



INSTALLATION INSTRUCTIONS FOR AF64-2016 & AF64-2016BLK OIL FILTER

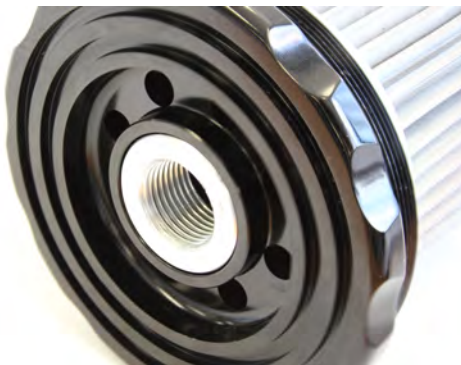
INTRODUCTION

Congratulations on your purchase of Aeroflow's Stainless Steel Filtration Billet Oil Filter. Aeroflow Performance Products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions, please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

1. Aeroflow Oil Filters consist of a Billet Aluminium 6061-T6 housing and utilise a 65mm / 2-9/16" and 83mm / 3-17/64" sealing areas for universal applications, an anti-drain-back valve, 30 micron washable stain steel element, universal threads M18, M20, M22 x 1.5, 3/4"-16 and 13/16"-16 that utilise Aeroflows 6061-T6 industry leading shoulder design on the colour coded anodised insert adapters, oil filter has an internal 1" thread when adapters are not installed, hi-flow design allows for high oil flow on high rpm engines, oil filter is supplied with the necessary tools to spit the filter, clean & re-assemble. Aeroflows Billet Oil filter simply seals with an O-ring between the housings and features a 25.4mm / 1" hex for removing the filter with ease.



2. The installation starts by removing the spin-on disposable filter from your engine. Do this by placing a drip tray below the filter area, carefully removing to avoid any spills. Allow the old oil filter to drain in the tray. After the engine stops draining, wipe the filter mounting pad with a clean lint-free cloth. Make sure you use car stands correctly if you need to raise the vehicle to remove the filter. (Remembering to dispose of the used oil and filter properly!)



3. Now, select the correct threaded adapter for your vehicle by spinning each on to the threaded nipple on your engine. Only one will fit correctly. Once you have selected the threaded adapter for your engine, thread it into the filter housing until it bottoms out. This insert has a step / shoulder to keep it from screwing all the way into the filter housing.

4. An area that needs to be verified is the O-rings used on this oil filter. The O-ring between the two housings should be installed over the male threaded side of the two housings using a small film of lubrication on the O-ring. (This step is not required until you have split the oil filter for cleaning or inspection)

5. Once you have an assembled oil filter ready for installation, it is recommended to fill the oil filter with engine oil prior to installation so that you have oil pressure straight away and that you don't dry start your engine. If the angle of the oil filter pad will cause oil to spill during installation, add as much oil as you can trying not to spill too much! Have a workshop cloth ready to clean any mess that may spill.

6. There are two size O-ring options that seal the oil filter to the filter mounting pad on your engine, select the correct size O-ring that will seal with your engine. Although there are two grooves, and room for the two O-rings, it is generally only possible to use one. Choose the one O-ring that fits the mounting pad and then set in into the filter housing O-ring groove. Apply a small film of lube onto the O-ring before installation.



7. Now install the oil filter and tighten it by hand against the oil filter mounting pad. Do not over tighten! Finally, start your engine and make sure there is oil pressure and then check for leaks around the oil filter.

8. If the filter is being installed on a new engine, check the filter after a few hundred kilometres to see what kind of debris and lint is floating around in your engine. Once you are sure it is operating normally, you can extend the service interval to 4000-5000 Kilometres as you see fit. If it is to be used on a racing vehicle, inspect the filter after break-in and every race, or extend it according to your racing schedule.

9. ALWAYS CLEAN YOUR AEROFLOW OIL FILTER WHEN YOU CHANGE OIL! ALSO FOLLOW ALL SAFETY PRECAUTIONS AND DRAIN YOUR ENGINE INTO A PROPER DRAIN PAN. REMOVE THE AEROFLOW OIL FILTER AND ALLOW TO DRAIN ALSO. REMEMBERING TO TAKE CARE WHEN REMOVING THE OIL FILTER TO MAKE SURE THE O-RING IS WITH THE FILTER AND NOT STUCK TO THE ENGINE OIL FILTER PAD.

10. Once the filter has drained (this should only take a few minutes depending on oil temperature) allowing enough time for the filter housing to cool un-screw the housing using the supplied tools to do so, once the filter housing has been split remove the stainless steel filter by gently pulling from the end plate (the side that is closest to the oil filter landing pad) when removed inspect the O-ring that seals the filter to the end plate. The O-rings can be purchased separately and should be replaced every season or annually as a preventive maintenance policy.

11. You can now wash your filter element using solvent, soap & water or biodegradable cleaner. Do not wash the O-rings with solvent, kerosene etc. It will cause them to swell and ruin them! Any dirt or debris in your engine oil will be trapped on the outside of the filter element where you can see it. Look over it and you can diagnose problems before they are too great.

12. You can use compressed air to blow dry the element remembering to only blow air from the inside out to prevent pushing any debris and lint further into the screen. Preferably air dry is best but if you don't have time compressed air can be used. Re-assemble the filter assembly and install it onto your engine following the same steps as required and making sure to fill the oil filter with oil before screwing to engine and starting.

Now that you have invested in a quality oil filter to protect your pride and joy, you should consider our fuel filters also. We will be glad to send you a complete catalogue, or simply ask your dealer for one.