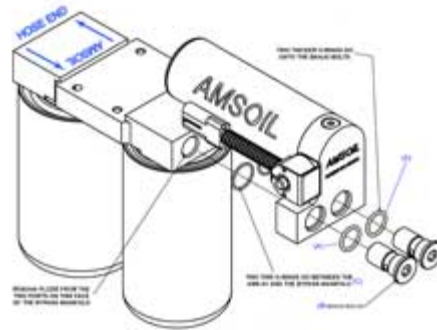


The AMS-Oiler engine pre-oiling system, Model AMK-01, is designed to be mounted directly to the AMSOIL Dual Remote Filtration System models BMK13, BMK15, BMK16, and BMK17 and the AMSOIL Marine Dual Remote Filtration System, BMK18. The AMK-01 kit includes all the necessary fittings and hardware for installation while utilizing the existing hoses of the Dual Remote Filtration System.

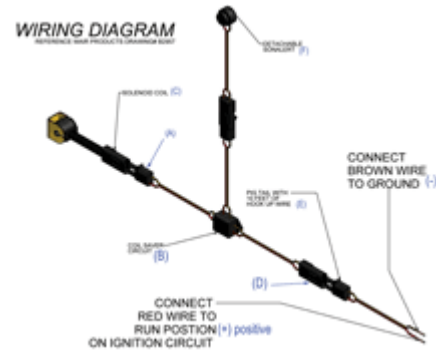
Procedure for Mechanical installation

1. Turn ignition to **OFF** position.
2. Remove the two Allen head plugs (Part No. BP-191 for BMK13, BMK15, BMK16, BMK17 models and Part No. BP- 228 for BMK18) from the filter mount assembly (Part No. BK-209 for BMK13, BMK15, BMK16, BMK17 models and Part No. BU- 194 for BMK18) on the Dual Mount Filtration System. Using a lint free rag, wipe any debris from end of mount. **Caution:** Behind the left Allen head plug is a spring and poppet valve. Insure the spring and valve are retained and are reinstalled in the same port as originally found.
- 3.
4. Remove the four (4) o-rings supplied with the AMK-01 out of the bag and use a small amount of motor oil to lubricate the o-rings.
5. Place the thicker cross-section two o-rings (A) onto the two banjo bolts (B) supplied with the kit. (See Figure)
6. Place the two thinner o-rings (C) into the grooves on the inside of the main AMS-Oiler assembly. These will act as a seal between the AMS-Oiler and the By Pass Dual Mount block (See Figure)
7. Place the AMS-Oiler on top of the filter mount assembly. Line up the holes on the AMS-Oiler and the filter mount assembly. Attach the AMS-Oiler using the two supplied banjo bolts. Make sure the two o-rings are still in place between the AMS-Oiler mounting block and the filter mount assembly. Ensure each banjo bolt has one o-ring to seal the outer rim of the bolt. Tighten the banjo bolts with ¼" Allen wrench to 40 - 43 foot-pounds.



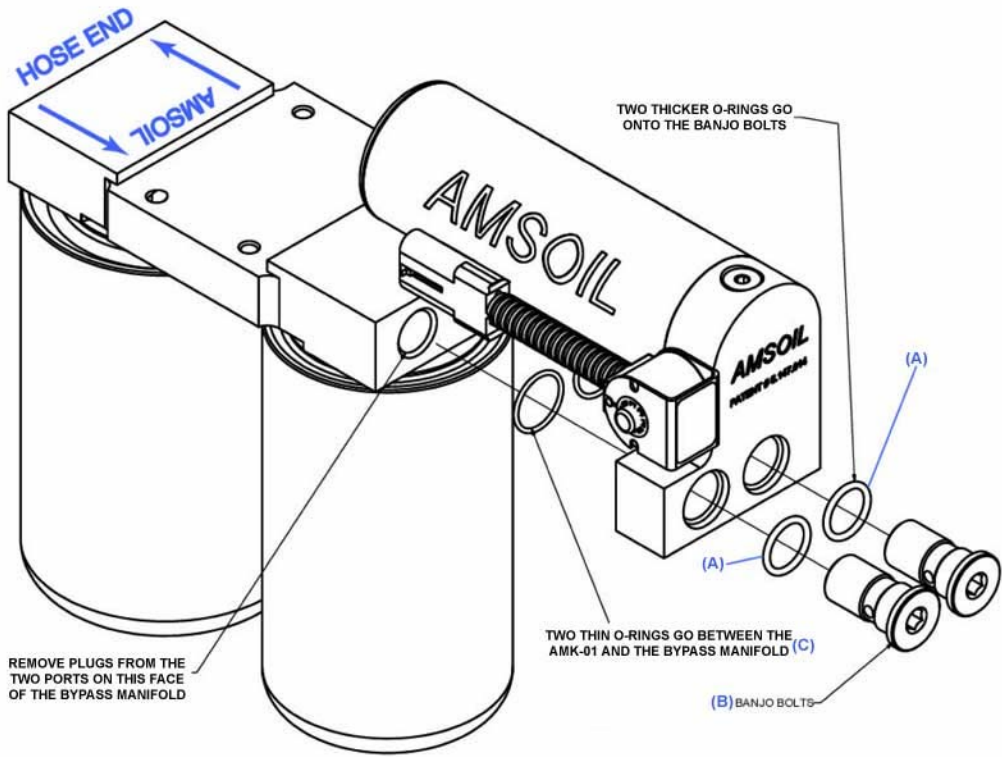
To complete the installation of the accumulator, follow the steps below to correctly hook up the electronics.

- 1.
2. Turn ignition to OFF position. Unhook the negative battery lead.
3. Connect the male connector (A) on the Coil Saver Circuit (B) to the female connector on the solenoid coil (C).
4. Connect the male connector on the Pig Tail (E) to the female connector on the Coil Saver (D).
5. Check the connection of the Sonalert (F) to the Coil Saver Circuit (B).
6. Locate a wire in your system that supplies electricity (+) while the ignition is in the run position. (See Note #2 Below)
7. Find convenient place to splice into the positive wire (+) and splice in the red wire on the Pig Tail (E).
8. Locate a ground (-) wire on your system. (See Note #2 Below)
9. Find a convenient place on the ground (-) wire and splice in the brown wire on the Pig Tail (E).
10. The Coil Saver Circuit (B) can be mounted with #6 x 1/2" sheet metal screws or wire tied to an existing bracket or wiring harness. The Sonalert (F) also can be mounted by wire tying to an existing bracket or wiring harness.
11. After completing electrical hook up verify function by turning the ignition to the run position. It is not necessary to start engine. Listen to verify that the Sonalert (F) signal on the Coil Saver Circuit (B) comes on after turning to the run position. The audio signal will shut off after 2-3 seconds.
12. Once the system is verified (step 8) proceed with tying down and securing all loose electrical wires and components to prevent damage during operation. Wires should not be attached to hot, sharp, or moving parts.



Note 1: The sonalert is not necessary to the function of the pre-oiler device. The Sonalert's function is to remind the operator that the unit is in place and that it is necessary to pause at the run position prior to starting the engine to allow the pre-oiler to have time to lubricate the engine prior to start. If desired, once an operator has been trained on this starting procedure, the sonalert can be removed from the Coil Saver Circuit by disconnecting the reusable connector.

Note 2: Locating the correct wires for the electrical hook up above is the sole responsibility of the installer. Reference materials for wiring layouts of most engines can be found and purchased on the internet. If you are not confident that you can find the correct wires we suggest you have the electrical hook up performed by a professional mechanic.



WIRING DIAGRAM

REFERENCE WAIR PRODUCTS DRAWING# B2957

