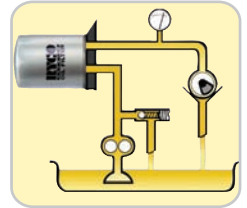


Techo Tips: About Oil Filters

Most modern oil filters are a 'spin-on' type. The filter paper, or "media", is enclosed in a metal canister that screws onto the engine block and a rubber gasket acts as a seal. The less common Cartridge filter is constructed and installed in the same manner, but has a reusable canister. This canister must be cleaned at every oil filter change.

Oil filters are designed to withstand oil temperatures of up to 150°C, and to provide minimal restriction of the oil flow during cold starts, thereby ensuring high oil circulation at the vital time. When required, RYCO oil filters incorporate a safety relief valve (often referred to as a bypass valve). This valve allows oil to bypass the filter should the filter become blocked due to the lack of vehicle servicing, or when starting the engine in extremely cold conditions and the oil has become exceptionally thick. An anti-drain-back valve keeps the filter full of oil when the engine is switched off. This ensures rapid oil pressure build-up when the engine is restarted.



Application Tips: Oil Filters

Ryco has no responsibility to any fitter whom makes their own independent application assessment/inter changeability made solely on a visual and or dimensional means.

Follow the filters tightening instructions as printed on each filter. This achieves the minimum turn requirement. **Any tightening beyond the minimum requirement should not exceed beyond an additional 1/3 turn** as damage to thread or sealing gasket may occur.

Plan filter and lube change as a continuous process. Extended time intervals or delays between sump draining and filter replacement and start up can allow trapped air into the oil pump's pick up tube — leading to cavitations which causes poor oil flow and low or no oil pressure (refer Priming Oil Pump).

For difficult applications (i.e. boxer engines, sump deflectors, oil gallery returns, and obstructive pipe work) use a starting mark identification point to allow correct tightening measurement by;

Marking both the filter (Mark A) and either filter housing/block (Mark B) using a permanent marker at the point of first Gasket contact touch with mounting pad.

Using the first contact point as 12 o'clock, measure and mark the final tightened position as per fitting instruction -: for 2/3's mark at 8 o'clock, for 3/4's mark at 9 o'clock on the filter housing/block (Mark C).

Tighten the filter until the Mark A on filter aligns to Mark C on filter housing/block.

When using filter straps or filter wrenches, position directly above the seam to prevent deforming the canister, any damage to the canister at installation could cause filter to fail during application.

