

# Service-Information



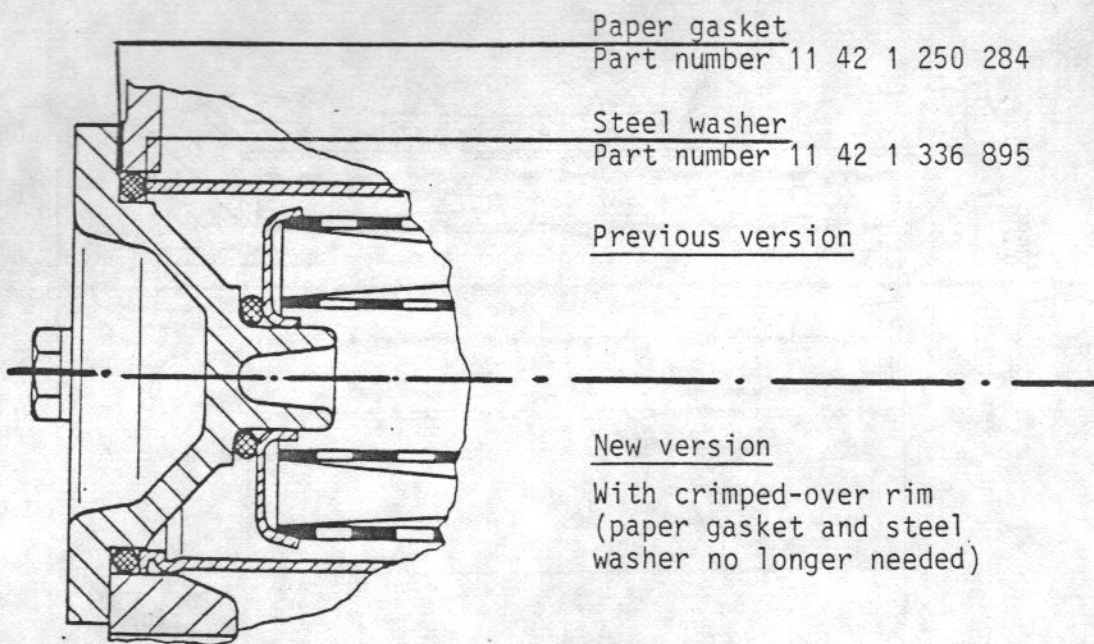
Service - Technical RM-K-10            fa-cb	Group: 11 Engine - all models	Munich, Jan. '82 11 019 82 (206R) e
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NOTE, from Snowbum: There are errors in what BMW said in this SI. The new version canister was not phased-in until much later. Even with the new canister, there are many instances of still needing the shim (washer, per BMW) and even the paper gasket, for proper pressuring of the -098 O-ring, ETC!

Domestic and Export  
(not for USA and  
Canada)

Subject: Modifications to oil filters  
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On all engines with or without oil cooler, a new outer tube for the oil filter chamber is gradually being introduced on the production line. It is crimped over at the outer end to provide a flat surface for the 44 x 4 mm O-ring to make contact. On engines with the new outer tube, the following parts, which were previously needed, are now deleted:



If the previous pattern of outer tube is replaced during repair work, the version with crimped-over end can be installed, and in this case the paper gasket and steel washer can be deleted.

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Kenntnis genommen - Pris connaissance - Noted - Tomado nota - Preso conoscenza				Ablage - Archives - File - Archivio		
Betriebsleitung Direction Management Dirección Direzione	Werkstatt Atelier Workshop Taller Officina	KD-Annahme Reception clientèle Cust. reception Recepción clientela Recezione clienti	Gewährl.-Sachb. Inspecteur garantie Warranty inspector Inspector garantía Ispettore garanzia	Teiledienst Service pièces détachées Spare parts service Servicio de recambios Servizio ricambi	Betriebsleitung Direction Management Dirección Direzione	Werkstatt Atelier Workshop Taller Officina

To simplify oil filter renewal, modified oil filter elements will be available. The following procedures will then be open to you:

