

Amsoil Oil Bypass Kit Install On A 2008 Dodge 6.7 Cummings

Written By Andrew Steed

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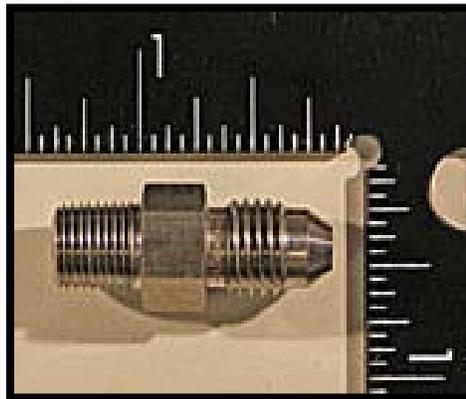
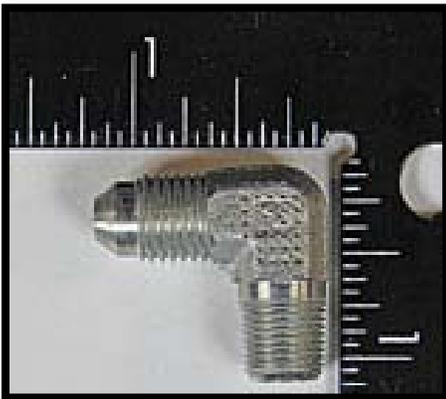
I did a lot of research on what type of bypass kit to buy and the Amsoil one fit my needs perfectly. I looked at the FS-2500 but while it is a great kit it is also a lot more expensive and the filters you must buy from them. The Amsoil kit on the other hand has filters that are readily available.

The things you will need to buy from the Amsoil online store: Call: 888-428-3319

Email: ByPass@ALLsynOIL.com

Web: www.ALLsynOIL.com

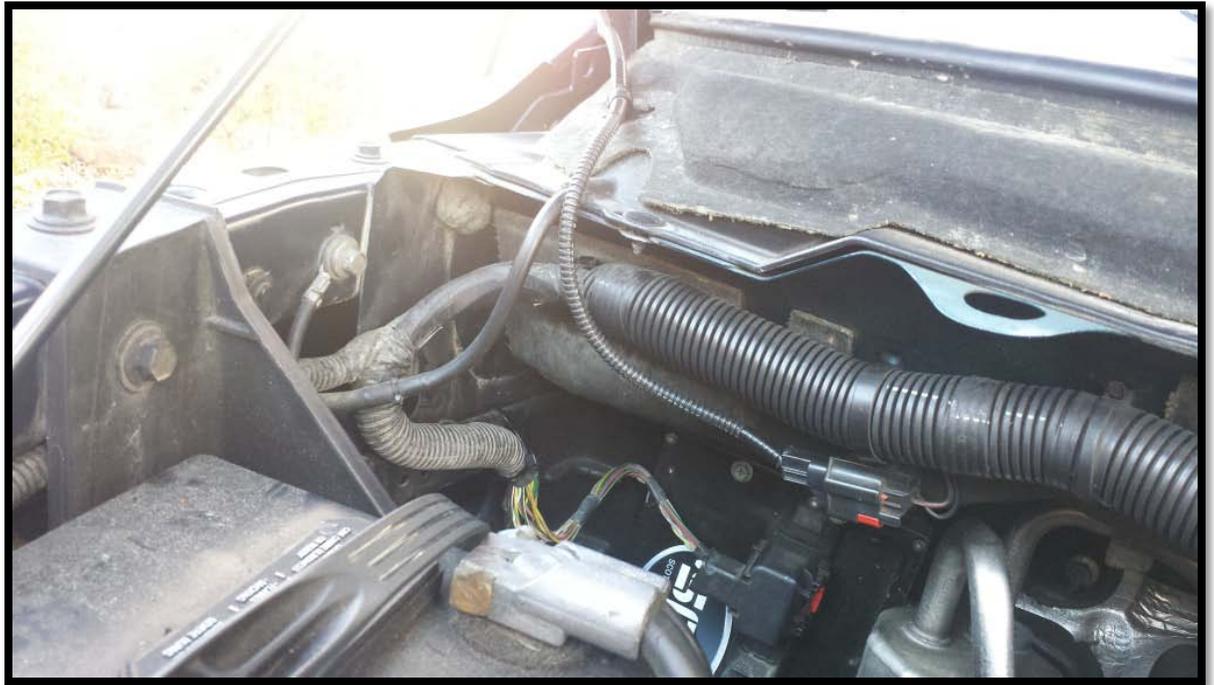
1. (1) Amsoil Bypass Kit - BMK-21
2. (1) Amsoil Return Cap - BK1303
3. (1) Amsoil EaBP100 Bypass Filter
4. (1) 90-degree JIC Elbow - BP242



