

Fitting instructions Spin on filter adapters

To compensate for the variations in filter head tolerances the spin on consists of three parts spin on inner and outer and an O-ring. The variations in tolerances are taken up by the spin on outer sliding over the spin on inner. The integrity of the seal between the inner and outer is maintained by the O-ring.

a.

- Remove existing oil filter bowl and sealing ring.
- Place a tommy bar through the hole in the anchor screw (this is the part into which the filter bowl screws) and remove.
- Leave the circular splash plate in position. Fit the extension screw (item 1) into the position previously occupied by the anchor screw.

b.

- Match one of the large sealing rings (item 2) with the sealing ring that was removed from the filter head and dispose of the other one.
- Then place the sealing ring in the filter head recess.

c.

- Apply grease to the O-ring (item 3) and then fit to the spin on inner assembly.

d.

- To ensure that the inner O-ring (item 3) is seated correctly slide the spin on outer over the spin on inner so that the outer seal face sits back from the filter head seal when the unit is assembled to the filter head.

e.

- Secure the assembly to the filter head with the nut (item 5)
- tighten the nut until the seal (item 3) contacts the seal face then tighten a further $\frac{1}{4}$ of a turn.
- Push the spin on outer home. The oil seal between the spin on outer and the filter head will be created when the oil filter is fitted.

f.

- Fit the oil filter in accordance with the manufacturers instructions.
- Re- tighten after running 100 miles.

We recommend oil filters with $\frac{3}{4}$ " UNF thread and anti-drain valve.

Kit of Parts

- 1 off extension screw (item 1)
- 2 off seals (item 2)
- 1 off O-ring 3.53mm dia (item 3)
- 1 off spin on assembly (item 4)
- 1 off nut (item 5)

Filter head

Note: The filter head shown is a schematic representation of a filter head. The filter head on your car may not look like this.

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