

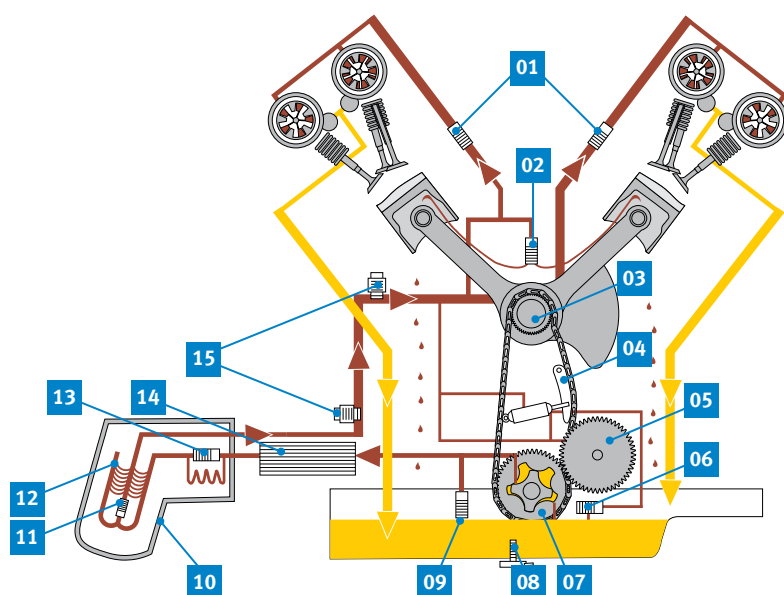
**SI 2246**For technical personnel only!
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SERVICE INFORMATION

**PIERBURG**

OIL PUMP REPLACEMENT

PRACTICAL TIPS



Schematic overview – Oil circuit

- Pressure oil
- Oil return/crankcase sump (unpressurised)
- 01** Oil return support valves
- 02** Spray nozzle valve
- 03** Crankshaft and connecting rod bearing point
- 04** Chain tensioner
- 05** Balancer shaft
- 06** Pressure control valve
- 07** Oil pump
- 08** Oil level sensor
- 09** Oil pressure safety valve
- 10** Oil filter housing
- 11** Bypass valve
- 12** Filter cartridge
- 13** Non-return valve
- 14** Oil cooler
- 15** Oil pressure switch

Motorservice regularly receives oil pumps for testing that, for example, do not reach the required oil pressure. As Pierburg and BF oil pumps have a very long service life, a detailed analysis is worthwhile to ensure that possible external influences or accompanying factors can be ruled out.

In many cases, replacing the pump is only a symptomatic measure. The underlying problem that caused the pump to fail may be elsewhere.

Therefore, when replacing the oil pump and/or if there are impurities in the oil circuit, the following points apply:

- Follow the instructions given by the vehicle manufacturer.
- Clean the oil circuit, including the oil feed lines, in accordance with the manufacturer's instructions.
- When carrying out a replacement, replace all parts that cannot be cleaned in accordance with the vehicle manufacturer's instructions.
- Check the oil sensors and the control valve.

If the oil pump is driven by a drive chain:

- Ensure that the drive chain is correctly tensioned after mounting.

**NOTE**

Only use new engine oil that is approved for the vehicle by the vehicle manufacturer.

**RHEINMETALL**