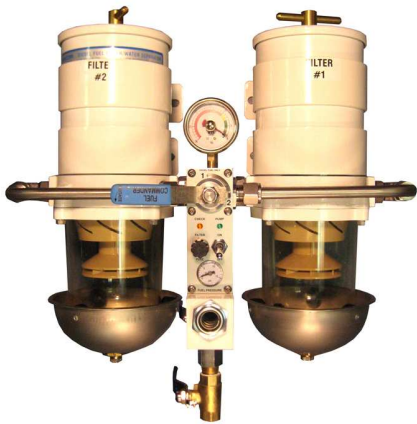
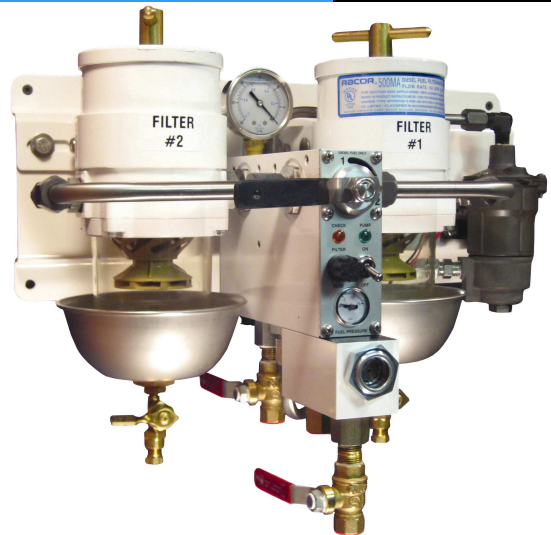
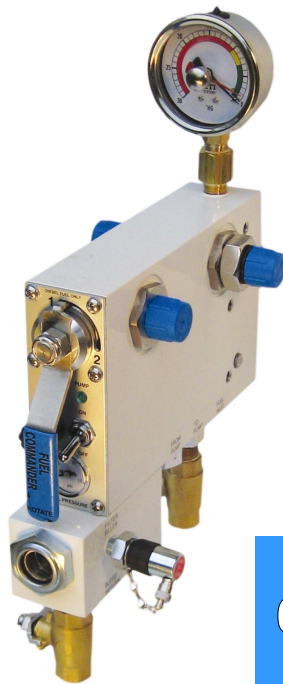


FilterBOSS COMMANDER

"Don't Leave Shore Without It."

Dual Fuel Filter Controller



0 - 180 GPH Fuel Flows

Every engine runs better with a system that cleans fuel, removes water and senses when it's time for service. The FilterBOSS system is the most complete, most efficient and most reliable fuel maintenance system you can install.

Cleaner Fuel - Better Performance - Better Mileage

KTI Systems, Inc. 800-336-0315

FilterBOSS COMMANDER

“Don’t Leave Shore Without It.”

The **FilterBOSS COMMANDER** system was designed to combat the normal fuel problems of a diesel engine.

A **Dual fuel filter system** that has one online filter and the other is offline, ready for use.

The **single lever operation** makes it easy to switch filters.

This allows for continued engine operation during the filter change.

Optional Remote operation allows the operator to electrically switch filters from the helm.

The remote “**Early Warning Panel**” will alert the operator that the filter is starting to clog and needs to be changed.

An **integrated fuel pump** provides back up fuel pressure to the engine lift pump if the lift pump has low pressure or fails. The pump also allows for **quick system bleeding**. Fuel filter servicing is easier using the “**Filter Filler**”.

(see page 4)

Fuel polishing accomplished with the integrated fuel pump and built in manifolds makes it easy to clean your fuel. The “polishing” mode will allow the operator to check the quality of the fuel that is being put into the tank while at the fuel pump or to run periodic fuel cleaning maintenance. The built in flow sight allows the operator to check for air bubbles and proper valve configuration.

Easy **system testing** can be accomplished prior to departure. This checks the fuel system for air leaks, proper fuel system operation and warning light operation.

