

> Sent: Fri, December 18, 2009 5:47:24 PM

> Subject: [Safarifriends] Engine stuff

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> Thanks,

> Norm

>

Group: Safarifriends **Message:** 7386 **From:** stlips **Date:** 12/24/2009

Subject: Re: Engine stuff

--- In Safarifriends@yahoo.com, "Norman" <Norm500@...> wrote:

>

> I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.

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the primary filter you have has an electric pump that probably doesn't work any more this filter unit has a clear plastic water separator on it. mine always had a small diesel leak and sucked air and caused the system to lose prime I replaced the primary filter with one that had a hand pump primer solved the problem and the leaking fuel kept the secondary filter (the yellow cat one)

Group: Safarifriends **Message:** 7387 **From:** Mr. G. **Date:** 12/25/2009

Subject: Merry Christmas to you all !

Merry Christmas to all our Safari family and friends. RG

Group: Safarifriends **Message:** 7388 **From:** JL **Date:** 12/25/2009

Subject: Re: Engine stuff

Norn,

IF the filter set-up looks like this, you will be better served to just take it off and throw it away.

<http://tinyurl.com/yhlbj23>

And install a **Racor** 90T base with primer, that looks like this.

<http://tinyurl.com/ykosdum>

Jim

'96 Sahara

--- In Safarifriends@yahoo.com, "stlips" <stlips@...> wrote:

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> --- In Safarifriends@yahoo.com, "Norman" <Norm500@> wrote:

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Group: Safarifriends **Message:** 7389 **From:** Norm **Date:** 12/25/2009

Subject: Re: Engine stuff

Thanks Jim,

I think you're the second one to say get rid of the system. So far as I know the system is still working but, of course, I don't know that for sure since I still don't know everything about it. It doesn't appear to be leaking and the primer pump seems to be operational. I don't know about the water purge but thought I'd push that switch before starting the engine the next time. If everything works I guess getting rid of it is to prevent possible trouble later. Still wish I knew the function of the lights on the black box.

Norm

From the Hermitmobile

On Dec 25, 2009, at 7:44 AM, JL wrote:

Norn,

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Group: Safarifriends **Message:** 7392 **From:** JL **Date:** 12/25/2009
Subject: Re: Engine stuff

Norm

Here is a link to what you have a "90S1230C" It is an obsolete filter base that has an electric motor that primes the filter and an air operated water purge valve. The filter it uses, per **Racor**, is no longer available. They have a retro fit kit for it that allows you to use a current filter. This is the link to the retro kit

<http://tinyurl.com/yjw9nly>

The box, best I can figure, is manual controls of the thing. The filter assembly was available with and without the box. See here

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My old neighbor had one of these on his 99 Monaco Executive. He did the retro fit. He would have been better off installing this

<http://tinyurl.com/yz37afk>

However, after 3 hours on Google, I have yet to find an instruction manual. It's out there, maybe later

I did find this discussion on another RV forum

<http://tinyurl.com/ygqy4qw>

Good Night

Jim

'96 Sahara

--- In Safarifriends@yahoo.com, Norm <Norm500@...> wrote:

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>> '96 Sahara

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Group: Safarifriends **Message:** 7393 **From:** Norm **Date:** 12/25/2009
Subject: Re: Engine stuff

Thanks again Jim,

I did the Google search the other day and couldn't come up with a manual either. It must be a rather obsolete and rare unit since no one on this list has come forth with solid information on it. I'm starting to think it was an aftermarket thing not installed by Safari.

Maybe I'll switch it out the next time I have the engine serviced although, so far as I know, it's working properly.

Norm

From the Hermitmobile

On Dec 25, 2009, at 9:11 PM, JL wrote:

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>>>

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>>

>

Group: Safarifriends **Message:** 7394 **From:** JL **Date:** 12/26/2009

Subject: Re: Engine stuff

OK Norm,

I found a brochure for a 2003 Foretravel U320. The filter was standard equipment. They made their own chassis. SO, give them a call and see if some one there has a copy or if they have a used MH on their lot, make a copy out of the owners manual box.

It is listed under Chassis Features

<http://tinyurl.com/yjyxrl5>

<http://www.foretravel.com/>

I believe the filter was installed as factory, since some Safari and Beavers used them. AS did other high end rigs.

Hope Santa brought a new filter base...All I got was 2 chairs to sit in while having my adult beverage outside my M/H.

Jim

'96 Sahara 3540, 300 CAT

--- In Safarifriends@yahoo.com, Norm <Norm500@...> wrote:

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>> --- In Safarifriends@yahoogroups.com, Norm <Norm500@> wrote:

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Group: Safarifriends **Message:** 7395 **From:** Norm **Date:** 12/26/2009

Subject: Re: Engine stuff

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My present to myself was a GPS golf course gadget. Wish I could buy you one of those adult beverages for all the work you've put into this.

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From the Hermitmobile

On Dec 26, 2009, at 8:14 AM, JL wrote:

OK Norm,

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It is listed under Chassis Features

<http://tinyurl.com/yjyxr15>

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I believe the filter was installed as factory, since some Safari and Beavers used them. AS did other high end rigs.

Hope Santa brought a new filter base...All I got was 2 chairs to sit in while having my adult beverage outside my M/H.

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Group: Safarifriends	Message: 7396	From: togocotton@gmail.com	Date: 12/26/2009
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Subject: Merry Christmas to you all !

Merry Christmas and Many Happy New Years to All

Slim

Typed by my pudgy fingers on the incredibly small iphone keyboard

2COR5:17

Group: Safarifriends	Message: 7397	From: JL	Date: 12/27/2009
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Subject: Golf Course GPS

OK, I'll bite,

I have my GPS to help me around town/country, mark stuff, find stuff. But you have a GPS to get you around the golf course? Toy's for Boy's?

Jim

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Group: Safarifriends **Message:** 7399 **From:** John **Date:** 12/27/2009

Subject: Re: Golf Course GPS

I recently purchased my 2000 panther. It has the **racor** filter and was leaking. I have a retrofit kit parts list with a phone number, called them and actually talked to the tech support engineer. He gave me the name of local distributor M&D in Dallas, TX 214-631-5270. They replaced the clear prefilter (had it in stock) and cracked O-ring. \$45.40 parts+ \$89.50 labor. Parker is not making any more replacement parts for the obsolete **Racor** 90S1230C filter. I elected to fix what I had as opposed to buying a new unit\$\$\$. Engineering support for the **racor** filters is 800-344-3286

John Boldt
2000 Safari Panther

On Dec 27, 2009, at 10:04 AM, "JL" <jandlbrooks@...> wrote:

OK, I'll bite,

I have my GPS to help me around town/country, mark stuff, find stuff. But you have a GPS to get you around the golf course? Toy's for Boy's?

