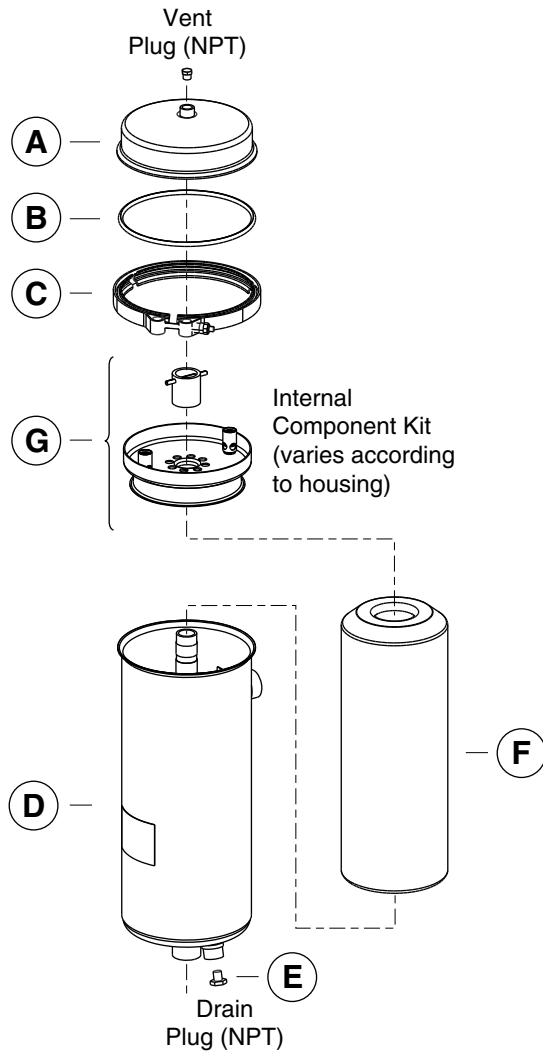




Winslow® Lube Oil Full-Flow – Type 1 Filter Service Instructions



Parts List

Part	Description	Part Number
A	Cover Assembly	See Ordering Information on Page 5
B	O-Ring	
C	Band Clamp	
D	Housing	
E	Drain Plug	
F	Filter Element	
G	Internal Component Kit	

⚠ CAUTION: These instructions are intended for use by professional mechanics who are trained in the proper use of power and hand tools, using appropriate safety precautions (including eye protection).

Introduction

Winslow® filter elements must be changed periodically to assure the high level of filtering efficiencies required. We recommend that the elements be changed when the pressure differential across the filter reaches the maximum allowable pressure drop as recommended by the manufacturer. Excessive pressure differential across the elements could result in reduced flow.

When (at normal operating conditions) the filter differential increase is close to, or has arrived at, the maximum differential pressure, the elements must be changed. Ideally, filter elements should be changed when the differential pressure increases to 5-7 PSID (34.5-48.3 kPa) above the initial (clean element) differential pressure. If the element change-out is not feasible at that time, the filter element can be left in service up to 12 PSID (82.7 kPa). However, this higher pressure may force trapped particles through the filter element.

To determine the correct pressure differential:

- Note the pressure drop between the filter inlet and outlet when clean elements are installed and the system is up to normal operating flow, temperature, and pressure.
- Periodically check the gradual increase of the filter differential pressure as the filter accumulates hours of operating service. When (at normal operating conditions) the filter differential increase is close to, or has arrived at, the maximum differential pressure, the elements must be changed.
- If an optional relief valve is installed, the maximum allowable pressure loss (ΔP) should be below the relief valve minimum opening pressure.

If no engine specification is known or given, filters should be changed out at 5-7 PSID (34.5-48.3 kPa) above initial differential pressure. Initial differential pressure should be 3-5 PSID (20.7-34.5 kPa) (an initial differential pressure less than 3 PSID (20.7 kPa) is acceptable, but a smaller filter could probably be used).

Servicing the Filter

Removing the Filter Element

1. Remove the air vent plug and drain plug to drain the filter.

⚠ CAUTION Fluid may be hot!

