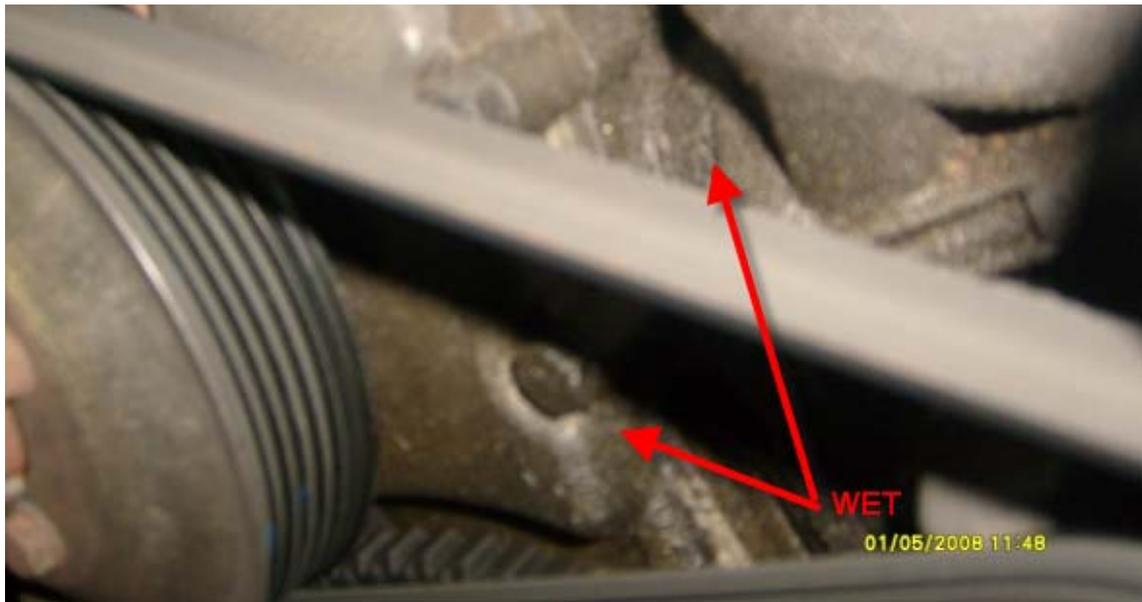


Replace the Oil Filter Housing Gasket and Bush.

This was done on a 1995 318ti Club Sport. This has a M44 style filter housing, but the engine is a M42. Yours may be a little different, but this is what I did and it fixed the leak.

The leak looks like this:

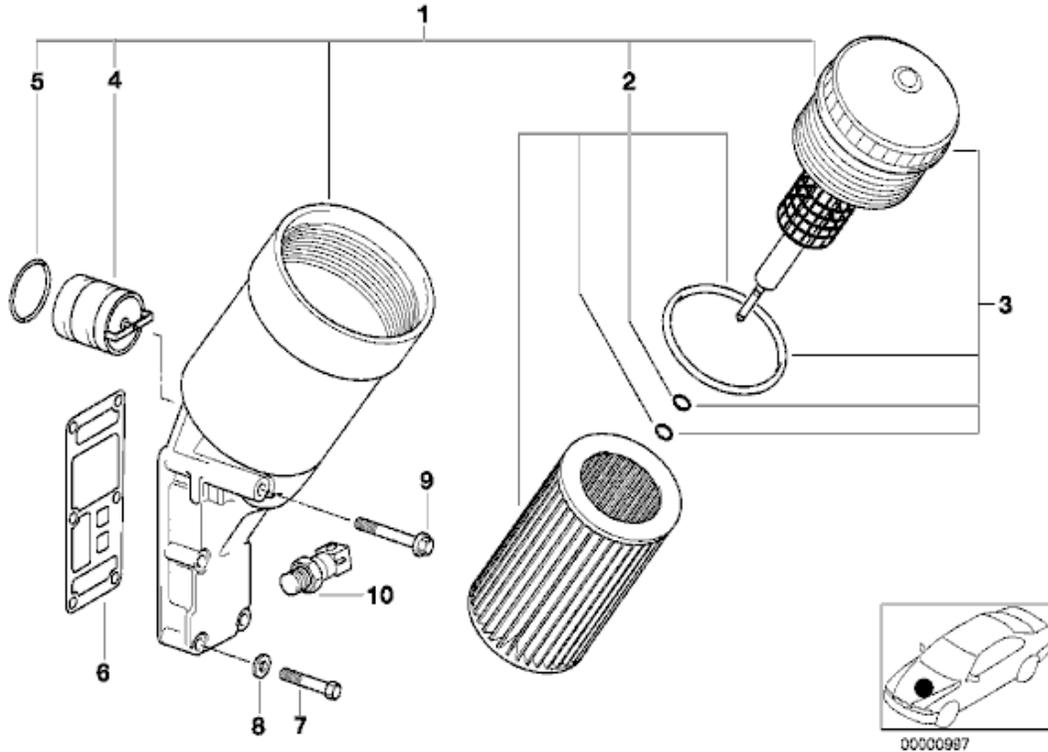


And I got a nice burnt oil smell after driving my car... but it did not drip to the floor.

Good news is, it's a cheap fix and easy to do.

Order items 4 and 6 on the diagram below. Don't worry about item 5 (the O-rings) as they are included on the Bush.

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No.	Description	Supplement	Qty	From	Up To	Part Number	Price
<i>i</i> ONLY APPLIES TO OIL FILTER PLASTIC COVER							
01	OIL FILTER WITH PLASTIC COVER		1			11421715878	\$167.40
02	SET OIL-FILTER ELEMENT		1			11421716192	\$8.70
03	OIL FILTER COVER		1			11421715960	\$27.62
04	BUSH		1	09/1995		11421432228	\$8.73
05	O-RING	24X3	2	09/1995		11421709513	\$5.30
06	GASKET ASBESTOS FREE		1	09/1995		11421709800	\$1.95
07	HEX BOLT WITH WASHER	M6X35-Z1-ZNS	4	09/1995		07119901973	\$1.28
09	HEX BOLT WITH WASHER	M6X75-Z1	2	09/1995		07119912955	\$0.61
10	OIL PRESSURE SWITCH	M12X1,5	1	09/1995		12611710509	\$11.61
10	OIL PRESSURE SWITCH	M12X1,5	1	09/1995		12617568480	

I got my parts from the dealer and it was under 11 bucks... no shipping!
They looked like this:

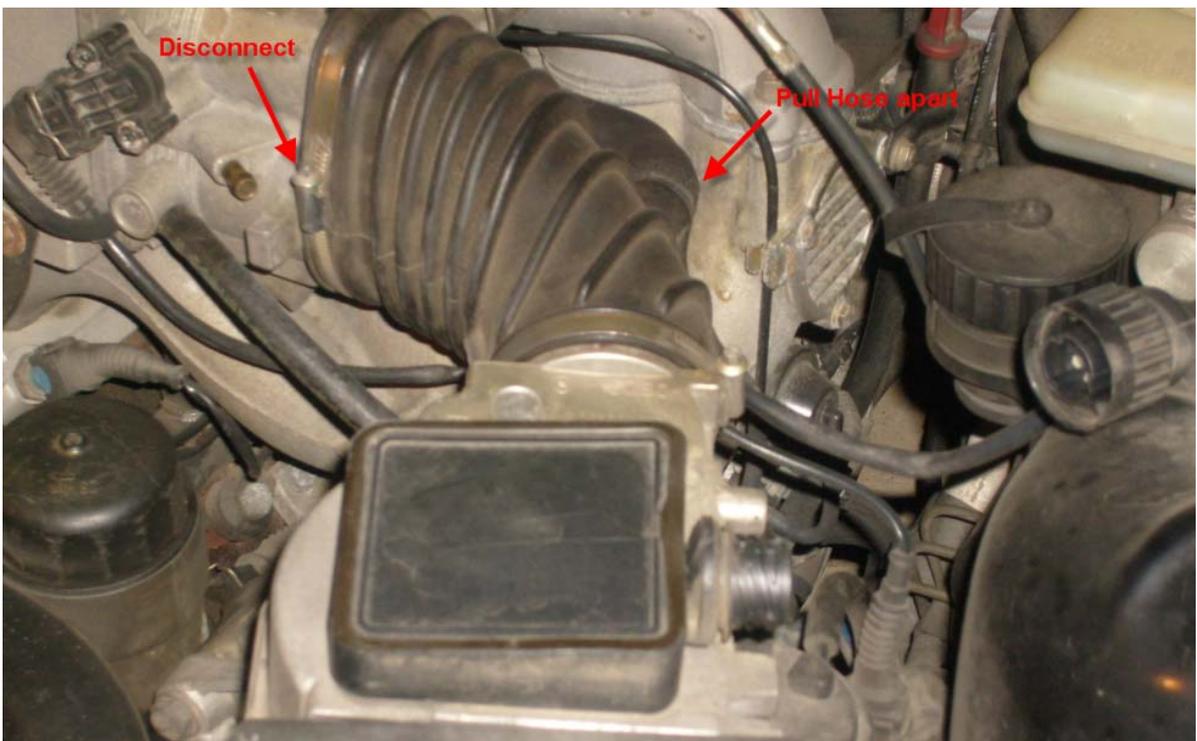


OK so here is what you do:

1. Disconnect the battery.
2. Unplug the wire to the Air Flow Meter (AFM) and disconnect the hose at the front on the intake manifold.



3. Remove the AFM assembly from the filter box to the Intake manifold. This is done by unclipping the top of the filter box and releasing the hose clamp at the intake manifold. You will also have to pull apart the vac hose at the back of the rubber boot.



4. Use a 16mm wrench to move the tensioner pulley to the left (loosening the belt), and take the belt off of the alternator pulley.
5. Pry the rubber cover off the back of the alternator. Remove the 2 leads from their respective posts on the back. You will need a 10mm and 13mm wrench to remove the nuts. I used a ¼ drive socket to take them off... it's just the right size/shape.
6. Pry off the cap on the belt idler pulley next to the hydraulic tensioner.



7. Remove this idler pulley by removing the screw in the center.
8. Remove the Alternator by removing the 2 screws which secure it to the bracket. One of them is shown in the picture below.



9. Pry the Alternator out of the cradle. Don't hit it with a hammer, this can kill and alternator.
10. Remove the bolt which connects the hydraulic tensioner to the cradle. Don't worry, it does not fly apart when you remove the screw. Then remove the 4 bolts which attach the cradle to the block.



11. There is one more bolt which must be removed. It is shown in the photo below. It also holds the cradle to the block.



12. Since the power steering pump is connected to this cradle, too, I just held it out of the way with a wire. Be careful not to pinch the power steering lines when you do this. As you can see this leak has really made a mess of things.