The **vacuum gauge** helps the operator know the condition of the online filter and also helps in finding air leaks when performing the system test. The **pressure gauge** lets the operator know the pump is working and also helps in pressure testing the system for fuel leaks. The “**Filter Light**” helps the operator to view the condition of the fuel in limited lighting areas.

Powder coated aluminum housing with stainless steel fittings and tubing

Modular design for tight spaces

12 and 24 volt control voltage

0 to 180 gallons per hour fuel flow

FC60-5M-W6-12 with
Custom mounted fuel pump



Owning a FilterBOSS gives the operator CONFIDENCE that his fuel system is working properly. The PEACE OF MIND knowing that when a problem appears he has the right equipment for the job, and NOT HAVING TO WORRY about surprises.

What makes the FilterBOSS better:

	SINGLE TURBINE	DUAL TURBINES	<u>FilterBOSS</u>	FUEL POLISHING SYSTEM
Capabilities				
Fuel circuit	primary	primary	primary	Secondary
Filter type	filter/water separator	filter/water separator	filter/water separator	Filter/water separator
Water block	Aquabloc II	Aquabloc II	Aquabloc II	Aquabloc II
Filters	1	2	2	1
Filter type	Racor Turbine	twin Racor turbine	Racor Turbine	Racor or Separ
Water removal	99%	99%	99%	99%
Clogged filter warning			standard	Standard
Remote filter warning			standard	
Primary filter switching (Manual)		standard	standard	
Filter servicing port			standard	
Fuel polishing			standard	standard
Back up engine fuel pressure			standard	
Quick fuel system bleeding			standard	
Fuel transfer			standard	Standard
Leak testing			standard	
System testing			standard	
Vacuum gage	optional	standard	standard	Standard
Pressure gage			standard	
Flow site			standard	
Primary filter switching (electronic at the helm)			optional	
Magnetic conditioner	optional	optional	optional	optional
Polishing timer			optional	standard
Water detector	optional	optional	optional	optional
Pump type			gear/piston	gear
Voltage			12/24/115	12/24/115

The FilterBOSS system is the most complete, most efficient and most reliable fuel maintenance system you can install.

CHOOSING THE RIGHT SYSTEM

Our systems are rated in total fuel FLOW, that is the fuel burned and the fuel returned to the tank. If your engine burns 2 gallons per hour (GPH) and returns 15 GPH it would be a total of 17 GPH. For this example, we would recommend the FC60 system with a rated filter fuel flow from 0-60 GPH. If your fuel flow is more than 70% of the rated system, go to the next higher size. This will allow for more fuel filtration. You will also want to consider the size of your fuel tanks for the “polishing” mode of our unit.

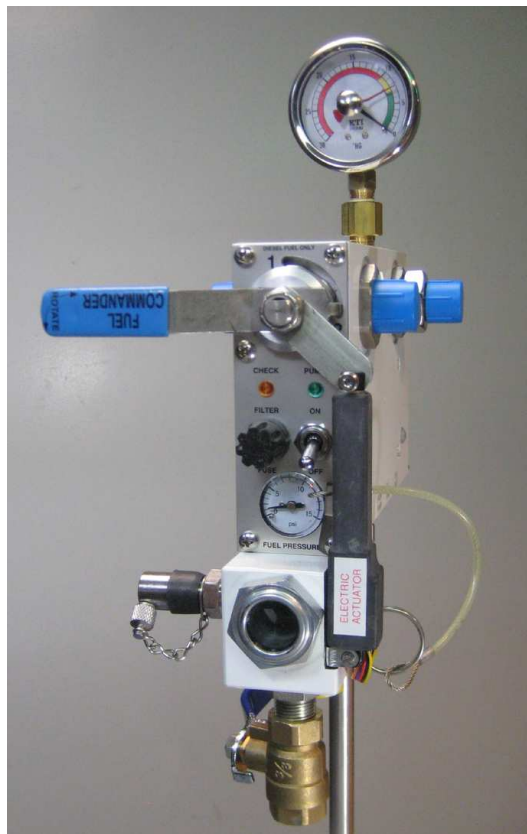
<u>SYSTEM</u>	<u>FUEL FLOW</u>
FC60	0-60 GPH
FC90	0-90 GPH
FC180	0-180 GPH

IF YOU NEED ASSISTANCE PLEASE DO NOT HESITATE TO CONTACT US. 800-336-0315

FilterBOSS COMMANDER

“Don’t Leave Shore Without It.”

