

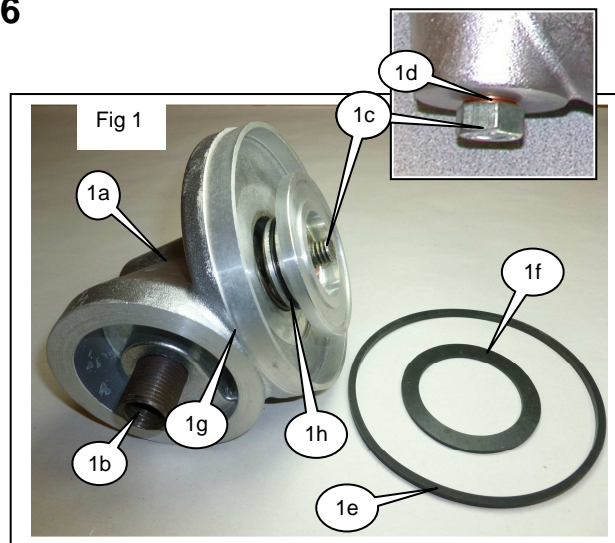
## Supplemental Information & Instructions for 635-820 or TT1286 Adaptor Kit, Spin-on Oil Filter TR 250, 6

### Contents of Kit

Ref	Part#	Description	Qty
1a	NA	Aluminum Adapter	1
1b	NA	Nipple, for oil filter (3/4")	1
1c	NA	Mounting Bolt	1
	635-822	Sealing O-ring Kit	1
		<i>Consisting of</i>	
1d	NA	Sealing washer, copper	1
1e	520-380	Outer (large) o-ring	1
1f	NA	Inner (small) o-ring	1
1h	NA	Pressure valve o-ring	1

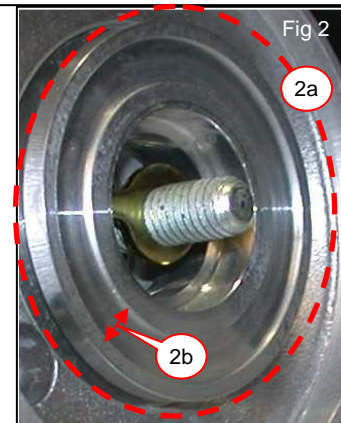
**Note: Oil filter Not included. We suggest one of these:**

	235-830	Oil Filter, Spin-On, K&N	Best
	235-855	Oil Filter, Spin-On, WIX	Better
	235-880	Oil Filter, Spin-On, Fram	Good



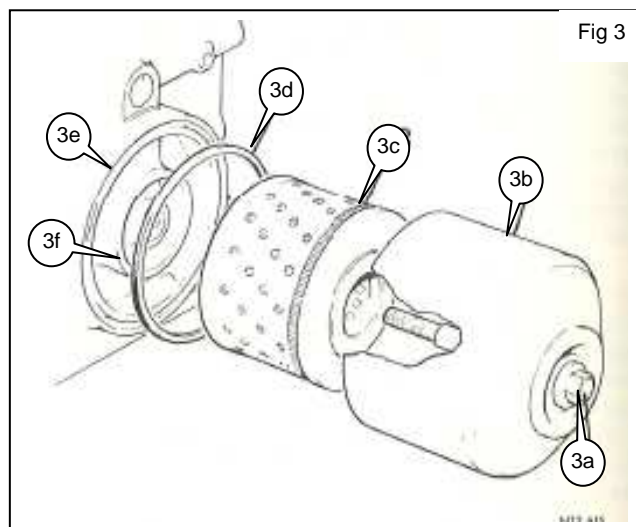
### About the Design

There are two o-rings. The large outer o-ring (1e) fits in the groove in the block. The lip (1g) on the adaptor fits into the groove, compressing the o-ring like the edge of the original oil cannister. The smaller flat o-ring (1f) fits in a groove (1h, 2b) in the center section of the adaptor, and this seals against the inner ring in the block (3f). The relative height of this inner ring in the block changed during production. The filter head therefore incorporates a floating center section (2a) that is spring loaded. The spring presses the center section and the inner seal (1f which rides in the groove 2b) up against the inner ring (3f) in the block.

