



The New Walker FUELSEP[®] for Marine Diesel Engines.

Reduce Transom Soot.

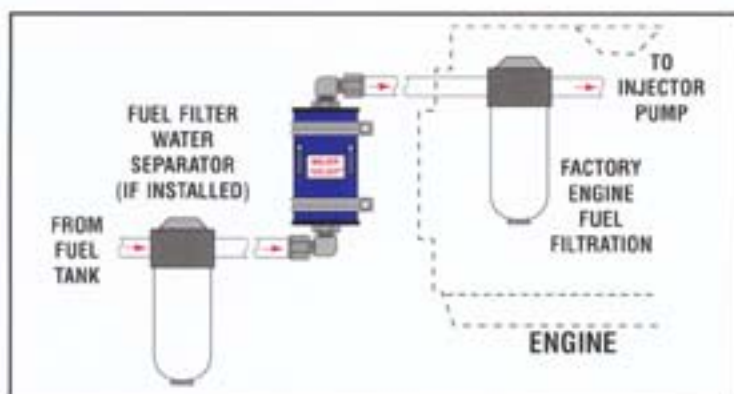


We Cleaned Up Your Engine Room... Now Let Us Clean Up Your Transom.

Now there is a product that reduces transom sooting!

Welcome aboard the Walker FUELSEP® for your diesel engine. The company that designed the world's premium diesel closed-crankcase system now gives you another way to help your passengers breathe easy.

The Walker Fuelsep is installed between your boat's existing fuel filter and/or water separator and your engine. The system *is not a filter*—it doesn't clog, requires no maintenance, and is rated for a 5,000-hour life. A perfect complement for your AIRSEP-equipped boat.



FUELSEP INSTALLATION SCHEMATIC

Benefits are Great...

Whether you have a fishing boat, sportfisherman, motoryacht, or sailboat you can benefit from the performance and reliability of the Walker FUELSEP. A must for vessels operating in the islands or in countries where fuel quality is marginal.

- ▶ Reduces exhaust soot on long cruises and fishing trips.
- ▶ Preserves your boat's expensive finish and wax protection.
- ▶ No maintenance required.
- ▶ Enhances the engine's performance, fuel economy, and provides cleaner combustion.

Walker Engineering provides a complete selection of FUELSEP Kits for all major diesel makes—and all horsepower ratings. Don't be the last boat at the dock to benefit from this excellent product...order a kit today!



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FUELSEP® Single Unit



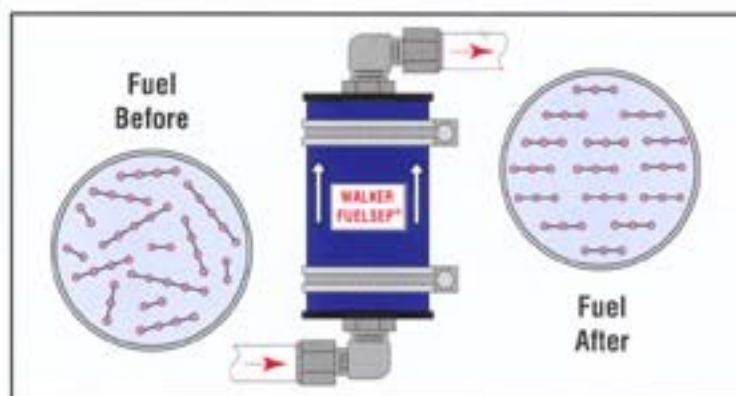
FUELSEP® Dual-Unit Kit
High-Fuel Flow Engines

- ▶ Designed for Marine propulsion and Genset engines.
- ▶ Easy-to-install to your vessel's fuel supply line.

How does it work?

Basically, the FUELSEP refines your diesel fuel one more level than when it left the refinery. Marine diesel fuel is probably the worst grade of diesel on the market...and the poorer the grade, the harder it is for your engine to burn cleanly and more effectively. Let's face it, SOOT is unburned fuel.

Diesel fuel is made up of short, medium, and long hydrocarbon chains. Medium chains burn the most efficiently. When fuel is passed through the FUELSEP, the longer chains are shortened to a medium size, the shorter chains are then joined to the sections trimmed off the long chains. The end result is a larger group of medium chains that burn *more completely* at the point of combustion with less unburned fuel (soot).



DEPICTION OF FUEL TREATMENT