



AUSTIN A125/A135 OIL FILTER ADAPTOR FITTING INSTRUCTIONS

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

The kit contains:

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



Ensure that the area around the oil filter housing is clean and remove the existing filter bowl. If fitted, remove the splash plate (this looks like a large steel washer) in the centre of the filter head. If there is a felt washer under the plate remove this also. Place a tommy bar through the hole in the anchor screw boss (the part into which the long filter-retaining bolt screws) and remove the boss.

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 filter with oil before fitting. Change the filter at the usual intervals. Never tighten a spin-on filter with a filter removal tool.

N.B. Many classic cars experience over-heating problems when used at high speeds on motorways for any length of time. This does not always show on the water temperature gauge but can reduce engine life considerably (and sometimes dramatically). You may wish to consider fitting an oil temperature gauge or oil cooler - contact your supplier for details.