



*The Filter King is an excellent product*



*XJ-S fuel filter is much better than cheap plastic units*

Any form of pump pre-filter is a good idea, but avoid the small plastic inline jobs – these will clog within 750 to 1000 miles and then restrict or even block the fuel flow. A large metal XJ-S inline canister-type filter is better if you cannot get a bowl-type filter. This will give you a lot more time behind the wheel before it also inevitably needs an element changing. Write the date on these items with a marker pen and carry a spare element when on the continent. A filter after the pump is also a good idea. The trusty Filter King is commonplace on reliable cars. The larger Filter King gives longer service, but the smaller unit replaces the standard item almost like-for-like and both items have the advantage of easily detachable bowls and petrol pressure adjustment. Having rubber hoses and jubilee clips on the filter also means you can pump out the system in emergencies or check for fuel flow whilst stopped on a desert track. Use Petrol grade rubber, NOT 'air hose' and support the hoses wherever possible whilst not allowing them to chafe metal brackets. Also, be generous with the pipe lengths to avoid kinking when they get warm. Again, test the system for leaks before and after a road test. Finally, a rolling road test at the local tuning centre would make sure the fuel flow and pressure are up to scratch: then, 'Bon voyage'.