SECTION JB

PRIMING, FILTERING AND SUMP EMPTYING

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CHAPTER 1

FILTERING CIRCUIT

Oil from the engine driven lubricating oil pump is supplied to the free-end cover, then via a thermostat, oil cooler and pressure relief valve to the lubricating oil filter. After filtration the oil enters the engine via the free-end cover.

CHAPTER 2

PRIMING CIRCUIT

1. Two methods are provided they are:-
2. by means of a semi-rotary hand operated priming pump.
3. by an electrically driven motorised pump

Semi-rotary Pump

* 1. Oil is drawn from the lowest point in the sump and is supplied via a ported cock and non-return valve to a point in the system before the lubricating oil filter. This unit is intended for initial priming, sump draining and for use when it is not possible to use the motorised pump.

Motorised Pump

* 1. Oil is drawn from the sump and is supplied via a non-return valve to a point in the system before the lubricating oil filter. A pressure safety valve (PSV) incorporated in the pump relieves oil in excess of 2 bar back to the suction side of the pump.

CHAPTER 3

SUMP EMPTYING

Move the ported cock on the outlet side of the semi-rotary pump to the DRAIN position. The port direction is marked on the end of of the cock spindle. Operate the pump to draw all oil from the sump.

After the sump has been emptied and flushed, return the cock to the PRIME position. Service the lubricating oil filters if necessary (Section JF).