

Spin-on Oil Filter Conversions

Canister type oil filters predate spin-on filters and are still commonly used today. Both types of filters are effective; however, spin-on filters are less expensive and easier to service, making them considerably more popular. Unless factory equipped, canister filter engines generally can't be equipped for oil cooling; this is likely the main reason to convert, as most aftermarket components are only designed for spin-on filters. We offer a selection of well engineered conversion kits for many vintage and modern vehicle applications.



MB Smart Car Spin-on Conversion

Part #	Description	Price \$
SK1	MGTD > MGB (FC289)	\$92.00
SK2	Triumph TR2 >4A (FC285TT) <i>suitable for coarse or fine thread</i>	\$95.05
SK3	BMC A Engine (FC283) <i>Austin Healey Sprite, MG Midget</i>	\$119.00
SK4	Austin Healey 6 Cylinder	\$105.00
SK6	Triumph 6 cylinder (FC290)	\$155.00
SK7	Triumph TR7 & Stag (FC292)	\$77.50
FC286	Jaguar 3.8 E Type	\$105.00
FC287	Jaguar MK1/MK2	\$105.00
FC287	Jaguar XJ6	\$115.25
FH3	Triumph 6 cylinder w/oil cooler <i>adds 2 ports for cooler hose connections</i>	\$165.00
FC8741	MB Smart Car* (20mm filter - Honda) <i>*European, Canadian & grey-market versions</i>	\$99.50