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'96 Sahara

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Group: Safarifriends **Message:** 8201 **From:** svenbeck@rocketmail.com **Date:** 5/19/2010

Subject: Racor Closed Crankcase Ventilation Filtration System

Some time ago I wrote about the **Racor** vapor recovery system (which I installed in a couple of hours) which I used to replace the drafting ("slobber") tube. I got tired of cleaning the radiator and having to deal with overheating, oil on the ground, my G. Vitara, etc. and wanted a permanent solution. This did the trick. It separates the oil from the air in a cannister and puts each where it belongs - air goes to air intake and oil returns to the sump. After nearly 3500 miles, there has been no trouble and no oil on the radiator, fan, my toad or other cars on the road. It also makes me feel better about driving a "huge diesel" ("carbon footprint" and all that) and the environment. I just posted photos of the system in the photo section ("Sven's '96 Sahara"). The total cost was much less than every one expected - I think in the neighborhood of \$500-600. If anyone is interested, I will track down more specific info on model numbers and where on line I ordered it. It is well worth the effort and cost!

Sven

Group: Safarifriends **Message:** 8844 **From:** JohnC **Date:** 7/22/2010

Subject: Re: Engine stuff

I'm new to the RV game and have a cat too, where to you find the Cat Club web-site, thanks
John C

--- In Safarifriends@yahoogroups.com, Charles Gatzka <cdgatz@...> wrote:

>

> Norm,

>

> Â I sympathize with you on not having the necessary literature to do what has to be done with your 98 SerengetiÂ with a Cat 3126 B.Â The lack of literature provided to Safari coach owners has been a thorn in my side since I first became a Safari owner in January 1990.

>

> I currently own a 98 Continental and would be happy to give you answers within my capability to specific questions.Â In all probability the answers will be from experience and not what is in the Safari literature provided owners. IÂ consider myself a novice at Safari motorhome maintenance but have managed to pick up a few good pointersÂ in my 19 years as a Safari owner.

>

> Don't sell this Safari forum short.Â I follow the recommendations of other Safari owners in owner responses and find them A-1.Â The thing one has to cope with is taking the coach in for work and having a person with less than the required amount of knowledge to do a job within the usual repair time. Kind of like the blind leading the blind.

>

> For the Cat engine,Â I recommend the Cat Club website. Postings explain more technical information than I am qualified to do.Â But they are thorough and are a great addition to Cat service manuals.

>

> Chuck Gatzka, 98 Safari Continental

>
>
> From: Norman <Norm500@...>
> To: Safarifriends@yahoo.com
> Sent: Fri, December 18, 2009 5:47:24 PM
> Subject: [Safarifriends] Engine stuff

>
> Â
> I was hoping I'd see another '98 Safari Serengeti and could pick the owner's brains, but it hasn't happened. I bought my unit a year ago from a seller that knew nothing about the unit so I've had no orientation briefing. I've figured out a lot of stuff, but some things I'd really like some answers for are in the engine service bay. This is a 40' with a 3126 CAT BTW.

>
> In the service bay is a black **Racor**/Parker box with two push switches and four indicator lights.

>
> Power light
> H2O light
> Air Purge push switch and light
> H2O push switch and light

>
> What are all of these for? How do they function? When and why should I push the switches? When should the lights be illuminated?

>
> Also, there is an Air Filter Indicator, Filter Minder. Do I read this with the motor idling? What is consider within spec's on the gauge?

>
> Thanks,
> Norm
>

Group: Safarifriends	Message: 8848	From: Dick Missett	Date: 7/23/2010
Subject: Re: Engine stuff			

CATRVCLUB@yahoo.com

Dick Missett
98 Sahara 300 CAT
Wyoming, PA

--- On **Thu, 7/22/10**, JohnC <johnklevenger@...> wrote:

From: JohnC <johnklevenger@...>

Subject: [Safarifriends] Re: Engine stuff
To: Safarifriends@yahoogroups.com
Date: Thursday, July 22, 2010, 10:54 PM

I'm new to the RV game and have a cat too, where to you find the Cat Club web-site, thanks
John C

--- In Safarifriends@yahoogroups.com, Charles Gatzka <cdgatz@...> wrote:

>
> Norm,
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> Â I sympathize with you on not having the necessary literature to do what has to be done
> with your 98 SerengetiÂ with a Cat 3126 B.Â The lack of literature provided to Safari coach
> owners has been a thorn in my side since I first became a Safari owner in January 1990.
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> I currently own a 98 Continental and would be happy to give you answers within my
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> not what is in the Safari literature provided owners. IÂ consider myself a novice at Safari
> motorhome maintenance but have managed to pick up a few good pointersÂ in my 19 years as
> a Safari owner.
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> Don't sell this Safari forum short.Â I follow the recommendations of other Safari owners in
> owner responses and find them A-1.Â The thing one has to cope with is taking the coach in
> for work and having a person with less than the required amount of knowledge to do a job
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> Chuck Gatzka, 98 Safari Continental
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> From: Norman <Norm500@...>
> To: Safarifriends@yahoogroups.com
> Sent: Fri, December 18, 2009 5:47:24 PM
> Subject: [Safarifriends] Engine stuff
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> Power light

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> What are all of these for? How do they function? When and why should I push the switches?
When should the lights be illuminated?

>

> Also, there is an Air Filter Indicator, Filter Minder. Do I read this with the motor idling?
What is consider within spec's on the gauge?

>

> Thanks,

> Norm

>

Group: Safarifriends **Message:** 8849 **From:** Dick Missett **Date:** 7/23/2010
Subject: Re: Engine stuff

This one should work better. Sorry about that.

<http://autos.groups.yahoo.com/group/CATRVCLUB/join>

Dick Missett
98 Safari 300 CAT
Wyoming, PA

--- On **Fri, 7/23/10**, **Dick Missett** <dngmissett@...> wrote:

From: Dick Missett <dngmissett@...>
Subject: Re: [Safarifriends] Re: Engine stuff
To: Safarifriends@yahoo.com
Date: Friday, July 23, 2010, 10:16 AM

CATRVCLUB@yahoo.com

Dick Missett
98 Sahara 300 CAT

Wyoming, PA

--- On **Thu, 7/22/10**, **JohnC** <johnkclevenger@aol.com> wrote:

From: JohnC <johnkclevenger@aol.com>
Subject: [Safarifriends] Re: Engine stuff
To: Safarifriends@yahoo.com
Date: Thursday, July 22, 2010, 10:54 PM

I'm new to the RV game and have a cat too, where to you find the Cat Club web-site, thanks John C

--- In Safarifriends@yahoo.com, Charles Gatzka <cdgatz@...> wrote:

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> Chuck Gatzka, 98 Safari Continental
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> From: Norman <Norm500@...>
> To: Safarifriends@yahoo.com
> Sent: Fri, December 18, 2009 5:47:24 PM
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> Thanks,
> Norm
>

Group: Safarifriends **Message:** 17740 **From:** heriddle **Date:** 7/15/2012

Subject: Racor-Winn Fuel Filter

I am looking for a supplier and a part number for the clear prefilter for the **Racor**/Winn series S other than Gen-Co Distributors.

