

Issue No.: 1/2013 – Installing the water level sensor in diesel fuel filters KL418, KL431, KL581

Some fuel filters with a plastic housing are equipped with an interface for fitting a water level sensor. This sensor is not installed in all vehicles. When the filter is new the threaded mounting hole has a visible, thin dividing wall at the end and appears closed.

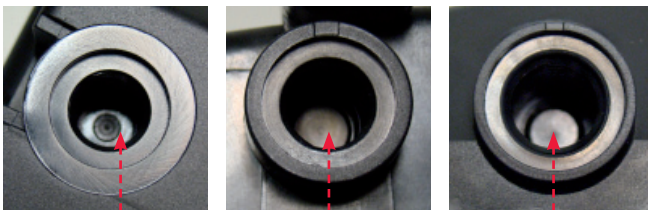


Figure 1: KL418 Figure 2: KL431 Figure 3: KL581

Enquiries made to MAHLE Aftermarket technical specialists have shown that the fitting of these filters and, in particular, the water level sensors, always causes uncertainty and raises questions.

When screwing the sensor into place, considerable resistance can be felt and the sensor head penetrates the dividing wall in the filter at a predetermined breaking point. This causes a cracking noise.

CRACKING NOISE NO CAUSE FOR CONCERN

This noise and the resistance are not indicative of a fault: neither the sensor nor the filter are damaged during the installation process. The dividing wall that has broken off does not pass through the filter element: it remains on the filter's dirty side. This ensures that all components maintain their full functionality.

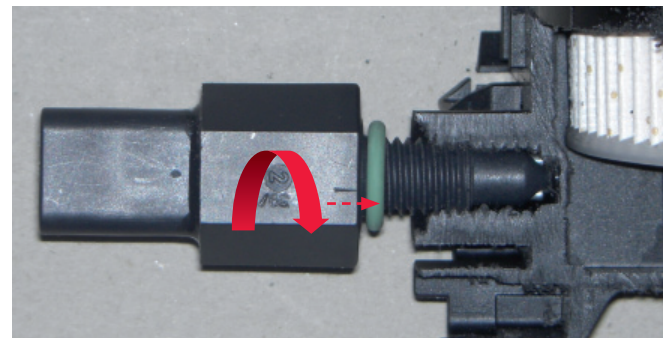


Figure 4: The water level sensor penetrates the dividing wall in the filter when being screwed into the inline fuel filter and causes a cracking noise.