



EcoDiesel Filter Adapter

Important: Read these instructions in their entirety before installation.

Warning: This product should be installed by a qualified mechanic. Improper installation will result in severe engine damage.



Application:

The EcoDiesel Filter Adapter is compatible with Gen2 and Gen3 EcoDiesel engines and is designed to replace the OEM filter to allow remote plumbing of oil filtration and oil cooling accessories.

Technical Specifications:

Fitting Ports: 7/8" – 14 UNF straight thread O-Ring Boss (-10AN ORB)

O-Ring Material and rating: Mil Spec Buna-N, -65°F to 275°F operating range

Installation:

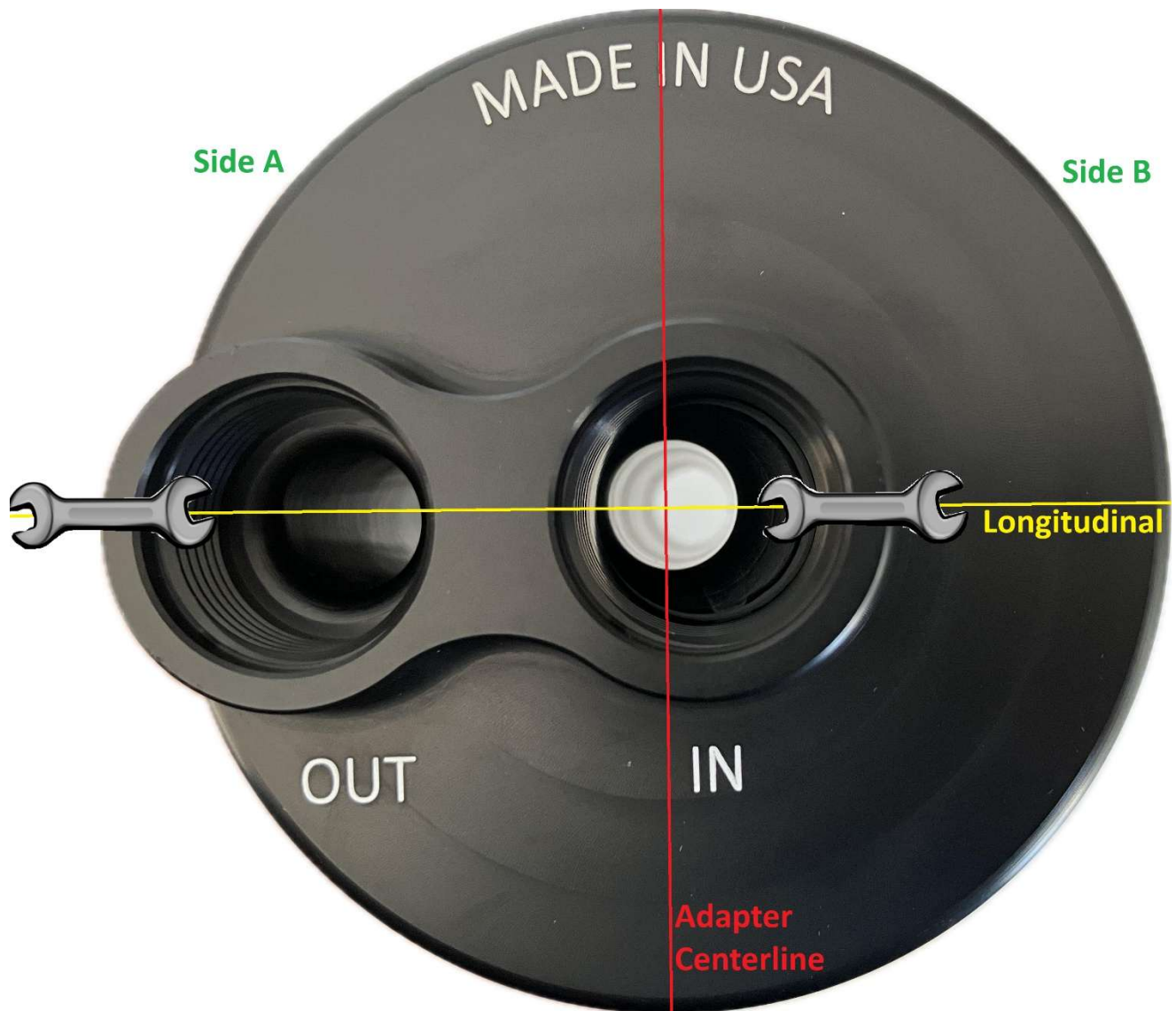
Note: It is recommended to utilize a thread sealant on all ORB -AN fittings during installation to prevent any loosening/leakage over time. Follow manufacturer's instructions for proper installation techniques and cure times. Permatex High Temp Thread Sealant 59214 can typically be found at local auto parts stores.