Any help would be greatly appreciated

Group: Safarifriends **Message:** 17742 **From:** dddugger9@q.com **Date:** 7/15/2012

Subject: Re: Racor-Winn Fuel Filter

I use a fleetGuard FS1000, It has a water drain on the bottom. I just done away with the plastic line,don't connect it anymore. I carry a couple of the fleetGuards with me, they are very cheap compaired to the **Racor** which you can't buy any more. I have had no problem at all with the FG and you can buy them at any truck center. Dean

From: "heriddle" <heriddle@...>

To: Safarifriends@yahoo.com

Sent: Sunday, July 15, 2012 10:59:50 AM

Subject: [Safarifriends] **Racor**-Winn Fuel Filter

I am looking for a supplier and a part number for the clear prefilter for the **Racor**/Winn series S other than Gen-Co Distributors.
Any help would be greatly appreciated

Group: Safarifriends **Message:** 17743 **From:** chuck.lewis72 **Date:** 7/15/2012
Subject: Re: Racor-Winn Fuel Filter

I bought two from a place in TX.....I still need to replace the gasket tho
If you still want to go that way I can go thru my stacks of stuff to find the info
1997 Serengeti
Ohio

--- In Safarifriends@yahoogroups.com, dddugger9@... wrote:

>

> I use a fleetGuard Â FS1000, It has a water drain on the bottom. I just done away with the plastic line,don't connect it anymore. I carry a couple of the fleetGuards with me, they are very cheap compaired to the **Racor** which you can't buy any more. I have had no problem at all with the FG and you can buy them at any truck center. Dean

>

> ----- Original Message -----

> From: "heriddle" <heriddle@...>

> To: Safarifriends@yahoogroups.com

> Sent: Sunday, July 15, 2012 10:59:50 AM

> Subject: [Safarifriends] **Racor**-Winn Fuel Filter

>

> Â

>

>

>

>

> I am looking for a supplier and a part number for the clear prefilter for the **Racor**/Winn series S other than Gen-Co Distributors.

> Any help would be greatly appreciated

>

Group: Safarifriends **Message:** 34004 **From:** jimexler **Date:** 6/25/2017
Subject: Winn primary filter conversion to Racor

I just created a new folder in the files section containing files defining conversion of the old Winn 200200 primary filters to **Racor** using a kit from **Racor**.

There are also some forum notes I copied from the web with others experiences and recommendations.

Jim Exler, Nampa, ID

Group: Safarifriends **Message:** 34006 **From:** trekker01@gmail.com **Date:** 6/25/2017

Subject: Re: Winn primary filter conversion to Racor

Once more, THANK YOU, Jim.

By the way, there does appear to be something holding up postings to SafariFriends from being delivered as email. I got 6-7 postings this morning that were over 8 hours old. Physically on the site as I type this, and there is more showing in the Conversations area that have not yet gotten to my email. Advise to new members relying on email rather than going to the Yahoo group directly as they may be working on problems and seeking other member input -- getting it by email may be hours to days after being posted to the group, so if vital, look in the group.

Gary

'98 Sahara 3006 300CAT

Group: SafariFriends **Message:** 34035 **From:** Bill Edwards **Date:** 6/26/2017

Subject: Racor filter

I was just thinking I should share this experience about the **Racor** original unit. Returning from Arizona in April sailing along on east bound I 70, all of a sudden I had no power and the engine just quit running. I pulled over of course, no alternative, cranked it and nothing, WHAT????!! No evidence of what happened on the ground, dry... We were in the middle of nowhere Utah east of Green River and a dead coach. Long story short, I discovered, ultimately the small hose at the bottom of the **Racor** filter unit had broken completely of, hanging free. I had unbeknownst to me driven the C 12 completely out of fuel, Great now what.

First call to a have no idea what shop to call but got lucky and lady answered. Told here the problem and she said my son will be right out. He called back in less than five minutes. I told him the problem and in a half hour he was 20 miles east helping me replace the small piece of plastic hose and the compression fitting. Now what I thought how do we re-prime this monster. I stood back and he worked his magic. Well now I know, thank you Jim. I was up cranking the engine as he told me to do and he was back there pushing the little **Racor** button, priming the C 12. Cranking the engine had nothing to do with it. Total cost for his 40 mile trip, parts and help, \$ a hundred dollar bill !!!!

What is not showing on Jim's paperwork is a small box on my coach about 3 inches long 1 1/2 tall and 3/4 inch thick electrical control box with a couple lights and a push button that operates the associated priming pump.

Point of this note: This little plastic hose became brittle and the vibration from the coach caused it to break. Check it or just replace it and avoid a delay in you fun.

Great, Thank you again Jim

Bill Edwards
1999 Panther

Group: SafariFriends **Message:** 34038 **From:** Bill Edwards **Date:** 6/26/2017

Subject: Re: Winn primary filter conversion to Racor

I post everything in the group and it still takes for ever unless, it is a direct to sender. That appears to go directly quickly.

Bill Edwards

Group: SafariFriends **Message:** 34039 **From:** James Exler **Date:** 6/26/2017

Subject: Re: Racor filter

Bill,

If you look in the document titled "**Racor**_300200..... " you will find a listing and instructions for the installation and use of the remote panel you mentioned.

Jim Exler

On 6/26/2017 8:00 AM, Bill Edwards billedwardsrs@... [Safarifriends] wrote:

I was just thinking I should share this experience about the **Racor** original unit. Returning from Arizona in April sailing along on east bound I 70, all of a sudden I had no power and the engine just quit running. I pulled over of course, no alternative, cranked it and nothing, WHAT???! No evidence of what happened on the ground, dry... We were in the middle of nowhere Utah east of Green River and a dead coach. Long story short, I discovered, ultimately the small hose at the bottom of the **Racor** filter unit had broken completely of, hanging free. I had unbeknownst to me driven the C 12 completely out of fuel, Great now what.

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Point of this note: This little plastic hose became brittle and the vibration from the coach caused it to break. Check it or just replace it and avoid a delay in you fun.

Great, Thank you again Jim

Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends **Message:** 34051 **From:** mel96safari **Date:** 6/26/2017
Subject: Time lag (was: Winn primary filter conversion to Racor)

Bill

Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).

Mel
'96 Sahara

---In Safarifriends@yahoogroups.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender. That appears to go directly quickly.

Bill Edwards

Group: Safarifriends **Message:** 34059 **From:** Gary Smith **Date:** 6/26/2017

Subject: Re: Time lag (was: Winn primary filter conversion to Racor)

Mel - Bill

Not sure exactly when Mel's message got to my email inbox, or was posted to SF, but I am reading and replying to it a half hour after it is time stamped. It was the oldest of several messages in my inbox. Daytime postings seem to post promptly, and sometimes late night postings get delayed???

Gary

On Mon, Jun 26, 2017 at 12:24 PM, stuplich@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Bill

Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).

Mel
'96 Sahara

---In Safarifriends@yahoogroups.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender. That appears to go directly quickly.

Bill Edwards

--
Gary Smith

Group: Safarifriends **Message:** 34066 **From:** Bill Edwards **Date:** 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)

Mel,

I has an arrival date stamp on it of 11.24 AM Mtn time Thanks

Bill Edwards
1999 Panther

On Monday, June 26, 2017 11:24 AM, "stuplich@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Bill
Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).
Mel
'96 Sahara

---In Safarifriends@yahoogroups.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender. That appears to go directly quickly.