OPTIONAL HELM OPERATION



NEW Electric Actuator for all *FilterBoss* COMMANDER models.

Mounted at the helm for a one time switch to a clean filter, without needing to go below!

You will still need to change the clogged filter and reset the switch, but perhaps it can be done under better conditions.....

0 to 180 GPH

FilterBOSS COMMANDER

“Don’t Leave Shore Without It.”

Part No: **ETK2008-12/24**

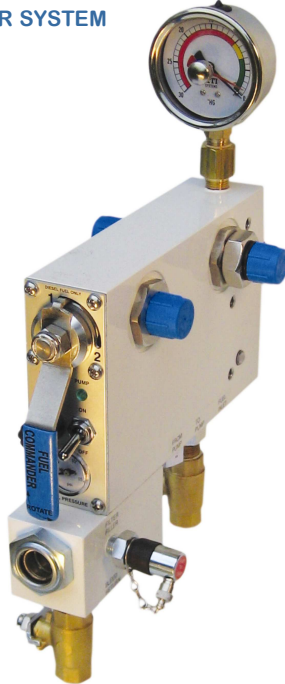
MODULAR SYSTEM



Fuel Pressure Gauge



Flow Sight
for easy system bleeding



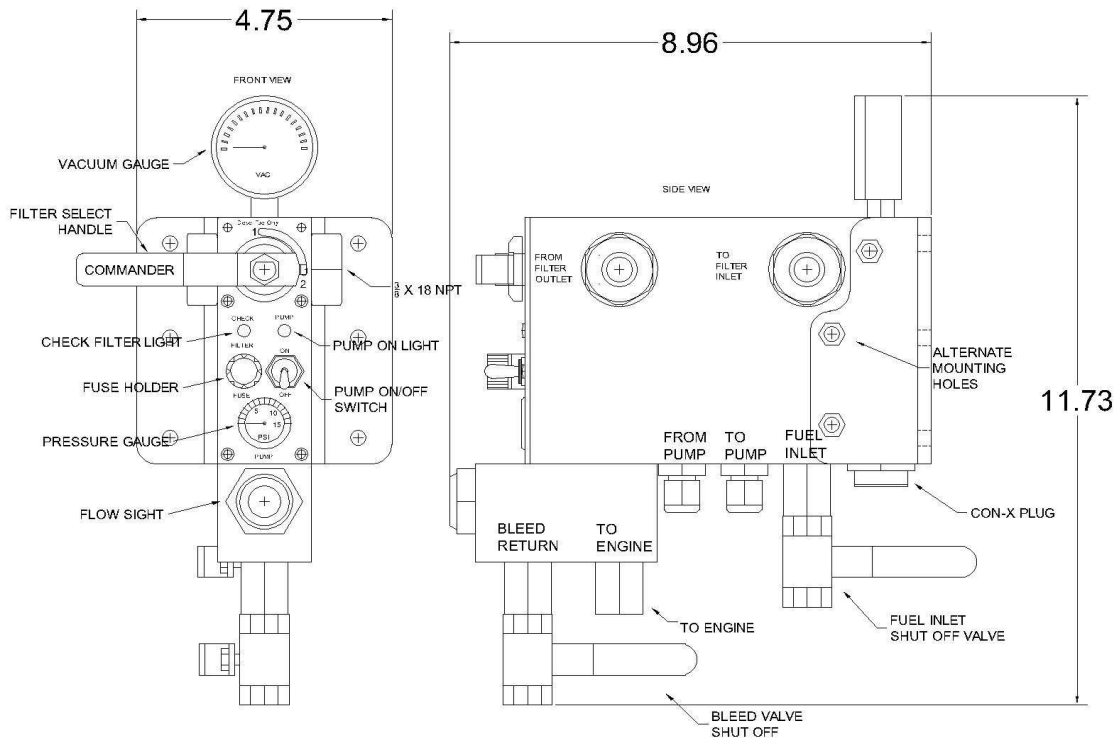
Vacuum Gauge with tell-tale
for easy filter monitoring



