

### Issue No. 03/2012: Complaints after an oil change in VW 1.2 and 1.4 TSI engines

The spin-on oil filters OC 593/3 and OC 593/4 have two special design features—firstly, they are mounted upside down, and secondly, they have a special drainage mechanism.

One of the gaskets on the filter is pushed onto the so-called anti-drain back plate (see Figure 1) in the flange by means of spring force in order to provide a seal when screwed on (see Figure 2). This mechanism only opens the drain when the filter is loosened during an oil change. The remaining engine oil drains completely into the oil sump and can be

disposed of. It is possible that the old sealing ring sticks to the flange and is overlooked due to the used, black oil (see Figure 4). Nevertheless, the new filter can still be tightened without any noticeable problems.

Only once the engine is running will the oil pressure warning light up, for example, and flange or filter leakage occur. Under certain operating conditions, the oil pressure can drop so far that rattling noises from the timing chain tension adjuster and hydraulic lifters become clearly noticeable.

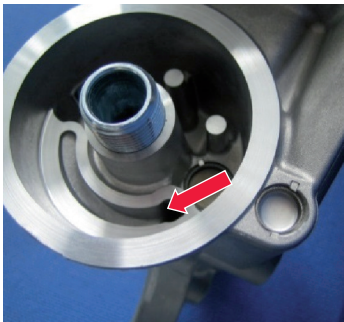


Figure 1: View of the flange on the engine side with the anti-drain back plate



Figure 2: The upper gasket (raised for the sake of clarity) seals the drainage mechanism in the flange.



Figure 3: When loosening the old filter, make sure that no engine oil gets onto the belt drive or into the alternator.

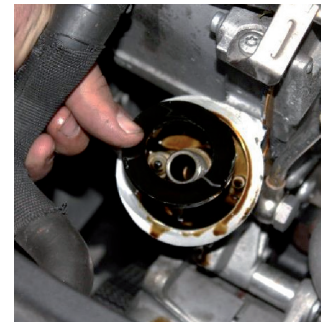


Figure 4: The old gasket can remain stuck in the flange and must always be removed.

**IMPORTANT!** Before installing the new filter, it is essential to locate the old gasket and remove it from the flange by hand, if necessary. It is also important to always coat the new sealing rings with clean engine oil prior to assembly.