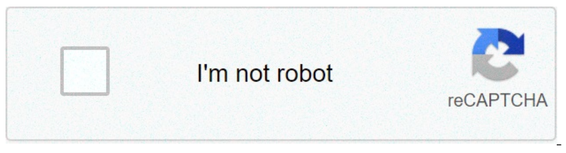


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# Why is my craftsman chainsaw leaking oil

Jupiterimages/PhotoObjects.net/Getty Images If you own a home and like to do your own maintenance or are fond of projects, you're sure to realize the many benefits of owning an air compressor. You can attach air compressors to nail guns, sand blasters, caulk guns, spray guns and even air ratchets. The power provided by an air compressor increases your work productivity and efficiency while decreasing the time required on a project. Check the oil levels on your Craftsman air compressor prior to each use. Turn your air compressor off. Unplug the machine from the power supply unit and allow it to cool down, if necessary. Locate the crankcase on your air compressor and identify the oil tank. Remove the oil fill plug (sometimes referred to as the dipstick) from the oil fill hole. The oil should be leveled with the oil fill hole. If the oil is 3/8-inch or more below the fill hole, add oil to the tank. Scott Barbour/Getty Images News/Getty Images Engine oil never goes anywhere or gets used up. Therefore, it is important to check the oil in your BMW regularly, as low levels can signify leaks. If all oil is lost, the damage to a BMW engine will be extensive and costly and may even require a new engine. According to AutohauzAZ, engine oil is dark or honey-colored and greasy. Signs of leaking oil are a burning smell or the presence of wet spots and/or drips underneath the engine and/or car. Leaks from the valve cover gasket are common in many BMW engines. Valve covers sit at the top of the engine to protect the valves and rocker arms. The covers are bolted to the engine and sealed by a cork or rubber gasket. Leaks or seeps can occur even with a new valve cover, but are more common on older cars. According to RepairPal, valve cover gasket leaks are common after 60,000 miles. Applying sealant can sometimes fix the problem, but it is best to check with a certified mechanic. Many BMW engines feature an oil pan that allows for easier access for engine repairs and overhauls. However, it is common for the gasket on the pan to leak as the BMW ages. Replacement will require removing the car’s front suspension. It is common for the rear main seal on a BMW’s engine to leak. According to members of the BMW Car Club of American, rear seals fail when there is too much wear on the crankshaft and the lip is unable to control the output of fluid. It is common for oil leaks to occur in older BMWs when drivers use synthetic oil in the engine. This is generally due to older seals, which tend to leak with synthetic oil. Pelican Parts recommends that drivers use non-synthetic oil in older BMWs. Skip to main contentHome AutomotiveThere are multiple reasons why cars leak oil. Losing too much oil too quickly can seriously damage your engine,  so it’s vital to deal with this problem ASAP.What Can Cause an Oil Leak?The main reasons for oil leaks are failed engine gaskets and worn O-rings and seals that shrink and harden due to age, heat and pressure. That produces the perfect environment for an oil leak. The oil pan drain plug, oil filter or rocker (valve) cover gaskets are the most likely culprits, so let’s look at these and other possible reasons why a car might be leaking oil.The most common cause of gasket and seal failure is lack of maintenance. Going too long between oil changes causes oil to break down, allowing old oil to become contaminated from condensation and combustion by-products. Once saturated with contaminates, acids develop in the oil. These acids attack and degrade gaskets and seals, leading to oil leaks. Always have any leak checked out by your mechanic. Repairing leaks will save you from costly repairs down the road.Gaskets, Seals and O-ringsGaskets and seals are designed to keep oil in your engine where it belongs, while keeping out dust, dirt and moisture that lead to oil breakdown and premature engine damage.These gaskets and seals will leak oil if they fail. Here’s where you’ll see the leaking oil:Rocker (valve) cover gaskets: Look for dirt and gunk buildup at the top of the engine and small puddles of oil around the cylinder head indents and spark plugs. Also check for oil spots or drip stains under the center of the engine, as well as a burning oil smell. These leaky gaskets are a common cause of an oil leak and are easy to identify and repair yourself.Front and timing cover gasket and seal: You’ll see oil leaking from the front or center of the engine.Front main seal, timing cover gasket or seal: When these seals or gasket fail, you’ll see oil slung all over the drive or timing belt.Rear main oil seal: If the top of the engine is dry, you’ll see oil dripping from between the engine and transmission, and the flywheel is covered in oil. In this case, removing the transmission inspection cover is necessary to confirm the leak.Camshaft seal: Located at the rear of the cylinder head, a bad camshaft seal will leave oily residue below the rocker cover.An oil pan gasket: This gasket can leave drops anywhere under an engine, which means diagnosing a bad oil pan gasket can be tricky. Oil from just about any other leaking engine gasket or seal will drop over the oil pan. It’s important your mechanic verifies the leak is from the oil pan gasket and not just oil from a different source.Oil filter adapter mounting gasket: If you see oil dripping from the oil filter area, check the filter and the filter mounting adapter gasket. Over-tightening can not only damage the oil filter gasket, it can damage the adapter gasket as well.Head gasket; Although rare, a head gasket can cause an external oil leak and is often misdiagnosed as a rocker cover or camshaft seal leak. More likely, you’ll see white smoke coming from the tailpipe signaling coolant from a bad head gasket is burning in the combustion chamber.Dip stick tube O-ring: A dip stick tube that is loose, wobbly or cracked can result in a significant oil leak. If your dip stick is loose, or its mounting bracket is broken or missing, make it a priority to get it repaired so that you can check your oil.Other Causes of Oil LeaksOil pressure sending