

EP NTZ Micro Filtration

ENGINE OIL INSTALLATION INSTRUCTIONS

STEP 1 (PREPARATION) Locate position of filter housing and connection strategy.

Locate a spot for mounting free from vibrations (NOT ON ENGINE OR TRANSMISSION) for the filter AND as close as possible to the feed and return locations. For suggestions, see our publication Technical Data. Keep hoses as short as possible. Make sure there is enough clearance to change filter element.

Determine hoses to use. Hose must be compatible with fluid – engine oil or transmission. EP NTZ filters, as our standard, are equipped for 1/4" barbed hose connections. If you prefer to use JIC hoses, adapters are available. Contact EP NTZ at 313.792.1740.

STEP 2: (MOUNTING) Mark and drill required number and proper size holes for mounting of housing. Remove the top lid of filter housing and slide bolts into the support sleeves, as shown below. Re-tightening specification for lid bolts is 9N-m or 80 in-lbs of torque. Take spring washer and secure bolts in required position to filter housing. Now mount filter housing using the washers and nuts.



Mounting Bolts Position AL Series



Mounting Bolts Position ATF-09

EP NTZ Micro Filtration, LLC

The smart choice.

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STEP 3: (MOUNTING) EP NTZ bypass filtration will be effective in any position, but make sure enough room is left to remove lid and replace element.

STEP 4: (BYPASS) Establishing 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 use a T-fitting to tap into this port. See our publication Technical Data for application specific information or contact EP NTZ at 313.792.1740 for assistance.

NOTE: Never use the oil feed line of the Turbo.

STEP 5: (BYPASS) Determine Oil Return – Run return line to a NON-PRESSURIZED port. Some engine pans will have ports plugged with 1/8", 1/4" or 3/8" NPT plug. Some engine blocks also have this feature. Oil can also be returned via the valve covers or oil filler tube, with proper considerations by installer. For application specific information consult our publication Technical Data or contact EP NTZ at 313.792.1740 for assistance.

STEP 6: Route the feed and return hoses to their respective inlet and outlet ports on the filter housing.

STEP 7: Connect the hoses with the fittings to the filter housing. Fitting torque to the housing should be 12N-m or 105 in-lbs. Use "zip-ties" to secure all hoses away from moving, sharp, electrical or hot surfaces.

STEP 8: Start engine and look for leaks in hose fittings and connection points. Run engine until it reaches normal operating temperature. Check engine oil level, and top off fluid level if necessary.

STEP 9: Check for oil circulation by checking the temperature of filter housing. Fluid is flowing if filter housing is hot.

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Filter Changes

STEP 1: Unscrew the top lid of the filter housing and remove the pressure lid (internal lid w/spring).

STEP 2: Remove the used element and place it into the plastic bag that new element came in. Dispose of properly. Insert new element into the housing. Replace the pressure lid (internal lid w/ spring) over the new element.

STEP 3: Replace the used O-ring with the new O-ring that came with new element. Be sure to clean the sealing surfaces before placing the O-ring over the pressure lid and screwing the upper lid until tight.

STEP 4: Run the engine until the engine oil is at operating temperature. Then check housing seals for leaks. If leak is found, remove and re-tighten lid.

STEP 5: Check the engine oil level and top off, if necessary.

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