

# FULL FLOW OIL FILTER KIT 064283

## CONTENTS

Plate Ref.	Quantity Used	Part Number	Description
A	2	063144	Return pipe
B	4	063248	Oil pipe clip
C	2	063367	Protection spring
D	1	063139	Mounting head
E	1	063142	Tab washer
F	2	22403	Screw
G	1	063371	Filter
H	1	063368	Retainer strip
J	1	063369	Screw clip

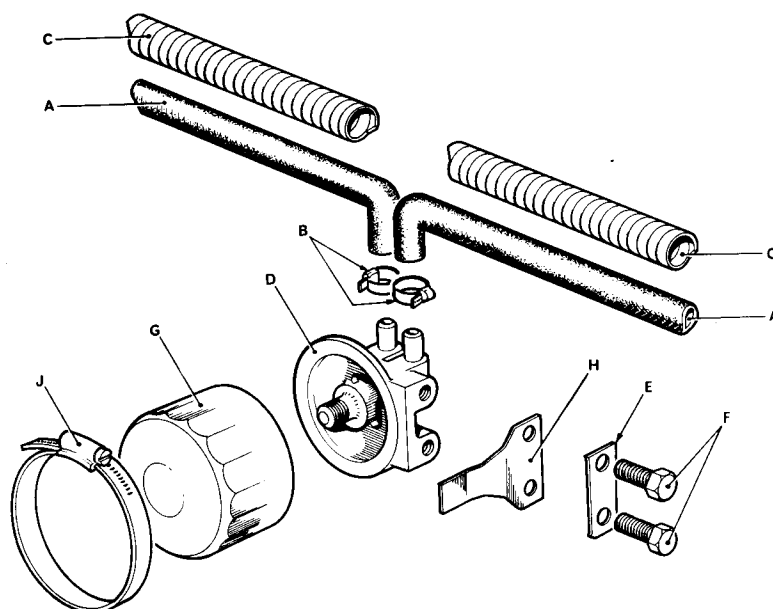


Fig 1. Kit Contents

This conversion kit contains all the parts necessary to convert a 1971 or 1972 Commando to incorporate the cartridge type full flow oil filter. This unit is fitted as standard from engine number 208754.

## ASSEMBLY INSTRUCTIONS

1. Drain the engine oil into a suitable receptacle from the drain plug at the bottom of the oil tank.
2. Slacken the clip and remove the existing oil return pipe from the stub at the rear of the oil tank and the oil junction block inboard pipe.
3. Connect both of the new shorter oil return pipes to the oil filter mounting head and secure with the screw type clips provided.
4. Drill two 11/32in. (.87mm) holes to mount the oil filter assembly at the right hand rear of the engine plate. Fig 3 shows the filter and securing hardware in position. Note that the filter must clear the swinging arm in its lowest position. The location of the filter mounting, rearwards of the gearbox shell, will be seen. The position for drilling the holes shown in Fig. 2 is given as a guide only. This is the position used during assembly at the factory but is purely arbitrary. It may be found simpler to use the mounting screw tab washer as a template during drilling.
5. Assemble the spin on filter to the mounting head and hand tighten.
6. Hold the mounting head to the inside of the engine plate and locate both screws through the lockplate, tab washer and engine plate into the mounting head tapped holes. Secure to a torque of 10ft lbs (1.383 Kg/m) and bend over one corner of the lockplate to a flat on each screw head.

