

# Wilcap Chrysler Hemi Oil Filter Bypass Block Off

The purpose of the Bypass Block Off is to eliminate the stock oil filter bypass valve and force all of the oil through the filter. The original design allowed unfiltered oil to bypass the stock cartridge filter if it became restricted or plugged. Modern spin on filters with built in bypass eliminate the need for the stock bypass valve. We recommend that the stock filter be replaced with a spin modern spin on filter. The Wilcap FA1 or FA3 (Remote) allows the use of such a filter.

The easiest time to install the bypass block off is during a rebuild before the crankshaft is installed however it can be done with the crankshaft in place. The instructions below are for an assembled engine. If the installation is done during a rebuild, simply install the block off just prior to installing the crankshaft.

1. With the oil pan removed, remove the oil pump. If possible, leave the intermediate shaft in place in the block
2. Remove the rear main bearing cap.
3. If the stock bypass valve and spring do not come out of the block easily, remove the oil filter adapter and using compressed air, blow through the top oil filter adapter passage in the block until the valve and spring come out.

**NOTE:** It is not uncommon to find that a block has already been modified to allow full filtering using a lead plug. If this is the case it is not recommended that the new block off be installed unless the plug can be completely removed and no shavings or chips left in the block. If you are not certain that the valve is completely out, shine a light up from the bottom oil passage at the main cap. You should be able to see an equal amount of light through both of the oil filter adapter holes.

3. Once the oil passage is clear, lubricate the O ring on the block off with engine oil and press it into the block with the O ring end first and the "window" towards the outside of the block. The bottom should sit flush or below the block surface. If needed, use a tool to press the block off all of the way in.

4. Install the rear main cap and torque the bolts to 80-85 ftlbs. Install the intermediate shaft making certain it is engaging the pump drive and the distributor. **NOTE:** If the shaft is not correctly engaging the distributor or oil pump, damage will occur!! . Install the oil pump and torque bolts to 30-35 ft. lbs.

