

Technical Bulletin

Troubleshooting: Oil Filter Fitment

As one of Europe's leading filter brands, Comline is well placed to observe some of the fitment issues that arise in this product segment. Whilst filters are a regular source of work for mechanics and may appear simple, there are some common fitment problems which have the potential to cause vehicle faults.

Adhering to the following simple rules will ensure trouble-free oil filter fitment and nothing but satisfied customers.

DO NOT OVERTIGHTEN

1

- Hand-tightening the oil filter is the recommended method for oil filter installation.
- Overtightening an oil filter can result in future removal issues.
- Using a filter removal tool to tighten the filter during installation is not recommended. Such a method is far more likely to result in overtightening.
- Tightening with a removal tool can also damage the protective paint on the filter canister which exposes it to potential corrosion and increases the chance of early failure.
- As a general rule twist the filter until there is gasket contact between vehicle and filter, then add another quarter turn.



FIRST FOR FILTERS

CROSS-THREADING

2

- Cross-threading can happen with most screw and thread applications, but it is a particular concern with oil filter fitment.
- Cross-threading mis-aligns the filter causing improper rubber gasket contact. This can compromise a secure seal a greatly increase the chance of a leak.
- This issue may also cause the filter to work loose over time or make the filter more difficult to remove at the vehicle's next service.

ALWAYS LUBRICATE

3

- When installing the new filter, we recommend lubricating the gasket rings with a small amount of oil to promote a secure seal. A finger-tips worth of oil should be sufficient.
- Oiling the gasket should also promote easy removal of the filter at the next service.

