

# Installation Instructions:

- 1) Unthread the filter cap with a counterclockwise rotational torque (use appropriate sized socket or strap wrench). **Warning:** during removal an automatic drain back valve in the housing will release oil back to the crankcase, once this has happened there may still be a small amount of oil trapped in the housing / filter.
- 2) After the majority of the oil has drained from the housing, slowly remove the cap and the filter from the housing, and discard used cap and filter appropriately. Do not reuse any of these components (cap, O-Ring or filter element).
- 3) Carefully check the housing / center tube for any adapters or other aftermarket components (ie, collapsible center tube disabling inserts, etc...). If any non-original equipment components are present, remove them before installing the filter.
- 4) Lubricate O-Ring on the filter cap using motor oil.
- 5) Install the filter into housing, and thread cap on to housing using a clockwise rotational torque (use appropriate sized socket 1 3/8" for the filter, or strap wrench) until the flange of the cap bottoms out on the upper housing lip. Tighten cap/filter snugly to housing, the recommended torque is 25 Nm or 18 ft-lbs. **DO NOT OVER TIGHTEN.**
- 6) Start engine and check for leaks. Correct as necessary (follow steps 1 through 5).
- 7) Stop engine and check oil level for proper amount.

## DISCLAIMER:

THE FILTER ELEMENT AND FILTER CAP ARE INTENDED TO BE USED IN COMBINATION AS A SINGLE SERVICE PART. THE FILTER ELEMENT MUST NOT BE REMOVED FROM THE CAP FOR ANY REASON, AND THE CAP IS NON-REUSABLE AND MUST NOT BE USED FOR ANY REASON WITHOUT THE FACTORY INSTALLED FILTER ELEMENT.

\* ADAPTERS AND OTHER NON-OE COMPONENTS MAY BE LOCATED IN OTHER LOCATIONS IN THE HOUSING OR ON THE CENTER TUBE, THIS INFORMATION IS ONLY SHOWN AS REFERENCE.