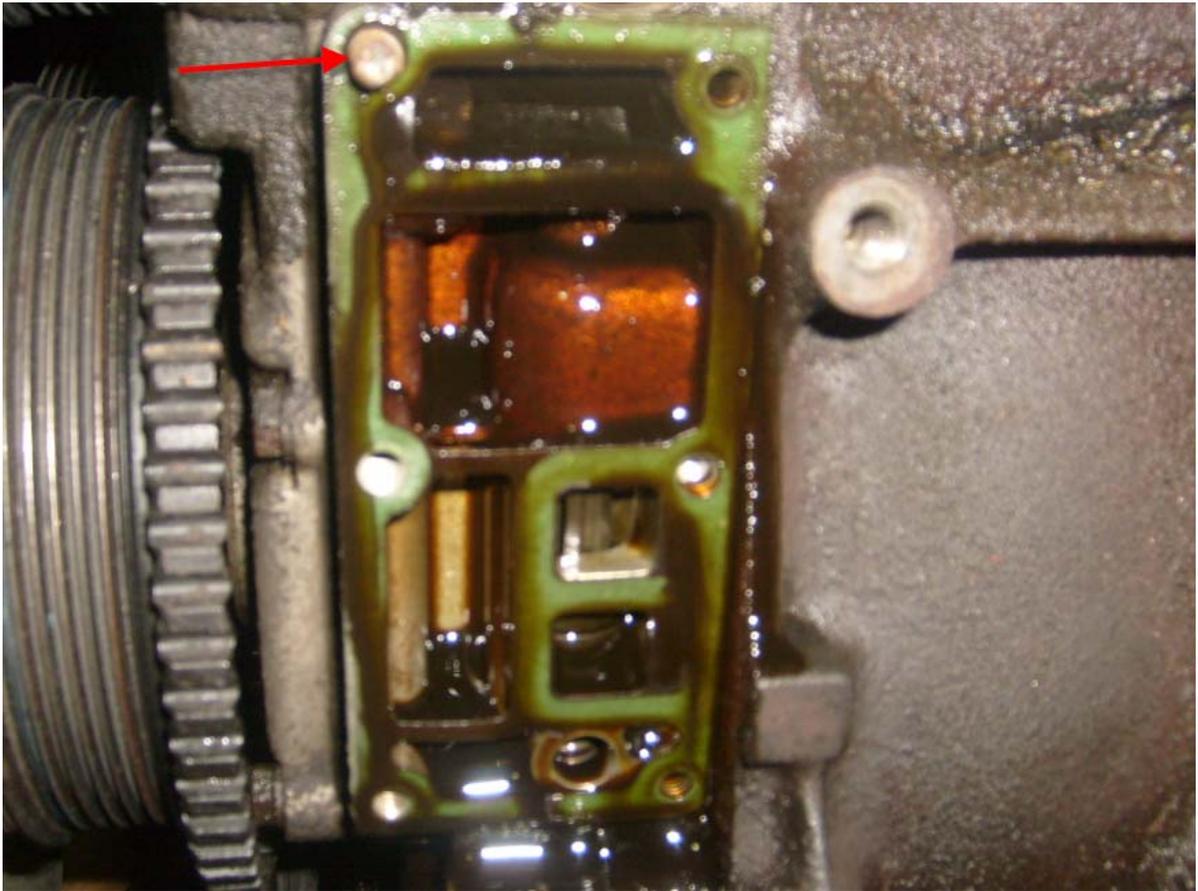


13. This is a great time to clean things up a bit. A little brake cleaner and a toothbrush did the trick. This is an important step, you don't want any foreign matter to get into the oil AND this way you can see later if the fix worked. The picture below shows what it looked like after the cleaning.



14. Now you have to remove the oil filter and unplug the oil pressure switch. The engine oil is below this level, but there will be some oil in the filter housing. I changed my oil at the same time I did this fix. I recommend you do the same.

15. All this work so far was done to get at the 6 bolts which connect the filter housing to the engine. Now is the time to crack open a cold one and stare down those bolts.
16. No repair job is done without a hitch. And mine came up at this point. Maybe I stared at the bolts too long. Maybe it's a design flaw. But I could not get the top front bolt out without breaking it. It was rusted solid. If this happens to you, don't worry, you can still get the filter housing off.
17. Rock the housing back and forth to get the housing off. The bush with 2 o-rings and time are the only things holding it in place. When you get it off it will look like this. Hopefully you won't have the broken bolt shown by the red arrow, though.



18. To get the bolt out, I stuffed a rag into the openings on the engine and used a product called Freeze Off from CRC. It worked like a charm. Yes I have PB Blaster, too, but I like the idea of making it cold.



19. Now you can clean the filter housing a little better. Take a quick look at the orientation of the bush (ok it's really a valve, but BMW calls it a bush).
20. Remove the gasket from the engine and clean things up as well as you can. Getting a good seal depends on it.
21. Place some o-ring lube on the o-rings on the bush and install it into the filter housing. Install the new gasket and bush onto the block. Torque the bolts to 6Nm or 53in-lb.
22. Re Assembly is the reverse of these instructions. Don't forget what I said about hitting the alternator with a hammer.
23. After the batter is hooked up again you will have to re-initialize the widows for the one touch up function to work. Here is what Bentley says about that:

Front door window, initializing

The front door windows incorporate a pinch-protection feature as well as one-touch up/down (1994 and later models). In order for these features to work correctly, the mechanical stop reference point must be re-initialized after repairs are carried out.

1. Close door and turn ignition key on. Fully open front window.
2. Fully close front window.
3. Hold window button in up position for at least 5 seconds after window is closed.
4. Repeat for remaining window.
5. The windows should now be initialized and the anti-pinch and one-touch up/down functions should be enabled.