

UNIQUE METAL PRODUCTS

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**Installation Instructions for XP 1000  
#10931 (Race kit) #10932 (Play car kit)  
Turbo kits: #10931T, #10932T (Play kit)  
Replacement element #10910**

**Congratulations, you will be installing the best protection on the market for your expensive engine that will give you over twice the filter life of your stock system and will not leak for years of fun with your ride. If you haven't yet, now is a good time to clean your ride and pay special attention to the intake system to keep harmful dirt out of sensitive areas, remove the engine access cover and hose off under there and blow dry if you can. Please read fully before proceeding. Also note you will be able to change the element in the UMP canister without removing it from the machine. The kits for the turbo cars are the same except for a few minor differences so watch for those changes.**

**Tools required: - # 40 Torx male socket (for bodywork bolts)  
- 13mm socket and end wrench  
- 5/16" socket and ratchet with extension (for hose clamps  
- Drill motor with 17/64" drill bit  
- 7/16" wrench and socket**

1- The first step is to remove the stock air cleaner which is a bit of a pain as it was installed before the pickup bed liner was put on at the factory. We can get to the two front lower bolts but it requires taking out several of the front firewall bolts behind the seats. Two and four seat models are the same. Remove the two seats or rear seats if a four seater.

There are six #40 Torx bolts we will remove plus the two upper stock air cleaner housing bolts that hold the top of it. Four are along the bottom edge of the pickup bed front wall, one at the center overlap and one on the top center. The two top air cleaner bolts are also there, to right and left of center seam and about 9" up front the front lower part of the bed panel. The lower air cleaner bolts are a pain but with the bed front panel

loose you can get to the two 13mm bolts by prying up the bed panels and wedging in a block of wood to hold it up while removing the bolts. Save the bolts as we will reuse them on the UMP bracket. Once the bolts are removed, you can loosen the hose clamps on the inlet and outlet hoses to the stock air cleaner and lift out the stock plastic box. The Turbo has a hard plastic outlet hose and special clamp, make sure you loosen it enough to get it over the bead on the outlet tube. You can put the stock upper air cleaner bolts back in the holes and use 1/4-28 nuts to seal the holes for a cleaner installation.

2- The UMP SuperFilter kit comes assembled as it will fit on the car so make note of it as we will have to remove the canister to bolt in the bracket. Loosen the hose clamps holding the UMP canister to the bracket and remove canister.

3- The UMP bracket fits only one way, the narrow part to the front and uses the two stock air cleaner bolt holes in the front and bolts to the forward bed support in the rear. Loosen the two front bed bolts to allow a little movement in the support so the UMP bracket will drop in. The stock heat shield is held in with one plastic rivet (two on the Turbo) that will be replaced with a bolt and we will drill thru the heat shield for the other bolt that holds in the UMP bracket. Don't bend the heat shield until you have all the bolts in or you will lose the location of the bolt holes. Drop in the UMP bracket and locate the right rear bolt hole to see where the heat shield will be drilled, this hole is also in the front bed support. Drill thru the heat shield with the 17/64" drill (one size over 1/4"). Use the stock two front bolts and the supplied 1/4" nylock nuts and bolts to bolt in the UMP bracket, get them all started before tightening them down. Since the front two are self tapping, make sure they are started straight so they do not strip the threads. On the race kit you can replace these with nuts and bolts and while hard to get to you will only need to do this once. If you have removed the front bed support on your race car, you will need to build a support for the back of the bracket. Once the bracket is bolted in for good, reinstall all of the bodywork bolts removed in step 1 and reinstall the seats.

4-The UMP canister can now be installed in the bracket. Remove the 3" 45 degree rubber elbow from the inlet to the canister and set aside for now. Feed the large hose clamps under the inlet on the canister and get the canister down into the bracket, get the clamps started and threaded down a bit but don't tighten till the canister is in place. The removable end cap should be just about flush with the edge of the bracket notch and the inlet to the canister should be rotated so the 3" 45 degree elbow has room and will be inside the engine access cover when it is installed. This is really tight on the Turbo models so make sure the 45 elbow will fit, use a little grease inside the elbow so you can move it around to find the perfect spot and make the hose clamp screw easy to get to. When satisfied with the canister clocking, tighten the canister mounting clamps until the threads bottom out. On the standard models slide the outlet hose on and tighten the hose clamp. On the Turbo, the hard plastic outlet tube is hard to get on our canister and can also leak since the hard plastic wont seal like rubber would. We suggest packing the inside of the tube with grease to help the seal and make sure the clamp is really tight. You won't have to take this off again so make sure it's right now. It would be good to check this after the first ride.

5- The Race kit is similar to above but will require you to decide where the inlet to the canister will be located and the location of the supplied scoop. Stock plastic will need to be cut for the inlet and if rotated back some only the engine access cover needs to be cut. We strongly recommend facing the scoop backwards as you do not go fast enough to create ram air and you just scoop in more dust shortening the filter element life.

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Access to replacing the element can happen on a stock machine without removing the canister so that should be considered when building a race car. See Step 7, 8 and pic 6. The stock heat shield will have to be carefully bent down to get the element out but it does just slip out.

