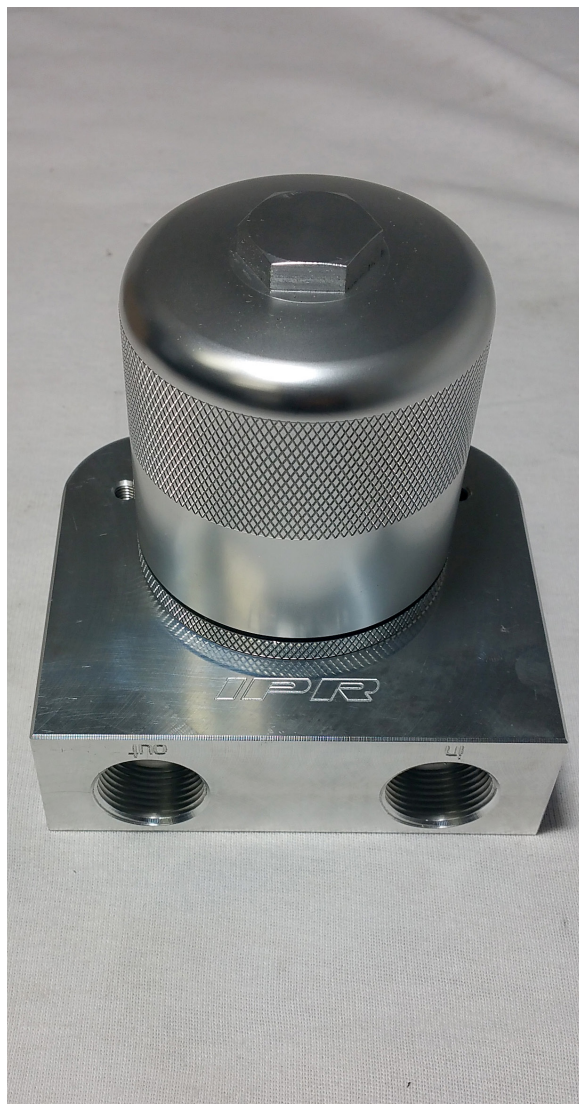




COOLANT FILTER CLEANING

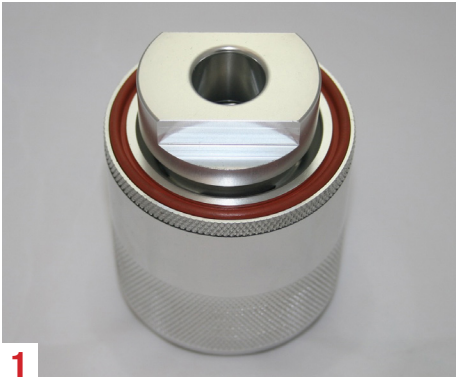


IPR recommends that the coolant filter be inspected and cleaned every 500 miles during the first 1500 miles after the external oil cooler kit is installed. Some vehicles may be extremely contaminated with sand, rust and solidified coolant chemicals and may require more frequent service of the coolant filter. IPR recommends most house hold degreasers to clean the stainless steel element if oil is present. The final step requires a bathroom cleaner such as CLR or Limeaway, spray the bathroom cleaner on the stainless mesh and let it soak for 10 minutes, use compressed air or water pressure to loosen grime trapped between the pleats in the filter element. Blow with compressed air or water from the inside out. Brake cleaner and solvents are not recommended which may damage and cause premature wear on the coolant filter's sealing orings and adhesives. If your vehicle is equipped with an aftermarket tuner/programmer that allows the driver to monitor oil temperatures, IPR recommend that the coolant filter be cleaned if oil temperatures are operating hotter than normal. Using a pair of hose pliers to pinch the inlet and out hoses on the coolant filter will minimize coolant loss, optional ball valves are available on IPR's website. On 6.0 engines it's best to drain about 1 to 2 gallons of coolant from the radiator drain cock to drop the coolant level to avoid coolant loss during service. On 6.4 engines where the coolant filters are mounted under the cab it is best to use ball valves or pinching the coolant hoses. Use a clean container when draining your coolant and reuse your coolant.

IPR highly recommend you use the coolant filter tool to disassemble the coolant filter. Never place filter housing on a vise or use channel locks to unscrew the base of the filter. This will cause damage to the sealing surface and will void your warranty. Coolant filters need only be hand tight. In most cases, once the oring comes in contact with the base, an additional 1/8 turn will create a water tight seal. Tightening the coolant filter against the base to the point where it stops turning and compressing the sealing oring usually leads to premature oring wear and will cause coolant leaks. See illustrated instructions for details.

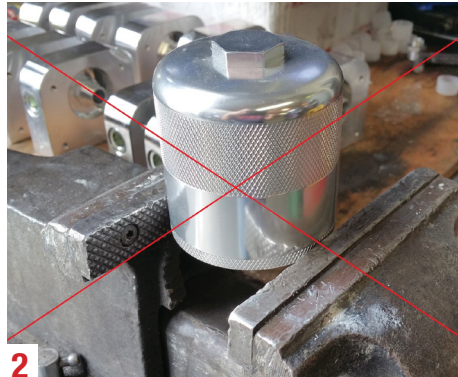


FIG INSTRUCTIONS



1

Use the coolant filter tool or a strap wrench to disassemble the coolant filter base from the canister. The coolant filter tool can be mounted on a vise or a crescent wrench.



2

Never place filter housing on a vise or use channel locks to unscrew the base of the filter. This will cause damage to the sealing surface and will void your warranty.



3

Spray cleaner on the element and let it sit for 10 mins, blow from inside out if compressed air is available. Use water pressure to spray from the inside out if compressed air is not available.



4

Rinse your filter element, turn on your faucet wide open. Water should flow out of the stainless steel pleats without backing out of the center hole.



5

Restricted coolant filter. Water is backing out.

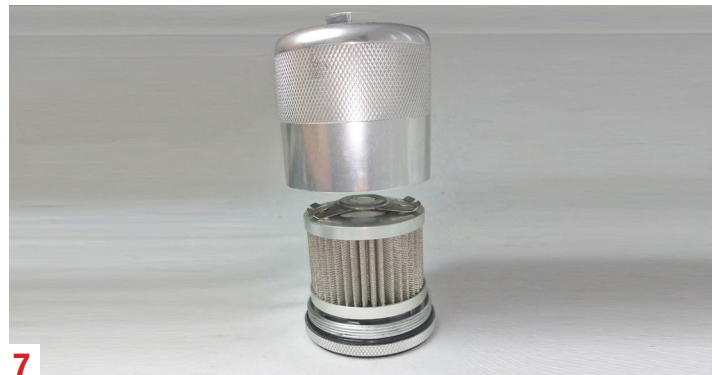
Water should not be backing out of the center of the hole. If this occurs clean the filter until maximum flow is restored. A restricted coolant filter will diminish oil cooler efficiency if you are using the High flow coolant filter as an inline filter.



6 **Correct oring installation**



Incorrect oring installation



7

Reassemble the coolant filter as shown.

Incorrect oring installation can cause flow restrictions. Coolant filters installed on external oil cooler kits with the oring installed in correctly could cause oil temperature to rise.