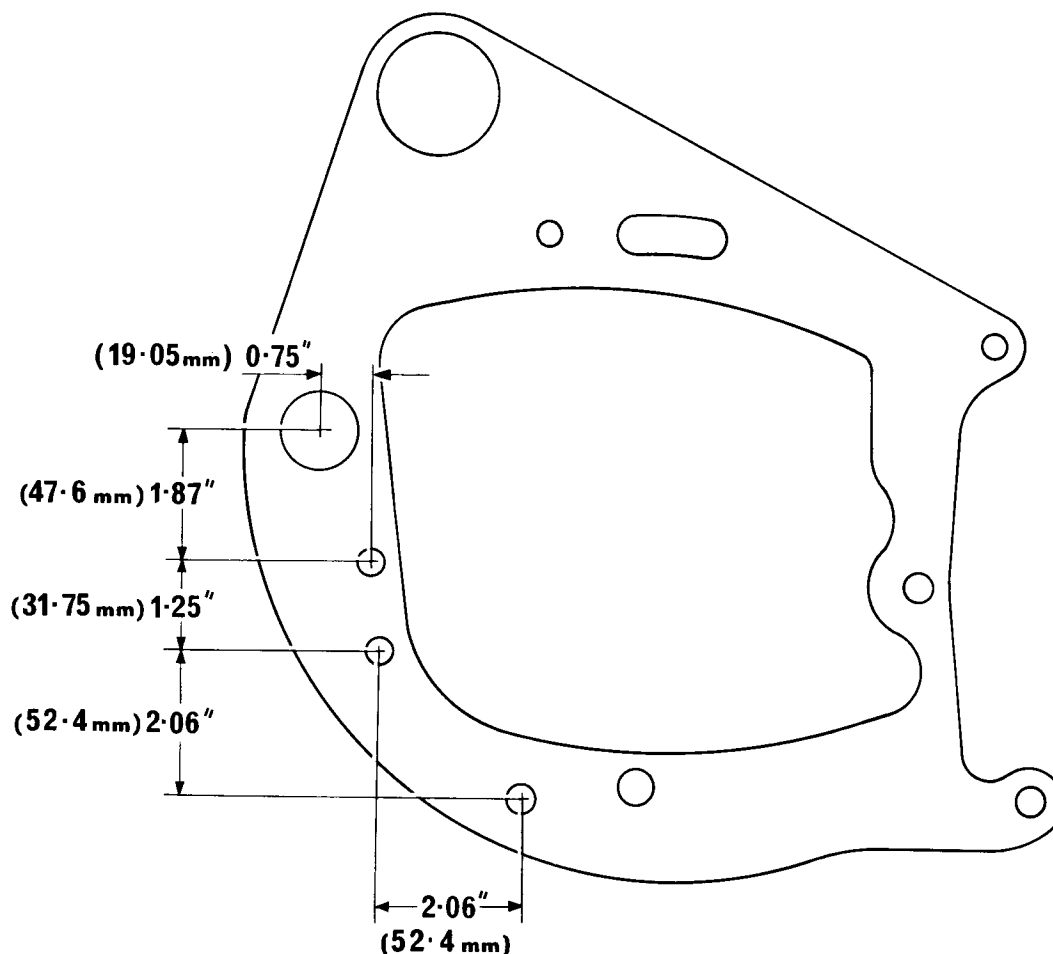
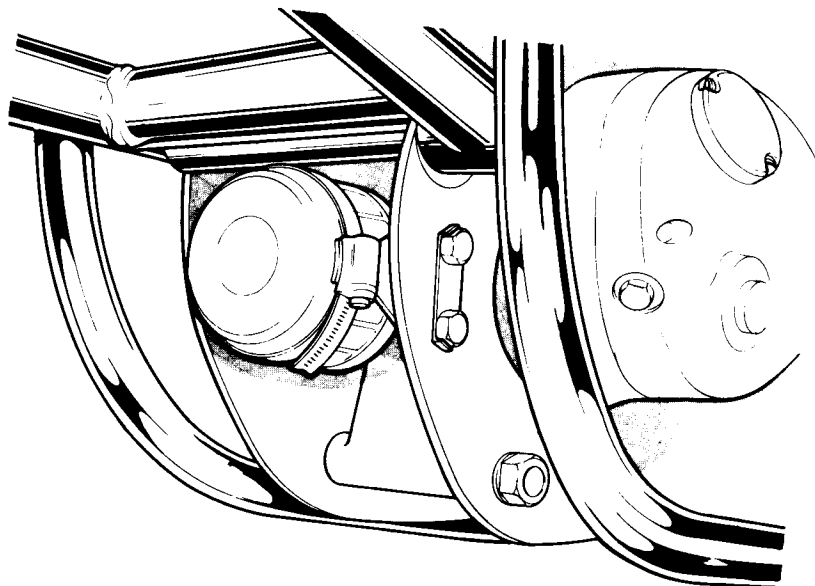


Fig. 2 Engine plate drilling points.



*Fig. 3 Oil filter in position.*

7. Using a suitable strap wrench check that the filter element is securely tightened then fit the large screw clip and secure to prevent the element slackening off.
8. Slide the protection springs over both new oil return pipes.
9. Route the kickstart side oil return pipe up through the space between the engine plate and rear of the gearbox casing, over the top of the gearbox inner cover and engage to the inboard oil junction block pipe at least 1¼in. (32mm), securing with the new screw type clip.
10. Route the inner oil return pipe vertically past the rear of the Isolastic mounting tube, connecting to the stub on the rear of the oil tank and securing with the screw clip.
11. Refill the oil tank to level.

## MAINTENANCE

The filter should be changed on new motorcycles at the 500 mile service. The regular period for changing the filter is 5000 miles.

To renew the filter, slacken and remove the large screw clip. Place an oil drip tray below the filter and unscrew the filter counter clockwise either by the use of a strap wrench or by piercing the thin metal filter casing with a sharp implement such as a strong screwdriver and turning to slacken. The filter will be badly damaged by this method but it is not intended to be re-used. Ensure that the old rubber sealing ring has come away with the cartridge. Lightly moisten the sealing ring of the new filter with oil, place in position and tighten the new filter into place with a strap wrench. Refit and tighten the screw clip around the filter and retaining strip.