

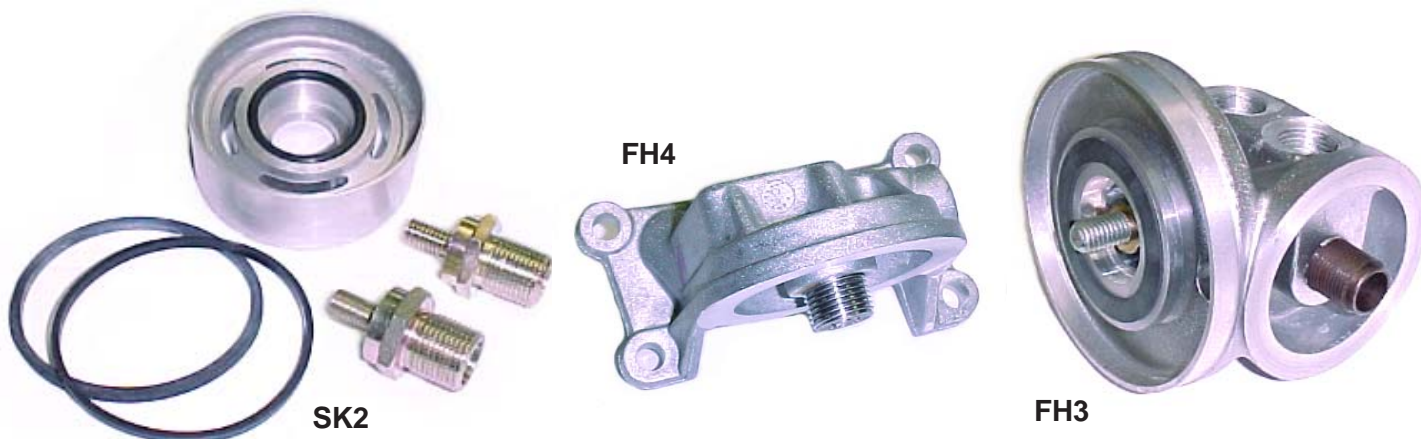
**Spin-on Oil Filter Conversions**

Canister type oil filters predate spin-on filters and are still commonly used today. Both types of filters are effective; however, spin-on filters are less expensive and easier to service, making them considerably more popular. Unless factory equipped, canister filter engines generally can't be equipped for oil cooling; this is likely the main reason to convert, as most aftermarket components are only designed for spin-on filters. We offer a selection of well engineered conversion kits for many vintage and modern vehicle applications.



**MB Smart Car Spin-on Conversion**

Part #	Description	Price \$
SK1	MGTD > MGB (FC289)	\$83.30
SK2	Triumph TR2 >4A (FC285TT) <i>suitable for coarse or fine thread</i>	\$85.95
SK2C	Triumph TR2 >4A (FC285) <i>coarse thread o.e. Puralator</i>	\$45.00
SK2F	Triumph TR2 >4A (FC285) <i>fine thread o.e. Tecaliment</i>	\$48.00
SK3	BMC A Engine (FC283) <i>Austin Healey Sprite, MG Midget</i>	\$109.00
SK4	Austin Healey 6 Cylinder	\$92.90
SK6	Triumph 6 cylinder (FC290)	\$119.00
SK7	Triumph TR7 & Stag (FC292)	\$69.75
FH3	Triumph 6 cylinder w/oil cooler <i>adds 2 ports for cooler hose connections</i>	\$134.40
FH4	Ford/Mazda Duratec 4 cylinder <i>bolts on in place of stock filter mount</i>	\$78.75
FC8741	MB Smart Car* (20mm filter - Honda) <i>*European, Canadian &amp; grey-market versions</i>	\$93.00



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