By-Pass Filter Installation

2001 Ford F350 Super Duty 7.3L Power Stroke Diesel

AMSOIL Dual Remote By-Pass Filter System
Submitted by Direct Jobbers Dave Mann & Roger Spanske

AMSOIL Direct Jobbers Dave Mann and Roger Spanske installed the BMK26 Dual Remote Filtration System on Spanske's 2001 Ford F350 Super Duty pickup. The duo said they did not encounter any problems and the installation took four hours to complete. "Overall I feel the new mount is very well designed and engineered, especially the engine adapter," said Mann. Mann noted the adapter's dramatically more robust design, which will provide improved sealing and strength. He also noted that installing the adapter requires a 2.5" socket; a size not common to most home garages. Mann and Spanske provided photos detailing each step of the installation.

The complete AMSOIL BMK26 Dual Remote By-Pass Kit.

Removing the old full-flow filter.

Removing the bracket that holds the transfer case clutch connectors to make space for the BMK26 mount. The bracket was re-installed later.

The mounting bracket that was fabricated for this installation.

Drilling holes in the frame to install the mounting bracket. The holes were center-punched using a transfer punch to get the exact locations.

Loctite thread locker was used on the grade-8 bolts and nuts used to bolt the bracket to the frame.

The valve block in the vice being prepared for adapter installation. Note that aluminum vice jaws with rubber cushions were used to prevent damaging the valve block.

Applying the AMSOIL-supplied thread sealant to the valve block adapters.

Installing the valve block adapters and plugs to the proper torque.

Bolting the valve block to the mounting bracket.

Bolting the valve block to the mounting bracket, continued. Note that, although the nuts supplied with the kits have a self-locking feature, Loctite was used as an extra measure of safety from vibration.

Installed engine adapter positioned so that the hose would be routed smoothly to the driver's side frame rail and away from the front driveshaft.

Installing the hose-end fittings. Note that the tapered adapter fitting in the above photo was lightly oiled so that it would install and fit properly in the hose during the tightening procedure.

Engine adapter with one of the hoses installed.

Final installation of the valve block with both hoses installed.

Hose route on the driver's side inner frame rail. It was zip-tied and secured so that it cannot interfere with the front driveshaft. There must be a small amount of slack left in the hose to allow for engine roll.

Completed installation with EaBP100 and EaO26 installed.

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