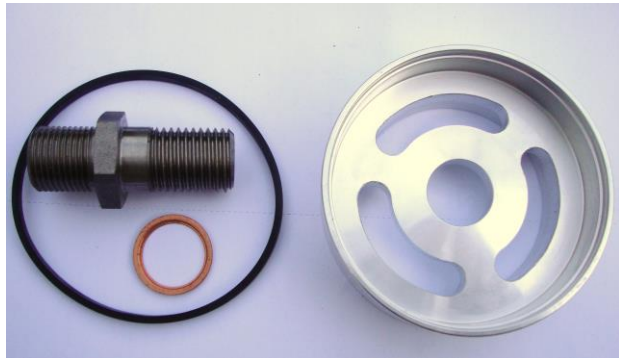




DAIMLER MAJESTIC & MAJESTIC MAJOR OIL FILTER ADAPTOR FITTING INSTRUCTIONS

Ensure that the area around the oil filter housing is clean and remove the existing oil filter bowl and filter. You must now remove the central steel boss (the part into which the long retaining bolt screws). To do this you may have to remove the filter head from the engine.



There is (usually) a small grub screw which retains the boss and this must be unscrewed first. Access to the grub screw is gained through a hole in the casting at 90° to the boss. Remove the grub screw and then remove the boss by unscrewing it with tommy-bar through the large centre hole. Remove the splash plate (the large steel 'washer').

Remove the old seal which sits in the groove in the filter head. Replace with the new seal supplied in the kit. Place the alloy adaptor plate in position in the filter head and insert the hollow locating bolt (we recommend Loctite). Tighten the bolt using a 1" AF socket. You are now ready to fit a spin-on filter.

Use a Crosland 357 or similar high quality oil filter with a 3/4UNF fitting on your new adaptor. Remember to fill it with oil before fitting and change it every 4,000 miles (or sooner if required).

Never tighten a spin-on filter with a filter removal tool.

NB Many Daimlers experience over-heating problems when used at high speeds on motorways for any length of time. This does not always show on the water temperature gauge but can reduce engine life considerably (and occasionally dramatically). You may wish to consider fitting an oil temperature gauge or oil cooler - contact Flexolite for details.