

Replacement for MMM-filter (P-K-L-N)



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The filter "**MANN H614n**" is made for Mercedes (various types from 1977-1993), and costs about 5,-Euro/US-Dollar. The same type is also made by other manufacturers. Outside dia. 59mm, total length 105,5mm, 12 Micron (μm)

Fiaam FA 5015; Fram CH-4797; Hengst D 14 E 135 H; Knecht OX 34 D; Purflux L 540; Tecnicar OP 809

The element is ca. 1 inch shorter than the original felt-filter, and needs a longer spring on top (old valve-spring will do). It has rubber ring-seals both ends, and the smaller of them (9,4mm) nicely fits the bottom-outlet-hole in the filter-casing.

To obtain a objectively "Full flow oil-filter":

Forget the spring-loaded by-pass valve, and fit instead on top of the filter a solid aluminium disk, which is pressed down on the filter when the cover is fitted. This avoids, that a unknown quantity of oil escapes unfiltered through this valve, which was always depending on the mechanical condition of the spring and ball.

When You watch your oil-pressure as normal, and change that cheap filter at oil-change intervals, there should be no trouble, bearing in mind that there is another by-pass valve in the oil-pump itself, so nothing can burst, and I think it is unlikely, that within hours the filter could be blocked so badly, that there in not enough oil-pressure for the bearings. To seal the cover on the filter-housing, stretch a thin oil-ring-seal around the collar of the cover, and tighten sensitive.