unit. Oil sending units can commonly cause a slow leak or, because they are screwed directly into the engine’s oil pressure system, a gusher. A telltale sign that an oil sending unit is failing will be the oil light flashing, or erroneous oil pressure readings. On newer cars, a bad sending unit can send false low oil pressure data to the engine computer, which in turn will shut off the engine for no apparent reason.Oil pan: The oil pan can leak if road debris or driving over a curb has caused a puncture.Oil pan drain plug: Over-tightening the oil pan drain plug or oil filter during an oil change can crush the gaskets, creating a gap for oil to leak out. Over-tightening the oil pan drain plug can also strip the threads on the drain plug. Replacing the drain plug is a simple fix, although you may need all new oil. However, if the threads inside the oil pan are stripped, then you’re looking at a costly repair.A bad, stuck or clogged PCV valve: This can cause all kinds of headaches. One is increasing internal engine pressure, which results in the failure of one or more engine O-rings, gaskets or seals.Poor InstallationsImproper part installation: If you over-tighten and crush a gasket, or if you don’t tighten bolts tight enough or in the correct sequence, those gaskets and bolts can leak oil.Oil filter “double gasket”: This is a common mistake that happens when replacing an oil filter. The old filter gasket sticks to the engine, and the new filter and gasket are installed on top of the old gasket. This often results in catastrophic engine oil loss. Originally Published: August 27, 2020 Complete DIY projects like a pro! Sign up for our newsletter! Skip to main contentHome AutomotiveThere are multiple reasons why cars leak oil. 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Under full oil pressure, a seemingly minor oil filter leak can quickly turn catastrophic. Unless oil is gushing from the oil filter, in most cases replacing an oil filter is a DIY operation. Never try to repair or reuse an oil filter.Double GasketThe most common mistake is the dreaded oil filter “double gasket.” This happens when an oil filter is replaced. The old filter gasket sticks to the engine, and the new oil filter and gasket are installed on top of the old one.After removing the old filter, check that its gasket is still mounted on the filter. If you accidentally double-gasket an oil filter, hopefully it will blow out (creating a nasty mess) as soon as the engine starts and not as you’re driving down the road.Oil Filter GasketCheck the rubber mounting gasket to make sure it is not cut, nicked, twisted or damaged in any way, and is properly seated and snug in the filter baseplate. Always install a new filter if the gasket is bad.Be sure to clean the area where the gasket contacts the engine of dirt and grime and completely remove any old gasket material that may stick to the mounting surface. Use a degreaser to clean the gasket-contact surface and use your finger to spread a thin coat of new oil on the gasket before installing a new filter.Over- or Under-tighteningBesides making it difficult to remove when replacing the oil filter, over-tightening can crush the filter gasket, causing it to leak. When not properly tightened, any vehicle part designed to seal against a leak will loosen from normal engine or driving vibrations and cause leaks.Oil filters should be “hand tight” and then given a one-quarter turn to securely fasten without being too tight. Never use an oil filter wrench to tighten an oil filter — only to remove it.Oil Filter Mounting Adapter (Filter Housing)To mount an oil filter, some manufacturers use a filter adapter or housing that bolts to the engine, rather than attaching directly to the engine. Over-tightening the filter can damage not only the oil filter gasket, but the gasket between the adapter and engine.Check that the nipple onto which the filter threads is tight inside the adapter. Nipples can be threaded on both sides and can loosen when unscrewing the old oil filter. The filter gasket may not fully seat if the threads are loose and leak. Leave this fix to your mechanic.Damaged ThreadsAn oil filter’s baseplate threads are softer than the threads on the mounting nipple and can be cross-threaded if the oil filter is screwed on crooked when it’s installed. You’ll need to install a new filter if the threads are damaged. If you screw on the new filter without any problems, and there are no apparent oil leaks, it’s still a good idea have your mechanic check out the filter mounting nipple threads for damage.Wrong FilterCheck your owner’s manual for the correct filter number for your specific engine. A filter may feel as though it is tight when installed, but the threads may not be exactly the same as the mounting nipple. This will cause the filter to loosen up and leak over time.Also, the wrong filter may have the incorrect by-pass valve. The by-pass valve opens to protect the engine from oil starvation if the filter becomes clogged. If you’re not sure you are installing the correct filter, leave it to your mechanic.Damaged Oil Filter HousingA rock, stone or road debris can puncture the oil filter outer housing shell. If oil is spurting from the filter, turn your engine off and immediately call for a tow to your repair shop.Is it the Filter?Oil from the oil pressure sensor, or just about any other engine gasket or seal, can leak over the oil filter. If the oil filter itself is not leaking, it’s important your mechanic verifies which seal or gasket is the culprit.The most common cause of oil leaks is lack of maintenance. Going too long between oil changes causes oil to break down and become contaminated. Contaminated oil attacks and degrade gaskets and seals, which results in oil leaks.An oil filter removes contaminants from engine oil. Replacing the oil filter every time the oil is changed is one of the least expensive and most effective ways to prolong engine life. Always follow local guidelines to properly dispose of used motor oil and filters. If you’re unsure what is causing a leak, have your mechanic check it out. Repairing leaks will save you from costly repairs.

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