System Alert Lights

KTI SYSTEMS' FilterBOSS COMMANDER is a dual filter controller with built in vacuum and pressure gauges for monitoring the online filter. This modular system allows for the mounting of the COMMANDER along with two fuel filters and an integrated fuel pump, in the best configuration for your boat. The remote Early Warning Panel (EWP) allows an advance warning at the helm that the filter is clogging by an amber LED light. A green LED light indicates when the fuel pump is on. The warning panel is 1" square so it can be mounted in close quarters. The bleed port along with an integrated fuel pump helps with filter or engine servicing to bleed out air. It will also allow for onboard fuel polishing. The "Filter Filler" helps to top off the filter when changing elements. Additionally the fuel pump can supply fuel flow to the injector unit if the engine lift pump fails. The unit is powder-coated aluminum with stainless steel fittings and a Con-x weather tight cannon plug with 10' electrical harness.

You will need two fuel filters and a fuel pump to use this system as instructed.



Part No: ETK2008-12/24

How the Filter Filler Works.....

VOLTAGE	12 OR 24
AMPS	Varies by Pump
FLOW RATE	Varies by Filter & Pump
FUEL TYPE	DIESEL
FUSE	5 AMP
MAX PRESSURE	15 PSI
VACUUM SWITCH TRIP POINT (70 Degree day)	TRIP POINT 7 TO 10 IN HG
PORT SIZE	3/8 NPT or 1/2 NPT
VACUUM GAUGE	-30 IN HG, 2.5" INTERNAL SNUBBER
PRESSURE GAUGE	0-15 PSI, 1" INTERNAL SNUBBER
EARLY WARNING PANEL	STANDARD
10' WIRING HARNESS	STANDARD
FILTER FILLER	STANDARD
FILTER LIGHT	N/A



Remove Filter Filler Cap



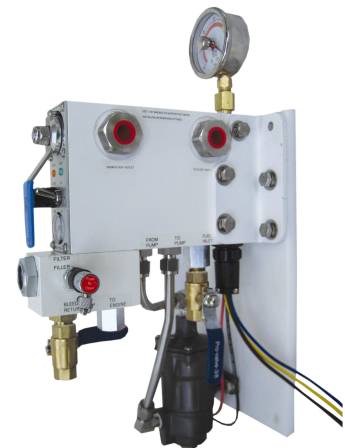
Attach Filler Hose



Insert into filter



Turn on pump, push in valve

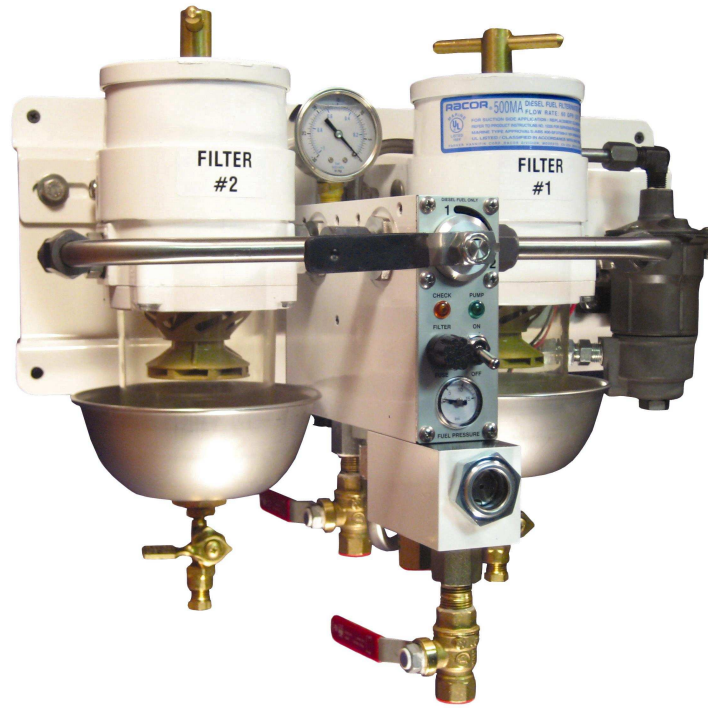


0 to 60 GPH

FilterBOSS COMMANDER

“Don’t Leave Shore Without It.”

