



Oil Filter Pedestal Installation Instructions



Description

- Our oil filter pedestal bolts up like stock but is engineered to be shorter than the stock pedestal to give you more room to mount a taller filter element (Mazda 929 or the like).
- It includes two tapered 1/8" NPT ports for standard oil temperature and pressure sensors.
- The front fitting will attach to the stock banjo bolt for the oil coolers or can be adapted to -10AN for aftermarket oil cooler setups such as our Dual Oil Cooler kit.
- No need to worry about durability as our filter pedestal is machined from a single piece of billet 6061-T6 for a lifetime of worry free filter changes. The pedestal is hard anodized for added durability, and comes with new high temp Viton O-rings, stainless steel hardware, and stainless steel port plugs for all non-used ports.

SUPPLIES/TOOLS YOU WILL NEED:

- 23mm open-ended wrench/socket wrench
- 10mm open-ended wrench/socket wrench
- Metric allen key/wrench set
- Loctite 567 PST Thread Sealant (or equivalent thread sealant)
(This is for sealing the NPT ports)

What is in the box?

- SBG Mil-spec hard anodized oil filter pedestal
- Hardware kit for bottom mounting studs
- 2x 1/8" NPT port plugs
- 2x Viton O-Rings
- 2x Aluminum crush washers OR 1x -10AN Adapter fitting with seal

Installation

1. Remove the intake elbow attached to the throttle body for access to the oil filter and pedestal assembly. Remove Oil Filter.
2. Using the 23mm wrench, remove the OEM hard line from the OEM oil filter pedestal, and using the 10mm wrench, removed the two nuts on the underside of the OEM filter pedestal. See the photo below:



3. Install the stud mounting kit into the bottom of the SBG Oil Filter Pedestal
4. Install the NPT port plugs with thread sealant into any unused ports
5. Apply a dab of oil to the Viton O-rings and insert them into the SBG Oil Filter Pedestal on the underside.
6. If purchased, install -10AN fitting with seal to front M18 port of SBG Pedestal
*Note: DO NOT OVER-TIGHTEN
7. Install SBG Oil Filter Pedestal back into OEM location using included M6 nuts for the mounting studs. Tighten until Viton O-rings are seated and pedestal is flush with OEM mount. *Note: Do not over-tighten the M6 nuts

*Note: The front port of the SBG Oil Filter Pedestal was designed to sit slightly inset vs. the OEM hard line mounting location. If you are re-attaching the OEM hard line, you may need to slightly adjust/bend the line so that the banjo bolt sits flush on the front port face.
8. Re-install oil line to front fitting of pedestal. If you are re-using the OEM hard line, use the new crush washers included with the pedestal kit. If you are installing a line onto the optional -10AN fitting, install line and tighten.
9. Re-install oil filter and intake elbow.
10. Start engine, and inspect for any leaks before driving vehicle. Be sure everything is tightened down appropriately before driving.

Congratulations! You are finished the installation

For any questions/comments please feel free to contact us, we're happy to hear from you!

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