

# Technical Bulletin



## 2002 + Mini Cooper Cartridge Oil Filter CLS # L15465



### A. Oil Filter Housing Caps

Technicians must exercise caution when removing the cartridge oil filter from the aluminum oil filter housing cap on these vehicles. This is important as there are two types of oil filter housing caps. Identifying which cap the vehicle is equipped with is critical.

The first cap has a spring and plastic guide sleeve incorporated into the cap (see figure 1). It is important that these items not be discarded with the old oil filter. They may come apart from the cap during disassembly (see figure 2). If so, they must be re-installed with the new filter. The correct order of installation is pictured in figure 3. The function of these two items together is to apply sufficient pressure to the drain-back valve. This keeps the drain-back valve closed during engine operation. If not re-installed the result would be low oil pressure and potential catastrophic engine failure.

The second type of oil filter housing cap is pictured in figure 4. Due to the different oil passages and oil path in certain Mini engines the plastic sleeve and spring are not used. With this application, the new filter is installed onto the cap directly.

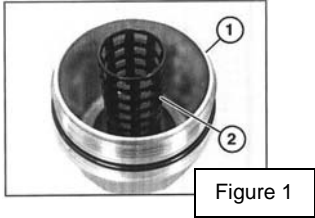


Figure 1

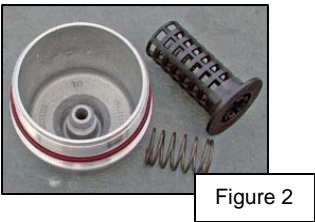


Figure 2

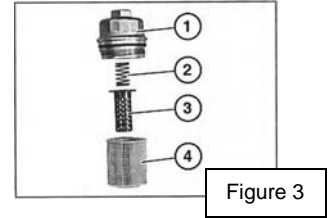


Figure 3

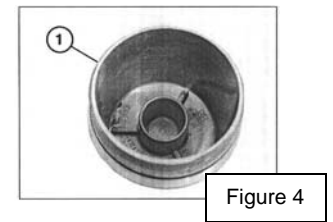


Figure 4

### B. Correct Oil Filter Housing O-ring Placement

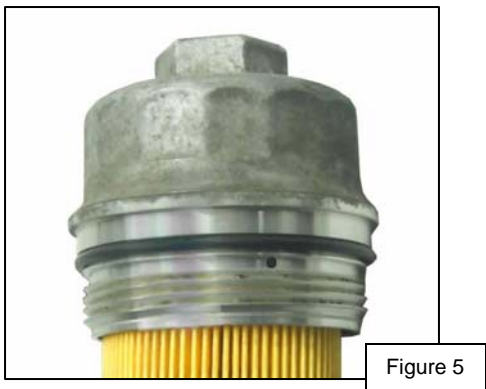


Figure 5

Always use caution when installing any oil filter housing o-ring. The threads on the caps can be sharp and may cut into the o-ring. This can compromise the o-ring and cause it to fail. The result is oil loss and potential catastrophic engine failure.

With Mini applications, the correct o-ring placement is pictured in figure 5. Placing the o-ring in any other location may result in the de-laminating of the rubber. This can weaken the o-ring and cause it to fail. This again could result in potential catastrophic engine failure.