



Technical Bulletin 9

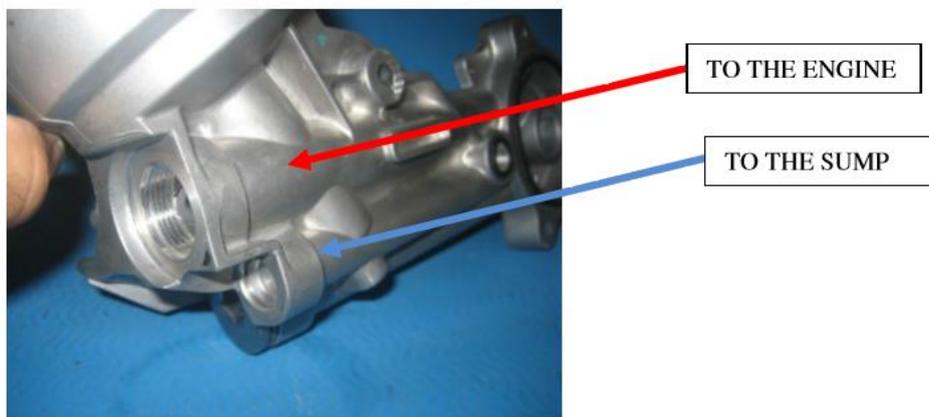
FITTING OF MD-525

This bulletin contains very important information regarding the fitting of MD-525. Please read it carefully before installing the filter. Serious engine damage may occur if you do not follow these instructions.

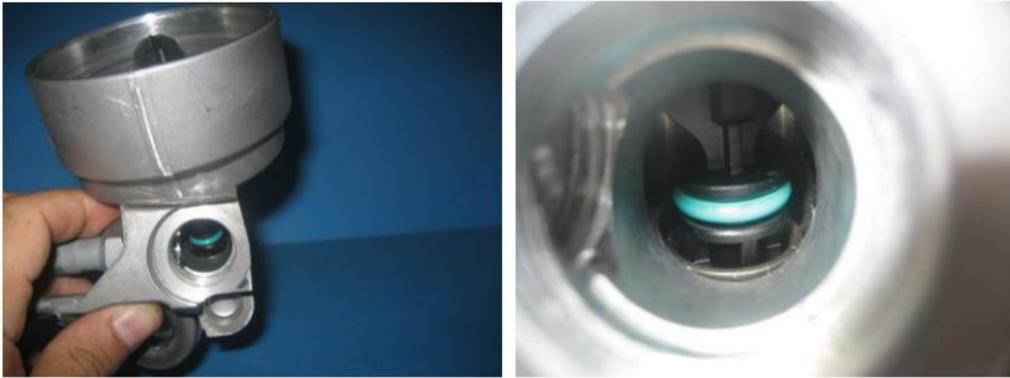


The two photos above show the filter MD-525 and the housing. If you notice the filter, you will see that in its center there is a cross. In the center of the housing you will notice a spring loaded valve. That valve separates the two different paths that the oil can flow to. When the valve is up (No filter installed) the oil flows back to the sump, so during the oil change the housing empties of oil.

When the valve is down (Filter installed) the oil flows to the engine to lubricate it. When the filter is installed, the cross in the center presses on the valve, pushing it down to block the way to the sump and to open the way to the engine.



The way that the valve closes one way and opens the other is by using an O-ring in the bottom of the valve to separate the two paths.



After some time the O-ring hardens and the valve gets stuck. The O-ring is not replaceable in the housing, since the whole valve assembly is pressed together and you cannot take it apart. In case that the O-ring hardens the valve cannot go fully down. When you install the filter and start tightening the plastic cap of the housing the filter is pushed down, however due to the fact that the valve is stuck and cannot go further down, the cross in the filter breaks or creates cracks that will cause it later on to break. In case that the cross breaks, then nothing will be there to hold the valve down, so the valve will go up causing all the oil to go back to the sump. Failure to notice that immediately will cause an engine failure.

There is a simple test to do before fitting the filter to check the status of the O-ring. When you remove the old filter, first press the valve down by hand to see if it moves freely. Later on place the filter by hand inside the housing and press down on the valve (Like the photo below). In case you find any resistance and the valve does not move freely, then you should replace the housing of the filter due to the fact that the O-ring of the valve is not replaceable. Failure to do this simple test might cause serious engine damage.