Bill Edwards

Group: Safarifriends **Message:** 34067 **From:** Bill Edwards **Date:** 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)

Gary,

Yours posted at 12:32 PM Mtn time hummmm Thsank

Bill Edwards
1999 Panther

On Monday, June 26, 2017 12:32 PM, "Gary Smith trekker01@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Mel - Bill

Not sure exactly when Mel's message got to my email inbox, or was posted to SF, but I am reading and replying to it a half hour after it is time stamped. It was the oldest of several messages in my inbox. Daytime postings seem to post promptly, and sometimes late night postings get delayed???

Gary

On Mon, Jun 26, 2017 at 12:24 PM, stuplich@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Bill
Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).
Mel
'96 Sahara

---In Safarifriends@yahoogroups.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender.
That appears to go directly quickly.

Bill Edwards

--

Gary Smith

Group: Safarifriends	Message: 34069	From: Bryon Kallend	Date: 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)			

HI can you take me off your email list?. bkallend@...

Bill
Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).
Mel
'96 Sahara

---In Safarifriends@yahoogroups.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender. That appears to go directly quickly.

Bill Edwards

Group: Safarifriends **Message:** 34072 **From:** TD **Date:** 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)

Bryon,

I am not a moderator nor the owner of the group, but as far as I know, only you can unsubscribe. Go to the safarifriends yahoo group, in the upper right hand corner there should say "membership" with a drop down arrow next to it click on "Edit Membership", then click on the little pencil looking icon next to "subscription", click on "no emails", then click on "save". This should stop all the email posts and messages. I have heard of cases that have unsubscribed but continued to receive emails, so make sure you click on "no emails", then "save", otherwise you still might receive the posts.

How long ago did you get rid of your Safari?
What make, year, and model was it?

Good luck!

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Mon, Jun 26, 2017 at 4:39 PM, Bryon Kallend bkallend@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

HI can you take me off your email list?. bkallend@...

Bill
Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).

Mel
'96 Sahara

---In Safarifriends@yahoo.com, <billedwardsrs@...> wrote :

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That appears to go directly quickly.

Bill Edwards

Group: Safarifriends **Message:** 34075 **From:** Gary Smith **Date:** 6/26/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)

You two are in different time zones. Mel is in Central Daylight Savings. Yahoo's system is probably on Pacific Daylight Savings (I am not sure of that, as their server could be on a different time than their physical location). Don't know what time zone Bill is in, but assume he is west of Central, either in Mountain Daylight or Pacific Standard. I help manage a Trek group with a California based server, but we chose Eastern as our server time, so regardless of where in the world the messages get posted from, they post as New York time on our group clock. (We have members on every inhabited Continent.)

The posting lag issue may only be in the email side of things coming out of the Yahoo server.

Gary
'98 Sahara 3006 300CAT

On Mon, Jun 26, 2017 at 3:23 PM, Bill Edwards billedwardsrs@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

Mel,

I has an arrival date stamp on it of 11.24 AM Mtn time Thanks

Bill Edwards
1999 Panther

On Monday, June 26, 2017 11:24 AM, "stuplich@..." [Safarifriends] <Safarifriends@yahoo.com> wrote:

Bill
Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).
Mel
'96 Sahara

---In Safarifriends@yahoogroups.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender. That appears to go directly quickly.

Bill Edwards

--
Gary Smith

Group: Safarifriends	Message: 34078	From: Bill Edwards	Date: 6/26/2017
Subject: Re: Racor filter			

Jim,

Do I owe you a Beer yet? We are not coming in July as thought earlier. Will Be by in September for sure if you are home. I will bring some eastern beer from tho oldest brewery in the country...a real treat if you like traditional Lagers.

Thanks

Bill Edwards

On Monday, June 26, 2017 9:13 AM, "James Exler jimxexler@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Bill,

If you look in the document titled "**Racor**_300200..... " you will find a listing and instructions for the installation and use of the remote panel you mentioned.
Jim Exler

On 6/26/2017 8:00 AM, Bill Edwards billedwardsrs@... [Safarifriends] wrote:

I was just thinking I should share this experience about the **Racor** original unit. Returning from Arizona in April sailing along on east bound I 70, all of a sudden I had no power and the engine just quit running. I pulled over of course, no alternative, cranked it and nothing, WHAT????!! No evidence of what happened on the ground, dry... We were in the middle of nowhere Utah east of Green River and a dead coach. Long story short, I discovered, ultimately the small hose at the bottom of the **Racor** filter unit had broken completely of, hanging free. I had unbeknownst to me driven the C 12 completely out of fuel, Great now what.

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What is not showing on Jim's paperwork is a small box on my coach about 3 inches long 1 1/2 tall and 3/4 inch thick electrical control box with a couple lights and a push button that operates the associated priming pump.

Point of this note: This little plastic hose became brittle and the vibration from the coach caused it to break. Check it or just replace it and avoid a delay in you fun.

Great, Thank you again Jim

Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends	Message: 34080	From: Gary Smith	Date: 6/26/2017
Subject: Re: Racor filter			

Ah, a Yengling!

On Mon, Jun 26, 2017 at 4:07 PM, Bill Edwards billedwardsrs@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

Jim,

Do I owe you a Beer yet? We are not coming in July as thought earlier. Will Be by in September for sure if you are home. I will bring some eastern beer from tho oldest brewery in the country...a real treat if you like traditional Lagers.

Thanks

Bill Edwards

On Monday, June 26, 2017 9:13 AM, "James Exler jimxexler@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Bill,

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Jim Exler

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Point of this note: This little plastic hose became brittle and the vibration from the coach caused it to break. Check it or just replace it and avoid a delay in you fun.

Great, Thank you again Jim

Bill Edwards
1999 Panther

--
Gary Smith

Group: Safarifriends **Message:** 34087 **From:** Bill Edwards **Date:** 6/27/2017
Subject: Re: Time lag (was: Winn primary filter conversion to Racor)

I am in the Mountain time zone

Bill Edwards
1999 Panther

On Monday, June 26, 2017 5:02 PM, "Gary Smith trekker01 @... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

You two are in different time zones. Mel is in Central Daylight Savings. Yahoo's system is probably on Pacific Daylight Savings (I am not sure of that, as their server could be on a different time than their physical location). Don't know what time zone Bill is in, but assume he is west of Central, either in Mountain Daylight or Pacific Standard. I help manage a Trek group with a California based server, but we chose Eastern as our server time, so regardless of where in the world the messages get posted from, they post as New York time on our group clock. (We have members on every inhabited Continent.)

The posting lag issue may only be in the email side of things coming out of the Yahoo server.

Gary
'98 Sahara 3006 300CAT

On Mon, Jun 26, 2017 at 3:23 PM, Bill Edwards billedwardsrs@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Mel,

I has an arrival date stamp on it of 11.24 AM Mtn time Thanks

Bill Edwards
1999 Panther

On Monday, June 26, 2017 11:24 AM, "[stuplich@...](#) [Safarifriends]" <Safarifriends@yahoo.com> wrote:

Bill
Lately my messages have been posting quickly.
(However that is not always the case).

