

POLLEN FILTER INSTALLATION GUIDELINES



Introduction

If there is an absence of a specific researched detail instruction for your model of car then this guide should help you to find and change the cabin air filter in your car. If even with this guideline you encounter difficulty, you could try referring to a maintenance manual for the model of car or looking on the Internet for owners clubs and chat rooms etc., which can often provide help.

In the vast majority of cases the filter is easy to fit and will often take no more than 10-15 minutes. Some can be done in a matter of seconds and don't even need any tools.

Tools

With the following tools you should have no problem upgrading your filter to a Puravent filter.



- Screwdriver with a set of interchangeable screwbits, including flat, pozidrive and torx bits.
- Pointed nose pliers
- Adjustable spanner (or small socket set is even better)

Find the old filter

In most cases, particularly on older European cars, the filter will be located in the area at the top of the bulkhead that separates the engine bay from the passenger compartment. By finding the air intake for the cabin, which is usually at the base of the windscreen, you will normally be close to finding the filter which could be under a plastic cover between the top of the bonnet and windscreen. On Far Eastern brand cars and more modern European brands the filter is more commonly found close to the ventilation fan behind the glove box. With some models it is very obvious where the filter is and there may be an access flap to open to get to the filter. Always check the easy and obvious places first before doing any disassembly. Some examples...



New 3 series BMW



Fiat Multipla



Vauxhall Zafira access from foot well



Ford Ka



Honda Jazz access via glove box



Ford Fiesta 99 – 02



Mk 2 Ford Mondeo



Vauxhall Vectra 02 >

Get at the old filter

Generally the filter will be accessed either from the outside via the area to the base of the windscreen, or inside, behind the glove box.

Base of windscreen. If the filter is at the base of the windscreen then it will almost always be on the passenger side and be covered by a plastic cover. You will normally need to remove the soft rubber clip seal that runs along the top of the bulkhead which will provide access to some of the fixing screws on the cowling. Try gently flexing the cowling to see if there is enough access, without taking the cowling off. On some cars it is necessary to take the plastic cover right off.

Where fixings are on the outside of the car they will often be covered with plastic caps. If these caps are rubber then a small spike can be used to get them off. If they are plastic, then try a small flat bladed screwdriver, taking care not to score the cap. Keep a finger on the cap as it is prised off so you don't lose it.

Behind the glove box. On easier models there will be a removable rectangular plastic cover, which will be visible from the passenger foot well (possibly obscured by a piece of trim) or at the back of the glove box, which will have clips or screw fixings. On difficult models e.g. modern Vauxhall Astras and Zafira, older Hondas and older BMW 3,5 and 7 series, the glove box needs to be removed. You may need to remove some fixings and some plastic covers to actually see the filter.

Some cars have a glove box that can have its opening limiters disengaged allowing the glove box to completely open and hang on its hinges, leaving an opening that enables easy access to the filter housing behind. Others have a section of the 'glove bin' that is removable to provide a hatch to the filter housing. Always check the easy and obvious possibilities before embarking on a glove box removal.

If the access route to your filter involves any tinkering with electrical equipment and cables (this is rare) remember to disconnect the battery first and reconnect on completion.



Alfa 155 – filter under plastic cover at base of windscreen



Peugeot 405 – filter under plastic cover at base of windscreen



Freelander filter access via footwell



Most Lexus models the filter is accessed through the back of the glove box



Subaru Impreza filter behind the glove box



Vauxhall Zafira filter behind glovebox

Filter not there?

Don't be surprised if you find a filter holder but no filter fitted. Sometimes manufacturers dispense with the filter to cut model costs during the models production life. The other explanation is that a garage or dealer has removed the filter (rather than replace) as a cheap fix to demisting problems.

Rubber sealing strip

The plastic cowling on many cars is often wholly or partly retained along its lower edge by a rubber clip on seal. With cars that have the pollen filter under this cowling, the rubber clip on seal will inevitably need to be partly removed to gain access to the filter and removal may provide access to some fixing screws.