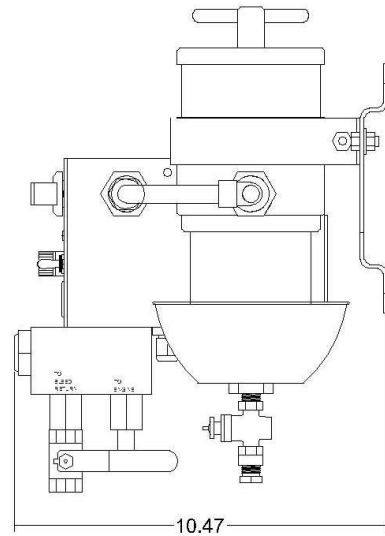
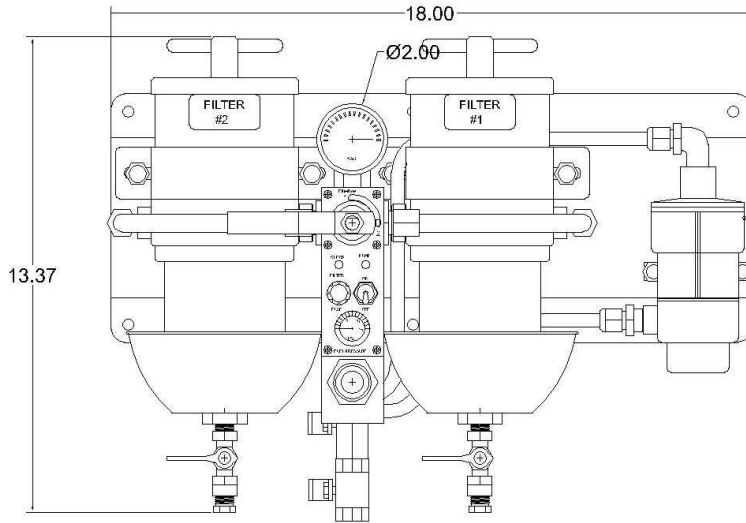
Part No: **FC60-12/24**



The dual filter package comes complete with the [FilterBOSS COMMANDER](#) mounted on a pre-drilled panel with two **Racor 500MA** filters and the integrated **Walboro** fuel pump. The filters and pump are connected with stainless steel tubing and tested for leaks. All the installer needs to do is mount the dual filter package, connect the fuel inlet and outlet lines, install the early warning panel and connect the pre-assembled wiring harness.

Racor Filters are available in 2, 10 or 30 micron.

0 to 60 GPH



Part No: **FC60-12/24**

VOLTAGE	12 OR 24
AMPS	3 OR 1.7
FLOW RATE	50 GPH
FUEL TYPE	DIESEL
FUSE	5 AMP
MAX PRESSURE	15 PSI
VACUUM SWITCH TRIP POINT (70 Degree day)	TRIP POINT 7 TO 10 IN HG
PORT SIZE	3/8 NPT
VACUUM GAUGE	-30 IN HG, 2.5" INTERNAL SNUBBER
PRESSURE GAUGE	0-15 PSI, 1" INTERNAL SNUBBER
EARLY WARNING PANEL	STANDARD
10' WIRING HARNESS	STANDARD
FILTER FILLER	STANDARD
FILTER LIGHT	STANDARD

