

## Thank you for purchasing a Jetex Cone Filter.

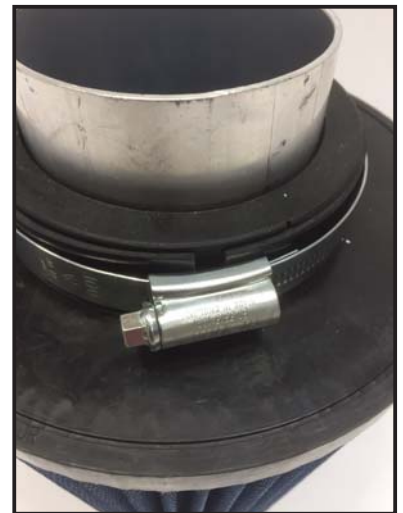
Our range of cone filters is designed as a universal fitting part and so have not been specifically tested on a particular engine. The BHP rating is determined by the surface area of the cone.

It is important to fit the right type of cone based on the neck diameter and BHP rating:

1. Make sure that the outside diameter of the MAFF or other connection (hosing, aluminium tubing etc...) is the same as the inlet diameter of the neck of the cone.
2. Please use the rubber strip provided in the box, which acts as an interface between the hose clip and cone neck. As a result of vibration, poor fitting or an application unsuitable for a particular cone size, the clip can 'eat' into the rubber and cause it to split.

The rubber strip creates a 'soft' grip on the neck and so will enhance the longevity of the filter, whether used for road, track or rally use. See images below. Please **DO NOT** overtighten the hose clip. Rubber is extremely 'grippy' and so the clip only requires minimal tightening.

3. It is always advisable to support the cone so it's weight is not solely supported by the neck. In some cases a bolt can be added to the face of the filter and used in conjunction with a bracket attached to a rigid part of the engine bay.



Wrap the 2mm thick rubber strip around the cone neck. There will be a 3 or 4mm gap which will close up when the hose clip is tightened (the hose clip will require loosening by turning the screw anti-clockwise, in order to fit over the strip **AND** the cone neck). Align the hose clip so that it overlaps the join in the strip.

*Jetex 2015*