



TRIUMPH ROADSTER OIL FILTER ADAPTOR FITTING INSTRUCTIONS

Please read all the instructions before starting work on your car.

The kit contains:

- Large rubber seal
- Extension bolt
- Aluminium adaptor plate
- Small o-ring
- Cannister bolt 948
- Oil filter



*(The diagram is for illustration purposes only,
your kit may be slightly different)*

Remove the old oil filter and can. Remove the old rubber sealing ring which is probably jammed into the groove in the alloy filter housing on the engine. (You are advised to wait until the old oil has stopped dripping out.) It's not unknown for there to be two old seals jammed into the groove, which explains why so many filter housings leak. Clean the housing, removing any old gasket cement etc.

Fit the new sealing ring, making sure that it sits correctly in the groove. Place the extension bolt in the adaptor and make sure that the small rubber O-ring is in place in the top face of the adaptor. Position the adaptor in the filter head on the engine and screw the bigger bolt into the head until it is finger tight. Then screw it a quarter turn using a 1" socket.

You are now ready to fit a modern spin-on oil filter to your Standard. Use a Mann 916/1 Use a Crosland 357 or Fram PH2857A. When you fit your new spin-on oil filter remember: fill the filter with clean engine oil (it helps reduce engine wear when you start the engine), grease or oil the rubber sealing ring on the face of the filter; tighten the filter by hand - you don't need to over-tighten it, just enough to make sure there are no leaks. When you start your engine for the first time after fitting your new adaptor, check for oil leaks.

Fitting a Flexolite oil filter adaptor makes it easy to fit an oil cooler to your car. For details contact Flexolite or your supplier. Also available: braided stainless steel brake and clutch hoses, oil and fuel lines, fuel filters, etc.