

Oil Filter Sandwich Plates

Oil Filter Sandwich Plates are designed specifically to add an oil cooler to your wet-sump oil system. The sandwich plate installs on your engine under your spin-on oil filter (between the filter and the block) to provide inlet and outlet ports to connect your oil plumbing. An oil thermostat between the remote filter and the cooler

is recommended to reduce the high pressures resulting from cold, viscous oil being forced through the cooler. Advantages of a sandwich plate over a remote oil filter include keeping the filter in the original location, eliminating the remote filter head and associated plumbing, and retaining the original oil filter thread.

Cast Aluminum Sandwich Plates with Bypass



Sandwich Plate with Bypass
Part No.
1231-3/4x16

These economical sandwich plates have a built-in pressure relief valve. When the oil is cold and thick, the bypass valve will open to allow the (filtered) oil to return directly to the engine. This helps to prevent overpressurizing the cooler. All of these sandwich plates have 3/8 NPT female ports and measure 1" thick. All sizes have a 2.5" diameter O-ring seal.

- 3/4-16 Filter Thread Part No. 1231-3/4x16 \$43.99
- 13/16-16 Filter Thread, 2 1/2" and 3 1/8" Part No. 1231-13/16x16 ... \$42.99
- 18 x 1.5mm Filter Thread Part No. 1231-18x1.5 \$42.99
- 20 x 1.5mm Filter Thread, 2 1/2" and 3 1/8" Part No. 1231-20x1.5 \$42.99
- 22 x 1.5mm Filter Thread Part No. 1231-22x1.5 \$42.99
- Replacement 2.50" dia. O-Ring for all sizes above Part No. 1235-2.50 inch \$1.99
- Replacement 3.12" dia. O-Ring, 13/16 and 20mm only ... Part No. 1235-3.12 inch \$3.49

Cast Aluminum Sandwich Plates with Thermostat



180°F Thermostat

A simple bypass valve is a great safety feature, but if you want more control, a thermostat is a better choice. These sandwich plates from Setrab have a built-in thermostat that opens at 180°F (82°C) to force all oil to go through the cooler. (Below 180°F, the thermostat acts as an open bypass valve.) These plates have M22 female O-ring ports to accept Setrab M22 adapters (sold separately on page 77). All sizes have a 2.5" diameter O-ring.

- 3/4-16 Filter Thread Part No. SET-SPT76-34-180-22 \$96.25
- 20 x 1.5mm Filter Thread Part No. SET-SPT76-20-180-22 \$96.25
- 22 x 1.5mm Filter Thread Part No. SET-SPT76-22-180-22 \$96.25

Billet Aluminum High-Flow Sandwich Plates



Canton Sandwich Plate
Part No. CM 22-545

These high-flow sandwich plates from Canton are machined from billet aluminum with a tough black anodized finish. They do not have a thermostat or bypass valve, so an external oil thermostat is required to prevent overpressurizing your cooler with cold, thick oil. All of these sandwich plates have large 1/2 NPT female ports and measure 1 1/4" thick. All sizes have a 2.5" diameter O-ring seal.

- 3/4-16 Filter Thread Part No. CM 22-545 \$92.00
- 13/16-16 Filter Thread Part No. CM 22-546 \$92.00
- 18 x 1.5mm Filter Thread Part No. CM 22-547 \$92.00
- 20 x 1.5mm Filter Thread Part No. CM 22-548 \$92.00
- 22 x 1.5mm Filter Thread Part No. CM 22-549 \$92.00
- Replacement Seal Kit Part No. CM 98-004 \$7.49

Cast Aluminum High-Flow Sandwich Plates



High-flow
Sandwich Plate
with 1/2 BSP Ports
Part No. 1236-3/4x16

Chevy V-8
Sandwich Plate
Part No. 1232

If you install a separate oil thermostat (see page 77), you can get away with a full-flow sandwich plate. These plates force all of the oil through the cooler at all times, regardless of pressure or temperature. We do not recommend using them with a cheap oil cooler!

