



# Oil Filter Sandwich Adapter



\*Model #3961 shown for representation only. Your model may vary in appearance.

Note: Always read instruction and verify kit contents prior to installation.	
Sandwich Adaptor.....	1 ea.
Mounting Nut.....	1 ea.
O-Ring.....	1 ea.

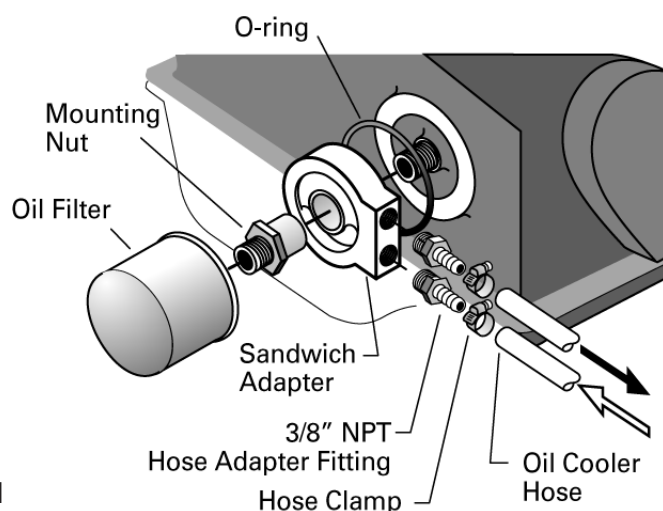
Required for most engine oil cooler installations to provide oil flow to the cooler. Select the sandwich adapter whose oil filter gasket diameter and screw thread match your vehicle. You must purchase 3/8" or 1/2" NPT hose adapter fittings that match your oil cooler hose fittings. Flex-a-lite hose kits (FAL #3941 and #3942) include 3/8" hose adapter fittings.

Part #	Screw Thread	Add'l Clearance Req'd	O-Ring Dia.	General Application
3961	3/4"-16	1-5/8"	2-1/2"	Most Audi, Ford & Ford Truck, Lincoln, Mercury, Dodge, BMW, Jeep, Lexus, non-metric Mazda, non-metric Nissan, Saab, all Saturn, all Range Rover, all Suzuki, Toyota, all Volkswagen, all Volvo.
3962	18mm x 1.5	1-5/8"	2-1/2"	Most Buick L4 & V6, most Oldsmobile, some Pontiac, metric Cadillac, Chevy: all V6 & most 4cyl., some Isuzu, Jeep V6, metric AMC, Saab V6
3963	13/16"-16	2-1/4"	3-1/8"	Chevy V8s with recessed spin on filter. (Not offered with pressure relief valve; these engines have built-in pressure relief valves.)
3964	13/16"-16	1-5/8"	3-1/8"	Many early 4 & 6cyl. Chevy, some 4, 6 & 8cyl. Buick, Pontiac & Oldsmobile.
3965	20mm x 1.5	1-5/8"	2-1/2"	Most Acura, some metric Chevy, some metric Ford, metric versions of Chrysler, Dodge, Mazda, Nissan, Plymouth & Pontiac, Porsche, Subaru, most Honda, most Isuzu, some Jeep, some Mercury, Mitsubishi.
3966	13/16"-16	1-5/8"	2-1/2"	Non-metric versions of: AMC, Cadillac, 2.4 L Chevy, Jeep L6 & V8 1965 thru 1986, Buick, Oldsmobile, Pontiac.
3967	22mm x 1.5	1-5/8"	2-1/2"	Some Acura, some metric Chevy, some Ford V6, V8 & V10, Honda Civic & CRX, some metric Lincoln/Mercury V6 & V8.

# INSTALLATION INSTRUCTIONS

1. **BE SURE THE ENGINE IS COOL BEFORE PROCEEDING.**
2. Wrap NPT hose adaptor fittings (not incl.) with Teflon tape, or coat with automotive thread sealer, and screw them into the sandwich adapter.
3. Remove oil filter and clean the oil filter landing on the engine block.
4. Apply a light coat of oil to rubber o-ring and fit to groove in sandwich adapter. Fasten sandwich adapter to the engine block using the appropriate mounting nut, with o-ring facing engine block. Point fittings toward hose route, then tighten mounting nut. Do not over tighten.
5. Run hoses from sandwich adapter to cooler. Mount and/or wire cooler according to product instructions.

When running the oil hose avoid kinks and sharp or moving objects. Allow a little extra when calculating hose lengths. Route hoses away from exhaust pipes, etc. Attach hoses to fittings, but do not tighten yet. If using threaded fittings, use Teflon tape or thread sealer on threads. Secure hoses to prevent damage from moving or hot objects. Once hoses are in their final position, tighten hose fittings. Use a back-up wrench on the cooler fittings to prevent damage to the thin walls of the oil cooler tubes. Do not over tighten.



**Typical Plumbing at Oil Filter**

6. Replace oil filter. Start engine and check oil pressure. If oil pressure does not reach normal within 5-10 seconds, shut off engine; oil is not flowing. Review instructions and correct the installation. If pressure is OK, let engine run until it reaches normal operating temp. Check that both ends of cooler are warm. If not, oil is not flowing through cooler. Shut off engine and correct installation.
7. Inspect for leaks and fix any leaks found. Top off oil, if necessary. Periodically inspect all fittings during the first 100 miles of driving.