

An oil filter pretty much does what it says on the tin: it is the part of your car's engine which filters the oil. The threaded plates that form the thickest parts are cut from a 2mm thick sheet while the tapping plate, outer casing, and the upper-end cover are cut from a sheet of thickness between 0.25mm–0.5mm

2 – Stamping the Cut Sheets : The stamping process involves steel sheet blanking, extraction of the outer casing, stamping of the base plate and the end cap of the filter element. If little specks of hard substances get into the oil stream then they can rub up and down against vital pieces of machinery and can wear them out much faster. 100T–300T Automatic Press Punching Machines We use 100T–300T automatic press punching machine of high speed and stability to continuously produce the various metal parts of the filter. If one of these specks of dirt or tiny chips of stone, for example, is big enough, it can get lodged in part of your engine and stop a piston from moving or a valve from closing. It is a device which is typically about the size of a tin of baked beans which is absolutely crucial to the smooth running of your engine. The filter's job is to remove all impurities or contaminating bodies from your engine oil. We also have more than a dozen 50–200T Punching Machines to increase production capacity and output in order to meet the needs of different types of production .

Manufacture of Oil Filter : 1 – Oil Filter Steel Sheet Cutting : The first step in the production of an oil filter is cutting of the steel sheet. As the steel sheet passes through the cutting machine, specific sizes that are required for the filter-making process are cut. Most of the metallic parts of the filter are made at this stage of the filter making process. This could have serious consequences on the overall performance of your engine and could cause problems .which cost hundreds, if not thousands, of pounds to correct