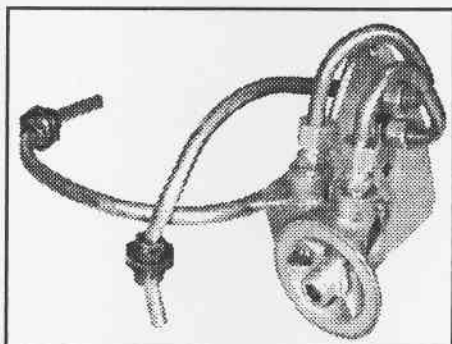


Fitting an Oil Filter to your L15

by Graham Barton

I have just recently completed an engine rebuild through Mel Carey. While it was out of the car I decided to fit an external oil filter which is located in the position of the oil breather pipe on the side of the block using a Ryco 386 filter (a fairly small filter). The pipe work runs from the oil pump to an aluminium plate of 6mm. cut to fit which is bolted to the block where the oil breather pipe was located and extends down to the lip where the sump bolts to the block. The internal pipes are connected to the plate using a bulk head compression fittings. From there more pipe work feeds into in side of an external filter screw head which I sourced from a Toyota Landcruiser diesel fuel filter system. (This has an



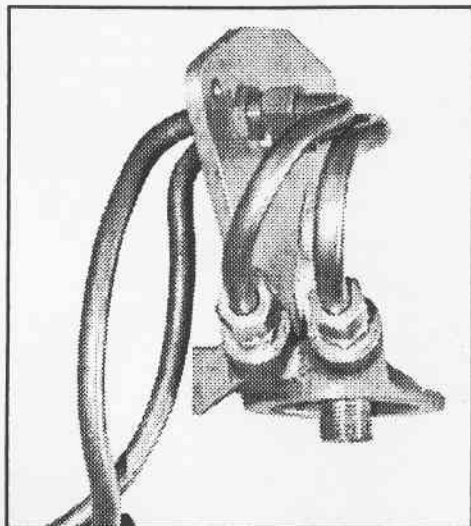
external "in" & "out" thread for the pipe work to connect to.) The filter head sits just under the lip of the sump and is welded off centre top to the 6mm plate that extends down so as to allow clearance of the filter between the sump and side wall of the engine bay.

The detail of the pipe work is:
The original pipe from the oil pump to the oil gallery is removed and cut so as to use the original compression fittings. From the oil pump a new pipe is bent to pass over the block strengthener that houses the central main bearing and then down the side of the block where it bends at a right angle to exit through the oil breather opening in the block. At this point it is bronzed to a shortened bulk head compression fitting . This then passes through a hole drilled in the aluminium plate the plate being bolted to the block using the original studs where the oil breather pipe was located. The securing nut supplied with the compression fitting is then tightened from the outside to secure the pipe to the plate.

This part of compression fitting exiting the plate has a small section of pipe bent to fit between this and the "in" side of the oil filter. Both ends are secured by compression nuts. From the "out" of the filter a pipe returns to the side plate attaches to another bulk head compression fitting located along side the other bulkhead fitting. From there new pipe work is returned over the main bearing shell to the oil gallery in the block to complete the circuit.

All up with new pipe (3/8" Bundy pipe) 4 Brass compression fittings and a second hand fuel filter head which I modified by cutting the original Toyota attachment points off and the plate cost AUD \$50

Much fiddling with a pipe bender using the upturned block less sump to get the fitting right took a while, particularly on the tight bends ,to avoid the dip stick and have no stress on the pipes when



secured to the compression fittings. You may well consider this as a worth while modification to a reco motor. It has performed really well during the running in process. It was also designed with the intent that if the system did not function correctly it can be removed with the engine in place and returned to original specs. This also means that the system could be fitted with the engine in place by removing the sump. The oil gauge connected is reading 4 kpa on start up and around 3.5 kpa on warm running.

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