

EMPI Full Flow Adapter

Fitting Instructions



Features:

- Full-flow without any additional drillings in the engine casing
- No disassembly of engine necessary
- Can be retrofitted

1. General

NOTE: As when installing any performance product, a degree of mechanical ability is required. If after reviewing the parts and instructions you don't feel that you can properly complete this installation, take your car to a competent professional. Proper installation and adjustment will save time, money and aggravation.

We recommend using this manual, together with the applicable workshop manual for your car to help you with the installation.

- More constant oil pressure as a result of using the adapter.
- Use of Aeroquip Dash screwed fittings possible without metric screw adapter.

NOTE: All references given in this manual refer to a stock Type-1 engine with dual oil pressure relief system.

Requirements:

- To mount the adapter correctly, remove the rear oil pressure control piston together with spring (on the belt pulley side). To avoid any mistakes in disassembly, please use the appropriate repair manual.
- In order that the full-flow oil circuit can function efficiently with the aid of the adapter, remove the production standard oil cooler and then cover the oil cooler holes with the aid of an oil blanking plate (Paruzzi # 1993).

CAUTION: Note that with the removal of the production standard oil cooler there is no longer any effective oil cooling system present. You must therefore install an external oil cooler in the full-flow circuit.

- Remove the production standard oil pump. Close off the oil pump hole (on the pressure side) as shown in Fig. 2 with an appropriate blanking plug. Then reinstall the oil pump. Replace the production standard oil pump cover with one featuring a control valve and a connection for a hose nipple (Paruzzi # 3992).

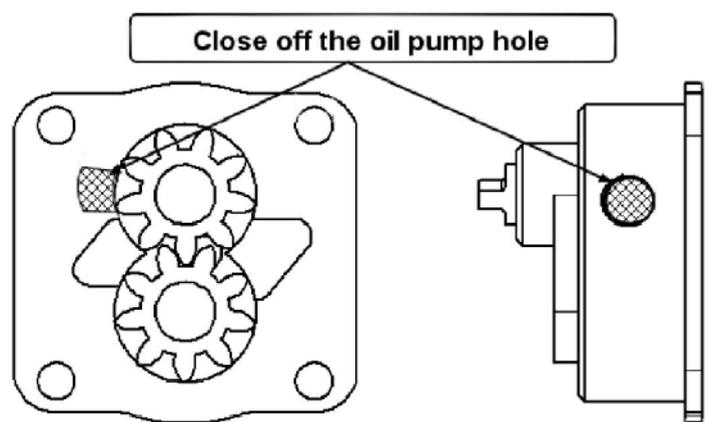


Fig. 2

2. Components and Tools

Parts:

- 1x Fitting
- 1x Bolt
- 1x Washer with O-ring
- 1X Aluminum washer

Tools:

- 1x Torque wrench
- 1x Large screwdriver

3. Installation

3.1. adapter

- Remove the long relief spring and valve from the by-pass oil passage at the rear of the engine case near the pulley. Install the oil return kit in the passage assembled as viewed in fig 3.
- Clock the fitting to desired position then torque to 30 lbs
- Fittings of size AN -08 (dash 8) can now be used on the adapter in order to complete the full-flow

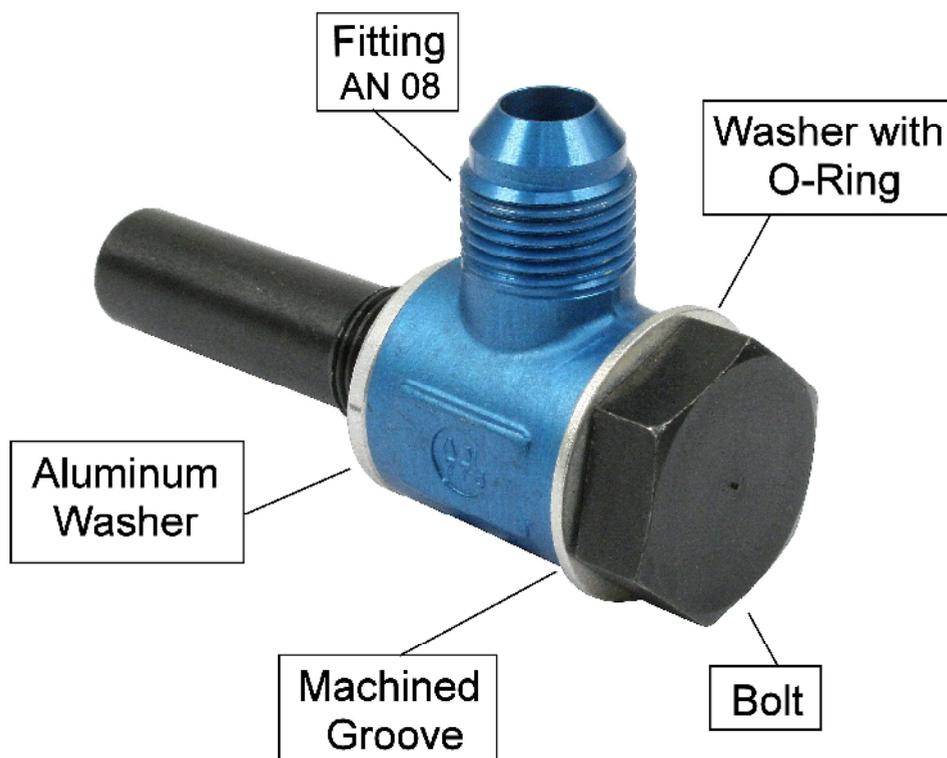
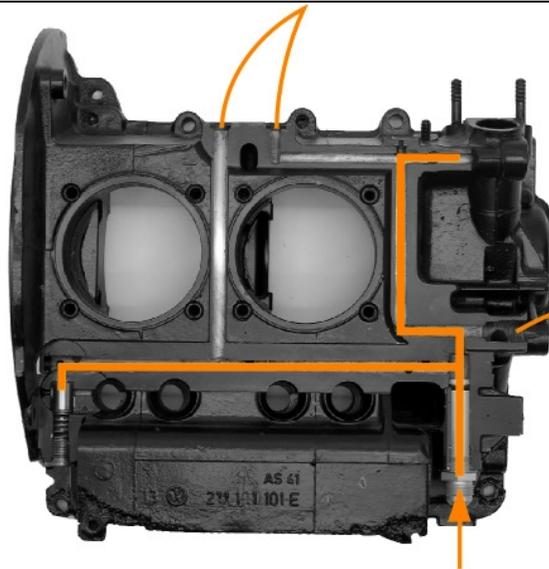


Fig. 3

4. Oil system functionality

- In the following figure you can gain further insight into the functionality and advantages of our full-flow system.

The production standard oil cooler is no longer used. the connections must be closed off.



The usual machining of the engine case is not necessary.

The engine oil is fed from the oil pump directly to the lubrication points. This takes place independently of the varying thermal operating conditions of the engine. Oil filtering and optional oil cooling can take place before entry into the engine case.

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