

**GEN III/IV CHEVROLET SMALL BLOCK TO  
NISSAN FRONTIER / XTERRA / NAVARA /  
PATHFINDER / TITAN / ARMADA  
OIL FILTER RELOCATION KIT  
INSTALLATION INSTRUCTIONS**



**INSTALLATION INSTRUCTIONS**

**Rev - Apr 2022**

**!!NOTICE!!**

LOJ CONVERSIONS CORP HAS PREPARED THESE INSTRUCTIONS TO MAKE YOUR PRODUCT INSTALLATION AS SIMPLE AND HASSLE-FREE AS POSSIBLE. INSTALLATION ISSUES EXPERIENCED AS A RESULT OF NOT FOLLOWING THESE INSTRUCTIONS ARE THE SOLE RESPONSIBILITY OF THE USER.

**!!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) – Hoses
B - (Qty 2) – Bracket Mounting Bolts	

**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

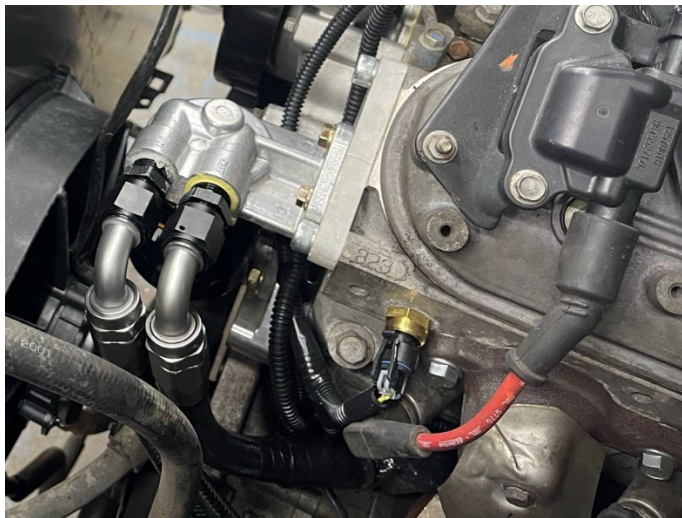
**WARNING** – This Oil Filter Stand has both NPT fittings and the Oil Filter Nipple pre-installed with factory installed thread sealant. The two NPT fittings MAY NOT be threaded in the same amount! This is NORMAL! NPT Threads are a taper fit, and no two fittings fit the same. Rest assured, these fittings 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) 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) 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.
- 3) 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.
- 4) The hoses have a 90° fitting on one end with heat sleeving over the hose. They have a 150° or 180° fitting on the other end. Connect the hose with the 90° and 150° fittings from the FRONT port on the oil pan to the FRONT port on the filter housing. Connect the hose with the 90° and 180° fittings from the REAR port on the oil pan to the REAR port on the filter housing. Orient the fittings at the pan as shown below.



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