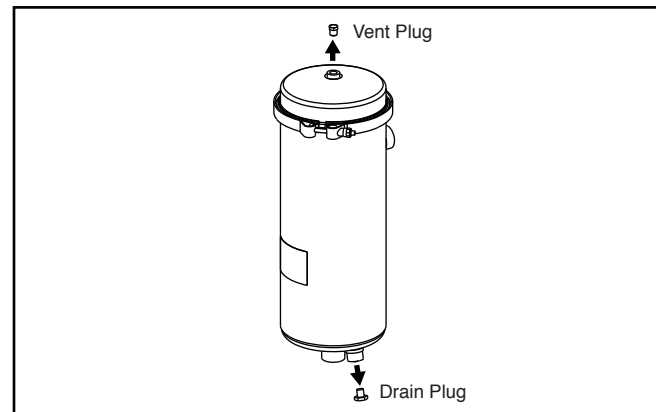


Figure 1 – Removing the Air Vent and Drain Plugs

2. Loosen and remove the band clamp.

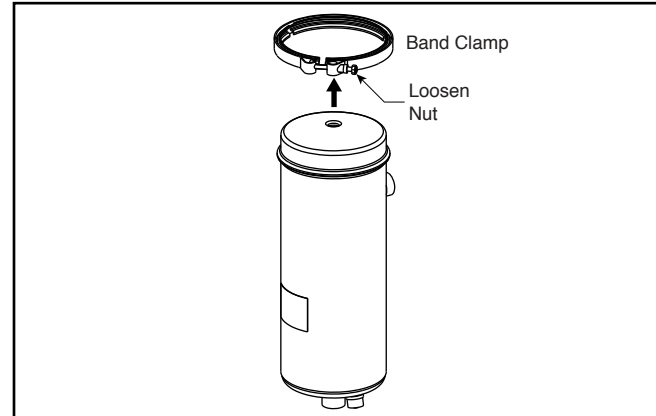


Figure 2 – Removing the Band Clamp

3. Remove the cover assembly.

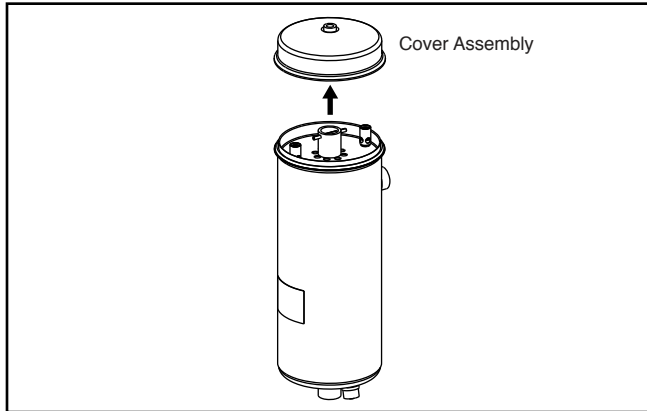


Figure 3 – Removing the Cover Assembly

4. Remove the O-ring cover seal.

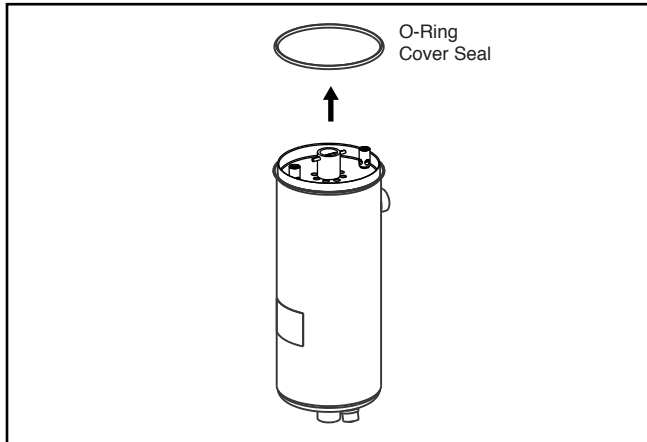


Figure 4 – Removing the O-Ring Cover Seal

5. Loosen and remove the internal component kit (varies according to housing).

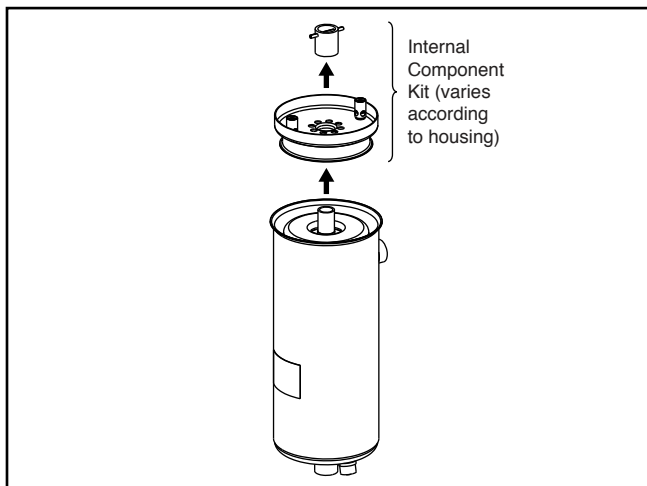


Figure 5 – Removing the Internal Component Kit

6. Pull the element straight up to remove. Dispose of the element in an environmentally responsible manner, according to state and/or federal (EPA) recommendations.

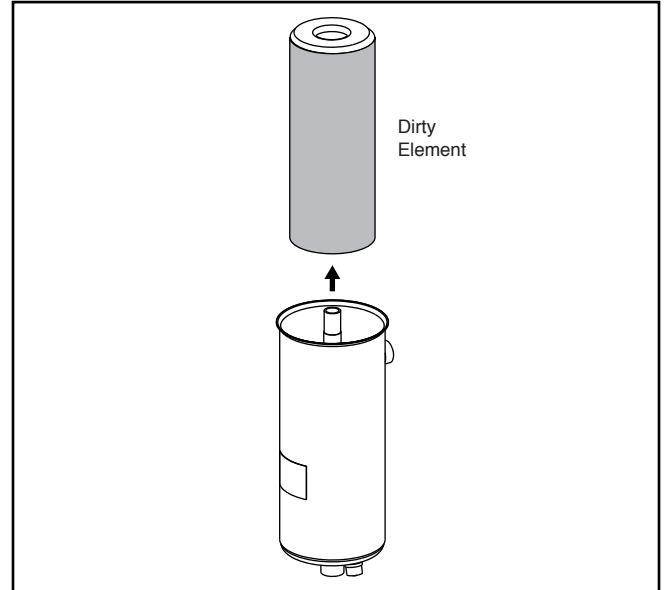


Figure 6 – Removing the Dirty Element

Cleaning and Inspecting the Filter Parts and Housing

7. Clean all filter parts and the inside of the filter housing, preferably with kerosene.

⚠ CAUTION To prevent damage to your engine or equipment, do not allow dirt to fall through the opening of the element post and into the clean outlet area.

8. Replace the O-ring cover seal. (If necessary, as long as there are no permanent surface deformations, swelling, nicks, and cracks present, the seal can be reused.)
9. Make sure the bypass valves on the seal flange assembly operate freely.
10. Make sure that the bottom seal plate inside the filter is clean.

Reassembling the Filter

11. Slide the new element in place over the post.
Note the direction of the arrow on the element and insert the proper end into the housing first.