The other things and tools you will need for this specific install:

1. Drill with various drill bits
2. Various sockets & wrenches bits
3. (4) 1/4x20 bolts – 1" long is best
4. (4) 1/4x20 nutserts
5. Nutsert gun with 1/4x20 attachment
6. 3" long – 2"x2" Steel or Aluminum Square Tube
7. Spray Paint – Color of Choice

The first step is to locate the location you want to mount the bypass system. I decided to mount the bypass kit on the rear passenger side of the engine bay. I saw this install on one of the



Cummings forums and found it would be a perfect location. You could easily place it by the CP3 pump, but I will be adding a belt driven compressor at that location so I had to figure out another place. I didn't want to put it on the frame as that makes me nervous because of road debit or if someone wanted to screw with my truck.

The next step is to determine how the bracket will mount to the body. Where I needed to place it there was a ground cable coming from the battery and a plastic clip. After removing the



cable and the plastic clip that was right next to it, I went and drilled out the hole where the plastic clip was and added a 1/4x20 nutsert. These are very handy and make installs like this much more convenient as you don't have to worry about getting a nut on the backside of the bolt.

Once the body was prepped, I went and drilled the holes for the bypass kit on the square steel. I then painted the inside and outside of the square steel bracket. I then added the three 1/4x20 nutsert that the filter housing will mount to. Looking back I should have waited to paint it after I had drilled all 5 of the holes.

