

EP NTZ Micro Filtration

EP NTZ® MICRO BYPASS OIL FILTER

Installation on Automatic Transmissions

After mounting the EP NTZ ATF-09 filter per the supplied instructions, the filter can be schematically installed using the illustration in figure 1 as a guide. On automatic transmissions the fluid (ATF) flows from the transmission through the original equipment cooler/radiator and back to the transmission. The filter must be connected such that a small portion (~10%) of the ATF flows through it and back to the transmission, without going through the cooler.

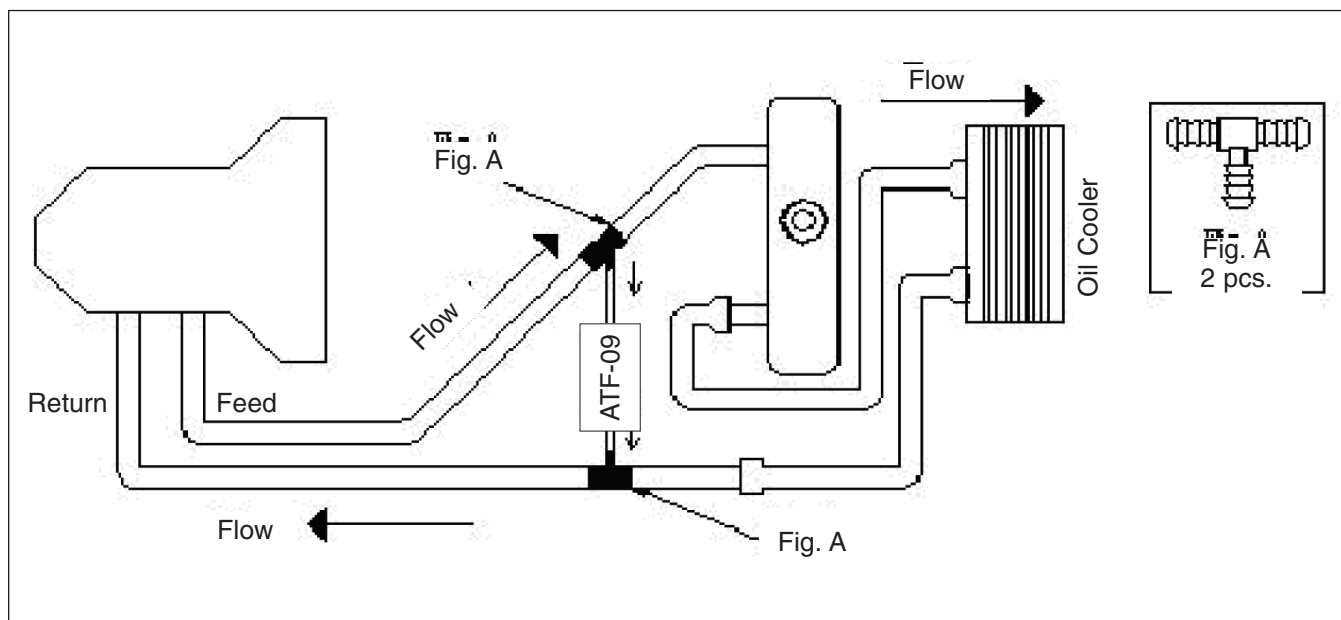


FIGURE 1. Filter installed in parallel with oil coolers

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Described below is a simple method for determining which direction the ATF flows. Two tubes connect the transmission to the cooler, and it must be determined which carries the ATF to the cooler (“FEED” line) and which returns the ATF to the transmission (“RETURN” line).

To determine:

- Place a catch pan for fluid spillage under the cooler. Disconnect one of the 2 lines entering the cooler.
- Ensure that the vehicle cannot start during installation. With the transmission selector lever in Park, have a helper crank the engine over a few revolutions. The ATF will either flow from the cooler or the disconnected tube. If the ATF flows from the disconnected tube, this is the “FEED” tube which becomes connected to the filter “IN” port. If ATF flows from the cooler, the disconnected tube is the “RETURN” tube. This will become connected to the “OUT” port of the filter. Once the FEED and RETURN lines have been determined, re-connect the disconnected tube and proceed with filter installation.

Installer must obtain “TEE” fittings, illustrated in Figure A. Fittings of size 3/8” or 9.5mm will work with most vehicles – otherwise check your hose ID and purchase the appropriate size. Cut the hose portion of the FEED and RETURN lines in a spot near the filter mount site and insert the TEE fittings, leaving one end of each open for the filter IN and OUT line connections.

Attach a rubber hose to the “IN” port of the filter and another rubber hose to the “OUT” port of the filter, using a reliable hose clamp over each connection point. Never double hose clamp any connection point. Run the hoses to the proper open ends of the TEE adapters placed in the cooler lines in the previous step. Measure and cut the hoses, slipping the hoses over open TEE fitting outlets and secure all connections with hose clamps. Do not overtighten the clamps. Refill system with lost ATF and check level. Be sure to check hose clamps for leaks one week after installation and periodically thereafter.

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