

Installation of AMSOIL Dual Remote Bypass Oil Filter System

By: Vic Sorlie

System description: This install is of the generic system for any stationary or vehicle engine with a spin-on oil filter. The spin-on adapter plate (black piece that looks like a hockey puck) varies by thread size of the engine filter nipple. Ford V6/V8 filter thread is 22 x 1.5mm. AMSOIL also makes systems for specific vehicles (example: Ford Powerstroke, Chevy/GMC Duramax, etc.) and also larger engines such as OTR trucks. See this AMSOIL [website section](#) for more information and other installation examples.

How it works: Oil is pumped through the pressure line into the full-flow filter (in picture, filter with cutaway), then to the return line. Part of the flow is ported to the bypass filter, which is a very fine (less than 1 micron) media but low flow rate. This oil then rejoins the return flow into the engine. In a typical engine with 5-6 quart sump capacity, all the oil passes through the bypass filter in about 20 minutes of operation.

Benefits: Superior filtration efficiency, fewer oil changes, increased oil capacity, improved accessibility, increased filter size. I change my full-flow filter once a year, bypass filter every other year, and sample the oil every 10,000 miles. No oil change unless warranted by condition.



Skill level: 3 wrenches

Cost: Not including oil, approximately \$375 for the BMK23 system, BK299 spin-on adapter and the EaO15 and EaBP90 filters. Special angled fittings are available for making certain installations easier. Save money by using an AMSOIL wholesale purchasing program appropriate for you. [Contact me](#) for details.

Tools needed: Common wrenches and sockets, bench vise for hose fitting assembly.

Where to mount it: On my Gen1 truck I put it below and in front of the radiator. On my current Gen2 truck there is a large cross-frame member underneath the front of the engine. I chose the backside of this piece just below the steering rack. There are other mounting locations depending on how creative you want to get. Quality of the hardware and hose fittings in the AMSOIL kit is excellent. Note the flow arrows on the filter mounting plate. Very important when hooking up the hoses!



To clear the steering rack and attach the filter assembly to the crossmember, a neighbor with welding expertise and equipment helped me make a “Z” bracket by welding two pieces of 4” angle iron together. A little bit of Rustoleum spray paint and it’s ready to mount up.



I drilled holes in the crossmember and fastened the bracket four 3/8” bolts and locknuts. There are some access ports built into the crossmember, but getting the locknuts on and properly tightened was the hardest part. Remainder of assembly was very easy: Measure and cut the hoses (kit comes with 10’ hose), attach the hose fittings, bolt up the hoses and mount the filters (pre-fill them with oil). Start engine and check for leaks.



Finished installation. The filter bottoms do protrude slightly below frame member, but in normal driving conditions there's no clearance problem. If you use your truck off-road then a different mounting location may be appropriate.

That's it: Cleaner oil means less engine wear. Using this filter system and a superior air filter (AMSOIL makes those too) keeps my oil in great condition and saves me time and money in maintenance. My son owns my former '02 Gen1 truck that has 100K miles and runs great. [Contact me](#) if you'd like to learn more or have questions.