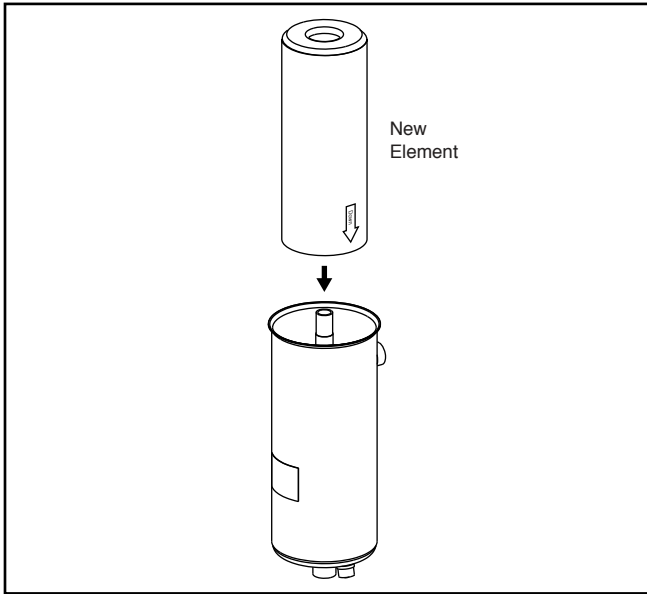


Figure 7 – Installing the New Element

12. Reinstall the internal component kit.

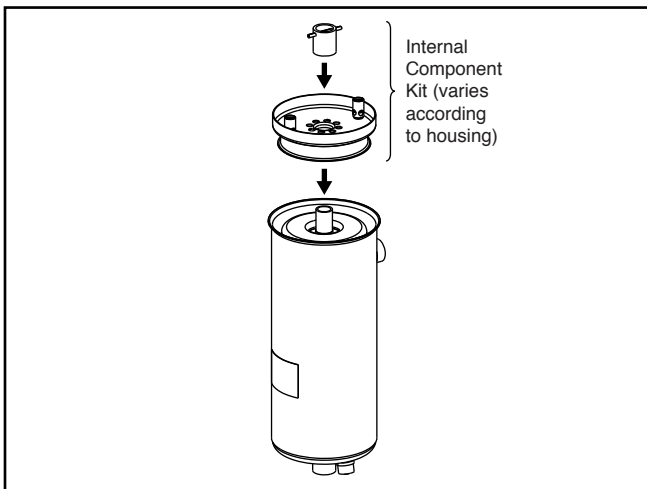


Figure 8 – Reinstalling the Internal Component Kit

13. Reinstall the drain plug.

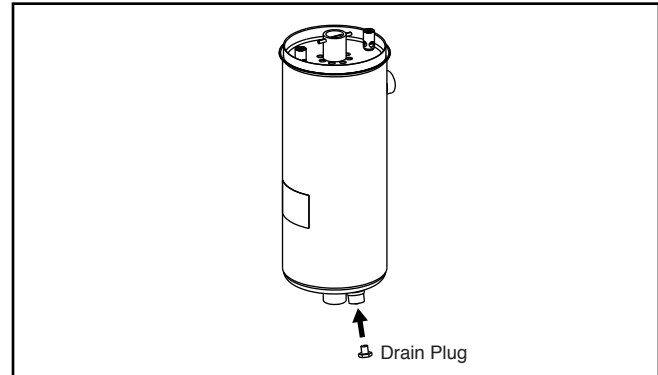


Figure 9 – Reinstall the Drain Plug

14. Fill the filter to the top of the element with fresh lube oil.

15. Install a new O-ring cover seal.

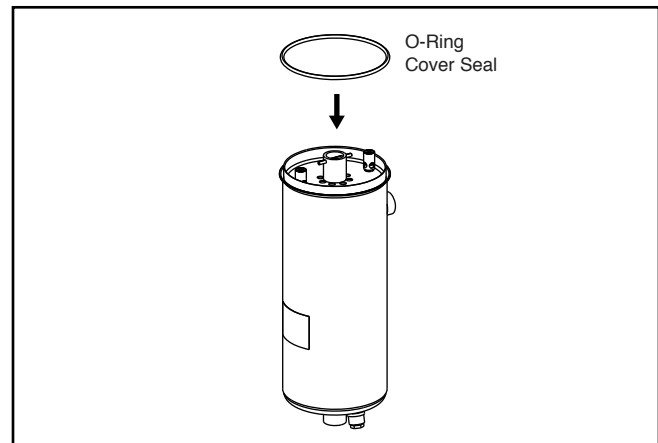


Figure 10 – Installing the O-Ring Cover Seal

16. Reinstall the cover assembly.

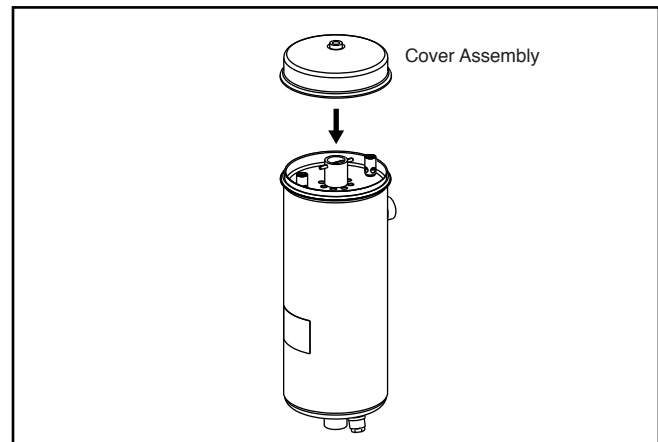


Figure 11 – Reinstalling the Cover Assembly

17. Replace and tighten the band clamp to approximately 50-60 in-lbs (5.7-6.8 N·m). **Do not over-tighten.**

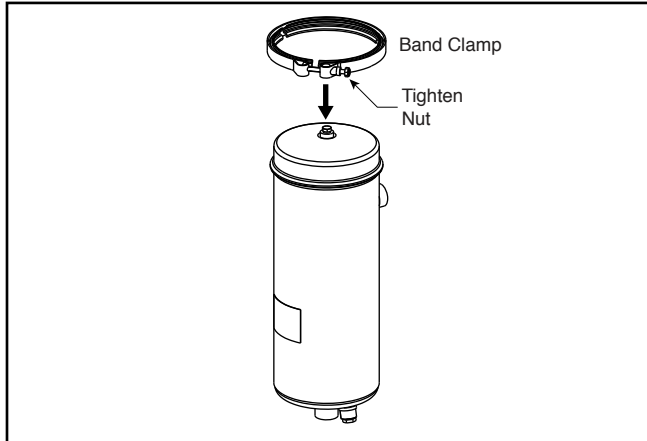


Figure 12 – Reinstalling the Band Clamp

