

EP NTZ Micro Filtration

OPERATOR'S MANUAL

ATF-09

EP NTZ® MICRO BYPASS OIL FILTER

Congratulations with your purchase of this EP NTZ Radial Micro Bypass Filter. To ensure optimum performance of this filtration system, please read this manual carefully.

1. Contents.....page 2
2. Specifications.....page 3
3. General.....page 3
4. Installation on engines.....page 4
5. Installation on automatic transmissions.....page 5
6. Filter cartridge change.....page 7



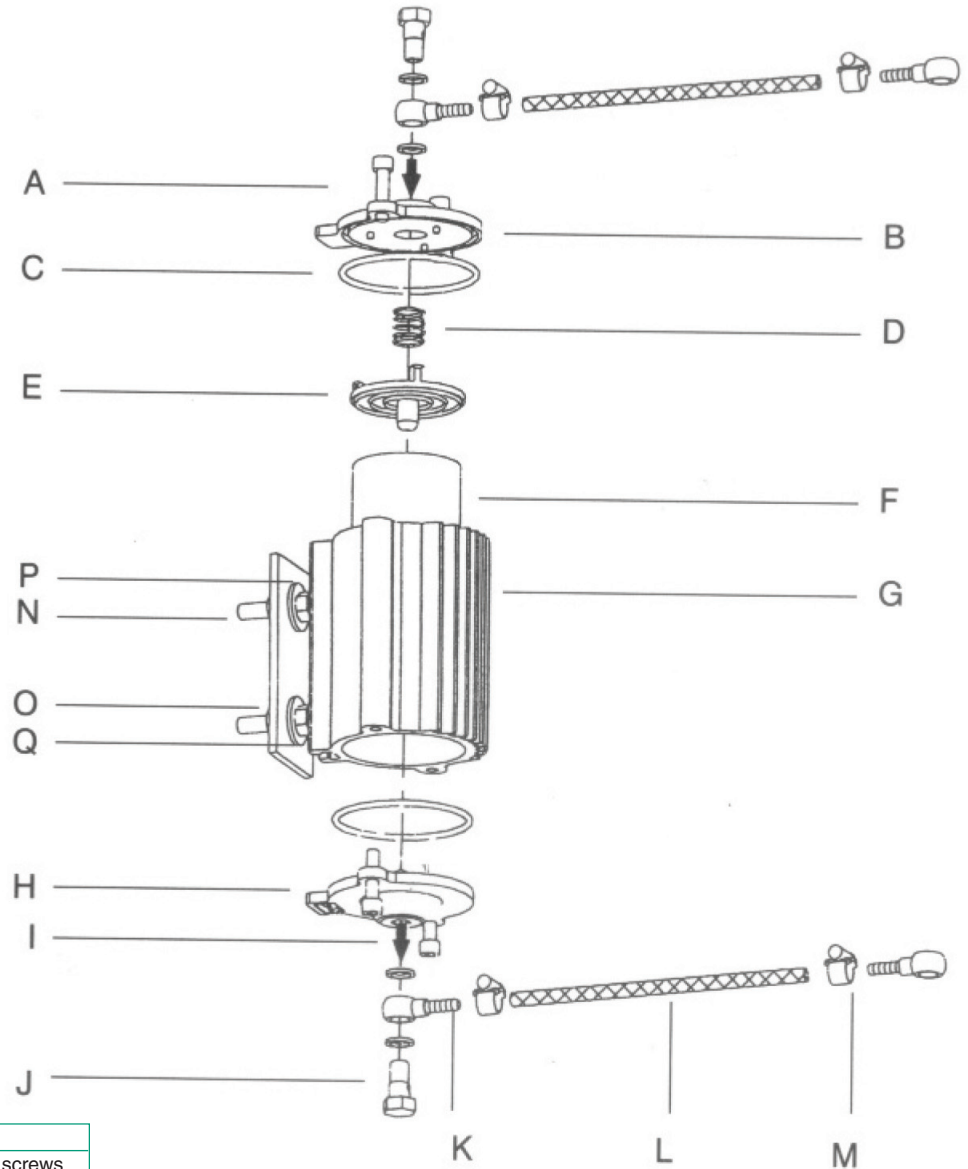
EP NTZ Micro Filtration, LLC

The smart choice.

