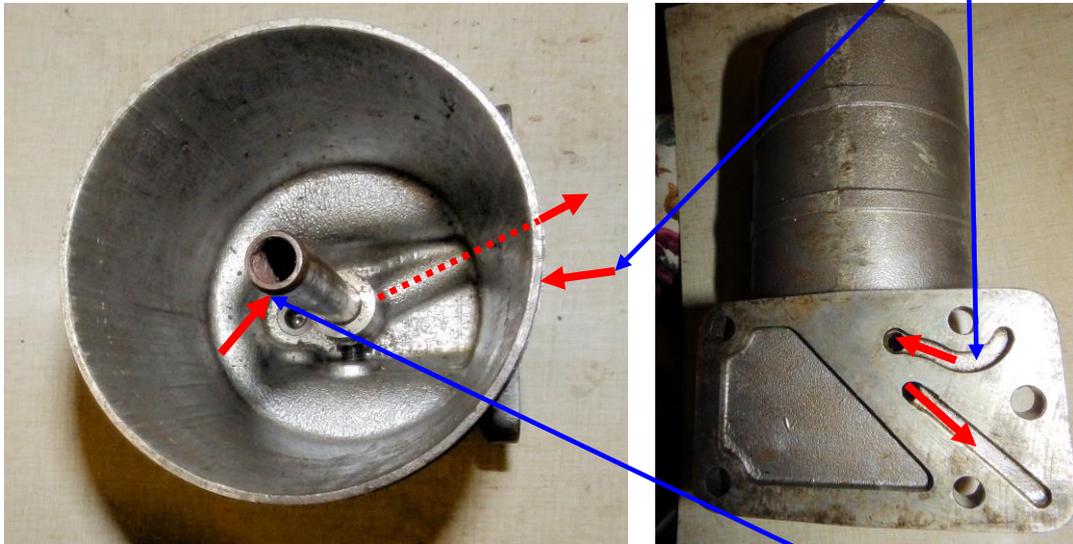


Borgward Oil Filter Circulation System

From the main oil gallery in the block, there is a vertical feed to the Cylinder Head. In the head the oil passes through a one-way valve and then tees to a horizontal drilling.

One way provides the feed for the Rocker Shaft, and the other to the Oil Filter housing. Under pressure, oil fills the filter bowl around the filter element.



That oil, which passes through the filter, enters the housing centre tube via a small hole (about 1mm diameter). It is a by-pass filter. This hole is sited about 25mm from the top of the tube. I suppose it is a good idea to check this hole is clear, though I have never done so. On the machined face of the housing mount, the short, uppermost groove is the oil feed under pressure to the filter bowl. The longer groove is the return groove which drains the centre tube to the engine sump.

Now to the drain plugs in the base of the Filter bowl:



There is the 30mm long screw at the side of the bowl. Unscrewing this screw about 12 – 15mm will drain most of the oil in the bowl to down below the level of the filter itself. To get rid of the remaining oil, about 8mm or so, left in the bowl, there is a drain plug in the centre of the base. I suppose you would only undo this plug if you really wanted to clean out the bowl and any sludge which may have collected there.

On the inside of the bowl, you can just see the thread of the 30mm long screw bridging the outer wall and the base of the centre tube. North-east is the bulge containing the centre tube return drilling.



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