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## Racor is not the answer

This is the Racor fuel filter system on a 130 foot fishing vessel that has been plagued with water problems. They have polished their main tank, changed out their fuel lines and added additional Racor fuel /dewater filters in series to resolve the problem. After four fuel pump problems they put a Dieselcraft Fuel Purifier in along with a Dieselcraft Fuel Stabilizer on 600 HP auxiliary engine for the hydraulics. "Problem Solved"



The Dieselcraft fuel purifier has no filters to change, no additional expense just drain the contamination out as needed. They last for the life of the engine.

The captain of the ship commented, "I have never achieved such clean fuel to my engines before". His ship has two electrical generator engines plus one six hundred hp engine to run the hydraulics and one 1200 hp main engine for propulsion.

As describe by Racor: "A Racor 1000FG filter and water separator with a 2 micron element and water separation of 100% of free water and 99.95% of emulsified water".

If this is the case, then why would the engine room pictured have three of these Racor 1000FG fuel /water separators in advance of the Cummins 1200 hp main drive engine and still allow moisture to rust internal fuel pump parts four separate times? Cummins sent the rusted parts back and backed out of the warranty each time.