PRECISION TURBO & ENGINE

A Wabtec company

Maximum-Flow

Oil System

Installation Guide



9401 Georgia St., Suite 2 Crown Point, Indiana 46307

Office: 855-996-7832

Maximum Flow Instructions Continued:

10. Re-read step 9 and make sure that the lines are connected properly.

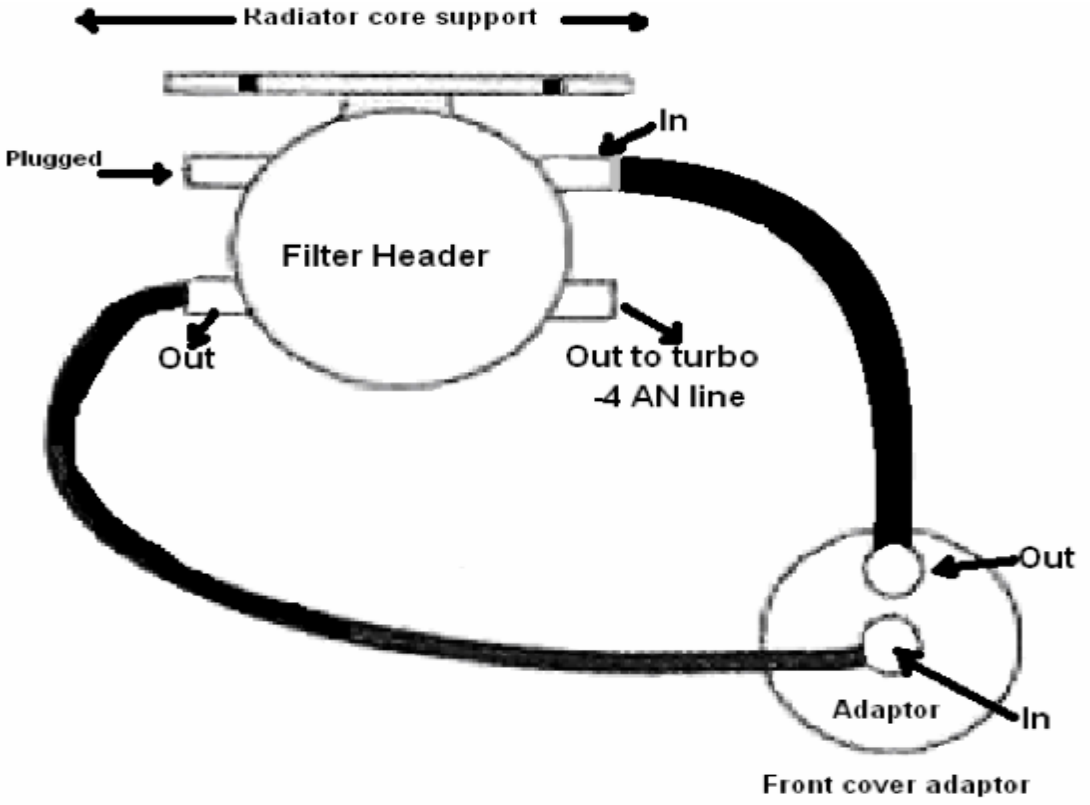
11. Fill the filter with oil and coat the O-ring with a light film of fresh oil. Install the filter snug and then give it a 1/4 turn.

12. Fill the motor with the same amount of oil as you would for a standard oil change.
Note: With next oil change, it may be necessary to add 1 to 1.5 qts of extra oil. Check dipstick reading upon restart.

13. Re-install the battery. Connect the negative cable first and then the positive. Leave the turbo shroud off.

14. Start the vehicle and keep an eye on the oil pressure. **CHECK THE SYSTEM FOR LEAKS!!!**

15. Shut off vehicle and check oil level. Adjust as necessary. Re-install the turbo shroud. Close the hood and enjoy. It is a good idea to check the system occasionally for leaks and any possible problems.



Contents of *Maximum Flow™* Oil Systems

This is a high volume extra capacity oil filtration system designed for the 86/87 Turbo Buicks. It will provide a Maximum-Flow of oil to the Turbo under all driving conditions. It has been proven as a very effective solution on most cases of pre-mature bearing failure.

Included:

_____ 1- Wix 51049 Oil Filter or optional Pure Power Oil Filter
_____ 1- O-Ring (For Oil Filter Adapter)
_____ 2- 3/8 X 1" Bolts
_____ 2- 3/8 Lock Washers
_____ 2- 3/8 Flat Washers
_____ 2- 3/8 Nuts
_____ 1- 1/8" to (-4) Male Adapter
_____ 1-(-4) Braided Line Assembly with (1) 150° and (1) 45° Female Fittings
_____ 1-PTE Custom Filter Adapter Assembly
_____ 1-PTE Modified 3-Bolt Filter Head Assembly
_____ 1-Installation Guide

Maximum Flow Instructions

1. Drain the oil and remove the oil filter. Remove the turbo shroud and disconnect the feed line from the turbo.

2. Check the filter stud for tightness. All factory oil cooling lines and adapters remain intact.

3. Remove the negative battery cable. Next remove the positive battery cable and then the battery itself. The installation can be done with the battery intact however this small step can save a lot of time.