2424 John Daly
Inkster, Michigan 48141 USA
1.313.792.1740
1.866.PUR OIL 1
www.epntz-filter.com

EP NTZ Micro Filtration

1. Contents



No.	Pos.	
4	A	6 mm hexagon cap screws
1	B	Top lid
2	C	O-ring
1	D	Pressure spring
1	E	Pressure ring
1	F	Filter cartridge
1	G	Filter housing
1	H	Bottom lid
4	I	Copper ring
2	J	Banjo bolt
2	K	Ring eye
*	L	Pressure hose
*	M	Crimping socket
2	N	M 8 bolt
4	O	M 8 nut
2	P	M 8 washer
4	Q	M 8 spring washer

* = not included

EP NTZ Micro Filtration, LLC

The smart choice.

2424 John Daly
 Inkster, Michigan 48141 USA
 1.313.792.1740
 1.866.PUR OIL 1
www.epntz-filter.com

EP NTZ Micro Filtration

2. Specifications

Model	ATF-09
Filter cartridge	C-09
Oil volume engine	5 liter
Oil volume transmission	10 liter
Dimensions	Ø 94 x 135 mm
Weight	.7 kg
Volume	0.28 liter
Inlet	M 10 x 1
Outlet	M 10 x 1
Max. pressure	7 bar
Max. temperature	140°C
Filter media	cellulose
Dimensions	Ø 53 x 90 mm
Weight	50 g
Flow direction	radial
Filter surface	221 cm ²
Retention value (nom.)	0.5 micron
Water absorption capability	30 ml H ₂ O
Flow rate (nom.)	1.5 liter l / min

3. General

EP NTZ filter housings are installed in bypass to the original oil circuit. Install the filter on new vehicles with the first oil change, on used vehicles at the time of a regular oil change. Change the standard main stream filter at the same time.

Keep housing and hoses free of electrical, moving, or extreme hot parts.

Mount the filter housing in a spot free from vibrations.

Keep hoses as short as possible. No sharp bends, no extreme tension.

Filter housing will be hot as oil is flowing through.

Installation and cartridge change should take place when the engine / transmission is cold.

Protect the environment. For correct disposal, leave the used cartridge at your service station or the local waste disposal center.

EP NTZ Micro Filtration, LLC

The smart choice.

2424 John Daly
Inkster, Michigan 48141 USA
1.313.792.1740
1.866.PUR OIL 1
www.epntz-filter.com

EP NTZ Micro Filtration

4. Installation on Engines

Mounting the filter housing

1. Using the installation bolts M8 x 45 mount the EP NTZ bypass filter housing in the desired location, keeping the following points in mind.
2. Mount the filter housing in a spot free from vibrations as close to the engine as possible to keep inlet and outlet hoses short and secure enough top side clearance for the element change. Changing the element can be done in any position. However the filter housing has to stand up vertically for convenient element change.

NOTE: Never install the filter housing directly on the engine!

3. Mark and drill the required amount of 8 mm holes, remove the top lid of the filter housing and slide the 8 mm bolts into the support sleeves. Now fit the 8 mm spring washer and secure the bolts in the required position to the filter housing with the 8 mm nuts. Now install the filter housing by using the washers and 8 mm nut.
4. As this is a pressurized unit mounting can be done in any position. However the filter housing has to be in a position for convenient element change.

4.1 Installation in Bypass

5. Establish oil feed. Find a pressurized port on the side of the engine block. Most engines will have ports plugged with 1/8", 1/4" or 3/8" NPT plug. If these are not present, locate the oil pressure gauge and T into this port. Never use the oil feeding line of the Turbo unit.
6. Install all fittings with thread sealing fluid. Prevent thread sealing fluid from entering the hoses.
7. The return line has to be installed to a **NON-PRESSURIZED** port.
8. Determine the oil return point. Most combustion engines have non-pressurized ports on the side of the crankcase or oil sump/pan. If none of these ports are available then return the oil to the valve cover, filling tube or oil pan.

EP NTZ Micro Filtration, LLC

The smart choice.