(BTW I'm sending this one at 12:24 pm CDT).
Mel
'96 Sahara

---In Safarifriends@yahoo.com, <billedwardsrs@...> wrote :

I post everything in the group and it still takes for ever unless, it is a direct to sender.
That appears to go directly quickly.

Bill Edwards

--
Gary Smith

Group: Safarifriends	Message: 39853	From: TD	Date: 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac			

Jeanne,

I was able to dig around and find Bill's old post from last year. This is the part number that you are looking for, see the three attachments.

Part number: 90S1230C

Be aware that these updated versions were still prone to air leaks, so you might consider going with a simpler fuel filter block assembly version...

Part number: RK22425 (includes a hand pump for priming fuel filter)
See attachments.

Racor Filter part number: R90S

Fleetgard fuel filter part number: FS19551B

Fleetgard water separator bowl (clear) part number: 3948395S

I would further say to call Dave Atherton, 605-999-0720 who is a very helpful retired CAT master troubleshooter. He is really helpful and knows the issues with these **Racor** systems, and would be able to recommend the best replacement.

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On 10/19/17, Bill Edwards billedwardsrs@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

> Doug,
> That is the ancient version and long since unavailable...there have been two
> iterations since, the last costing in the neighborhood of 700 bucks to do the
> conversion. The middle one components are still available and so are the
> filters. If you are interested let me know and I will track them down. The
> little hose at the bottom is critical to the fuel system operation and the
> engine running...ask me how I know...
> No not difficult to change like any other spin on filter. If it were me I
> would change it but if you have an issue you have no spare. Crazy, these
> were up dated years ago more than ten years
> Bill Edwards199 Panther

Group: Safarifriends **Message:** 39854 **From:** TD **Date:** 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac

Sorry, the last post did not have the needed attachment, so here is a re-post...

Jeanne,

I was able to dig around and find Bill's old post from last year. This is the part number that you are looking for, see the three attachments.

Part number: 90S1230C

Be aware that these updated versions were still prone to air leaks, so you might consider going with a simpler fuel filter block assembly

version...

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See attachments.

Racor Filter part number: R90S

Fleetgard fuel filter part number: FS19551B

Fleetgard water separator bowl (clear) part number: 3948395S

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John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

----- Forwarded message -----

From: "Bill Edwards billedwardsrs@... [Safarifriends]"
<Safarifriends@yahoogroups.com>
Date: Thu, 19 Oct 2017 13:18:37 +0000 (UTC)
Subject: [Safarifriends] Re: Replacing Filter [3 Attachments]
To: "Safarifriends@yahoogroups.com" <Safarifriends@yahoogroups.com>

Doug,
That is the ancient version and long since unavailable...there have been two iterations since, the last costing in the neighborhood of 700 bucks to do the conversion. The middle one components are still available and so are the filters. If you are interested let me know and I will track them down. The little hose at the bottom is critical to the fuel system operation and the engine running...ask me how I know...

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Bill Edwards199 Panther

Group: Safarifriends **Message:** 39855 **From:** Jeanne Kastl **Date:** 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

John
I can't thank you enough.! You are a god send. We have looked every! Hubby is off work 2maro I'll have him give Dave a call. Our cat dealer here was a total waste of the hour drive as

they only deal with heavy equipment even thou most are the 3126 like ours. Needless to say I was a bit frustrated at how that were there not very willing two help us out! Almost have the bedroom done! I'll try and send pictures so you can see .
Have a blessed day
Jeanne and Eric
96Safari Serengeti Ivory Edition 40 foot
3126 cat
6 speed Allison

[Sent from Yahoo Mail on Android](#)

On Wed, Oct 24, 2018 at 2:51 PM, TD sdjhtm@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Jeanne,

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Part number: 90S1230C

Be aware that these updated versions were still prone to air leaks, so you might consider going with a simpler fuel filter block assembly version...

Part number: RK22425 (includes a hand pump for priming fuel filter)
See attachments.

Racor Filter part number: R90S

Fleetgard fuel filter part number: FS19551B

Fleetgard water separator bowl (clear) part number: 3948395S

I would further say to call Dave Atherton, 605-999-0720 who is a very helpful retired CAT master troubleshooter. He is really helpful and knows the issues with these **Racor** systems, and would be able to recommend the best replacement.

John

'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On 10/19/17, Bill Edwards billedwardsrs@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

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- > That is the ancient version and long since unavailable...there have been two
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- > engine running...ask me how I know...
- > No not difficult to change like any other spin on filter. If it were me I
- > would change it but if you have an issue you have no spare. Crazy, these
- > were up dated years ago more than ten years
- > Bill Edwards199 Panther

Group: Safarifriends **Message:** 39856 **From:** TD **Date:** 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Jeanne,

For some reason the files are not attaching, so here is a link to the safarifriends group, where the files are located.

https://groups.yahoo.com/neo/groups/Safarifriends/attachments/1196011629;_ylc=X3oDMTJw dWlncTF2BF9TAzk3MzU5NzE0BGdycElkAzM5NDE1NARncnBzcElkAzE3MDUxMjYxO DUEc2VjA2F0dGFjaG1lbnQEc2xrA3ZpZXdpblYgRzdGltZQMxNTA4NTA1MjU3

Here is a link to yet another option of a retrofit a safari owner did...

<https://kareninthewoods-kareninthewoods.blogspot.com/search?q=fuel+filter>

John
95 Safari Serengeti 38'
300 Cummins 8.3CTA
6Spd Allison

On 10/24/18, TD sdjhtm@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

- > Jeanne,
- >
- > I was able to dig around and find Bill's old post from last year. This
- > is the part number that you are looking for, see the three
- > attachments.
- >
- > Part number: 90S1230C
- >

> Be aware that these updated versions were still prone to air leaks, so
> you might consider going with a simpler fuel filter block assembly
> version...
>
> Part number: RK22425 (includes a hand pump for priming fuel filter)
> See attachments.
>
> **Racor** Filter part number: R90S
>
> Fleetgard fuel filter part number: FS19551B
>
> Fleetgard water separator bowl (clear) part number: 3948395S
>
> I would further say to call Dave Atherton, 605-999-0720 who is a very
> helpful retired CAT master troubleshooter. He is really helpful and
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>
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> John
> '95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
> 6spd.
>
>
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>> Bill Edwards199 Panther
>
>
> -----
> Posted by: TD <sdjhtm@...>
> -----

- >
- > Community email addresses:
- > Post message: Safarifriends@onelist.com
- > Subscribe: Safarifriends-subscribe@onelist.com
- > Unsubscribe: Safarifriends-unsubscribe@onelist.com
- > List owner: Safarifriends-owner@onelist.com
- >
- > Shortcut URL to this page:
- > <http://www.onelist.com/community/Safarifriends>
- > -----
- >
- > Yahoo Groups Links
- >
- >
- >
- >

Group: Safarifriends **Message:** 39857 **From:** Jeanne Kastl **Date:** 10/24/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

John

Ok I'll check ✓ those out for some reason it won't let me send you pictures eaither!

