

Norm's FJR Parts

Modified Union Bolt for Yamaha FJR1300 All Years and Models



The Problem: Filter manufacturers have changed the design of their oil filters so they are no longer compatible with the union bolt fitting on the FJR. The old style filter with a concave end is on the right, the new style with convex end is on the left.

The hexagonal midsection of the union bolt is too thick to allow the convex end to seat and seal properly.



The problem is solved by modifying the hex section of the union bolt, making it thinner to allow clearance for the flange to screw on further and properly compress the rubber seal ring.



Placing a straight edge across the convex filter shows the problem. The filter base bottoms on the hex before it can screw on enough to compress the rubber sealing ring.



Placing a straight edge across the convex filter with the modified union bolt shows the needed clearance restored. Filter can now be torqued to properly compress the rubber

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INSTALLATION PROCEDURE

It is most convenient to install the Modified Union Bolt during an oil change.

1. Remove old oil filter.
2. Use a 27mm socket wrench with a breaker bar to remove the stock Union Bolt. Unscrew counter-clockwise. If you do not have a 27mm socket, a 1-1/16" socket will work.
3. After removal, insert the Modified Union Bolt. Note that the threads on one end are longer than the other. Screw the short end into the crankcase. There is no need to use Loctite or other thread fastener.
4. Tighten the Union Bolt to the following torque specification:
 - 70 Nm
 - 7.0 m-Kg
 - 50 Foot-Pounds
5. Screw on new oil filter and torque to:
 - 17 Nm
 - 1.7 m-Kg
 - 12 Foot-Pounds

If you don't have a suitable filter wrench or torque wrench, screw on the filter until the seal comes into full contact with the crankcase, then tighten it another 3/4 turn.

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