

# GEN III/IV CHEVROLET SMALL BLOCK TO NISSAN 350Z AND INFINITI G35 OIL FILTER RELOCATION KIT INSTALLATION INSTRUCTIONS



## INSTALLATION INSTRUCTIONS

Rev - October 2020

### **!!NOTICE!!**

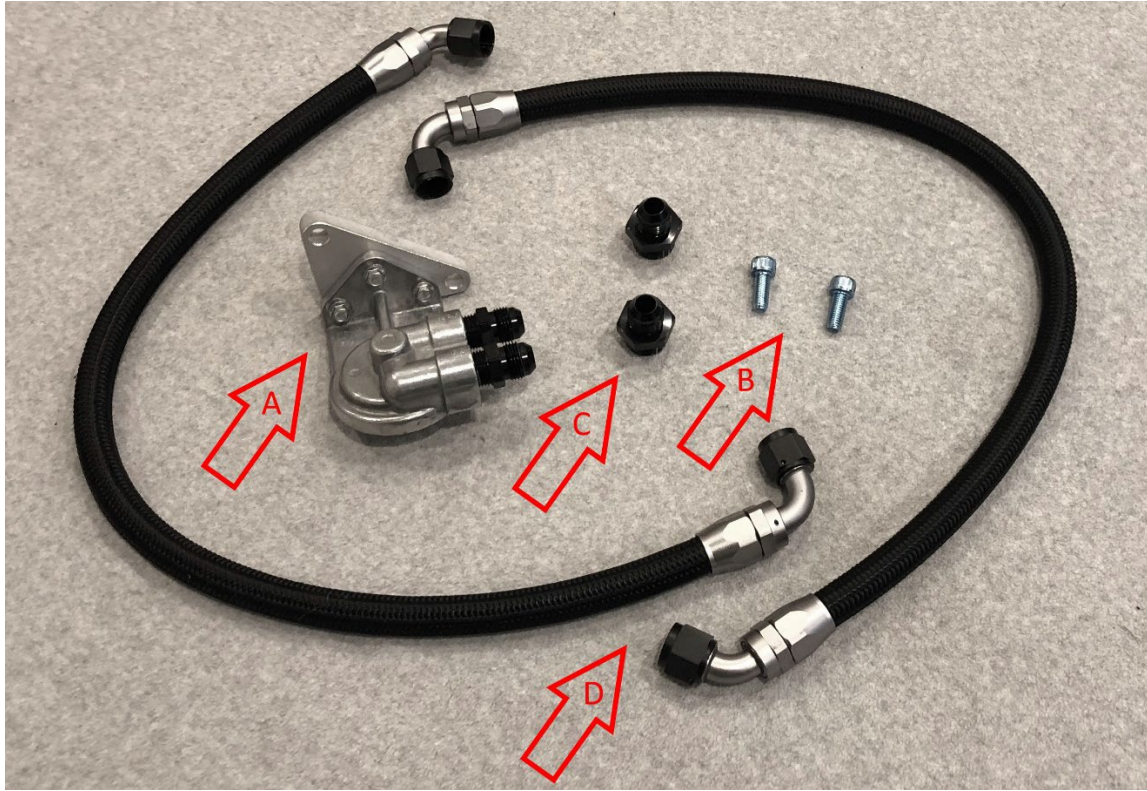
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### **!!WARNING!!**

THE USER OF THIS PRODUCT ASSUMES ALL LIABILITY FOR ANY DAMAGES TO PERSONAL OR PUBLIC PROPERTY RESULTING FROM THE USE OR MISUSE OF THIS PRODUCT. ANY INJURIES SUSTAINED BY THE USER AND/OR ANY OTHER INDIVIDUALS ARE ALSO THE SOLE RESPONSIBILITY OF THE USER. MOTORSPORTS ACTIVITIES ARE INHERINTLY DANGEROUS AND LOJ CONVERSIONS CORP CAN NOT BE HELD RESPONSIBLE FOR ANY INCIDENTS RESULTING FROM THE USE OR MISUSE OF THIS PRODUCT.

## BEFORE YOU BEGIN:

Please ensure that all of the components required for your installation have been included in your package. The Fuel Filter/Regulator Kit should include the following parts.



A - (Qty 1) – Oil Filter Stand/Bracket (To Be Assembled By User)	C - (Qty 2) – 12AN ORB to 10AN Fittings
B - (Qty 2) – Bracket Mounting Bolts	D – (Qty 2) - Hoses

**NOTICE**– This Oil Filter Stand is threaded 13/16” to accept most GM LS application oil filters. LOJ Conversions recommends using C5 Corvette LS1/LS6 Oil Filters

**WARNING** – This Oil Filter Stand has both NPT fittings and the Oil Filter Nipple pre-installed with factory installed thread sealant. The two NPT fittings MAY NOT be threaded in the same amount! This is NORMAL! NPT Threads are a taper fit, and no two fittings fit the same. Rest assured, these fittings are torqued to spec. Any tampering with these fittings which results in a leak will not be covered by LOJ.

## IMPORTANT NOTES:

- 1) This oil filter relocation kit is designed to work with both the LOJ Conversions Swap Oil Pan and LOJ Conversions Swap Accessory Drive.
- 2) When purchasing the LOJ Swap Oil Pan, the customer has the option to purchase a “straight down” fitting block for an oil filter relocation kit. This block has the correct -12AN ORB ports to work with the fittings included with this kit. This block can be included with the oil pan, and in therefore not included with this oil filter relocation kit. If you purchased your oil pan without this block, it will need to be purchased separately!
- 3) The LOJ Conversions Accessory Drive Kit leaves the front of the Drivers Side Cylinder Head empty, with a space to mount the oil filter. All other GM accessory drive kits use this space and are NOT compatible with this oil filter relocation kit!

## INSTALLATION PROCEDURE:

- 1) Attach the Oil Filter Stand/Bracket assembly to the front of the driver’s side cylinder head.



- 2) Install the 12AN ORB to 10AN Flare Adapter Fittings into the relocation block you installed on your oil pan. **LUBRICATE THE O-RINGS BEFORE INSTALLATION TO PREVENT TEARING THE O-RINGS!**
- 3) You will see on the oil filter stand either an “IN” and “OUT” or two arrows on the casting where the filter mounts. Take note of this! “IN” or an arrow pointing towards the filter is where oil flow FROM the engine needs to flow. “OUT” or an arrow pointing away from the filter is where oil leaves the filter and goes back to the engine.
- 4) On the engine, the port closest to the front of the engine is where oil is coming out of the oil pump and need to go to the filter. The port closest to the back of the engine is where oil comes FROM the filter back to the engine.
- 5) The hoses have a 90° fitting on one end with head sleeving over the hose. They have a 60° fitting on the other end with no heat sleeving. Connect the 90° fitting at the engine, and the 60°

fitting at the filter stand. The front port on the engine should connect to the front port on the filter stand, and the rear port on the ending to the rear port on the filter stand.

- 6) Your installation is complete. Start your engine and check for leaks. Tighten any connections if necessary.