



## 93037, 93061, 93070, 93102, 93121, 93132



CITROËN / FIAT / FORD / MAZDA / MINI / PEUGEOT / VOLVO

1998 >



1.4, 1.6, 2.0

D / DE / HDI / MZR CD / MZ CD / TDCI / JTD

8HO (DV4TD), 8HT (DV4TD), 8HX (DV4TD), 8HZ (DV4TD), 9HU (DV6UTED4), 9HV (DV6TED4), 9HW (DV6BTED4), 9HX (DV6ATED4), 9HY (DV6TED4), 9HZ (DV6TED4), 9HZ (DV6TED4), Y601 9HZ (DV6TEDM), D4164T, DW10C, F6JA, F6JB, G8DA, G8DB, GPDA, GPDC, HHDA, HHDB HHJA, HHJB, MZR, RHF (DW10BTED4), RHJ (DW10BTED4), RHR (DW10BTED4), RHY (DW10TD) RHZ (DW10ATED), Y642 + for more codes consult our Nissens catalogue

### ISSUE POSSIBLE OIL FLOW RESTRICTIONS

## PRE-FILTER INSIDE THE OIL FEED LINE

In some vehicle models, with the listed diesel engines, there is a factory installed pre-filter in the oil feed line to the turbo. The filter is mounted in the coupling on the engine side either as an insert filter or as a filter integrated with the banjo bolt. The very fine mesh of the filter makes it easy to clog it up due to impurities present in the oil (e.g. carbonized, hardened oil particles). The filter/mesh can also get loosened due to disintegrating from the coupling/banjo bolt. In both cases, it will cause feed oil flow restrictions. Consequently, the shaft lubrication gets impaired, resulting in serious failures of the turbo.

### RECOMMENDED SOLUTION

To avoid critical failures of the new turbo we highly recommend the following actions

Before installing the new turbo

- **Depending on the OE version: Remove the factory-installed pre-filter from the oil feed line coupling or install a new banjo bolt without the filter**
- **Replace the oil feed line**
- **Perform engine flushing/cleaning to eliminate any sludge/carbonized oil particles**

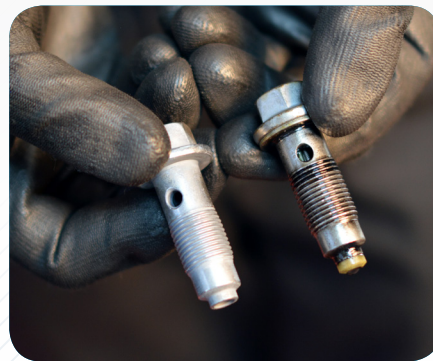
Once the turbo is installed, remember to check the oil pressure on the oil feed line or check the oil flow when decoupling the oil return line from the installed turbo



**NB!** When installing the new turbo from Nissens, always comply with the installation instructions included in the product box. Disregarding any of the above instructions may lead to serious, irreversible failures of the newly installed turbocharger and/or of the engine.



Removing the pre-filter from the oil feed line coupling



OE banjo bolt (right) with the filter and a new one to be used without filter (left)