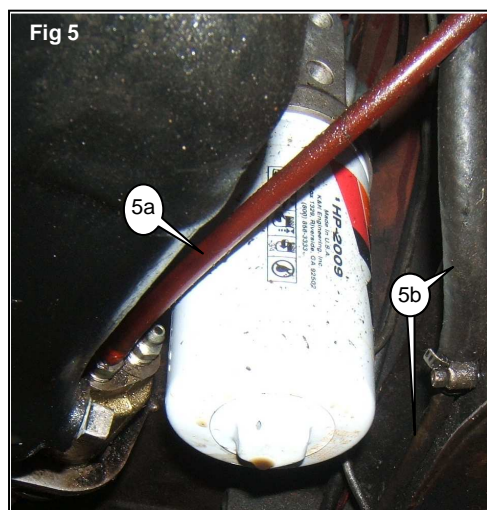


### Installation

- 1) Drain engine oil.
- 2) Clean all dirt away from the outside of the filter.
- 3) Clean off the block around the oil filter housing.
- 4) Remove stock oil filter assembly from the side of the engine. Remove the bolt (3a), the cannister (3b), and the filter element (3c).
- 5) Remove the square cross-section o-ring (3d) from the groove in the block (3e).
- 6) Carefully inspect the groove in the block (3e) for the remnants of old o-rings. It may be necessary to carefully scrape out the debris with a small flat-bladed screw driver.
- 7) Carefully wipe off the sealing surfaces on the block.
- 8) Smear a light film of oil on the large o-ring (1e) and install it in the groove in the block (3e).
- 9) Smear a light film of oil on the small flat o-ring (1f) and place it in the groove (2b) in the adaptor.



- 10) Place the copper washer (1d) on the bolt (1c).
- 11) Coat the sealing ring on the oil filter with clean engine oil. Thread it onto the nipple (1b) on the adaptor.
- 12) Hold the aluminum adaptor in place with the filter hanging more or less straight down. Thread the bolt (1c) with the washer (1d) into the block until it is snug. You should still be able to rotate the adaptor slightly.
- 13) Check the clearance around the filter. Make sure that the bleeder screw (4a) in the clutch slave cylinder is not touching the filter. This usually means the filter will not be straight up and down; the bottom of the filter actually will be slightly forward to clear the bleeder screw (4a).
- 14) The clutch hose (5a) will not be an issue so long as it is in the correct port on the slave cylinder.
- 15) The fuel line (5b) is tucked into the frame rail and also will not be a problem unless someone has modified the line.
- 16) Once you are satisfied with the angle of the filter, tighten the mounting bolt (1c).
- 17) Replace the oil drain plug.
- 18) Fill the engine with fresh oil.
- 19) Start the engine and check for leaks.
- 20) As always after an oil change, allow time for the oil to circulate completely before revving the engine.



## Routine Maintenance

We normally recommend that you follow the maintenance schedule given in your owner's manual. However, in the case of engine oil, we suggest that you change the oil and filter every six months or 3,000 miles, rather than the 6,000 suggested by Triumph. Even though you may not drive the car that much, combustion by-products and moisture in the crankcase form acids that can damage internal components, including bearings. For the whole story on oil for Classic British Sports Cars, go to our website and search for 220-805. The article is available in PDF format.