6- We will now connect the stock inlet hose to the UMP canister on the play car kit. Remove the stock inlet cover 'scoop' on the top of the right rear fender by removing the thumb screw at the front of the cover. Pull out the inlet hose from the top of the fender to get out of the way for now, just pull down on it while unhooking the flange in the fender (it's like a grommet). Install the 3" 45 elbow back on the inlet to the UMP canister while clocking it so as the stock inlet hose can connect to this in front of the shock. It's pretty tight here so it might require a few tries to get it right and we will recheck it after the inlet hose is connected. Reinstall the inlet hose in the fender and twist around to connect it to the 3" aluminum tube in the 45 elbow. Once satisfied with the clocking, tighten all hose clamps. The stock inlet hose will be out of round a little but is still the same size inside so it will not hurt flow and since it is before the filter it is not possible to suck it flat since there is no vacuum in it. Reinstall the stock inlet cover on top of the fender. Check all your hose clamps to be tight and reinstall the engine cover.

7- For filter servicing the heat shield plastic rivet on the right front corner will be replaced with the supplied nut and bolt to allow bending it down to get the element out. The plastic rivet is pushed into the same frame channel that holds the UMP bracket, with a screw driver from the top side push the center of the rivet down and then pull it out. With a washer on both sides install the supplied 1/4" bolt, lock washer and regular nut. That's it, the installation is complete!

#### 8- FILTER ELEMENT SERVICING

You should see about twice the filter life than stock with the self cleaning action of the UMP SuperFilter and larger element than stock but it is very hard to predict filter life. You don't eat your own dust; your dust is behind you! The elements can be tapped on the ground and carefully blown out from the inside to extend their life. Eventually the super fine dust will not come back out and it will be time for a new one. Play car guys can probably get a whole season out of one element with a cleaning or two. Element access will be thru the right rear fender. On the play car kit it is easier to remove the inlet hose from the fender and at the 45 elbow from the UMP canister inlet to get the hose out of the way. See above for its connections. Replacement elements are available from us or your dealer by ordering UMP #10910. We only supply and recommend the Donaldson brand elements, others fit but cannot match the Donaldson for dust retention and life to protect your expensive engine.

Unscrew the wing nut on the removable end cap on the UMP canister, it is snapped into the end cap and will come off with the end cap. Remove the inner wing nut that holds in the element and note its rubber sealing washer. Remove the 1/4" bolt installed in step 7 and bend down the heat shield on the forward edge. Grab and pull the element out, it is a tight fit between the shock and the fins on the element but they will bend out of the way and it will come out. Make sure the car is not jacked up as the shock will swing forward and make it tighter to get the element out.

Wipe out the canister of any collected dust and inspect the inner end cap seal area and make sure it is clean. We do **not** recommend greasing the seal on the element, this is an old bandage from the foam and oiled gauze filters thinking the dirt was leaking there, not right thru the element where it was really coming from. It just promotes the element

sliding around and dust collecting there that can get into the motor when servicing the element. Plus the grease will break down the rubber seals on the element. With everything clean and tight, the rubber seals will stick to the aluminum end cap and not allow any leakage there. If replacing the element with a new one, it will come with a new rubber washer for the inner wing nut; it is usually taped to the plastic fins with masking tape. Replace the washer on the inner wing nut with the new one. If just cleaning the element, the rubber washer can be reused several times. Feed the element back into the canister being careful not to damage the seal when sliding it back into the canister. Reinstall the inner wing nut and tighten down firmly. Reinstall the removable end cap with the evacuator valve on the bottom; this is where the dust is spit out when you are running the car. Bend the heat shield back up and reinstall the bolt that holds it up. Reinstall the inlet hose to the canister and the rear fender, the inlet cover on the rear fender if removed and the engine access cover. That's it!

THANK YOU FOR CHOOSING OUR PRODUCTS, The UMP Team



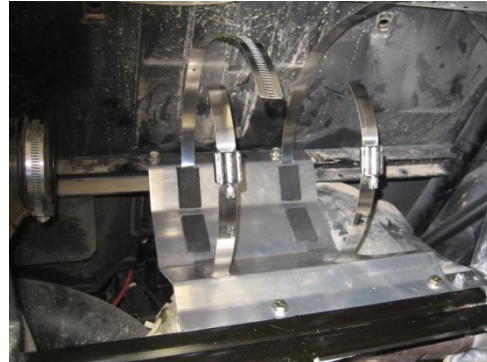
Pic 1-Bodywork bolts and two upper Stock air cleaner bolts



Pic 2-Right side lower air cleaner bolt, left side is opposite



Pic 3-Right side front bed bolt and 17/64" hole for bracket to left



Pic 4 Bracket installed with two stock forward bolts and 1/4" supplied bolts.



Pic 5-Canister installed with room for 45 elbow and inlet hose.



Pic 6- Tight squeeze of element servicing.



Pic 7- Stock inlet hose on Play car kit



Pic 8- Race kit inlet scoop.