

Issue No.: 6/2012 – Installation note for MAHLE oil filter insert OX 339/2 D Eco

This oil filter insert is fitted as standard in various diesel engines of the PSA Group with a bandwidth of 1.1 L to 3.2 L displacement and power outputs ranging from 44 kW/60 HP to 160 kW/218 HP. Apart from the main applications in various models from Citroën and Peugeot, equivalent diesel engines are also used by Fiat, Ford, Jaguar, Lancia, Land Rover, Mini, Mitsubishi, and Volvo.



Figure 1: Cover and oil filter insert



Figure 2: Scope of delivery for OX 339/2 D

When replacing the oil filter insert as part of regular maintenance, unscrew the cover and pull the used filter insert out of the housing together with the cover. Then remove the insert from the cover, replace the cover sealing ring with the one supplied, position the new insert in the cover and screw it back into the housing.

CRUCIAL: THE RIGHT GROOVE FOR THE SEALING RING

The cover sealing ring must be fitted in the upper groove (Figure 3). If the ring is placed in the lower groove by mistake, which is actually the start of the cover thread, you will not be able to screw the cover on completely.

This may lead to leaks and loss of oil, because the incorrectly positioned sealing ring will be damaged when the cover is screwed back into place and/or the cover cannot be tightened fully.

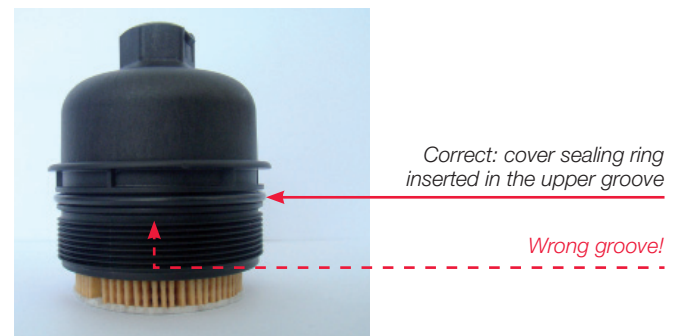


Figure 3: Fully assembled

INTERCHANGEABLE WITH SYSTEMS FROM OTHER MANUFACTURERS

Due to the multitude of applications, MAHLE is not the only series supplier of this oil filter module. The housing/cover combinations from other manufacturers frequently show visible differences to the MAHLE system, e.g. the cover thread may differ. In addition, the cover sealing rings sometimes have different cross section diameters.

However, these characteristics influence neither fitting accuracy nor function. The MAHLE oil filter insert OX 339/2 D Eco can thus be easily fitted in systems that are equipped with products from other manufacturers.