INSTALLATION GUIDE/WARRANTY
TOPDOG V

The TopDog V Kit comes with the following parts:

- ❑ A System Adapter fitted to your spin-on oil filter (with gaskets in place)
- ❑ A Nipple that fits your spin-on oil filter and engine stud
- ❑ 8' hydraulic rubber hose (1/8" – 3.0", 3.5" models; or 3/8" – 4.5" models)
- ❑ A Premium Remote Bypass Filter Mounting Bracket and hardware
- ❑ A Donaldson Advanced filter
- ❑ Four barbed NPT fittings (two elbows, two straights) and two couplers
- ❑ Installed gaskets and one replacement set

Tools needed:

- A small adjustable wrench to tighten the hydraulic fittings
- A lever or short Phillips screwdriver for tightening the nipple
- A blade to cut the hose
- Some quick-ties or clamps to secure the hoses away from heat
- A drill and sheet metal screws to permanently attach the remote mount

Recommended: Teflon plumber's tape, hose clamps, Loctite thread locker, Silicone sealant.

Notes:

- It is best to install TopDog V at the same time you change your oil and full-flow filter
- Before you start, ***always wear protective eyewear, gloves, and clothing***
- Be sure that the engine is cold before installing TopDog V
- We recommend periodic oil sampling as part of your maintenance routine.
- The filter is tuned to the system and it may not work with other bypass filters
- A few kits will contain a hex key for the nipple; supplemental instructions will be provided.

Warranty Information:

TopDog V come with a one year warranty covering damages directly attributable to defective workmanship on parts provided by Pareto Point Industries, Inc. (PPI). This warranty does not cover installation, modification, or for any damage due to parts attached to this product that were not provided by PPI. PPI requires that the parts be returned to us for examination. PPI will repair or replace damaged parts at its discretion. Incidental expenses are not covered. This warranty gives you specific legal rights, and you may also have other rights which can vary from state to state or Internationally.

Return Policy:

TopDog V may be returned, unused, within 60 days for a refund. A restocking fee of 20% may be required. No request for returns after that period will be accepted.

For questions, please e-mail us at info@paretopoint.com or call us at 323 726-2199
(M-F from 9:00 am-3:00 pm Pacific Time)

Before you start: Make sure to have all the parts, tools, and safety equipment accessible

Step 1: Make sure that the nipple correctly screws into the new full flow oil filter. If it does not, call us.

Step 2: The 3.5" diameter System Adapter has two o-ring slots on the bottom of the system adapter. Use only the slot directly across or just outside of where the filter gasket meets the flat surface on the Adapter. If you use both gaskets, a small leak may develop over time. The 3.0" system adapter only has one slot.

Step 3: Determine the location for the Remote Mount/Bypass Filter.

Step 4: Measure and cut the hose so that both pieces run from the System Adapter to the Remote Mount, leaving a bit of slack as the hoses should never be stretched tight. Also make sure the hoses do not touch/rub the manifolds any other hot surfaces or moving parts.

Step 5: Locate the Return Port on the System Adapter. This is the Port with a hole on the **inside** of the System Adapter, located directly behind the hole marked **A**.

Step 6: Attach the hoses to System Adapter fittings. A small bit of oil can help push the hose all the way in. Do not use a tool to expand the inside diameter of the hose. Putting a piece of tape on the end of the return or "out" hose identifies it later. We suggest using hose clamps for diesel applications to minimize vibration **(do not overtight the clamps)**. It doesn't matter how you use the elbow and straight fittings, just avoid making too tight turns.

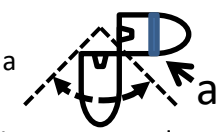
Step 7: After making sure that the nipple o-rings are in place, set the System Adapter on the engine landing area, gasket side down, and tighten the nipple. (A bit of Loctite threadlocker is recommended, and a bit of silicon sealant around the top o-ring is also recommended)

Note: Use a lever, or short screwdriver or similar, to tighten the nipple (about 30 ft-pounds). Do not over- tighten.

Step 8: Replace the spin-on oil filter on top of the system adapter. and tighten per the filter instructions

Step 9: Run the two hoses to where the remote mount will be placed. If you will be attaching the mount with sheet metal screws, you can drill the holes at this point.

Step 10: Attach hoses to the remote mount, making sure the "supply" hose from the System Adapter attaches to the "in" on the remote mount and the "out" on the remote goes to the "return" on the System Adapter (see Step 4). Use tie wraps to keep the hoses clear of engine hot spots, and rotating parts.



Step 11: Secure and orient the Remote Mount so that the filter is positioned straight down to within a 45° arc (optimal), but never install past horizontal. Try to have as much "slope" as possible.

Step 12: Prime (about ½ quart) and then attach the bypass filter, being careful not to over tighten. We recommend bracing the filter [a] to reduce or eliminate vibration or when driving over very rough or uneven surfaces. This is especially important for Diesels, which tend to vibrate more.

Step 13: Review your work, making sure hoses are properly secured and the Remote Mount is stable.

Step 14: Start the engine and inspect all connections for possible leaks. Check the oil level and add fresh oil to bring the volume up to the full line, if needed. Most installations will require about an additional half quart.

Step 15: After the engine has reached operating temperature (about ten minutes), feel the bypass filter. If it is warm, the system has been set up correctly and is working properly. If cold, See Step 5.

Note: Always check the System Adapter for movement or leaks every time you replace your full-flow filter.

It is a good idea to replace the System Adapter gaskets at least once a year. One set of replacement gaskets is provided. Replacements are available at most supply houses or from us. It is also good practice to feel the bypass filter occasionally and verify that it is warm. If it is no longer warm, it is loaded and time to be changed. This can vary, depending on driving and environmental conditions, but the bypass filter should last around 25,000 miles. Since it shares filtration with the full-flow filter, that filter will last longer as well. With such a wide variety of filters, we can offer no other guidelines here, but use common sense and if you do oil sampling, you will see that your need for oil changes should extend at least 2-3 times longer.