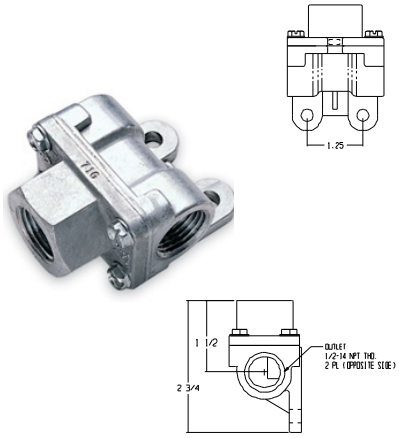
GT Development Corporation

Return Flow Splitter



GT Development's Return Flow Splitter is used in many of today's Class 8 vehicles to evenly distribute return flow of fuel to the fuel tanks, eliminating the need for a crossover line.

This innovative product for dual draw, dual return fuel systems was introduced in the early 1990's, and has been adopted as standard equipment on a variety of vehicles makes. This patented product features identical variable flow openings to control return fuel flow which will, with a properly designed and maintained draw system, provide proper fuel balance in dual tank systems.

Performance

Application	Equally distributes fuel for dual fuel tank applications
Material	Heavy duty zinc die cast construction.
Part Marking	P/N 2252-1 (Return Flow Splitter—works with most engines) and P/N A2252-2 (High-flow Return Flow Splitter—works with Cummins ISX engines.)
Flow Rate & Restriction Values	P/N 2252-1: Fuel flow of 60 GPH, the back pressure is approx. 20 inches H_2O. P/N A2252-2: Fuel flow of 60 GPH, the back pressure is approx. 13 inches H_2O when both ports are open, and 30 inches H_2O when one port is closed.
Operating Temperature	-40°F to 180°F (-40°C to 82.2°C)
Allowed Leakage	The Return Flow Splitter shall not leak diesel fuel in excess of one drop in 30 minutes at any internal pressure up to 20 PSIG.

Drawings