

REMOTE MOUNTED LUBE OIL FILTER SYSTEM

DESCRIPTION

LOFA's remote mounted lube oil filter system was originally designed for industrial engines with limited or no access to the engine's oil filter cartridge. This system allows the original OEM filter cartridge to be relocated to a more accessible location. The remote filter system installs simply by spinning on the adapter with seal to the engine's filter

block. To ensure proper lubrication each adapter and filter head is custom machined in accordance to an engine's specific thread and oil-flow specifications.

The remote mounted filter system can also be used in combination with a larger filter cartridge to increase the engine's oil-filter service interval.



Filter Head (shown with 90° Mounting Bracket)



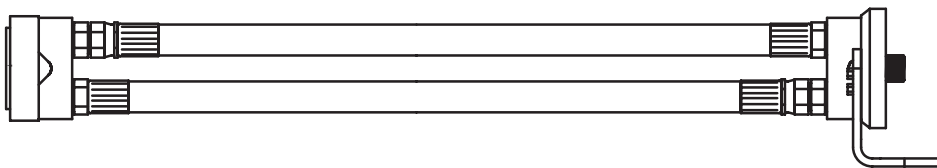
Filter Adapter with Seal



90° Mounting Bracket with Hardware

FEATURES AND ADVANTAGES

- System relocates oil-filter cartridge for better accessibility
- Accepts original OEM filter cartridge
- Made of heavy-duty cast aluminum alloy
- High-flow 3/4" NPTF inlet/outlet ports
- Spin-on adapter for easy installation
- Specifically engineered to each engine's specifications
- System can be customized to meet each customer-specific requirement
- Standard model available with thread sizes from 3/4" through 1-1/8"
- System available completely assembled with hoses and fittings
- Universal filter head mounting bracket can be mounted in four directions



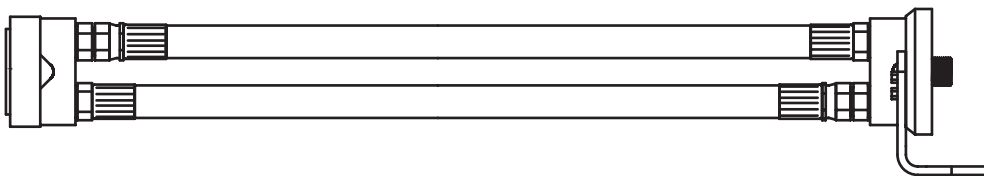
REMOTE FILTER INSTALLATION INSTRUCTIONS

1. In order to keep oil flow restriction within manufacturers limits always use shortest possible hose length with correct inside diameter and try to avoid elbows wherever possible. Standard hose assemblies are available in dash sizes # 10, 12, and 16 and have an overall length of 39 inches. (We do not recommend hoses longer than 39 inches). Custom hoses and fittings are available on special request.
2. Keep entire system clean during installation in order to avoid contamination.
3. Prior to hose installation please note the "IN" and "OUT" marking on the adapter and filter-head. Remember the oil flows from the outside to the inside of the filter cartridge. We recommend using hoses that have NPTF male pipe thread on one end and SAE (JIC) swivel in conjunction with a 37 degree flare fitting on the other end. In this way each hose end can have a specific port. We recommend installing the male NPTF hose end to the outlet ports on the adapter and filter-head. Improper installation of hoses will result in a total shutdown of oil flow that can destroy an engine. For this reason it is very important to check the engine oil pressure before and after installation. A incorrectly installed hoses will indicate no oil pressure. On larger engines which utilize two remote filter assemblies it is extremely important to make sure hoses are correctly installed. If one of the two filter assemblies were incorrectly installed the engine would still show oil pressure even though oil flow was reduced by 50%.
4. When installing the hoses and fittings to the adapter and filter-head's NPTF ports use Loctite PST 567 or equivalent. This high temperature Teflon paste helps lubricate fittings ensuring a leak free seal. Loctite 567 has a full curing time of approximately 72 hours (1 and 1/2 hours using Loctite primer). Do not install NPTF fittings to the adapter while installed to an engine.

5. To eliminate leakage remember to lubricate the adapter seal with oil before installation. Torque the adapter to the engine as required for a filter cartridge. Over a period of time adapter seal may seat and may require re-tightening.
6. At this point you are ready to mount filter-head in an accessible location utilizing optional steel angle bracket that can be bolted or welded into place. The filter-head can be mounted in an unlimited number of configurations as long as the filter cartridge has an anti drain valve installed inside the filter cartridge. This anti drain valve is a rubber flap that allows oil to flow one direction (from the outside to the inside). This valve is standard on most filter cartridges, however if you are not sure if you have this valve consult filter supplier or manufacturer.
7. The final step of installation is to route hoses away from any sharp or extremely hot objects and install swivel hose ends to the 37 degree flare fittings located on the inlet ports on the adapter and filter-head. Make sure hoses do not bend more than what is allowable. Over bending hoses will cause the hoses to collapse and will cause oil flow restriction. Fill the filter cartridge with oil and install to the filter-head.
8. Run engine and make sure there are no oil leaks then check engine oil level and add if necessary.

PARKER 436 NO-SKIVE HOSE SPECIFICATIONS

CONSTRUCTION: Synthetic rubber tube; two braids of high tensile steel wire reinforcement separated by synthetic layer; MSHA accepted oil, weather and abrasion resistant, synthetic blue rubber cover. This hose is a high pressure service hose for use with petroleum based fluids and lubricating oils within temperature range of -58°F to +302° F (-50°C to 150° C).



DASH SIZE	NOMINAL HOSE I.D.	MINIMUM BEND RADIUS	LOFA PART NUMBER
436-10	5/8"	4"	010-6010-00
436-12	3/4"	4-3/4"	010-6012-00