18. Fill the remainder of the filter with lube oil through the vent to completely remove the air trapped in the top of the filter housing.

19. Replace the vent plug.

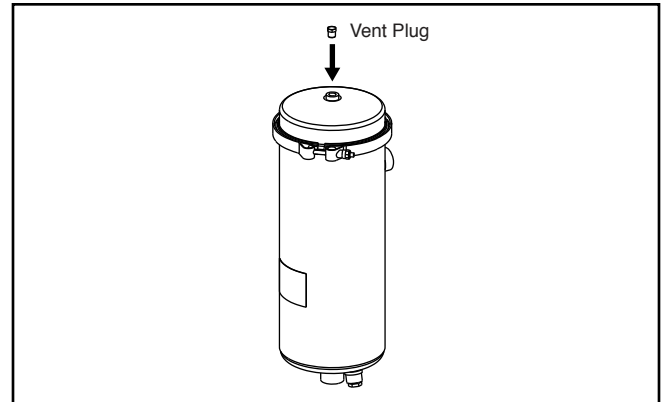


Figure 13 – Replacing the Vent Plug

20. Start the system and check for leaks. If no leaks are detected, the filter is properly serviced and the system can be put into operation.

Suggested Preventive Maintenance

Every Filter Change – Replace the O-ring cover seal.

Every 12 Months – Check all fittings for leaks.

Ordering Information

D Housing*	A Cover Assembly	B O-Ring	C Band Clamp	E Drain Plug	F Filter Element	G Internal Component Kit
95101A	Q80296A	Q58811	Q52629A	Q69171	82320A	990432K
95201A	Q57508A	Q58510	Q53086A	Q69172	82370D	990433K
95251A	Q57511A	Q58500	Q53085A	Q69171	82480U	990434K
95351A	Q57597A	99955A	Q52860A	Q69172	82640A	990435K

* Designed for 75 lb/in² (517.1 kPa) continuous operating conditions.
Table corresponds to Parts List on cover page.

