Separ Filtration

Improves diesel engine reliability 99.9% Water separation (certified TUV report using SAE J1839) and removes sludge build up

Longer element life Filter separates most debris and large particles before reaching the element

Less element replacements User can backlush filter up to 5 times before replacing element

 Low restriction reduces wear on fuel pumps and ensures full RPMs

The Separ Filter

The Separ 2000 Series is a line of fuel/water separators designed to accommodate newer and more demanding diesel engines. They are manufactured from high quality, non-corroding aluminum alloy castings, heavy polycarbonate or metal bowls and stainless steel hardware. Fuel systems are protected and engine failure is avoided by the filters' ability to separate harmful sludge and water from diesel fuel.

Fuel/water separators feature five stages of filtration and are available with flow rates from 79 to 2,060 GPH for appropriate integration into any size fuel system. The benefits include a small physical size, high flow rate, low restriction, multiple inlet/outlet configurations and long-life filter elements. Backflushable (cleanable) elements reduce down time and costly element changes.

Duplex systems contain two filters. When the primary filter is in need of maintenance, the fuel system can continue to operate by use of the secondary filter. This reduces down time and increases dependability.

Reverso Incorporates Superior Filtration

- Reverso Fuel Polishing Systems are equipped with Separ Filter diesel fuel/water separators to clean fuel that has degraded from storage.
- Reverso Automatic Duplexes keep the engine running when the primary filter requires maintenance – operation automatically switches to the secondary filter.



Single Filter with Metal Bowl and Water Contacts



#1 Before Filtration, #2 After Filtration

Reverso Fuel Polishing Systems are equipped with Separ Filter diesel fuel/water separators. Patented five stage filtration removes 99% of water and particulate from degraded fuel.



After entering the inlet(s), the 1st vane system spins the diesel fuel in a circular motion.



In the bowl, fuel continues to spin – separating water and heavier particulates.



A 2nd vane system then forces the fuel to spin in a different direction – separating smaller water droplets and finer particulates.



A wider passage, just below the element, slows down fuel to allow more contaminants to settle into the bowl.



Finally, the element filters finer particulates out of the fuel before exiting through the outlet(s).

