

Issue No.: 2/2013 – Avoiding and eliminating KL599 leaks (Audi applications)

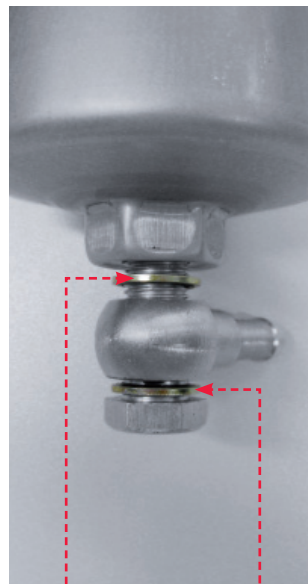
In recent months, there has been feedback from workshops that leaks arise around the connection pipe or banjo union after a filter change.

The risk: escaping fuel may contaminate the braking system under adverse circumstances and thus reduce braking effectiveness.

Since a 100% leak tight test is carried out on these filters during the production process, a manufacturing defect can be excluded. It is more likely to have been caused by one of two possible faults during installation:

1. The fuel hoses were fitted under tension. When fitted under tension, the banjo union bolt (also known as an internally relieved bolt) may work loose due to engine vibrations. Please ensure that the fuel hoses are fitted untensioned!
2. When fitting the new filter, the banjo union has to be removed. When refitting the banjo union bolt it is not possible to achieve leak tightness with the existing metal sealing rings as they have already been crushed. We recommend always replacing the metal sealing rings when the filter is changed.

Generally it is recommended to start the engine after any filter change and to perform a visual check to ensure the fuel system is not leaking.



Sealing ring 1

Sealing ring 2