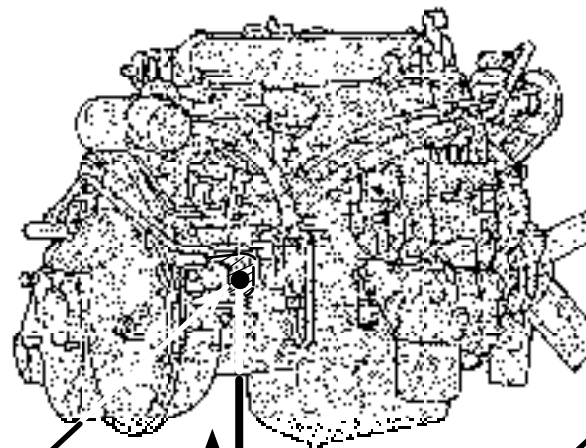


The Mercedes OM 366 is equipped with a disposable lube filter, but no bypass filter. A Spinner II Oil 1 gpm Cleaning Centrifuge can be installed as shown in the diagram.

Connect the supply port to the filter head (right hand side of engine) or create a "T" into the oil pressure sender.

Create a return port by removing the PTO cover at the right rear of the engine (see diagram). Drill and tap a 1/2"NPTF port into the cover. Connect this return port to the centrifuge. Alternate return: braze a return fitting into the turbocharger oil drain (left front).

# Mercedes OM 366



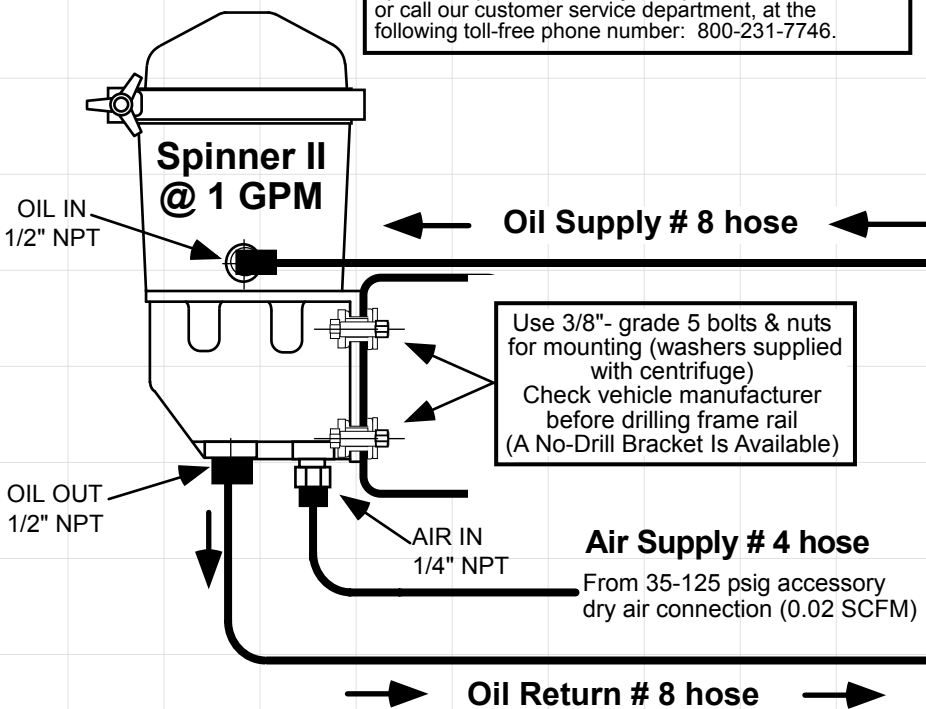
**Lube Filter Head**

To the best of our knowledge, this information is accurate and will provide safe and efficient operation of both the Spinner II centrifuge and the engine. Engines and options are subject to change. If you experience any problems with installation or operation, please contact your Spinner II Distributor or call our customer service department, at the following toll-free phone number: 800-231-7746.

**Return Port**  
Drill & Tap 1/2" NPTF into PTO cover plate

**Supply Port**  
10 x 1 mm

**Alternate Supply:**  
"T" into oil pressure sender



Use 3/8"- grade 5 bolts & nuts for mounting (washers supplied with centrifuge)  
Check vehicle manufacturer before drilling frame rail  
(A No-Drill Bracket Is Available)

The Spinner II unit should be securely mounted to the frame rail or other firm support. A spacer, Spinner II Part No. 70845, is available for inside frame rail installation. Hoses should be routed to avoid moving parts and flying objects, securely fastened in place and positioned to minimize oil flowback into unit at engine shutdown. For further details, refer to Service & Installation Bulletin.

# INSTALLATION BULLETIN

## SPINNER II

©Spinner II Products / T. F. Hudgins, Incorporated  
Houston, Texas 77292-0946

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# Spinner II Installation on Mercedes OM 366

drawn sr	checked	approved	project	date © 2 Sep 1997	dwg <b>A1-5541-0</b>
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