Jeanne & Eric Kastl

Knoxville, Tn

96 Safari Serengeti Ivory Edition 40 ft

3126 cat

6 speed allison

[Sent from Yahoo Mail on Android](#)

On Wed, Oct 24, 2018 at 3:21 PM, TD sdjhtm@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Jeanne,

For some reason the files are not attaching, so here is a link to the safarifriends group, where the files are located.

https://groups.yahoo.com/neo/groups/Safarifriends/attachments/1196011629;_ylc=X3oDMTJwdWlncTF2BF9TAzk3MzU5NzE0BGdycElkAzM5NDE1NARncnBzcElkAzE3MDUxMjYxODUEc2VjA2F0dGFjaG1lbnQEc2xrA3ZpZXdpbldlYgRzdGltZQMxNTA4NTA1MjU3

Here is a link to yet another option of a retrofit a safari owner did...

<https://kareninthewoods-kareninthewoods.blogspot.com/search?q=fuel+filter>

John
95 Safari Serengeti 38'
300 Cummins 8.3CTA
6Spd Allison

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> Be aware that these updated versions were still prone to air leaks, so
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>
> Part number: RK22425 (includes a hand pump for priming fuel filter)
> See attachments.
>
> **Racor** Filter part number: R90S
>
> Fleetgard fuel filter part number: FS19551B
>
> Fleetgard water separator bowl (clear) part number: 3948395S
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> I would further say to call Dave Atherton, 605-999-0720 who is a very
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> John
> '95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
> 6spd.
>
>
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>> were up dated years ago more than ten years
>> Bill Edwards199 Panther

>
>
> -----
> Posted by: TD <sdjhtm@...>
> -----

>
> Community email addresses:
> Post message: Safarifriends@onelist.com
> Subscribe: Safarifriends-subscribe@onelist.com
> Unsubscribe: Safarifriends-unsubscribe@onelist.com
> List owner: Safarifriends-owner@onelist.com

>
> Shortcut URL to this page:
> <http://www.onelist.com/community/Safarifriends>

> -----
>
> Yahoo Groups Links

>
>
>
>

Group: Safarifriends **Message:** 39859 **From:** Bill Edwards **Date:** 10/25/2018

Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac

The newer **Racor** 700 series 790 is not prone to leaks and is a fully sealed unit but serviceable.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 39860 **From:** Bill Edwards **Date:** 10/25/2018

Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing [3 Attac

In John's last post on this a lot of conflicting information that a newbie could misconstrue about the original fuel/water separators. Notice plural actually three. Probably my fault

There is the original version which **Racor** ultimately updated with an aluminum bowl and a small black dump tube and a valve assembly. This and the original had a clear bowl and metal screen that if not assembled correctly with the four O-rings would commonly inhale air into the fuel system...bad for that engines it was supposed to be protecting. This little hose, plastic can become brittle and from vibration, enough that it just breaks and dumps fuel and then at some point one is left on the side of the road...Just ask me how I know!

Several numbers were listed that could be construed to be fitting the old systems. It is the latter P90S which is the filter for the newer, fitting the 700 series 790 suggested as the replacement for the original gold **Racor** unit of questionable performance. The 790 can be had through marine suppliers for around 350 dollars and is not at all a difficult install. It is however a little bit bigger. Do your homework on this. The filter supplied is the small one and there is a larger one more suitable for just a bit more money. Filters are available from the **Racor** store which is better than most other sources. Another source I have used is adfdiesel.com in Montreal, Canada. This suggested unit and filter is rated at 90 gallons an hour unlike the 2130 filter. number I think correct

?

The other option John mentioned is the CAT assembly but it is not a fuel/water separator but only a filter unit cost unknown by this writer. For some reason CAT does not feel a fuel/water separator is necessary, I do think it a good idea.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 39863 **From:** TD **Date:** 10/25/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Bill and others,

My apologies for spreading some misinformation, from Bills attachments that he posted last year, it showed pictures of the old **Racor** setup, and I incorrectly assumed those pictures showed the new 700 series filter block assembly. After Bill's last post, I did some searching and now realize that the 700 series looks nothing like the old style.

Here is the link to a 790 fuel filter assembly: <http://ph.parker.com/us/en/spin-on-filter-pump-systems/790r30-12v-dc-pump>

That said, there are a few more details that need to be clarified.

1) The filter for the 700 series is actually R90T or if you want a bigger (longer) filter, like Bill mentioned, the number is R125T **Racor** recommends the R125 as an upgrade. It is rated for 120 GPH and would take much longer to clog up.

Also, the last letter in the number stands for the micron rating. T (10 microns), S (2 microns), P (30 microns). If I recall correctly, CAT suggests a 10 micron primary filter. A 2 micron filter is spec'd for the secondary filter, and it would clog too quickly if used as the primary filter.

2) The 400 series filter assembly takes the same filters, but offers a manual, hand operated, primer pump and costs about \$75 less than the 700 series.
If one does not need a primer pump, being it manual or electric, then you could order the 600 series fuel filter assembly.

Here is the link to the 400 series filter assembly, (part number 490R10):
<http://ph.parker.com/us/en/diesel-fuel-filter-spin-on/490r10>

Here is a link of the 400 series block assembly:
<https://www.mddistributorsstore.com/item/racrk22425/parker-racor-kit-head-assembly-400-srs/1.html>

Seems to be the lowest price...

Here is a link to a well priced 700 series part number 790R10 (note, the 700 series have an electric priming pump built in:
https://usa.petroil.net/790r10-racor-integrated-assy-90-gph_10mic/

Here is a link to a filter assembly with the bigger filter: <https://usa.petroil.net/7125r10-racor-integrated-ffws-12v-120/>

Here is a link to the **Racor** technical information: http://www.parker.com/Literature/Racor/Racor_Fuel_Filtration_-_700-Series-Priming-Pump_-_7631.pdf

Lots of good info on this link too, pages 4,5, and 8 pertain to our coaches, but there is lots of other good stuff, like vacuum and pressure gauges for these systems, and filter heaters, for the ones in cold climates:

http://www.parker.com/Literature/EMOE/bro/7529_BRO_Fuel_Filtration.pdf

John
95 Safari Serengeti 38'
300 Cummins 8.3CTA
6Spd Allison

On Thu, Oct 25, 2018 at 12:28 PM Bill Edwards billedwardsrs@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

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The other option John mentioned is the CAT assembly but it is not a fuel/water separator but only a filter unit cost unknown by this writer. For some reason CAT does not feel a fuel/water separator is necessary, I do think it a good idea.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 39865 **From:** willsonrick **Date:** 10/26/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Ordered **Racor** 790 from **Racor** store on OCT 17. Apparently (according to **Racor** store rep)The factory has moved and they are behind on shipments. No idea when it's going to come. They did offer to let me cancel order though.

Rick Willson, 1998 Sahara 3006, 3126, 300 HP

Group: Safarifriends **Message:** 39866 **From:** TD **Date:** 10/26/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Rick,

Consider looking on the internet of various stores that might have the unit in stock. There are a lot of diesel truck and marine stores that carry these. I would call and confirm that they actually have the unit in stock.

John
95 Safari Serengeti 38'
300 Cummins 8.3CTA
6Spd Allison

On Fri, Oct 26, 2018 at 12:56 PM willsonrick@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Ordered **Racor** 790 from **Racor** store on OCT 17. Apparently (according to **Racor** store rep) The factory has moved and they are behind on shipments. No idea when it's going to come. They did offer to let me cancel order though.

