



**PRO-ACTIVE MAINTENANCE SOLUTIONS**

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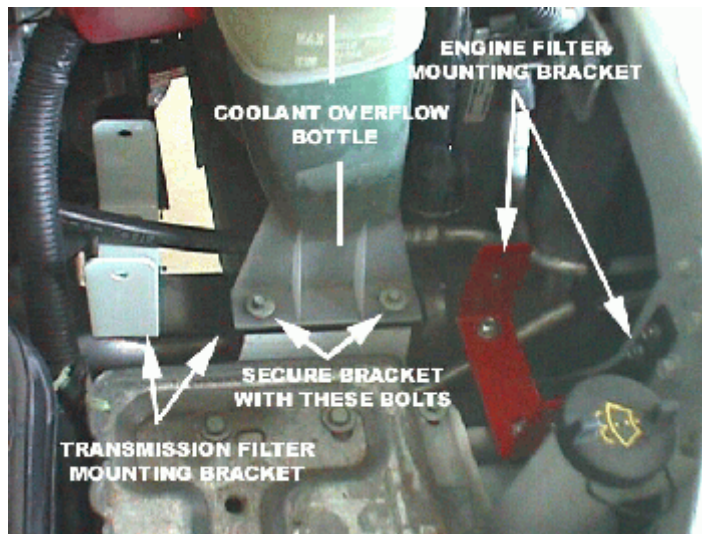
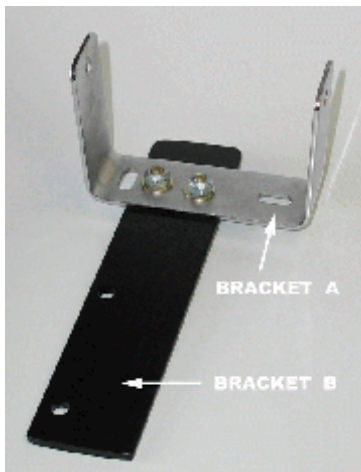
**TRANSMISSION FILTER APPLICATION DATA  
FOR FORD POWERSTROKE 7.3L  
AUTO TRANSMISSION 1998-2001**

**PARTS LIST FOR FORD KIT # FIL368PSTR**

- 1 Filter unit #368 (white unit)
- 1 Mounting bracket # 368FTR (black)
- 2 #4 JIC female - 1/4" pushlok fittings
- 6 3/8" hose clamp
- 2 5/16"x3/4" grade 8 bolts
- 2 5/16" grade C locknuts
- 4 5/16" hardened flat washers
- 8 8" cable ties
- 2 3/8"x3/8"x1/4" tee
- 7 Ft. 1/4" hose

**TOOLS NEEDED**

- 1/2" wrench
- 1/2" socket
- 5/16" socket with long extension
- 9/16" wrench
- straight blade screwdriver
- utility knife
- wire cutters



**PICTURE 2**

**PICTURE 1**

1. Mount the white (chrome) filter bracket(A) to the black bracket(B) with the 5/16" bolts and locking nuts as shown in picture 1.

2. Remove passenger side battery

3. Remove 2 bolts securing the coolant overflow bottle

4. Install flat mounting bracket between overflow bottle and mounting bracket and replace the bolts holding the bottle to the coolant bottle mounting point. If needed, route the A/C hose inside of the white bracket as shown in picture 2.

5. Mount the white (chrome) filter to the white (chrome) bracket with the mounting bolts and lock washers. Do not tighten at this time, as the filter may need to be moved later in the installation process.

6. Locate the 3/8" brass Tees (2) and the 1/4" barbed fittings which will attach to the Tees. Wrap Teflon tape onto the male pipe threads and tighten them firmly onto the Tees using a vise and wrench.

7. Locate the Transmission cooler lines. These will be 2 steel 3/8" lines running from the transmission to the radiator. Just prior to entering the radiator, they will be joined to rubber lines, and will then enter into the radiator area. Please see Picture 3.

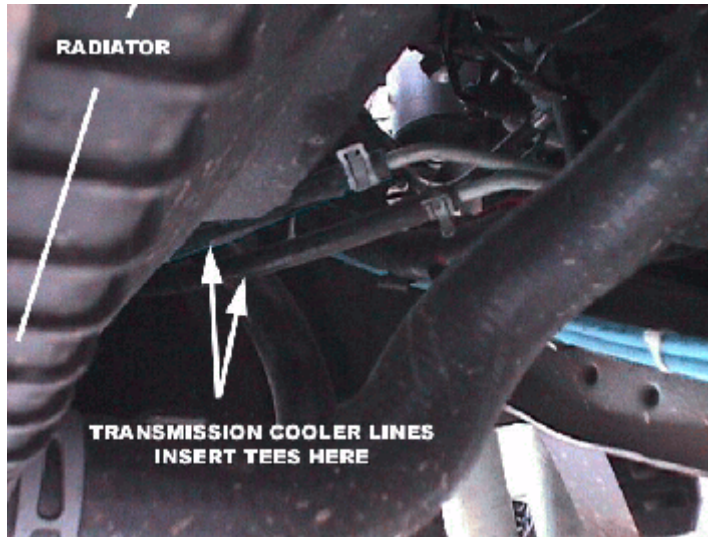
Cut the 2 rubber lines and insert the brass Tees into the lines and secure them with the supplied clamps.

\* Note the position of the steel lines. The line coming from the front of the transmission will be used to provide pressure in the filter, and will run to the IN on the filter unit. The other line (coming from the rear of the transmission) will run to the OUT on the filter.

8. Before connecting the blue hose to the Tees, take extra care to route the lines where they can be secured out of harms way. After measuring the lines, attach the hose to the brass tees using the clamps.

9. Insert the 90 deg. JIC fittings into the other end of each hose. These fittings will NOT require clamps. A small amount of oil or lubricant will make it easier to push the fitting onto the hose. Screw the fittings onto the filter to complete the installation. Take care to provide a safe route for the lines and note that the IN and the OUT are connected to the proper hose.

10. Secure all lines with the provided cable ties. Start the vehicle and let it warm to operating temperature. As the unit warms, take note of which line warms up first. The line connected to the IN on the filter should begin to warm first, and this will indicate the proper flow through the filter. Inspect the entire installation for leaks, and top off fluid levels as needed.



PICTURE 3