

Issue 2/2011: MAHLE inline fuel filters for BMW diesel vehicles

Danger of confusion: KL 169/4D (replaces KL 169/3D) and KL 579 D

Due to the different original equipment systems BMW has different heaters and respectively different inline fuel filters. However, from the outside these filters look very much alike. As a result there is a danger of confusing one for the other and choosing the wrong filter when replacement is due.

KL 169/4D IS USED IN MODEL SERIES:

E60, E61, E63, E64, E65, E66, E70, E71, E81, E82, E83, E87, E88, E46 4WD, F10, F01, AND F02.

KL 579D IS USED IN MODEL SERIES:

E90, E91, E92, AND E93 UNTIL 2010.

The heaters, which have sealing domes with different heights, are not replaced when the filter is exchanged; they remain in the vehicle. When replacing the fuel filter, it has to correspond to the height of the respective sealing dome.

If the KL169/4D is fitted instead of KL579D, the heater will be pushed too far into the filter, touch the disc at the end of the filter, and obstruct the fuel flow. This can have two consequences:

- In the best case the error will be noticed immediately. Fuel can't be transported and the engine will not start.
- In the worst case the fuel pump will still be able to transport fuel; the engine will start and run. However, this puts an enormous strain on the pump and causes its failure after driving approx. 10 – 40 km. As a result the fuel pump will have to be replaced, thus leading to an expensive repair.

Fitting the KL579D instead of the KL 169/4D can cause leakages at the O-ring.

To avoid damage, make absolutely sure you use the exact filter specified in the catalogue for each vehicle.

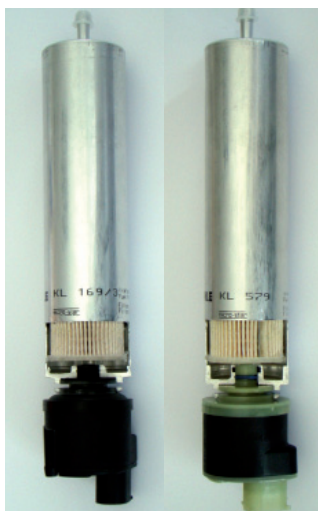


Figure 1: So similar they can easily be mistaken—KL 169/4D and KL 579D



Figure 2: The matching filter for each respective inline fuel filter



Figure 3: Distinct differences in the heater interface (short and long piece)