



AUSTIN 16 (POST WAR) OIL FILTER ADAPTOR FITTING INSTRUCTIONS

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

The kit contains:

- Large rubber seal
- Aluminum adaptor plate
- Locating bolt
- $\frac{3}{4}$ " copper washer (not shown)
- Oil filter

(This diagram is for illustration purposes only as it shows an additional ring seal which is not required for this kit.)



To fit the oil filter adaptor you will need to remove the filter head casting from the engine. Before you do this it is advisable to remove the filter bowl and original element first. (It is also advisable to clean the filter head). Once the filter head has been removed you will need to remove the centre boss - this is the part into which the filter bowl locating bolt screws. To remove the boss you will need to remove first a small socket-headed grub-screw which screws through the filter head and into the boss. This grub-screw can be seen by looking through the lower of the two ports on the back of the filter head and can be removed by using a $\frac{3}{32}$ " Allen key (you may need to heat the filter head to aid removal).

Place a tommy-bar through the hole in the anchor screw boss (the part into which the long filter bowl retaining bolt screws) and remove the boss (it may be tight). Remove the circular splash plate.

Remove the old seal which sits in the groove in the filter head and clean thoroughly. Replace with the new seal supplied in the kit. Place the alloy adaptor plate in position in the filter head and insert the hollow locating bolt and copper washer. Tighten the bolt using a 1" AF socket. The use of Loctite is recommended here (and you are advised to re-fit and tighten the grub-screw). You are now ready to fit a spin-on filter.

Use a Crosland 357 or similar high quality oil filter with a 3/4UNF fitting on your new adaptor. Remember to fill it with oil before fitting and change it every 3,000 miles (or sooner if required).