- 13/16-16 Filter Thread, 3 1/8" dia. O-Ring, 3/8 NPT ports . Part No. 1232 \$39.99
This special plate fits Chevy V8s with a recessed filter landing. Measures 1 7/8" thick.
- 3/4-16 Filter Thread, 2.5" O-Ring, 1/2 BSP ports Part No. 1236-3/4x16 \$56.99
This is the sandwich plate commonly used on FC/S2 and Ford 2.0L Pinto racing engines.
- Replacement O-Ring for Part No. 1236 Part No. 1254 \$2.99

Spin-On Oil Filter Thread Application Chart

Acura	
All except below..... All.....	20mm
Integra..... 86-87.....	22mm
Legend (2.7L), 3.2TL, 3.5RL.....	22mm
NSX..... 91-05.....	22mm
Alfa Romeo	
2.0L and V6..... All.....	3/4-16
Audi	
All that use spin-on..... All.....	3/4-16
BMW	
All that use spin-on..... All.....	3/4-16
British Leyland	
MGB (incl GT), Spridget..... 70+.....	3/4-16
Cadillac	
V-8 All except below..... All.....	13/16-16
V-6..... 85+.....	18mm
XLR-V, STS-V..... All.....	22mm
Chevrolet	
V-8 All except below..... 68-01 ..	13/16-16, 3 1/8" O-Ring
LS1..... 97+.....	13/16-16
Z06..... 06+.....	22mm
ZR1..... All.....	20mm
V-6..... 78+.....	18mm
Dodge / Chrysler / Plymouth	
All gas except below..... 59-07.....	3/4-16
V-8 All..... 08+.....	22mm
Stealth, Colt, Laser..... 89-98.....	20mm
Eagle	
Talon (non-turbo only)..... 95-98.....	3/4-16
Talon (all others)..... 89-98.....	20mm
Vision..... 93-97.....	3/4-16

Ferrari / Fiat	
All that use spin-on..... 70+.....	3/4-16
Ford / Lincoln / Mercury	
Cortina, Pinto, Escort..... 71+.....	3/4-16
V-8 All except Modular..... 58+.....	3/4-16
Modular V-8 (4.6, 5.4)..... 92+.....	22mm
V-6 12 valve and SHO..... 87+.....	3/4-16
V-6 24 valve..... 95+.....	22mm
Probe (All)..... 93-97.....	20mm
Thunderbird, Lincoln LS..... 02-05.....	1-12
Honda	
All except below..... 88-06.....	20mm
Civic / CRX..... 84-87.....	22mm
Mazda	
Miata, MX-5..... All.....	20mm
Rotary (all RX Series)..... 71+.....	20mm
Mazda 3..... 04-06.....	20mm
Mazda 6 V6..... 03-06.....	22mm
Trucks, SUVs except late MPV..... 89-98.....	3/4-16
MPV..... 99-06.....	22mm
Mercedes	
190 except 16v..... All.....	3/4-16
300 except CE..... All.....	3/4-16
Mitsubishi	
All gas except below..... 83+.....	20mm
Eclipse (non-turbo)..... 95-99.....	3/4-16
Nissan / Datsun / Infiniti	
All gas except below..... 74+.....	3/4-16
Altima, Maxima, Sentra..... 93-04.....	20mm
I30, I35, G35..... 96-04.....	20mm
200SX, 300ZX, 350Z..... 90-08.....	20mm
Pathfinder / QX4..... 96-04.....	20mm

Buick / Olds / Pontiac	
V-8 Buick only..... All.....	13/16-16, 3 1/8" O-Ring
V-8 All others..... All.....	13/16-16
V-6, Quad 4..... All.....	18mm
Porsche	
911..... 65-71.....	3/4-16
911..... 72-95.....	1-12
911 Turbo..... 91-94.....	20mm
911 3.6L..... 94-98.....	20mm
914 (4 cyl)..... 70-77.....	3/4-16
924..... 77-83.....	3/4-16
928..... 78-95.....	20mm
944 incl. turbo..... 82-95.....	20mm
SAAB	
99, 900, 9000 (4 cyl)..... 71-98.....	3/4-16
900, 9000 V6..... 94-98.....	18mm
9-3, 9-5..... 99-02.....	3/4-16
9-2X, 9-3, 9-5..... 03-12.....	20mm
9.7X..... All.....	13/16-16
Saturn	
All 19L..... 91-01.....	3/4-16
Vue Redline, Relay 3.5..... All.....	20mm
Toyota / Lexus / Scion	
All gas..... 70+.....	3/4-16
VW	
All that use spin-on..... 75+.....	3/4-16
Volvo	
All gas..... 90-99.....	3/4-16

Information in this chart is courtesy Canton Racing Products. Please contact us with errors or omissions.