

AIR CLEANERS

AIR CLEANER — RG 225 ENGINE

The cleaner has a dry type cleanable element. For details of diaphragm motor see Section B 702.

To Remove

Raise and secure the bonnet.

Slacken the clip securing the diaphragm motor assembly to the air cleaner, pull motor assembly away from air cleaner.

Disconnect the pipe from the crankcase inlet air cleaner at the air cleaner.

Disconnect the pipe from air cleaner to air feed intake box.

Remove nut and washer, and bolt and washer securing air cleaner to bulkhead and bracket. Remove air cleaner.

To Refit

Refitting is a reversal of the removal procedure.

Examine for contamination by oil. If present the element must be renewed.

Examine the element sealing ring for damage, detachment or distortion. If damaged renew the element.

To clean the element — carefully tap the side of the element against the palm of the hand to remove surplus dust.

Blow out any loose dirt with compressed air, blowing along the pleats and in the opposite direction of the normal operating air flow through the element. Pressures in excess of 7 kgf/cm² (100 lbf/in²) should be avoided otherwise rupture of the pleats could occur.

Wipe the inside of the cleaner body and cover with a clean damp cloth.

Refit the cleaned or new element and top cover. Ensure the seal ring is fitted under the wing nut securing the element.

AIR CLEANER ELEMENT

To Clean or Renew

Raise and secure the bonnet.

Unscrew the knob of the cleaner top cover and remove the cover.

Unscrew the wing nut securing the element and remove the element. Note the rubber seal ring under the wing nut.

The element "clean air side" and inside the cleaner body must be checked for unusual accumulations of dust indicating a rupture in the element. If there is an accumulation of dust renew the element.

AIR CLEANER — 2 LITRE ENGINE

The cleaner has a dry type non cleanable element. For details of diaphragm motor see Section B 701.

To Remove (Fig. 1)

Remove rear engine cover in cab.

Disconnect the vacuum pipe from the inlet manifold at the temperature sensing valve.

Disconnect the pipe from the deceleration valve at the air cleaner.

Disconnect the crankcase ventilation system pipe from the air cleaner.

Remove the flexible metallic pipe from the air cleaner.

Slacken the clip securing the air cleaner to the carburettor.

Remove the air cleaner from the carburettor.

To Refit

Refitting is a reversal of the removal procedure.

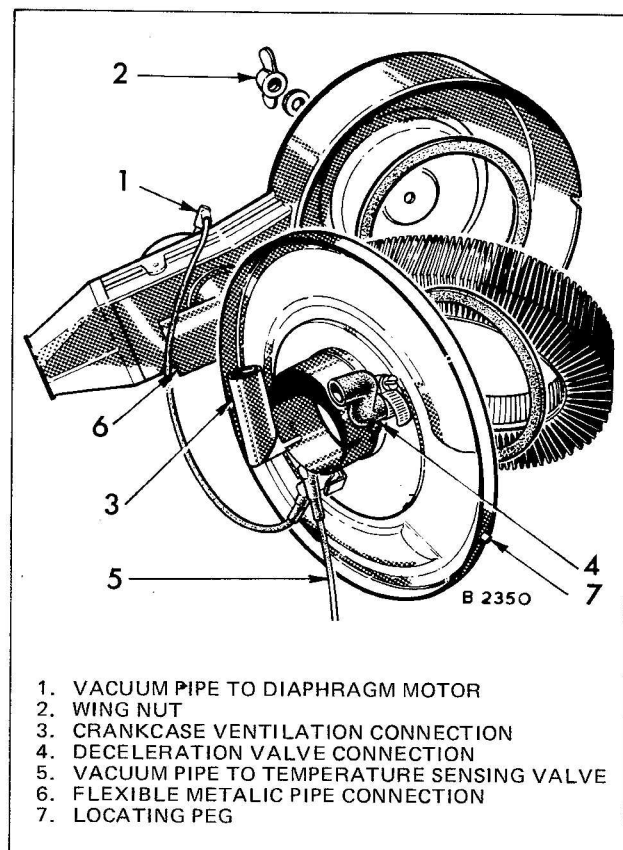


Fig. 1 Air cleaner details

AIR CLEANER ELEMENT

To Renew (Fig. 1)

Remove rear engine cover in cab.

Disconnect the vacuum pipe from the diaphragm motor.

Disconnect the flexible metallic pipe.

Unscrew the wing nut to release the top cover.

Separate the cover from the base and remove the upper sealing ring, element and lower sealing ring. The sealing rings may be reused if not damaged, otherwise renew.

Carefully clean the base and top cover.

Fit a sealing ring to the base, position the element on the ring and fit the second sealing ring in the cover.

Fit the cover to the base, ensuring the locating peg in the base fits correctly into the cut-out in the cover. Refit the retaining wing nut and washer.

Refit the flexible metallic pipe.

Refit the vacuum pipe to the diaphragm motor.

Refit the rear engine cover.

AIR CLEANERS – DIESEL ENGINES

The air cleaner removal and refitting, and element cleaning or renewal are similar to the RG 225 engine.

Note: If a restriction indicator is fitted the hose should be checked for cracking and perishing.

RESTRICTION INDICATOR

Description and Operation

The cylindrical-shaped indicator is mounted on a bracket adjacent to the air cleaner.

When the red indicator band appears, operated by the depression between the cleaner and engine, the air cleaner element must be cleaned as described in this section.

After cleaning the element, reset the indicator by pushing on the diaphragm at the base of the instrument.

To Remove

Unscrew the indicator from its mounting.

If the indicator does not operate, check that the pipe is not kinked or perforated. If the pipe is sound the indicator must be discarded and a new one fitted.

Blank off the adaptor flange if the indicator is to be left off for any length of time.

To Refit

Screw the indicator onto the adaptor plate.

If necessary, reset the indicator by pushing on the diaphragm at the base of the instrument.