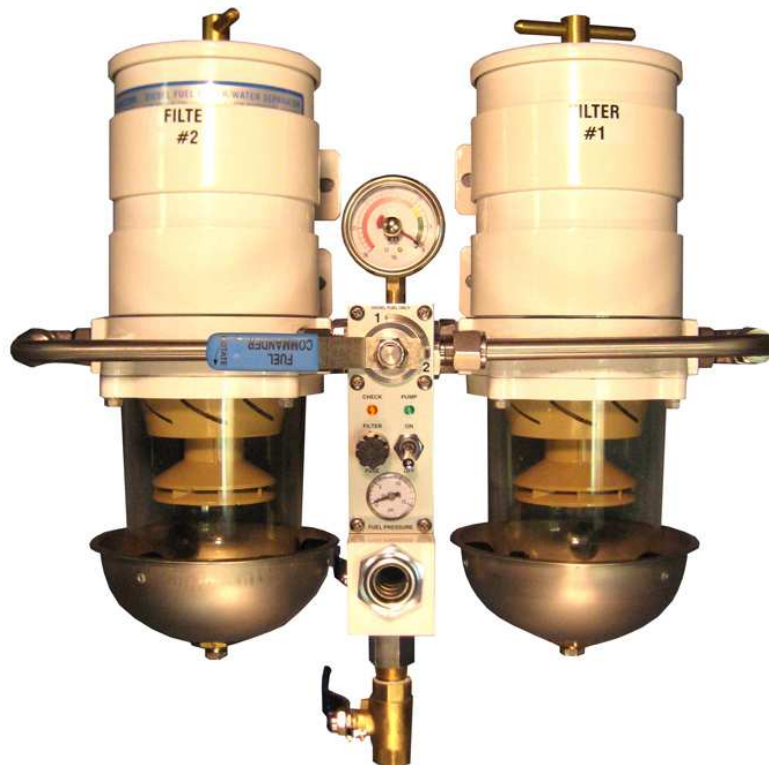
FILTER	RACOR 500MA
WATER REMOVAL	99%
MAX FLOW	60 GPH
MICRONS	2, 10 and 30
DRAIN VALVE	STANDARD
FUEL PUMP	WALBORO
PRESSURE	6 to 9 PSI
LIFT	48 INCHES
FLO RATE	50 GPH
AMPS	3 AMPS
FILTER	INLET 70 MICRON
OPTIONS	WATER DETECTOR
	FUEL HEATER
	SONALERT

0 to 90 GPH

FilterBOSS COMMANDER

"Don't Leave Shore Without It."

