LUBRICATION SYSTEM

Description

A gear type oil pump, incorporating a full flow filter cartridge, is bolted to the side of the cylinder block and draws oil through a pick-up tube and filter from the sump.

A spirol drive on the camshaft drives the oil pump.

A pressure relief valve, mounted in the pump body, regulates the engine lubrication pressure and re-cycles any excess oil.

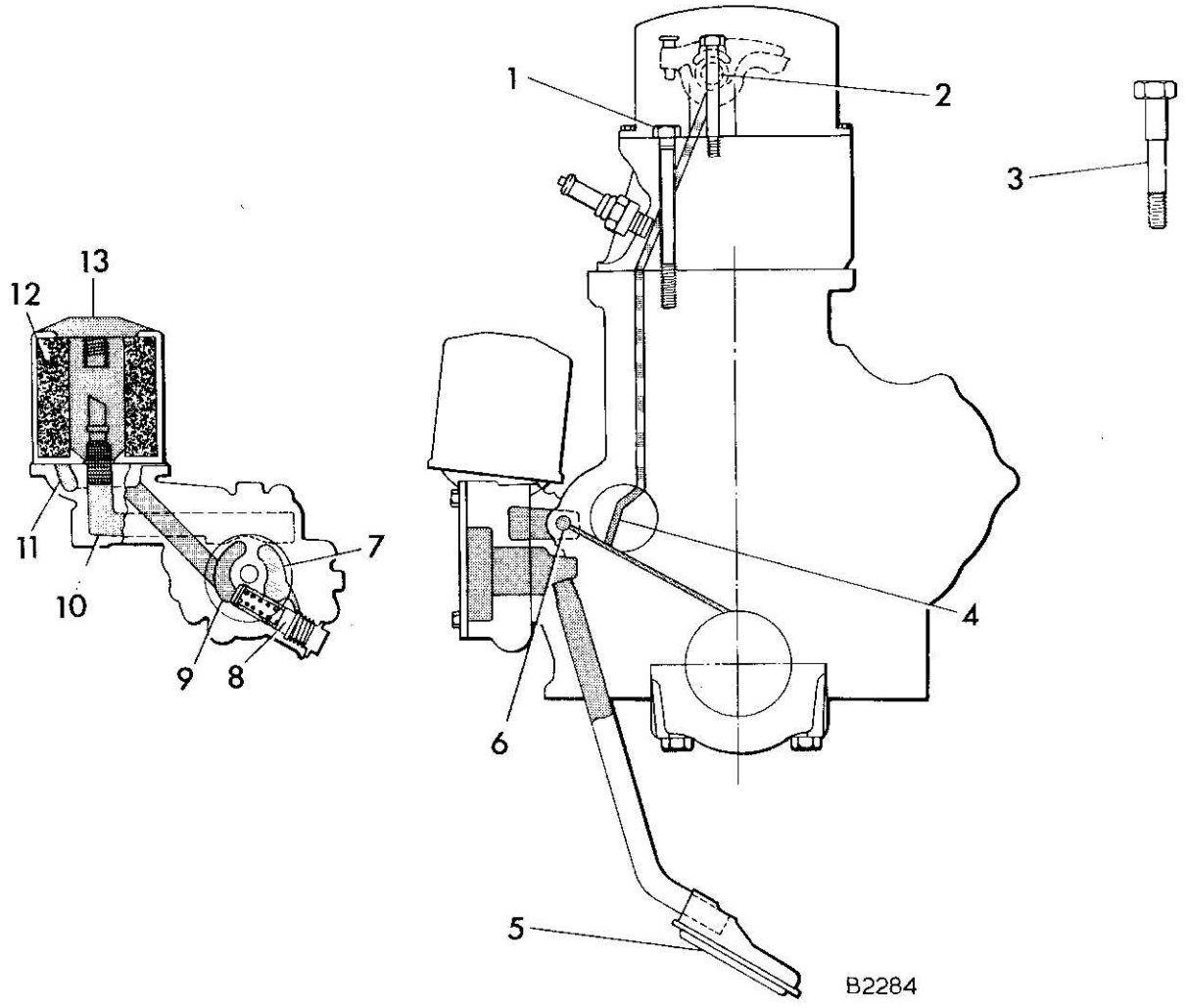
From the pump output, the oil passes into the filter cartridge mounted on the side of the oil pump. After the oil has passed through the filter, it enters the main gallery which is machined longitudinally in the cylinder block, where it feeds the crankshaft journals and bearings and through drillings to the camshaft.

Still under pressure the oil is forced through drillings to the rocker shaft. The valve stems, push rods and tappets are drip fed from the rocker shaft.

The cylinder bores, pistons and gudgeon pins are splash fed.

The timing gear is lubricated by oil from No. 1 upper main bearing.

An oil pressure switch is fitted in the oil pump at the filter outlet and operates a warning light in the driving cab.



1. RIGHT REAR CYLINDER HEAD SCREW
2. VALVE ROCKER SHAFT
3. VALVE ROCKER SHAFT REAR BOLT
4. DRILLED PASSAGES IN NO. 4 CAMSHAFT JOURNAL
5. STRAINER
6. LONGITUDINAL OIL GALLERY
7. LOW PRESSURE CAVITY
8. PRESSURE RELIEF VALVE
9. HIGH PRESSURE CAVITY
10. FILTER OUTLET PASSAGE
11. FILTER INLET PASSAGE
12. FILTER
13. PRESSURE DIFFERENTIAL VALVE

Fig. 1 *Engine oil system*