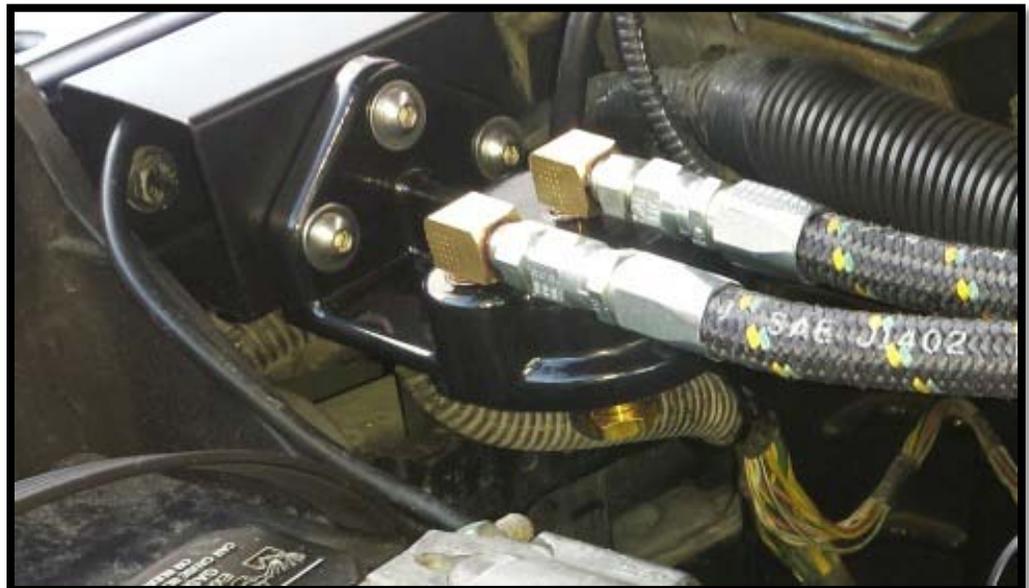


With that done I went and used a piece of paper and punched out the drill pattern from the truck body. This made it easier to figure out where exactly I needed to drill into the square tubing. I had to angle the steel tubing so that the large bypass filter would clear the battery box and the AC line that is below where the filter will be. **Take your time on this step as you won't have a second chance!!!** Once the holes were drilled, I mounted the finished bracket to the truck body and reconnected the ground cable inside the steel bracket. This was a bit of a pain but it is doable. Another option would be to cut the top of the square tubing and make it into a C-channel. This would make the install go a lot easier.

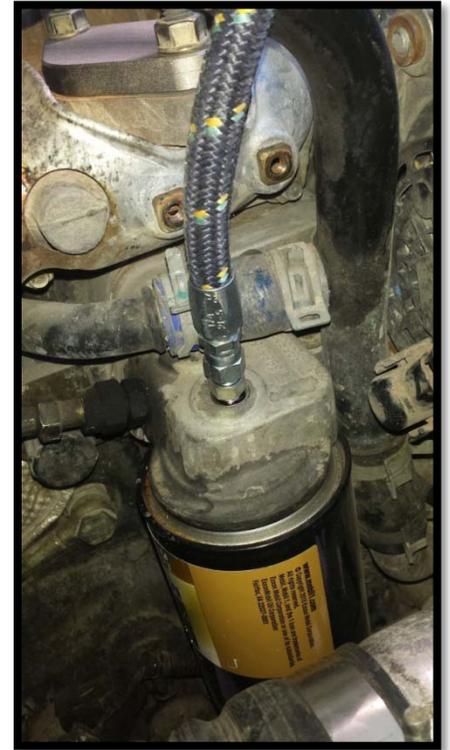
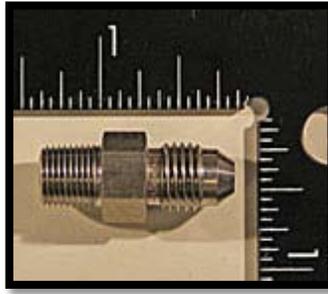


After the bracket is in place and tight all you have to do is mount the filter housing to it. I used stainless bolts and washer for everything to help with rust.

Now you will need to install the two 90 degree brass fittings and connect them with the straight JIC fitting. Just make sure not to over tighten them.