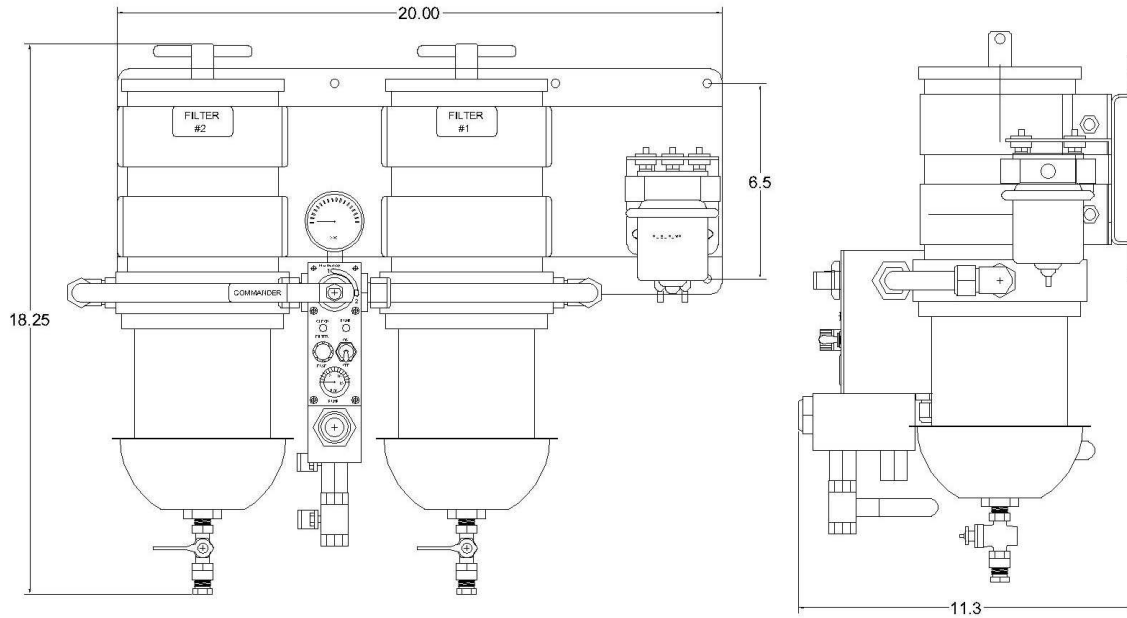
Part No: **FC90-12/24**



The dual filter package comes complete with the **FilterBOSS COMMANDER** mounted on a pre-drilled panel with two **Racor 900MA** filters and the integrated **Carter** fuel pump. The filters and pump are connected with stainless steel tubing and tested for leaks. All the installer needs to do is mount the dual filter package, connect the fuel inlet and outlet lines, install the early warning panel and connect the pre-assembled wiring harness

Racor Filters are available in 2, 10 or 30 microns

0 to 90 GPH



Part No: **FC90-12/24**

VOLTAGE	12 OR 24	FILTER	RACOR 900MA
AMPS	3 OR 1.7	WATER REMOVAL	99%
FLOW RATE	72 GPH	MAX FLOW	90 GPH
FUEL TYPE	DIESEL	MICRONS	2, 10 and 30
FUSE	5 AMP	DRAIN VALVE	STANDARD
MAX PRESSURE	15 PSI	FUEL PUMP	CARTER
VACUUM SWITCH TRIP POINT (70 Degree day)	TRIP POINT 7 TO 10 IN HG	PRESSURE	6 to 9 PSI
PORT SIZE	3/8 NPT or 1/2 NPT	LIFT	24 INCHES
VACUUM GAUGE	-30 IN HG, 2.5" INTERNAL SNUBBER	FLOW RATE	72 GPH
PRESSURE GAUGE	0-15 PSI, 1" INTERNAL SNUBBER	AMPS	3.5 AMPS
EARLY WARNING PANEL	STANDARD	FILTER	SCREEN
10' WIRING HARNESS	STANDARD	OPTIONS	WATER DETECTOR
FILTER FILLER	STANDARD		FUEL HEATER
FILTER LIGHT	STANDARD		SONALERT

0 to 180 GPH

FilterBOSS COMMANDER

“Don’t Leave Shore Without It.”