Soft rubber clip on sealing strip that holds the front edge of the plastic cover on a new VW Passat



Windscreen Wipers

To remove the plastic cover on some cars, a windscreen wiper (or even both) may have to be removed. This is usually easily done by flipping up the mounting bolt cover and then undoing the mounting nut. The mounting pin for the windscreen wipers is usually tapered, and it can be difficult to disengage the wiper from the tapered mounting pin. They normally come off with a bit of a wiggle.

As general guide, do this operation with the bonnet down, and the wipers up. Mark the position of the wiper tips on the windscreen with a crayon. This will avoid problems positioning wipers on reassembly. Do not use any levers against the windscreen or the immediate surround as this would risk damage to the windscreen.

Sticky stuff

A cautionary note. Some models of car have the filter fitted under a plastic cover which has the top edge bonded to the windscreen. Apart from being very annoying, this bonding has the function of ensuring that water run off from the windscreen is carried onto the plastic cover and onto the drain channels. On most cars with this feature the removal of fixings along the front edge and sides will enable enough movement and flex in the cover to see and to get at the filter.

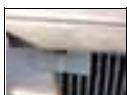
If you suspect that the bond between the windscreen and cowling has been damaged or broken then it is best to take the cowling right off by sliding the cover side ways (gently without damaging the windscreen), clean off the old bonding strip from both the cowling and the windscreen and then refit with a new bonding strip. If you don't do this there is a risk of water leaking into the car, resulting in footwell puddles.

Clips, fixings, and clasps

Car manufacturers have a variety of fixings available to them, and the following photographs of the more common types should help you tackle them with the best tool and technique, to ensure that they are removed easily and without damage.



With this type the two plastic plates push together, narrowing the profile of the clip in the hole, allowing it to be pulled out.



This filter holding clip hinges and is easily unclipped by a finger



These ones usually clip a plastic access panel on and can be easily removed with a small screwdriver. Keep your finger on them because they can fly off and get lost. They are easily pushed back on.



This clip design hinges and is easily unclipped with a finger or small screwdriver. When refitting a cover that is secured by these clips ensure that the clip is in the open position, otherwise it will prevent the component seating properly to surface that its meant to fit to.



These ones need the head pulled or unscrewed part way to let the 'wings' come together so the fitting can be pulled from the hole. Pointed nose pliers are useful with these fixings.



This filter cover here is held on by a pair of plastic clips that are part of the cover. The only way to remover them is to gently push a small spike or screwdriver into the clip to make it disengage



Often external screws are fitted with plastic caps which can be eased off with a small screwdriver or spike. Careful not to loose the caps. It will usually be very obvious if you do!



These are simple twist fixing that only take a 1/4 turn to disengage the square peg from the square hole, and visa versa for refitting. The fixing in this case does not come out, but is retained on the plastic cowling.



These are similar fixings to the one described above, but with the addition of a spring that makes them pop out proud when disengaged

Filter carriers

Often the filter will be mounted in a plastic carrier. The carrier has the function of ensuring the filter is correctly orientated and securely mounted. When you take the filter and carrier assembly out, notice how the old filter sits in it and ensure that the new filter is fitted in the same way. Sometimes the new filter will be slightly different dimensionally to the old, but will fit nevertheless. This is because one replacement filter type has been developed to replace several original parts.



VW Golf filter carrier



Puravent filter in a Ford Mondeo MK 1 filter carrier

Putting in the new filter

Ensure that the new Puravent filter is correctly fitted for the direction of airflow and is not distorted, and then refit any cowlings, covers, fixings, and sealing strips.



Puravent filter just fitted into a Mk2 Vauxhall Corsa



Puravent filter going into a VW Passat



Puravent filter going into a Seat Leon

Electric Gizmos

Very occasionally high specification cars have an in cabin warning system to tell you when the filter needs changed. Obviously when you do change the filter in such a high spec car, it is a good idea to reset the system so that it knows that a new filter is fitted. Usually this resetting procedure is very easy (along the lines of 'press and hold button x for over 4 seconds'), and the instruction should be inside the car's operating instructions.

Reward

If, on our website, the listing for your car does not have instructions and you send us instructions with some digital photos, then if we use them we will refund the price of the filter you buy from us.

