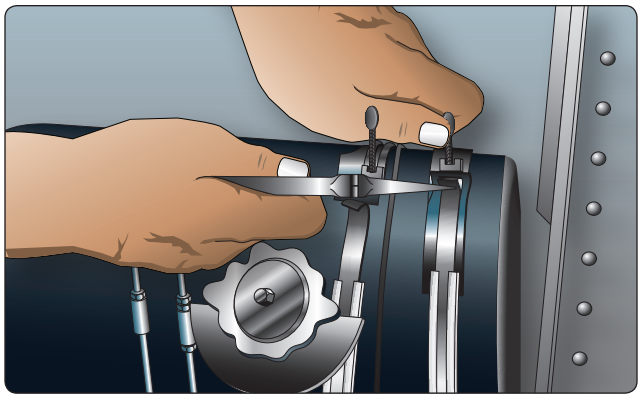

Figure 6-21. *Removal of securing straps.*

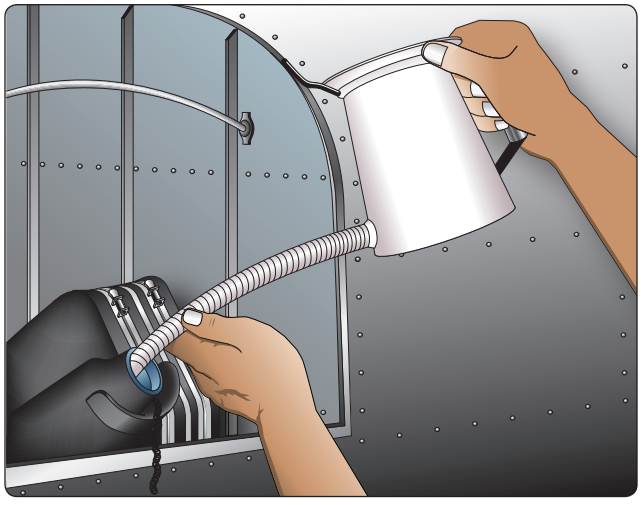

Figure 6-22. *Filling an oil tank.*

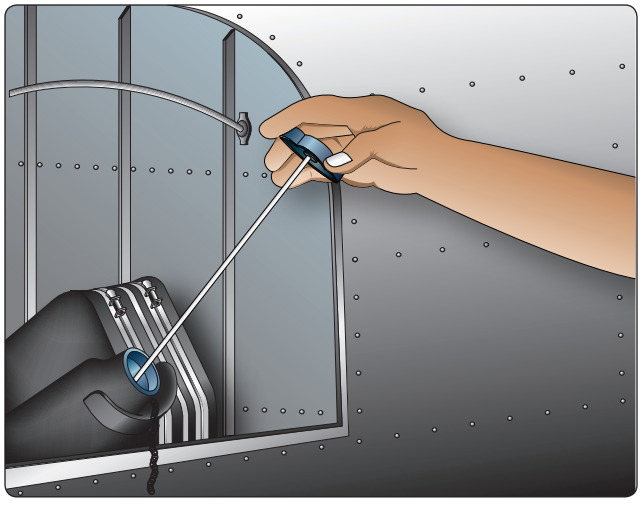

Figure 6-23. *Checking oil level with dipstick.*

reaches 85 °C (185 °F), ±2 °C, the valve is closed completely, diverting all oil flow through the cooler core.

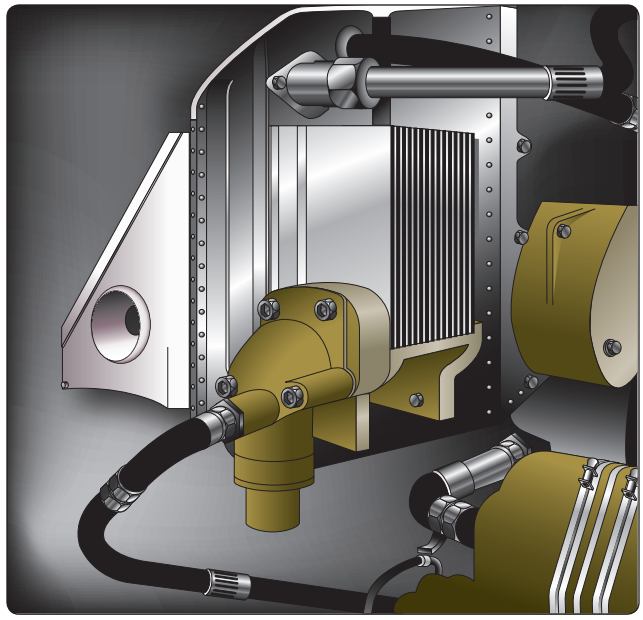

Figure 6-24. *Oil cooler.*

Oil Temperature Bulbs

Most oil temperature bulbs are mounted in the pressure oil screen housing. They relay an indication of engine oil inlet temperature to the oil temperature indicators mounted on the instrument panel. Temperature bulbs can be replaced by removing the safety wire and disconnecting the wire leads from the temperature bulbs, then removing the temperature bulbs using the proper wrench. *[Figure 6-25]*

Pressure and Scavenge Oil Screens

Sludge accumulates on the pressure and scavenges oil screens during engine operation. *[Figure 6-26]* These screens must be removed, inspected, and cleaned at the intervals specified by the manufacturer.

Typical removal procedures include removing the safety devices and loosening the oil screen housing or cover plate. A suitable container should be provided to collect the oil that drains from the filter housing or cavity. The container must be clean so that the oil collected in it can be examined for foreign particles. Any contamination already present in the container gives a false indication of the engine condition. This could result in a premature engine removal.

After the screens are removed, they should be inspected for contamination and for the presence of metal particles that may indicate possible engine internal wear, damage, or in extreme cases, engine failure. The screen must be cleaned prior to reinstalling in the engine. In some cases,