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**Installation Instructions**  
This guide covers the following:  
**Universal Spin-On Adapters**

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

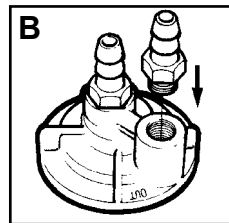
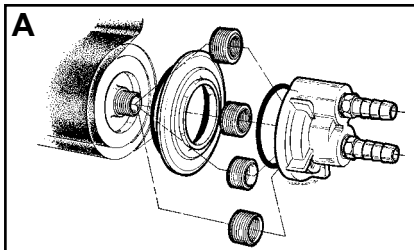
Our "spin-on" adapter. It is a full flow unit, and **MUST** have 1/2" (13mm) I.D. or -8AN MINIMUM oil hoses. Hoses should be rated at 250°F (121°C) operating temperature and 250 psi working pressure for best results.

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 the universal spin-on adapter as follows: one of the four provided adapter bushings may fit the engine filter nipple. The correct bushing will spin on to the filter nipple easily. Remove the correct bushing from engine nipple and install into the adapter; Thread first, knurl last. Tighten securely. Next, determine whether the large adapter plate must be used. Position the plate on the engine filter mount and compare O-Ring landings (see Illustration A).
3. Install hose fittings in the engine adapter ports (see Illustration B). If the port threads are tapered pipe thread (NPT), seal them with Teflon® tape or appropriate sealer. **MAXIMUM TORQUE** on the fittings is 28 ft. lbs. (38Nm). **DO NOT OVERTIGHTEN!**
4. Apply a thin film of fresh oil to the engine adapter O-Ring (and large adapter plate O-Ring, if required). Install the adapter(s) in place of the old filter. Tighten by hand 1/4 turn past O-Ring contact with sealing surface.

**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.**



For additional accessories or replacement parts visit [www.perma-cool.com](http://www.perma-cool.com)  
U.S. Patent 5,291,969



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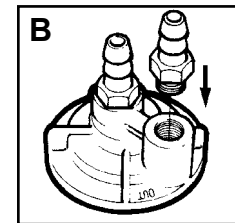
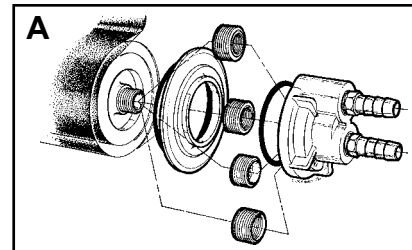
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