- Install the ORB fittings into the Filter Adapter:
 1. Apply thread sealant to male threads of ORB fitting
 2. Apply fresh oil to o-ring of ORB fitting
 3. Install ORB fitting into Filter Adapter
 4. Torque to 30 ft lb (41 Nm)
 5. Allow proper cure time



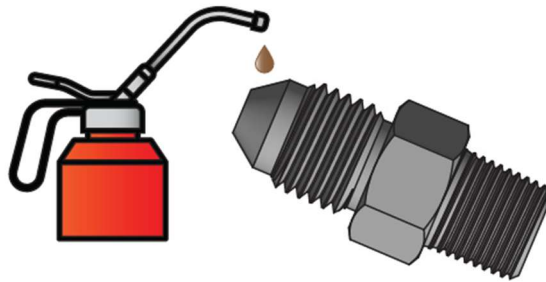
- Thoroughly clean the female aluminum threads of your engine filter housing to remove any debris that could interfere with the male threads of the Filter Adapter.
- Apply fresh oil to the Filter Adapter threads, o-rings, and the engine housing threads, then install the Filter Adapter. Fully seat the adapter in the housing and torque to 18 ft-lb (25 Nm).
 1. **Attention:** Shown in Figure 1, the “In” port threads are offset to one side and not at true midline. Therefore, when tightening the adapter from Side A, tighten via the “Out” fitting. When tightening the adapter from Side B, tighten via the “In” fitting. Try to keep your wrench as close to the yellow Longitudinal line as possible to maximize rotational torque on the adapter and not just the fitting.

Figure 1:





- The “Out” port is plumbing to your remote filter(s) and cooling accessories
- The “In” port is plumbing of oil back to the engine
- Oil flows “Out” of the adapter, through your remote accessories, and back “In” to the engine to feed bearings, etc. **ENSURE YOUR PLUMBING DIRECTION IS CORRECT THROUGH YOUR REMOTE ACCESSORIES.**
- It is recommended that the oil filter be the last accessory in your plumbing configuration (closest to the “In” port) to catch any debris in the system just before the engine)
- When connecting hoses/fittings, ensure you oil the threads and seat face of all fittings to prevent galling.



- Last: **It is recommended you prime the remote plumbing circuit with oil to avoid any adverse dry start issues.** A suggestion is to pre-fill your filters and coolers before installation. Connect all hoses/fittings in the plumbing circuit EXCEPT at the Filter Adapter itself. Then use a large syringe or fluid pump/extractor to push oil through the “Out” line, through your remote accessories, and out the “In” line. Place the “In” line end in a container or bag to catch excess oil as the system is bled of air.
 - Here's a cheap fluid extractor that holds sufficient volume and fits nicely inside a -10AN fitting: [SEDY 500CC Fluid Extractor on Amazon \\$15](#)

Once bled/primed, do your final connection of hoses/fittings at the Filter Adapter.

Have the EVIC display set to an Oil Pressure screen before starting the engine to ensure adequate oil pressure is established in a timely manner at initial start up.

Recheck all fittings/lines for leaks after the first heat cycle and again after 100 miles.

Questions: contact me at haasperformanceanddesign@gmail.com