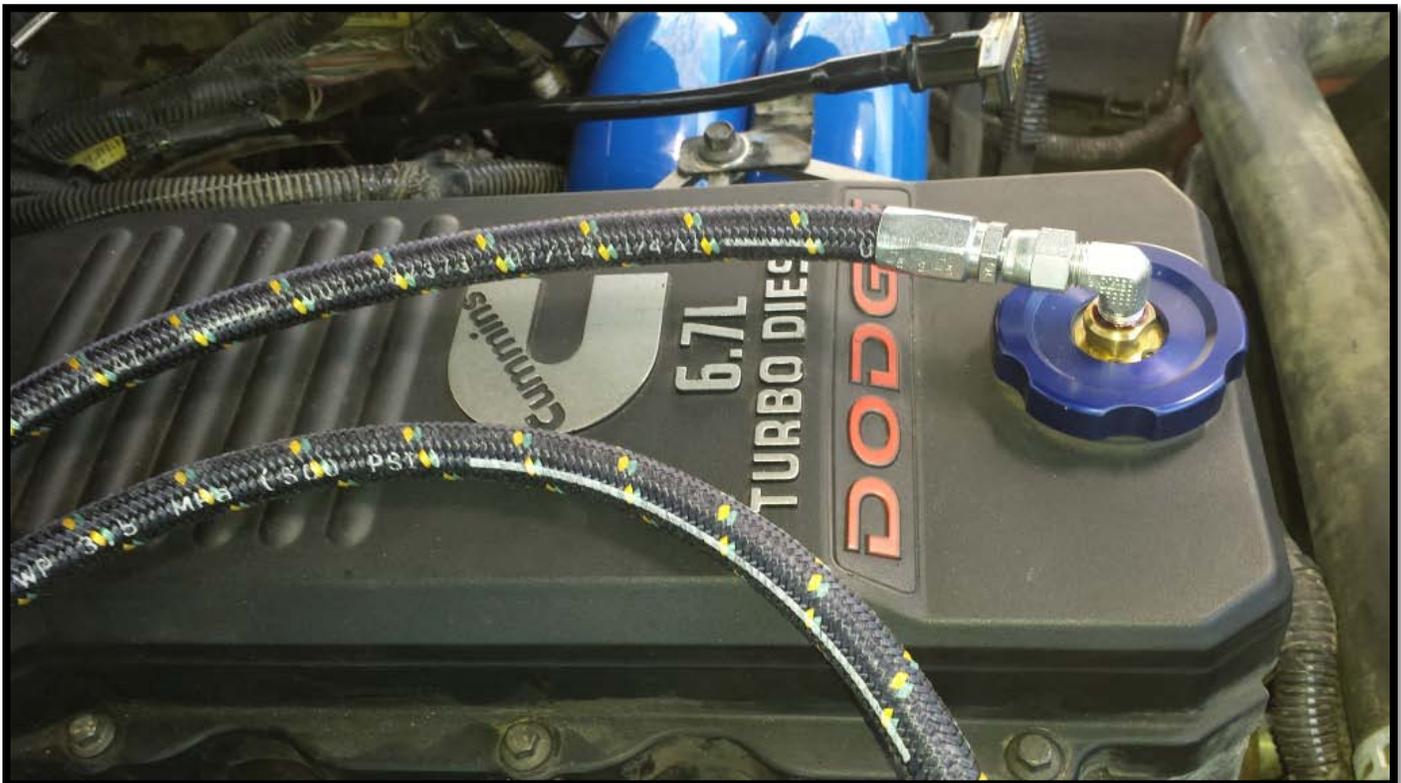
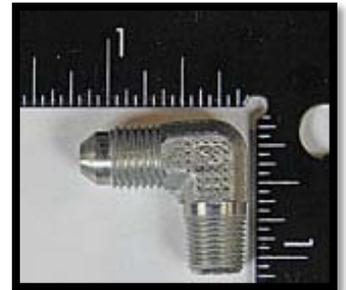


Once I was at this point I had to remove the air filter box to get easier access to the top of the stock filter housing. I removed the rectory bolt and kept in a safe location just in case I ever needed it again. In my case there was a compression hose clamp in the way so I had to shift the clip slightly to make room for the new fitting. I then installed the straight JIC fitting which was included in the bypass kit. I always use thread locker on the non-compression side to make sure there won't be any leaks.



At this stage I went and attached the hose and ran it various ways to figure out what would be the best path for the hose. Once I figured that out I cut the hose and made up both ends. The rest of the hose I put aside for the next step.

Next I went on to work on the return line which goes into the oil fill cap. You need to attach the 90-degree JIC Elbow with thread locker to the Amsoil Return Cap (BK1303). I took the remaining hose and measured and cut it to length and installed the end. Once that is in place all you need to do is tighten all the connections down. In the end I had about a one foot piece of hose left.



Once you get to this point the only thing left to do is reinstall the air filter and run the truck to check for leaks. Don't forget that with the new filter you will need to add another 1.5 quarts of oil. Once I knew everything was in good shape with nothing leaking I went and used some zip ties to hold the hoses where I wanted.