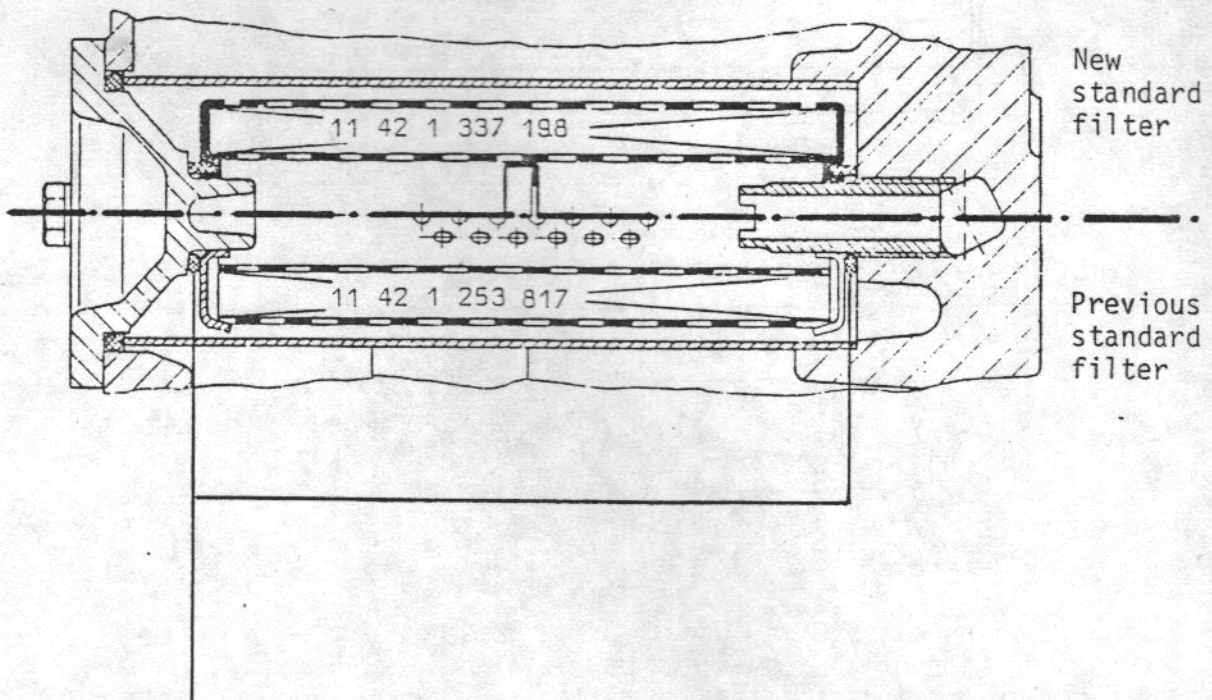
1) For engines without oil cooler

1.1 Use of the previous oil filter element,  
BMW part number 11 42 1 253 817,

in conjunction with O-rings in the base of the filter chamber and on the oil filter cover.

1.2 Oil filter element with 2 bonded-in square-section sealing rings,  
BMW part number 11 42 1 337 198.

If this filter element, which is used on current production engines, is installed during servicing work in place of the previous pattern, the two 13 x 3.5 mm O-rings in the base of the filter chamber and on the oil filter cover must be removed.



The 13 x 3.5 mm O-rings are deleted if the version with bonded-in square-section sealing rings shown above is installed.



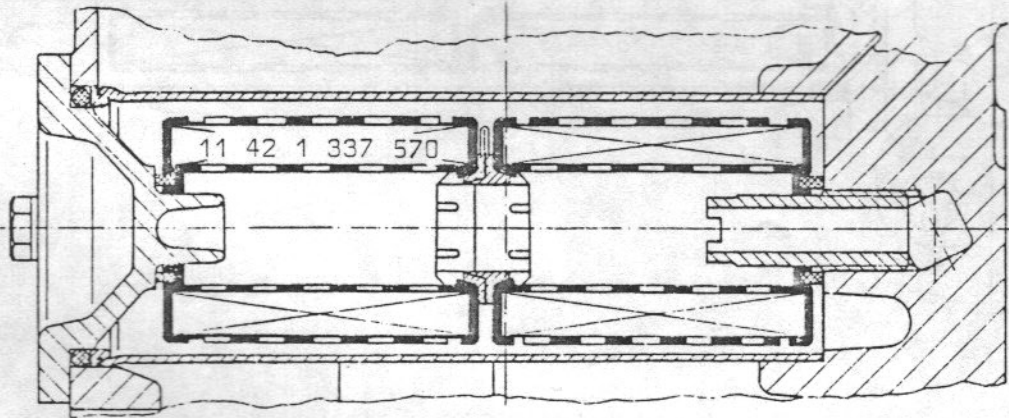
1.3 Two-section hinged filter element,

BMW part number 11 42 1 337 570.

