FUEL FILTERS AND STRAINERS

VOKES
Filtration Technology

Applications

Vokes Fuel Filters and Strainers have been designed to meet every industrial and commercial requirement. The filters are available in capacities ranging from 4 g.p.h. to 1,000 g.p.h. strainers in capacities up to 3,000 g.p.h.

Both filters and strainers can be custom-built to meet special requirements and much higher flow rates.

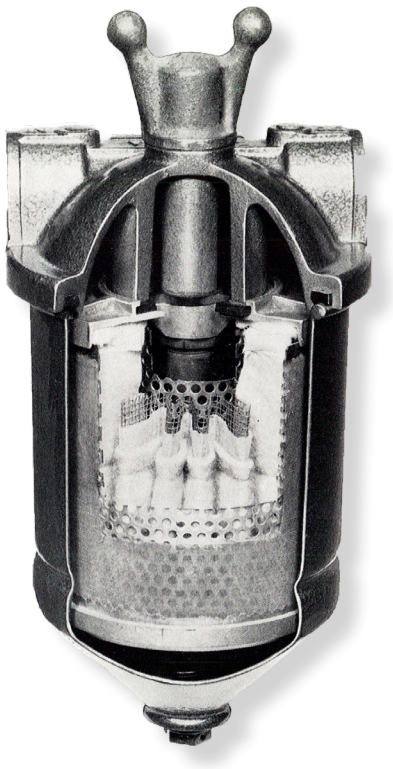
Range of Efficiencies

The range of filter materials available makes it possible to offer clients practically any degree of separation efficiency, depending upon the intended application of the filter. VOKES FUEL FILTERS AND STRAINERS are designed to provide easy servicing and maintenance and so enable overall savings in running and maintenance costs.

Principles of construction

The principle of VOKES FUEL FILTRATION is a two stage system. The first stage through a wire gauze cylinder and the second through a corrugated element of high-density felt, faced with fine mesh fabric. This corrugated element, a feature of all Vokes Fuel Filters, provides maximum filtering area in the minimum size of case, this resulting in long life without attention.

VOKES FUEL STRAINERS are manufactured to the same specification and design as the FUEL FILTERS, except that single stage filtration is applied and the corrugated element is constructed in 100 MESH MONEL GAUZE. Other meshes, such as brass or stainless steel, can be substituted in the element for specific applications on request.



Special features

The insert assemblies are easily dismantled and the elements can be cleaned by washing in suitable solvents.

The type of filter media employed in the filters is a compressed woollen felt capable of accommodating large quantities of foreign matter for a minimum increase in restriction of fuel flow. This is partly caused by the fact that the composition of the filter media induces the deposit to form as a light porous layer instead of the dense deposit obtained on the surface of woven fabrics. The large area made available by the corrugated formation of the element results in a low fuel velocity through the filter media, with resultant low initial resistance to flow.

Both filters and strainers are unaffected by variations in normal engine temperature.

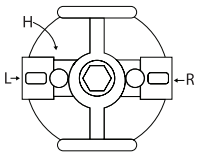
FUEL FILTERS

Model	Rated flow g.p.h	Pipe connects BSP (mm)	Approximate overall dimensions (mm)			Approx. weight	Head joint	Replacement element
			A	B	C			
CENTRE-BOLT TYPE								
E254F/2263	4	6	64	48	127	0.45 kg	M800/HL	L2264
E253F/3390	30	13	117	108	252	3.18 kg	M800/GR	B39084
E253F/3391	50	13	117	108	322	3.4 kg	M800/GR	B39101
E253F/3392	80	13	117	108	392	3.63 kg	M800/GR	B39093
MULTI-BOLT TYPE								
E56F/12425	185	32	178	133	432	9.5	B8367	C23028/B
E56F/24681	235	32	178	133	521	10.43 kg	B8367	C23028/K
E55F/27171	375	51	292	200	512	34.47 kg	B8369	C23028/Q
E55F/8006D	500	51	292	200	676	36.29 kg	B8369	C23028/P
E77F/24781	1,000	64	362	273	806	54.43 kg	B9965	C23028/L

FUEL STRAINERS

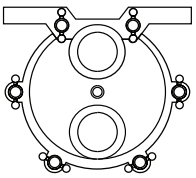
Model	Rated flow g.p.h	Pipe connects BSP (mm)	Approximate overall dimensions (mm)			Approx. weight	Head joint	Replacement element
			A	B	C			
CENTRE-BOLT TYPE								
E253F/2845	200	25	117	108	252	3.63 kg	M800/GR	M535-EH
E253F/3520	300	25	117	108	322	4.08 kg	M800/GR	M535-EF
E253F/3523	400	25	117	108	392	4.54 kg	M800/GR	M535-DH
MULTI-BOLT TYPE								
E56F/3526	750	32	178	133	521	11.34 kg	B8367	M535-FC
E55F/3527	1,500	51	292	203	679	40.82 kg	B8369	M535-FD
E77F/3528	3,000	64	362	273	806	58.97 kg	B9965	MS3S-FE

CENTRE BOLT



This type has been specially constructed to enable rapid dismantling for servicing and has a central bolt which secures the case to the head casting.

MULTI-BOLT



This product can be supplied with flange connection if required.

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In keeping with our policy of continuing product improvement, we reserve the right to alter specifications without notice.

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