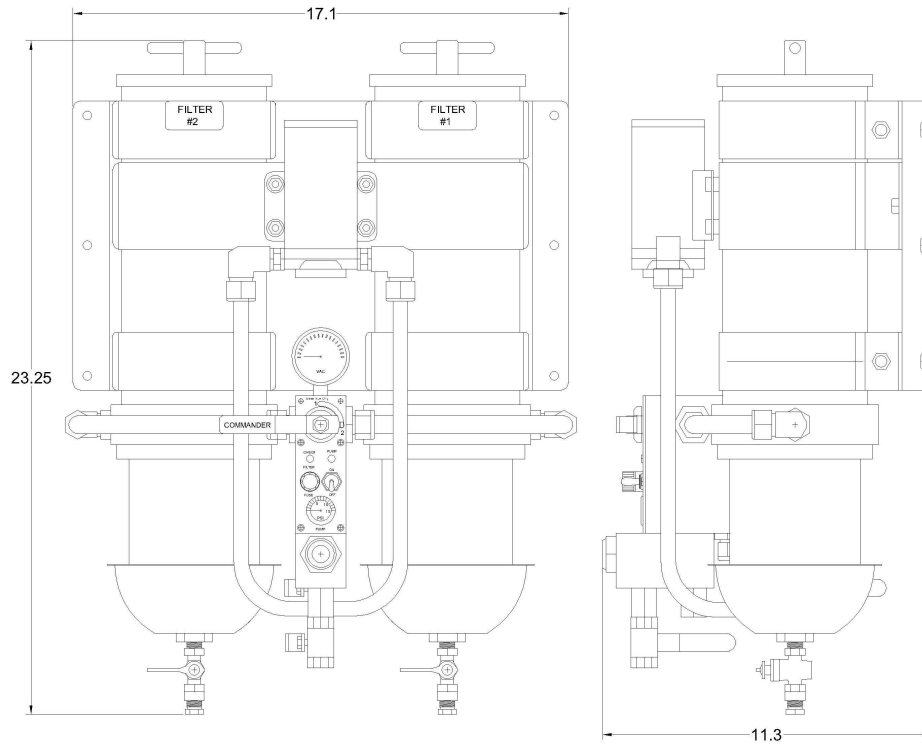
Part No: **FC180-12/24**



The dual filter package comes complete with the [FilterBOSS COMMANDER](#) mounted on a pre-drilled panel with two **Racor 1000MA** filters and the integrated **Reverso** fuel pump. All the installer needs to do is mount the dual filter package, connect the fuel inlet and outlet lines, install the early warning panel and connect the pre-assembled wiring harness. The filters and pump are connected with stainless steel tubing and tested for leaks. The fuel pump is mounted in front of the filters to save space.

Racor filters are available in 2, 10 or 30 microns

0 to 180 GPH

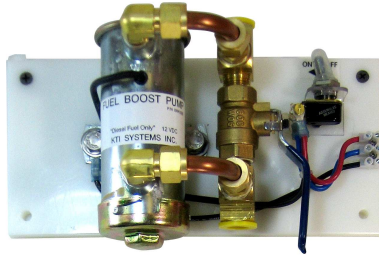


Part No: FC180-12/24

VOLTAGE	12 OR 24	FILTER	RACOR 1000MA
AMPS	10	WATER REMOVAL	99%
FLOW RATE	180 GPH	MAX FLOW	180 GPH
FUEL TYPE	DIESEL	MICRONS	2, 10 and 30
FUSE	10 AMP	DRAIN VALVE	STANDARD
MAX PRESSURE	15 PSI	FUEL PUMP	REVERSO
VACUUM SWITCH TRIP POINT (70 Degree day)	TRIP POINT 7 TO 10 IN HG	PRESSURE	0 to 10 PSI
PORT SIZE	1/2 NPT	LIFT	120 INCHES
VACUUM GAUGE	-30 IN HG, 2.5" INTERNAL SNUBBER	FLOW RATE	3 GPM (180 GPH)
PRESSURE GAUGE	0-15 PSI, 1" INTERNAL SNUBBER	AMPS	10 AMPS
EARLY WARNING PANEL	STANDARD	FILTER	NO FILTER
10' WIRING HARNESS	STANDARD	OPTIONS	WATER DETECTOR
FILTER FILLER	STANDARD		FUEL HEATER
FILTER LIGHT	STANDARD		SONALERT

The **SENTINAL**

Is our Early Warning System Kit and Boost Pump



Part No: **BRK1926**



Part No: **KEK1987M**

A single filter system to improve that spin-on type filter

- Single Filter System
- Easy change top-loading filter
- Remote Early Warning detection
- Easy Engine Bleeding
- Back up engine fuel pump
- Easy system testing
- Filter condition gage
- Modular system

NOTE: Engine must be shut down to change filter.

Fuel Manifold Systems

PART NO: **MAN2502-A** 2 Valves 1/4", aluminum housing

PART NO: **MAN2503-A** 3 Valves 1/4", aluminum housing

PART NO: **MAN2504-A** 4 Valves 1/4", aluminum housing

PART NO: **MAN3752-A** 2 Valves 3/8", aluminum housing

PART NO: **MAN3753-A** 3 Valves 3/8", aluminum housing

PART NO: **MAN3754-A** 4 Valves 3/8", aluminum housing



Fuel Boost Pump

PART NO: **BRK1926**

Higher Fuel Flow, 3/8" fittings

The Fuel Boost Pump was designed so it can be installed between your fuel tank and primary filter, or between the primary filter and the engine lift pump. In parallel with the Fuel Boost Pump is a bypass shut off valve; this allows the "normal" flow to travel around the pump which reduces the possibility of the pump clogging. Locating the Fuel Boost Pump between the fuel tank and primary filter will allow for pressure servicing of the filter. The Fuel Boost Pump will supply sufficient fuel pressure and flow for servicing and bleeding, as well as act as a back up if your engine lift pump fails and is not leaking.

The Fuel Boost Pump comes pre-mounted.
Mounting board is 4.5" x 9.5"