2424 John Daly
Inkster, Michigan 48141 USA
1.313.792.1740
1.866.PUR OIL 1
www.epntz-filter.com

EP NTZ Micro Filtration

4.2 Connecting the Hoses

9. Route the hoses to the inlet and outlet ports of the filter housing.
10. Using a 1/4" I.D. or 6 mm I.D. hose with the proper hose clamp, connect the hoses to the barbed ring eye fittings. A small amount of lubrication compatible with the selected hose material may be necessary. Be sure to select hose material that will not be deteriorated by the fluid being used in the engine. Install banjo bolt with copper washers and ring eye fittings as shown in diagram on page 2 of Operator's Manual.
11. Install all fittings with thread sealing fluid where necessary and prevent thread sealing fluid to enter the hoses and fittings.
12. Use zip-ties to secure all hoses away from sharp, electrical and or hot surfaces.
13. Start the engine and check for leaks. Run the engine until it reaches operational temperature and check lubrication oil level and top up the required quantity of lubrication oil.
14. Check for oil circulation by checking the temperature of the filter housing.

NOTICE: The filter housing will be warm or hot as oil is flowing through.

5. Installation on Automatic Transmissions

Mounting the filter housing

1. Using the installation bolts M8 x 45 mount the EP NTZ bypass filter housing in the desired location, keeping the following points in mind:
2. Mount the filter housing in a spot free from vibrations as close to the oil cooler, or the oil cooler inlet and outlet ports on the transmission, as possible to keep inlet and outlet hoses short and secure enough top side clearance for the element change.

EP NTZ Micro Filtration, LLC

2424 John Daly
Inkster, Michigan 48141 USA
1.313.792.1740
1.866.PUR OIL 1
www.epntz-filter.com

EP NTZ Micro Filtration

3. Mark and drill the required amount of 8 mm holes, remove the top lid of the filter housing and slide the 8 mm bolts into the support sleeves. Now fit the 8 mm spring washer and secure the bolts in the required position to the filter housing with the 8 mm nuts. Now install the filter housing by using the washers and 8 mm nut.

5.1 Installation in Bypass

5. Establish the oil feed to the filter housing by installing an appropriate T-connector in the inlet line of the transmission oil cooler.
6. Establish the oil return from the filter housing by installing an appropriate T-connector in the **NON-PRESSURIZED** outlet line of the transmission cooler.

5.2 Connecting the Hoses

7. Route the hoses to the in- and outlet ports at the bottom of the filter housing.
8. Using a 1/4" I.D. or 6 mm I.D. hose with the proper hose clamp, connect the hoses to the barbed Ring eye fittings. A small amount of lubrication compatible with the selected hose material may be necessary. Be sure to select hose material that will not be deteriorated by the fluid being used in the automatic transmission. Install banjo bolt with copper washers and ring eye fittings as shown in diagram on page 2 of Operator's Manual.
9. Install all fittings with thread sealing fluid where necessary and prevent thread sealing fluid to enter the hoses and fittings.
10. Use zip-ties to secure all hoses away from sharp, electrical and or hot surfaces.

EP NTZ Micro Filtration

11. Start the engine and check for leaks. Run the engine and shift the transmission through all gears until it reaches operational temperature and check automatic transmission fluid level and top up the required quantity of transmission fluid.
12. Check for oil circulation by checking the temperature of the filter housing.

NOTICE: The filter housing and hoses will be warm or hot as oil is flowing through.

6. Filter Cartridge Change

Cartridge change has to take place at the same time as the standard transmission oil change intervals, as described in the manufacturer's service manual of the transmission. Check if you have the correct filter element for the filter housing. (see Specifications)

1. Remove replacement element and O-ring from the plastic bag.
2. Unscrew the top lid of the filter housing and remove the pressure lid with spring.
3. Remove the cartridge and put it in the enclosed plastic bag. Place the new cartridge and push it on the bottom plate. Place the pressure lid with spring back on the new cartridge.
4. Exchange the O-ring, clean sealing surfaces and screw the upper lid tight.
5. Run the engine till transmission fluid/lubrication oil is at operating temperature and check for leakages.
6. Check the transmission fluid/lubrication oil level and top up the necessary quantity.

EP NTZ Micro Filtration, LLC

2424 John Daly
Inkster, Michigan 48141 USA
1.313.792.1740
1.866.PUR OIL 1
www.epntz-filter.com