



Installation Instructions

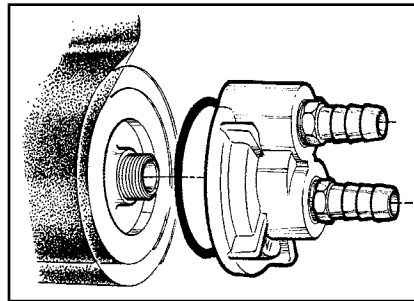
This guide covers the following:

Spin-On Adapters

*Congratulations, you have made a wise decision.
Thank you for purchasing our product.*

Our "spin-on" adapter is a full flow unit, and requires 1/2" (13mm) I.D. or -8AN MINIMUM oil hoses. Hoses should be rated at 250°F (121°C) operating temperature and 250 psi working pressure for best results.

1. With the engine cool to the touch, remove the oil filter. Wipe the engine sealing surface and filter nipple clean of any dirt or grease.



2. Install hose fittings in the engine adapter ports. Seal the threads with Teflon® tape or appropriate sealer on tapered fittings.

Note: if installing AN or SAE fittings, **DO NOT** use any type of sealer on threads. **MAXIMUM TORQUE** on the fittings is 28 ft. lbs. (38Nm). **DO NOT OVERTIGHTEN!**

3. Apply a thin film of fresh oil to the engine adapter O-Ring. Install the adapter in place of the old filter. Tighten by hand 1/4 to 1/2 turn past O-Ring contact with sealing surface, about 20 ft. lbs. (28Nm).

Note: Some vehicles have extra long oil filter nipples. For these models it may be necessary to cut the nipple at about 5/8" (16mm) from the face of the filter landing. File and remove all chips.

CAUTION: Avoid hot exhaust pipes, manifolds, or headers. **DO NOT BEND** the hose sharper than a 5 inch radius. Secure hoses with clamps or tie-straps if necessary. Start engine and immediately check for leaks. Add oil if necessary. After installation, operate vehicle in a normal manner for a day or so. Recheck all fittings and clamps for proper tension. Retighten if necessary.

Note: An O-Ring **MUST** be used between adapter(s) and the engine.