Maximum Flow Instructions Continued:

4. With the supplied template, locate the grommet hole in the core support behind and below the passenger headlight (approx. 1/2" dia). With the large hole in the template lined with this hole and the edge flush with the cut out in the core support, mark the two(2) holes you will need to drill in order to mount the Filter Header, 25/64 bit or a Uni-Bit should do the trick.

5. Next you can mount the filter head assembly with the supplied hardware. Place flat washer on each bolt. Insert this through the core support (from inside the engine bay) and then clip through the Filter Head (between core support and front clip). You are now ready to place the lock washer and the nut on the bolts. Tighten firmly.

6. Next the filter adapter can be screwed onto the filter stud on the engine. Be sure the O- ring is seated in the groove and that you placed a light coat of fresh oil on the seal. Snug it up and then give it a 1/4 turn.

7. We have found that the best routing for the (-10) lines are as follows: from the adapter up against the pitman arm bracket, under the frame, above the air-dam and up to the filter head. Sounds confusing, but once you're under the car it will become clearer. The lines are semi-rigid and will not move once in position.

8. You are now ready to install the (-4) **Maximum Flow** feed line. Connect the 45° fitting to the filter head at this point. The 150° end goes on the turbo. You must first remove the stock fitting and then install the appropriate (-4) adapter into your turbo. The line should come straight down in front of the turbo and gradually head toward the opening behind the headlight. There are a lot of hoses in the way, but it is fairly easy to route.

9. Now the messy part. We highly recommend 'Priming' the system. A transmission funnel will come in handy along with an assistant. While one person holds the two (2) (- 10) lines up, the other needs to fill them with oil. Once full, they can then be installed on the filter head. **MAKE SURE THE HOSES ARE HOOKED UP PROPERLY...FAILURE TO DO SO COULD RESULT IN PREMATURE ENGINE FAILURE!!!!** The Adapter is marked IN (center hole) and OUT (hole closest to edge). The filter head is also marked IN (-10 toward radiator) and OUT (-10 toward fender). The oil flows OUT from Adapter and IN to the filter head. After being filtered it then goes OUT from filter head IN to the adapter. The (-4) fitting goes OUT from the filter head IN to the turbo via the new **Maximum Flow** feed line. **Make sure lines are connected properly.** (See next page for schematic).

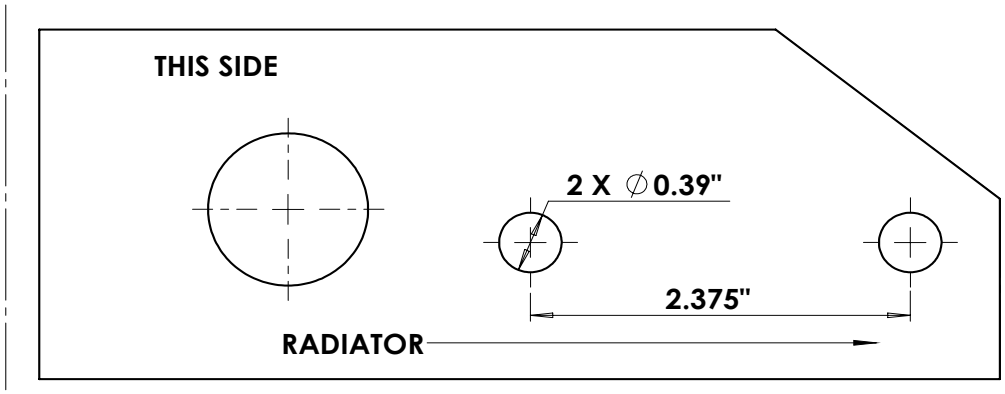
The Template

The template on the **last** page is designed to help make the installation of the **Maximum Flow** oil system easier.

1. Simply cut it out along the lines and cut out the circles.

2. Then place it behind the front clip and the core support, just behind the passenger side headlight. The large hole in the template will line up with the large hole in the core support.

3. The two (2) small holes are the ones that will be used to mount the remote filter head.



For Your Information

(provided by ANS performance)

The below comparison shows you the difference between the paper area of the most common stock and large style filters for remote applications.

Brand	Paper Area	Sq. Inches
AC-PF47	72” X 2 ½”	180
AC-PF52	53” X 3 ½”	185

Large Filters for Remote Applications

FRAM	46” X 3 ¾”	173
STP	70” X 3 ½”	245
PUROLATOR	68” X 3 ¾”	255
LEE	76” X 3 ½”	266
AC-PF1218	67” X 4”	268
MOTORCRAFT	86” X 3 ½”	361
MO-PAR	96” X 4”	384
BALDWIN	104” X 4”	416

Template