Replacement Filter Elements

Part Number	Description
82320A	$\beta_{15} = 2$ Full-Flow Lube Depth Element
82370D	$\beta_{15} = 2$ Full-Flow Lube Depth Element
82480U	$\beta_{15} = 2$ Full-Flow Lube Depth Element
82640A	$\beta_{15} = 2$ Full-Flow Lube Depth Element

Filter Specification

Composed of a high flow media and a dense cotton/wood blend media section. The high flow media (Controlled Pressure or CP section) permits highly viscous cold oil to flow through the element and filter during cold engine starts. Provides $\beta_{15} = 2$ solid contamination control.

Specifications

Housing Part Number	Filter Oil Volume qt (L)	Flow Rate* gal/min (L/min)	Element Number	Number of Elements	Efficiency (Particulate Control)	Capacity
95101A	4 (3.8)	4 (15.1)	82320A	1	$\beta_{15} = 2$	Capacity Exceeds SAE Time Constraints
95201A	6 (5.7)	6 (22.7)	82370D	1	$\beta_{15} = 2$	
95251A	15 (14.2)	10 (37.9)	82480U	1	$\beta_{15} = 2$	
95351A	35 (33.1)	20 (75.7)	82640A	1	$\beta_{15} = 2$	

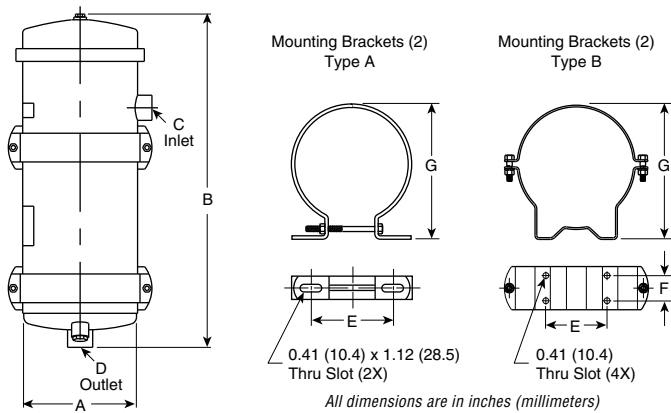
* Flow rate based on 30 SAE oil at 180 °F (82.2 °C) at 55 lb/in² (379.2 kPa).

Notes:

1. Designed for 75 lb/in² (517.1 kPa) continuous operating conditions.
2. Initial assembly differential pressure should not exceed 5 PSID (34.5 kPa).
3. Change element after initial differential pressure increases 5-7 PSID (34.5 - 48.3 kPa), depending on engine age and operating oil pressures. A maintenance professional should make the appropriate application decision.
4. Terminal assembly differential pressure should not exceed 12 PSID (82.7 kPa).

Specifications subject to change without notice.

Mounting/Dimensions



Housing* Part Number	A Diameter in (mm)	B Height in (mm)	C Inlet	D Outlet	E Mounting Bracket Hole Horiz. Spacing in (mm)	F Mounting Bracket Hole Vert. Spacing in (mm)	G Mounting Bracket Max. Width in (mm)	Bracket Type
95101A	5.0 (127.0)	14.0 (355.6)	3/4" NPT	3/4" NPT	5.75 (146.1)	–	5.97 (151.6)	A
95201A	6.0 (152.4)	20.5 (520.7)	1" NPT	1" NPT	4.38 (111.3)	–	7.04 (178.8)	A
95251A	8.0 (203.2)	23.0 (584.2)	1" NPT	1" NPT	4.25 (107.8)	1.75 (44.5)	9.42 (239.3)	B
95351A	8.6 (218.4)	40.0 (1016.0)	2" NPT	2" NPT	4.25 (107.8)	1.75 (44.5)	10.03 (254.8)	B

* Designed for 75 lb/in² (517.1 kPa) continuous operating conditions.