This filter element is intended for motorcycles with RT or RS fairings, or when filter renewal is rendered difficult by the frame tube.

This filter element also has bonded-in square-section sealing rings and must be installed without the 13 x 3.5 mm O-rings.

It will become available by about April 1982.

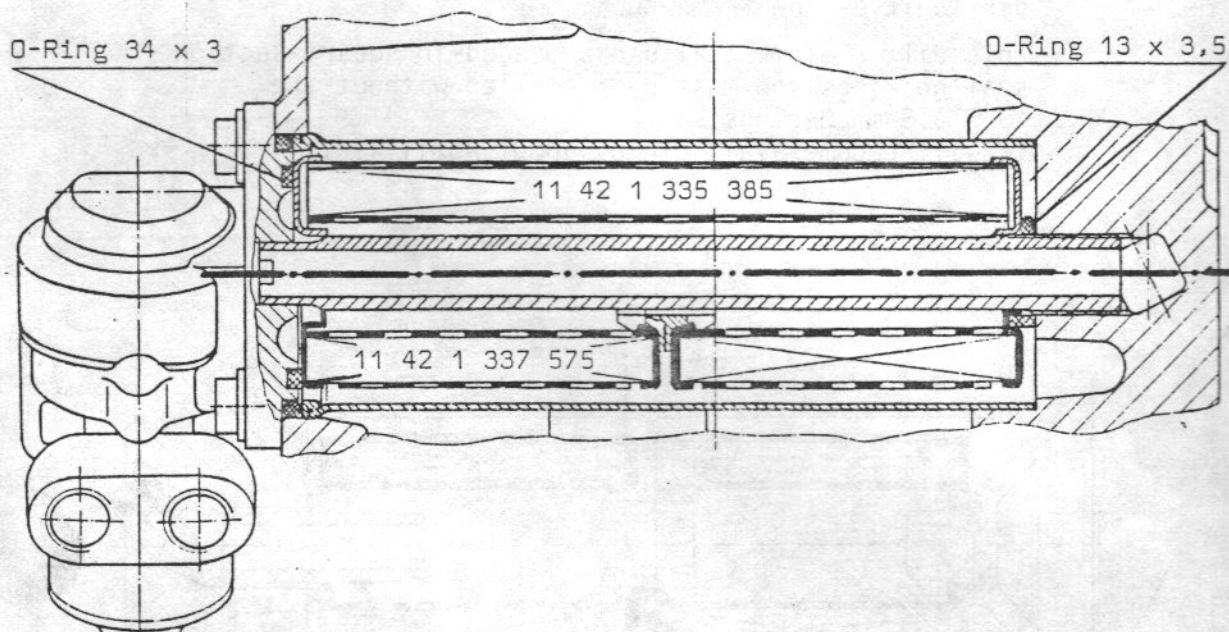


2. For engines with oil cooler

2.1 As before, the previous oil filter element

BMW part number 11 42 1 335 385

can be installed in conjunction with a 13 x 3.5 mm inner O-ring and a 34 x 3 mm outer O-ring on the oil filter head.



2.2 For motorcycles with oil cooler and fairing (RS or RT), it is advisable to install the two-section hinged filter element,

BMW part number 11 42 1 337 575.

This is provided with one bonded-in square-section sealing ring. This ring takes the place of the previous 13 x 3.5 mm O-ring at the base of the filter chamber.

The O-ring at the oil filter head (34 x 3 mm) remains in use.

Gradually the oil filters (11 42 1 253 817) and (11 42 1 335 385) will be phased out. Only oil filters with bonded-in square section sealing ring will be used.

Yours sincerely

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Technical Manager

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Motorcycle Manager