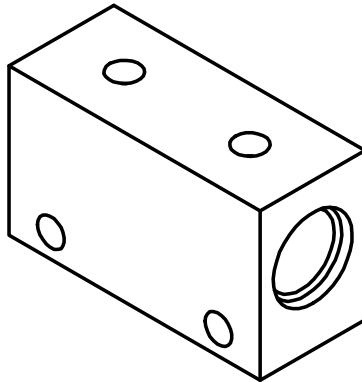




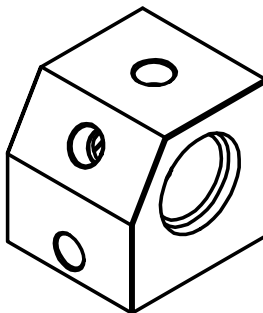
## Dual Inline Oil Sensor Manifold Block

Part Nos. ENV-150 & ENV-151

Made in USA



ENV-150



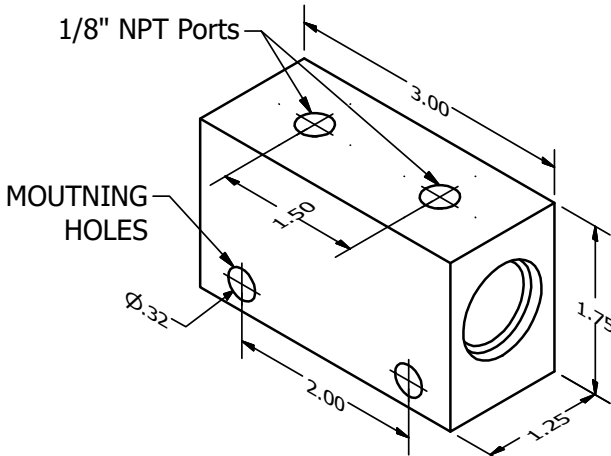
ENV-151

**Important: Read these instructions  
in their entirety prior to installation.**

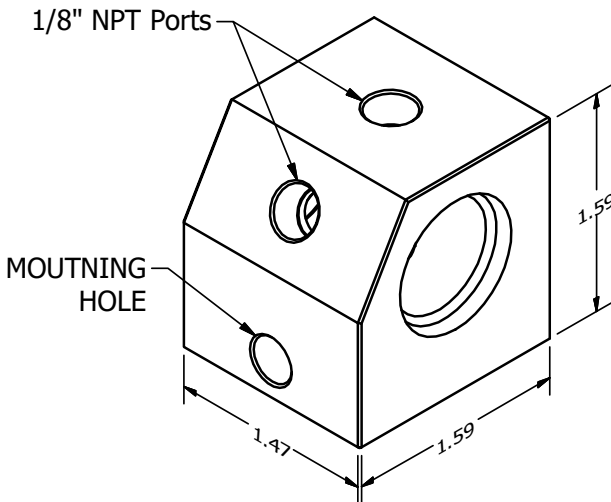
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# Specifications

<b>Sensor Ports</b>	1/8" NPT (2)
<b>Fitting Ports</b>	-10AN SAE J1926 / MS16142 O-ring boss
<b>Mounting Holes</b>	Up to M8 (5/16") sized screws
<b>Material</b>	CNC-Machined 6061-T6 Billet Aluminum
<b>Coating</b>	MIL-A-8625, Type II Anodize, Black
<b>Dimensions</b>	See Figure 1 & Figure 2



**Figure 1 - ENV-150 Dimensions**






**Figure 2 - ENV-151 Dimensions**

## Parts List

- 1 x Universal, dual in-line sensor manifold:
- 1 x Pre-sealed 1/8" NPT plug
- 2 x Black-anodized aluminum adapter fittings with Viton rubber O-Rings (Optional):
  - 3/8" or 1/2" hose barbs **-OR-** -06AN, -08AN, -10AN, or -12AN

## Installation Instructions

1. Screw the sensor(s) into the ports:
    - a. Wrap sensor threads in Teflon tape (plumber's tape) or apply RTV sealant before screwing into the housing. **DO NOT OVERTIGHTEN.**
    - b. *If not using the second sensor port*, screw the supplied 1/8" NPT plug into the second sensor port with a 3/16" Allen key. *This plug comes with sealant pre-applied and does not require Teflon tape.* **DO NOT OVERTIGHTEN.**
  2. Ensure that the sensor(s) are properly grounded:
    - a. If the body of the sensor must be grounded, attach a grounded lead to the body, or see Step b below.
    - b. *If grounding the sensor through the body of the sensor manifold*, lightly sand or file the area under the mounting screws to ensure removal of the anodized layer, which does not conduct electricity well. Then securely bolt the manifold to the vehicle's grounded chassis with a steel screw.
  3. Install and tighten the AN fittings into the housing, then connect the oil lines. **DO NOT** overtighten.
-  **Tip:** Lubricate the -AN fitting O-rings with motor oil to prevent O-ring damage.
-  **Tip:** Use aluminum -AN fitting wrenches to avoid damaging the fittings.
4. Tighten all fittings and line connections. **DO NOT** overtighten.
-  **Tip:** Use aluminum -AN fitting wrenches to avoid damaging the fittings.
5. Check the engine's oil level; top-off if necessary.
  6. Remove the fuel pump fuse.
  7. Crank the engine over for several seconds to build oil pressure and prime the lines with oil.
  8. Check the engine's oil level again; top-off if necessary.

9. Replace the fuel pump fuse and then start the engine.
10. Check for leaks and adjust or tighten fittings if necessary.
  - a. If any NPT connection leaks, *tighten no more than a quarter-turn* at a time until the leak stops.
11. Shut-off the engine.

*Congratulations, you're done!*