



JAGUAR 4.2 E-TYPE S1 OIL FILTER ADAPTOR FITTING INSTRUCTIONS

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

The kit contains:

- Large rubber o-ring
- Aluminium adaptor plate
- Half-width nut
- Full-width nut
- Copper washer
- Cannister bolt
- Oil filter



Ensure that the area around the oil filter housing is clean, remove the existing oil filter bowl. Place a tommy-bar through the hole in the anchor screw boss (the part into which the long filter-bowl retaining bolt screws) and unscrew the boss - this may be tight. Remove the circular splash plate.

IMPORTANT

If the anchor screw boss is not made of steel but of aluminium (this should be obvious) do not attempt to remove it - it is fixed. Instead, re-assemble the filter and contact your supplier who will supply you with an alternative adaptor. This is only necessary on a small number of very late model cars.

Before fitting the locating stud ensure that the threads in the filter head are clean and undamaged. Screw the locating stud supplied into the hole for the anchor boss by locking together the two nuts supplied with this kit. Once the stud has been tightened in place, remove the two nuts. Place the rubber sealing ring in position, making sure that the rubber seal us correctly in place and then secure using only the half-width nut (don't forget to use the copper washer between the nut and the adaptor plate). When tightening the half-width nut rotate the adaptor plate to ensure that it is seating correctly and ensure that it is held tight by the nut when the nut is tightened.

Use a Crosland 357 or similar high quality oil filter with a 3/4UNF thread. Remember to grease the sealing ring on the filter before use and to fill the filer with oil before fitting. Change the filter at the usual intervals. Never tighten a spin-on filter with a filter removal tool.