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the **"Contact Us"** page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>  
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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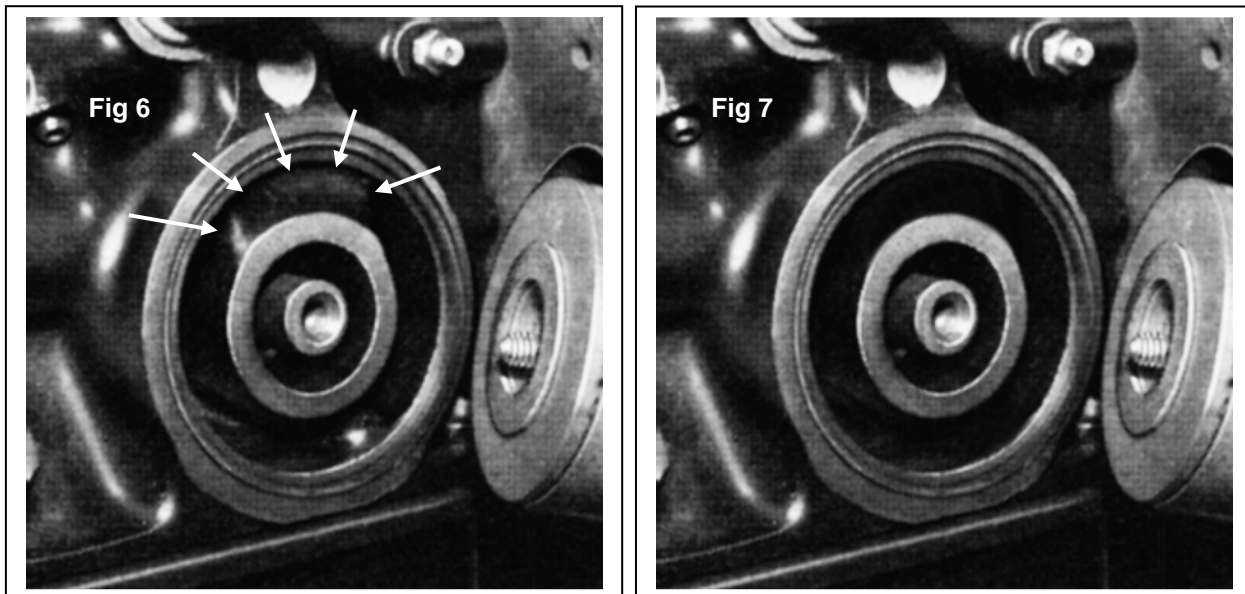
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## Addendum for 635-820 or TT1286 Adaptor Kit, Spin-on Oil Filter TR 250, 6

In 2002 we were contacted by a customer who was unable to install the spin on filter adapter because of a unusual feature of the block. There was a mass of material that filled the gap between the inner and outer sealing surface. Based on his description, we prepared the illustrations below. A document explaining the problem was prepared and included with every kit from June 2002 on.

In March of 2010, we received another report from a customer that had this same problem.



At this time, we do not know the reason for the difference, nor do we have any idea as to how many cars are affected. Since 1999 we have sold over 1,000 of these spin-on adapters, and so far only two people have reported this problem. It is very rare. If you find that you have this problem and cannot install the spin-on filter adapter, please contact Moss Technical Services at **805-681-3411**. We will want to know as much about the engine in your car as possible. We would like to have high resolution digital photographs of the filter head area. Please fill in the form below and include this sheet with the part when you return it.

Customer Name: \_\_\_\_\_ Cust # \_\_\_\_\_

Contact Name (if different): \_\_\_\_\_

Daytime Phone: (\_\_\_\_\_) - \_\_\_\_\_ - \_\_\_\_\_ Ext: \_\_\_\_\_

Evening Number (if different): (\_\_\_\_\_) - \_\_\_\_\_ - \_\_\_\_\_ Ext: \_\_\_\_\_

Email Address: \_\_\_\_\_

Year: \_\_\_\_\_ Model: \_\_\_\_\_ (TR250 or TR6)

Commission Number \_\_\_\_\_ Engine Number \_\_\_\_\_

Anything special about the car/engine: \_\_\_\_\_