



TRIUMPH ROADSTER (FRAM FILTER) OIL FILTER ADAPTOR FITTING INSTRUCTIONS

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

The kit contains:

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



(This diagram is for illustration purposes only)

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 a new sealing ring, making sure that it sits correctly in the groove. Place the rubber O-ring in the top face of the adaptor and using the central extension bolt position the adaptor plate to the filter head on the engine. Screw in until it is finger tight, making sure that the rubber O-ring is correctly aligned in the top face of the adaptor. Then screw it a quarter turn using a 1" socket. You are now ready to fit a modern spin-on oil filter to your Triumph. Use a Crosland 357 or Fram PH2857A (as used on many modern Fords).

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.

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