Supplemental Information & Instructions
for

B020AA Adaptor, Spin on Oil Filter

MG TD from Engine #14224 ON, & MG TF

Contents of *Kit*

Ref	Description
1a	Adaptor plate, aluminium
1c	Threaded adaptor
1d	O-ring seal, plate to block

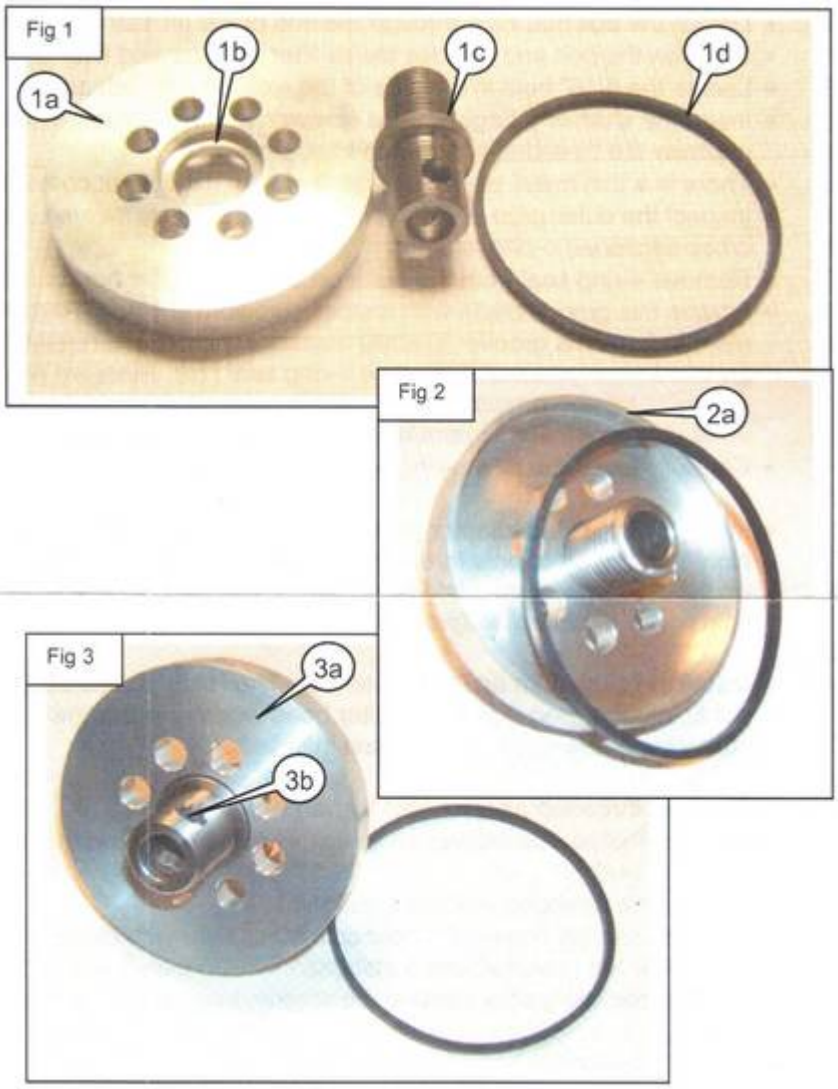
This adaptor plate is suitable for late XPAG and XPEG engines, where the oil filter canister is bolted directly to the oil pump. The canister runs horizontally next to the engine.

The adaptor plate (1 a) has a recess (1b) machined on the "oil filter side" for the collar on the threaded adaptor (1 c).

The surface of the plate on the oil filter side is machined flat to provide a good sealing surface for the rubber seal on the oil filter itself.

There is a ridge (2a) on the "block side" of the plate. This ridge will fit into the groove on the engine, compressing the o-ring (1d).

The threaded adaptor (1 c) is machined from 1" stock, and the major diameter of the threaded sections is 0.75". It has 12 threads per inch (TPI) on the block side, and 16 TPI on the oil filter side. There is also a hole drilled through the tube (3b) on the oil filter side. You will be inserting a 5/16" steel rod or a stout screwdriver through this hole to tighten the adaptor in the block.



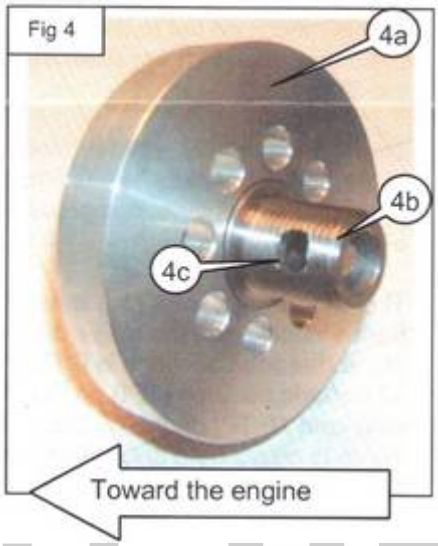
Please see the next page for Installation instructions

Installation instructions

As *with any project, read this document through completely before you pick up* a *tool.*

Place the car on jack stands and verify that it is completely stable before you begin.

- Place an oil drain pan under the filter assembly. Some *oil will leak out* as *you remove and install the components.*
- Locate the bolt that runs through the end of the oil filter canister.
- Unscrew the bolt and remove the oil filter canister and filter element.
- Locate the 5/16" hole in the side of the existing filter adapter.
- Insert the shaft of a large Phillips screwdriver or a suitably sized metal rod through this hole and unscrew the threaded adapter counter-clockwise.
- There is a thin metal plate behind the nipple. If it did not come off with the nipple, remove it now.
- Inspect the outer groove in the oil filter head. *Unless it came out with the canister, there is* a *square cross-sectioned o-ring in there.*
- Remove o-ring seal from the outer groove in the filter head.
- Scrape this groove clean with a small screwdriver blade. Remove all traces of rubber and grease residue from this groove. *Visually inspect the groove carefully to make certain there is NOTHING in this groove before you install the new o-ring seal (1d). What we are really concerned about are the bits and pieces of totally compacted and petrified o-rings down in the bottom of the groove.*
- *Use* a *flashlight.*
- *Take your time .. Time spent now will prevent an oil leak later.*
- Carefully place the new o-ring seal in the groove, and press it down into the bottom of the groove.
- Insert the threaded adaptor (4b) through the plate (4a) as shown.



Note that the 5/16" *hole through the threaded adaptor (4c) must be on the filter side of the plate* as *shown or you will not be able to tighten the threaded adaptor.*

- Install the aluminium adaptor plate (4a), The RAISED RIDGE (2a) will fit into the groove in the oil filter head where it will come in contact with the o-ring seal we just installed.
- Start the threaded adaptor (4b) by hand.
- Insert a Phillips screwdriver or a suitably sized metal rod through the hole (4c).
- Tighten the threaded adaptor securely.
- Coat the sealing ring on the new spin-on oil filter with clean engine oil.
- Follow the manufacturer's instructions regarding tightening the filter. Immediately after starting the engine, inspect for any sign of leaks.

We recommend that you change your oil every 3,000 miles or every 6 months