



How to do a fuel transfer system filter replacement

For those who might be confused about the fuel transfer system filter on the current model turbo diesel Prado with two fuel tanks, this advice about where it is and how to replace it might help.

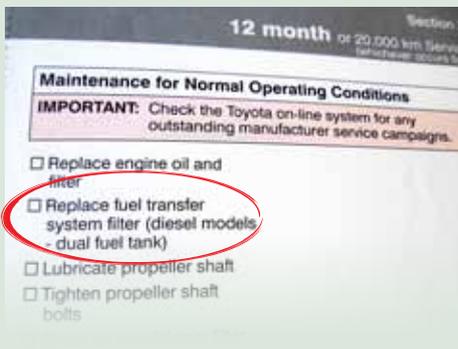
This story is timely because so often useful information like this doesn't come to light until some years into a vehicle's life and it's then too late.

The car is a Toyota Prado KDJ150R 1/2012 with a 1KD-FTV (3.0 litre turbo diesel) and two fuel tanks. The service book spells out that the fuel transfer system filter should be replaced at 20,000 km intervals.

The fuel transfer system filter is located under the centre of the car, just above the rear tailshaft. It can be replaced by removing the two 10 mm retaining bolts and unclipping the two orange retaining clips.

Then fit the new transfer system filter, snap the orange retaining clips closed and refit the two 10 mm mounting bolts. No special tools are required.

These instructions are for fitting a new genuine filter, which comes complete with the mounting bracket. If the filter you are fitting doesn't come with the mounting bracket, this will need to be swapped over.



After replacing this filter, note that the fuel system will need to be bled.

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MOOROOLBARK VIC

The job should take about five minutes with the car already on the hoist.

My personal opinion is that the under-bonnet fuel filter should be replaced regularly, even though there is no replacement schedule stated in the service book.

The under-bonnet fuel filter is located in the engine compartment at the left-hand rear.



You can only laugh

A customer's car came in on the back of a tow truck, with the sad story of battery failures.

One look at the battery will tell the story, but the story is even funnier than one battery with its insulated covers on the posts.

First, the customer's car won't start. He believes the battery has failed, so he races out to buy a new battery which he fits



himself. Same result. Not a peep out of the new battery, so it must be faulty.

So he takes the new battery out of the car, noting that the red and black insulated

caps are on the new battery, and he concludes that these must be crucial to battery operation, so transfers the caps back to his original battery.

'Now it's even worse,' he complained. 'Now I've got no electrics at all.'

Hence it ends up at my workshop on the back of a tow truck. Obviously the towie didn't look under the bonnet otherwise the problem would have been instantly apparent.

This is not the first time we've seen this.

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