Rick Willson, 1998 Sahara 3006, 3126, 300 HP

Group: Safarifriends **Message:** 39867 **From:** Bill Edwards **Date:** 10/26/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Oh boy when I was shopping for the 790 I did not find this 254 dollar unit...Good Job John

B

On Thursday, October 25, 2018, 8:57:26 PM MDT, TD sdjhtm@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Bill and others,

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Also, the last letter in the number stands for the micron rating. T (10 microns), S (2 microns), P (30 microns). If I recall correctly, CAT suggests a 10 micron primary filter. A 2 micron filter is spec'd for the secondary filter, and it would clog too quickly if used as the primary filter.

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Here is a link to a filter assembly with the bigger filter: <https://usa.petroil.net/7125r10-racor-integrated-ffws-12v-120/>

Here is a link to the **Racor** technical information: http://www.parker.com/Literature/Racor/Racor_Fuel_Filtration_-_700-Series-Priming-Pump_-_7631.pdf

Lots of good info on this link too, pages 4,5, and 8 pertain to our coaches, but there is lots of other good stuff, like vacuum and pressure gauges for these systems, and filter heaters, for the ones in cold climates: http://www.parker.com/Literature/EMOE/bro/7529_BRO_Fuel_Filtration.pdf

John
95 Safari Serengeti 38'
300 Cummins 8.3CTA
6Spd Allison

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Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 39874 **From:** fountking **Date:** 10/28/2018

Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Attachments :

@ @ attachment @ @

[20181027_134350-756x1008.jpg](#)

My coach had this type of water seperator when I bought it 8 yrs ago. I have replaced with same NAPA filter \$44. No problem that I can see

Bob 96 Serengeti
50,000 miles since my purchase

Group: Safarifriends **Message:** 39875 **From:** fountking **Date:** 10/28/2018

Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Attachments :

@ @ attachment @ @

Try again
Bob 96 Serengeti

Group: Safarifriends **Message:** 39876 **From:** fountking **Date:** 10/28/2018

Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Ok it is a napa 3411 filter
Not sure why it won't open

Bob 96 Serengeti

Group: Safarifriends **Message:** 39877 **From:** Robert Lewis **Date:** 10/28/2018

Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

An exceptional write up John. Thank you very much.

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison

On October 26, 2018 11:36:46 AM "Bill Edwards billedwardsrs@... [Safarifriends]"
<Safarifriends@yahoogroups.com> wrote:

Oh boy when I was shopping for the 790 I did not find this 254 dollar unit...Good Job John

B

On Thursday, October 25, 2018, 8:57:26 PM MDT, TD sdjhtm@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Bill and others,

My apologies for spreading some misinformation, from Bills attachments that he posted last year, it showed pictures of the old **Racor** setup, and I incorrectly assumed those pictures

showed the new 700 series filter block assembly. After Bill's last post, I did some searching and now realize that the 700 series looks nothing like the old style.

Here is the link to a 790 fuel filter assembly: <http://ph.parker.com/us/en/spin-on-filter-pump-systems/790r30-12v-dc-pump>

That said, there are a few more details that need to be clarified.

1) The filter for the 700 series is actually R90T or if you want a bigger (longer) filter, like Bill mentioned, the number is R125T **Racor** recommends the R125 as an upgrade. It is rated for 120 GPH and would take much longer to clog up.

Also, the last letter in the number stands for the micron rating. T (10 microns), S (2 microns), P (30 microns). If I recall correctly, CAT suggests a 10 micron primary filter. A 2 micron filter is spec'd for the secondary filter, and it would clog too quickly if used as the primary filter.

2) The 400 series filter assembly takes the same filters, but offers a manual, hand operated, primer pump and costs about \$75 less than the 700 series. If one does not need a primer pump, being it manual or electric, then you could order the 600 series fuel filter assembly.

Here is the link to the 400 series filter assembly, (part number 490R10): <http://ph.parker.com/us/en/diesel-fuel-filter-spin-on/490r10>

Here is a link of the 400 series block assembly: <https://www.mddistributorsstore.com/item/rack22425/parker-racor-kit-head-assembly-400-srs/1.html>

Seems to be the lowest price...

Here is a link to a well priced 700 series part number 790R10 (note, the 700 series have an electric priming pump built in:

https://usa.petroil.net/790r10-racor-integrated-assy-90-gph_10mic/

Here is a link to a filter assembly with the bigger filter: <https://usa.petroil.net/7125r10-racor-integrated-ffws-12v-120/>

Here is a link to the **Racor** technical information: http://www.parker.com/Literature/Racor/Racor_Fuel_Filtration_-_700-Series-Priming-Pump_-_7631.pdf

Lots of good info on this link too, pages 4,5, and 8 pertain to our coaches, but there is lots of other good stuff, like vacuum and pressure gauges for these systems, and filter heaters, for the ones in cold climates:

http://www.parker.com/Literature/EMOE/bro/7529_BRO_Fuel_Filtration.pdf

John
95 Safari Serengeti 38'
300 Cummins 8.3CTA
6Spd Allison

On Thu, Oct 25, 2018 at 12:28 PM Bill Edwards billedwardsrs@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

In John's last post on this a lot of conflicting information that a newbie could misconstrue about the original fuel/water separators. Notice plural actually three. Probably my fault

There is the original version which **Racor** ultimately updated with an aluminum bowl and a small black dump tube and a valve assembly. This and the original had a clear bowl and metal screen that if not assembled correctly with the four O-rings would commonly inhale air into the fuel system...bad for that engines it was supposed to be protecting. This little hose, plastic can become brittle and from vibration, enough that it just breaks and dumps fuel and then at some point one is left on the side of the road...Just ask me how I know!

Several numbers were listed that could be construed to be fitting the old systems. It is the latter P90S which is the filter for the newer, fitting the 700 series 790 suggested as the replacement for the original gold **Racor** unit of questionable performance. The 790 can be had through marine suppliers for around 350 dollars and is not at all a difficult install. It is however a little bit bigger. Do your homework on this. The filter supplied is the small one and there is a larger one more suitable for just a bit more money. Filters are available from the **Racor** store which is better than most other sources. Another source I have used is adfdiesel.com in Montreal, Canada. This suggested unit and filter is rated at 90 gallons an hour unlike the 2130 filter. number I think correct
?

The other option John mentioned is the CAT assembly but it is not a fuel/water separator but only a filter unit cost unknown by this writer. For some reason CAT does not feel a fuel/water separator is necessary, I do think it a good idea.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 39878 **From:** Robert Lewis **Date:** 10/28/2018
Subject: Re: Replacing Obsolete or damaged Racor Fuel Filter Housing

Thank you Bill, I have saved this and John's white up to my OneNote, library of essential information.

