

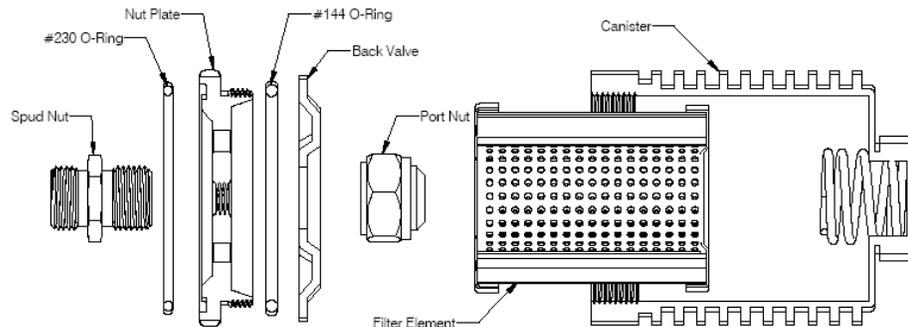
## ***OF-0042 INSTALLATION INSTRUCTIONS***

<b>Parts List:</b>	(1) - Nut Plate	(1) - #144 O-Ring
	(1) - Port Nut	(1) - Threaded Spud w/Hex
	(1) - Aluminum Canister	(1) - Backvalve
	(1) - #230 O-Ring	(3) - PFM0010 Replacement Elements

***NOTICE – PLEASE READ STEPS CAREFULLY & FOLLOW PRECISELY:***

1. Thread the NUT PLATE on to the stock threaded spud as described in the installation instructions, only without the O-RING (Do NOT Torque). If there are not at least two full threads extending past the NUT PLATE for the PORT NUT to thread onto, you will have to replace the stock threaded spud with the longer one enclosed with this kit. Note: Short threads into spud mount.
2. Place the NUT PLATE on a bench face groove side up (large thread down).
3. Coat the #230 (thick section) O-RING with the motor oil and install in the face groove of the NUT PLATE.
4. Turn the NUT PLATE over and install the #144 (thin section) O-RING over the large thread to the shoulder of the NUT PLATE flange.
5. Screw the NUT PLATE onto the motorcycle Spin-On filter mounting thread (face groove toward mount) and hand tighten.
6. Place the PORT NUT (tapered nose end down) on the bench. Coat the stepped shoulder (outside the internal thread) of the PORT NUT with a thin coat of grease. Next, place the BACK VALVE (outer cup side up) on the shoulder of the PORT NUT.  
 < SEE ILLUSTRATION >
7. Taking care not to knock the BACK VALVE off the PORT NUT, screw the PORT NUT onto the motorcycle filter mounting thread being careful that the BACK VALVE stays centered in the recess of the NUT PLATE.

**VERY IMPORTANT!**  
 With a 1" socket, torque the PORT NUT against the NUT PLATE TO 16 FT. LB. (22.5NM) torque.



8. Check to see that the BACK VALVE is still centered in the NUT PLATE. If not, repeat step 7.
9. While holding the CANISTER, open side up, insert a FILTER ELEMENT into the CANISTER with the OPEN END OF THE ELEMENT UP (closed end to the bottom of the CANISTER). Push the element onto the spring in the bottom of the CANISTER. The element should stick on the spring and be retained in the canister if installed correctly (the open end does not have to be centered in the CANISTER).
10. Coat the CANISTER threads with motor oil, then screw the CANISTER onto the NUT PLATE. Using a 1-1/4" 12 point socket, torque the canister to a MAXIMUM of 10 ft. LBS. (13.5 NM) TORQUE. Or hand tighten until the CANISTER face contacts the NUT PLATE.
11. Run engine (be sure to refill your oil tank if drained) and check for leaks.
12. For future filter changes, unscrew the CANISTER from the NUT PLATE. Pull out the old ELEMENT and insert a new one. Repeat steps 9 and 10.