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison

On October 25, 2018 9:28:15 AM "Bill Edwards billedwardsrs@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

In John's last post on this a lot of conflicting information that a newbie could misconstrue about the original fuel/water separators. Notice plural actually three. Probably my fault

There is the original version which **Racor** ultimately updated with an aluminum bowl and a small black dump tube and a valve assembly. This and the original had a clear

bowl and metal screen that if not assembled correctly with the four O-rings would commonly inhale air into the fuel system...bad for that engines it was supposed to be protecting. This little hose, plastic can become brittle and from vibration, enough that it just breaks and dumps fuel and then at some point one is left on the side of the road...Just ask me how I know!

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The other option John mentioned is the CAT assembly but it is not a fuel/water separator but only a filter unit cost unknown by this writer. For some reason CAT does not feel a fuel/water separator is necessary, I do think it a good idea.

Bill Edwards
1999 Panther

Group: Safarifriends	Message: 42224	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
Subject: Racor Fuel Filter Wiring			

I was cleaning the engine bay and came across a disconnected wire. I am wondering if the last RV dealer removed/cannabalized a piece of equipment. There is a sensor at the back of the filter with a connected wire and a drain spigot that is not connected. It's this a part of another missing system?

Also there is a small dicor panel, how does this work?

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safaritoonces.org>

Group: Safarifriends	Message: 42225	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
Subject: Racor filter with pictures			

Attachments :

Sorry, but I had to post this a second time... added the pictures but I don't think they went thru.

I was cleaning the engine bay and came across a disconnected wire. I am wondering if the last RV dealer removed/cannibalized a piece of equipment. There is a sensor at the back of the filter with a connected wire and a drain spigot that is not connected. It's this a part of another missing system?

Also there is a small back **racor** panel with a h2o led... can any please teil me,, how does this work?

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safari-toonces.org>

Group: Safarifriends	Message: 42226	From: robert.lewis.tl@gmail.com	Date: 7/20/2019
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Subject: Racor fuel filter, pitcures third attempt

Attachments :

I can't seem to attach these pictures...

Sorry, but I had to post this a third time... added the pictures but I don't think they went thru.

I was cleaning the engine bay and came across a disconnected wire. I am wondering if the last RV dealer removed/cannibalized a piece of equipment. There is a sensor at the back of the filter with a connected wire and a drain spigot that is not connected. It's this a part of another missing system?

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Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp

MD3060 Allison
<https://safari-toonces.org>

Group: Safarifriends **Message:** 42227 **From:** robert.lewis.tl@gmail.com **Date:** 7/20/2019

Subject: Re: Racor Fuel Filter Wiring

Attachments :

[20190720_205201.jpg](#)
[20190720_202139.jpg](#)

@ @attachment @ @

Here are the pictures to go with the first post. I thought I had a picture of the **racor** panel but didn't... it is to the right of the filters below the hydraulic leveler panel. I am trying to understand what this system does and if it is stock or am I missing some parts?

Thanks

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safari-toonces.org>

Group: Safarifriends **Message:** 42229 **From:** bilmac36 **Date:** 7/21/2019

Subject: Re: Racor fuel filter, pitcures third attempt

Sounds as if it may be from an older type fuel/water separator purge system. Perhaps the ?Wynn/Wynn? That's from memory, so others may be more definitive. Can you purge the water at bottom of your fuel filter with current set up?

Sent from my iPhone

On Jul 21, 2019, at 1:27 AM, robert.lewis.tl@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

I can't seem to attach these pictures...

Sorry, but I had to post this a third time... added the pictures but I don't think they went thru.

I was cleaning the engine bay and came across a disconnected wire. I am wondering if the last RV dealer removed/cannibalized a piece of equipment. There is a sensor at the back of the filter with a connected wire and a drain spigot that is not connected. It's this a part of another missing system?

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Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safariotoonces.org>

<20190720_202139.jpg>

<20190720_205201.jpg>

Group: Safarifriends **Message:** 42231 **From:** Gary Smith **Date:** 7/21/2019
Subject: Re: Racor fuel filter, pitcures third attempt

Robert,
Your photos made it all on all three attempts where you attached them. In the second attempt they went to a photo album.

Gary
'98 Sahara 3006 300CAT

On Sat, Jul 20, 2019 at 11:27 PM robert.lewis.tl@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

I can't seem to attach these pictures...

Sorry, but I had to post this a third time... added the pictures but I don't think they went thru.

I was cleaning the engine bay and came across a disconnected wire. I am wondering if the last RV dealer removed/cannibalized a piece of equipment. There is a sensor at the back of the filter with a connected wire and a drain spigot that is not connected. It's this a part of another missing system?

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Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safariotoonces.org>

--
Gary Smith

Group: Safarifriends	Message: 42281	From: robert.lewis.tl@gmail.com	Date: 7/24/2019
Subject: Re: Racor fuel filter, pitcures third attempt			

Hi Bilmac36

There is a **racor** panel that has an h20 purge button and an air purge button, From the bottom of the filter there is a line that goes to what looks like a solenoid. That wire is hanging loose. So I don't see how this will purge anything.

I am wondering if this panel was connected to a control unit that drained the water and air and this was removed.

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safariotoonces.org>

---In Safarifriends@yahoo.com, <trekker01@...> wrote :

I can't seem to attach these pictures...

Sorry, but I had to post this a third time... added the pictures but I don't think they went thru.

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Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safariotoonces.org>

Group: Safarifriends **Message:** 42284 **From:** W Taylor Hudson **Date:** 7/24/2019
Subject: Re: Racor fuel filter, pitcures third attempt

I believe what you see is a water sensor, an isolated metal probe in the bowl. It would be connected to a circuit that can measure the resistance between water and fuel. The return of the circuit is the ground of the filter base. Presence of water in the bowl is supposed to illuminate a "Drain Water" message somewhere in the vehicle.

v/r,

Taylor Hudson
98 Serengeti (4060), CAT 3126

On Wed, Jul 24, 2019 at 12:48 PM robert.lewis.tl@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Hi Bilmac36

There is a **racor** panel that has an h2o purge button and an air purge button, From the bottom of the filter there is a line that goes to what looks like a solenoid. That wire is hanging loose. So I don't see how this will purge anything.

I am wondering if this panel was connected to a control unit that drained the water and air and this was removed.

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safarionces.org>

---In Safarifriends@yahoo.com, <trekker01 @...> wrote :

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Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safarionces.org>

Group: Safarifriends **Message:** 42285 **From:** Bill Edwards **Date:** 7/24/2019
Subject: Re: Racor fuel filter, pitcures third attempt

Taylor, Robert...it is an antique...do not worry about this H2O bleed system do it manually when you see water or debris. Twist the drain knob with a short hose on it to a catch bowl. If you need one of these systems, I junked one, in favor of a KISS system that does not have the

potential to leak air into the fuel system. It too has a sensor that shows water in the bowl but I use my eyes instead. 😊😊😊

Bill Edwards
1999 Panther
2 coach owner

[Sent from Yahoo Mail for iPad](#)

On Wednesday, July 24, 2019, 2:55 PM, W Taylor Hudson fpengr@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

I believe what you see is a water sensor, an isolated metal probe in the bowl. It would be connected to a circuit that can measure the resistance between water and fuel. The return of the circuit is the ground of the filter base. Presence of water in the bowl is supposed to illuminate a “Drain Water” message somewhere in the vehicle.

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Taylor Hudson
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