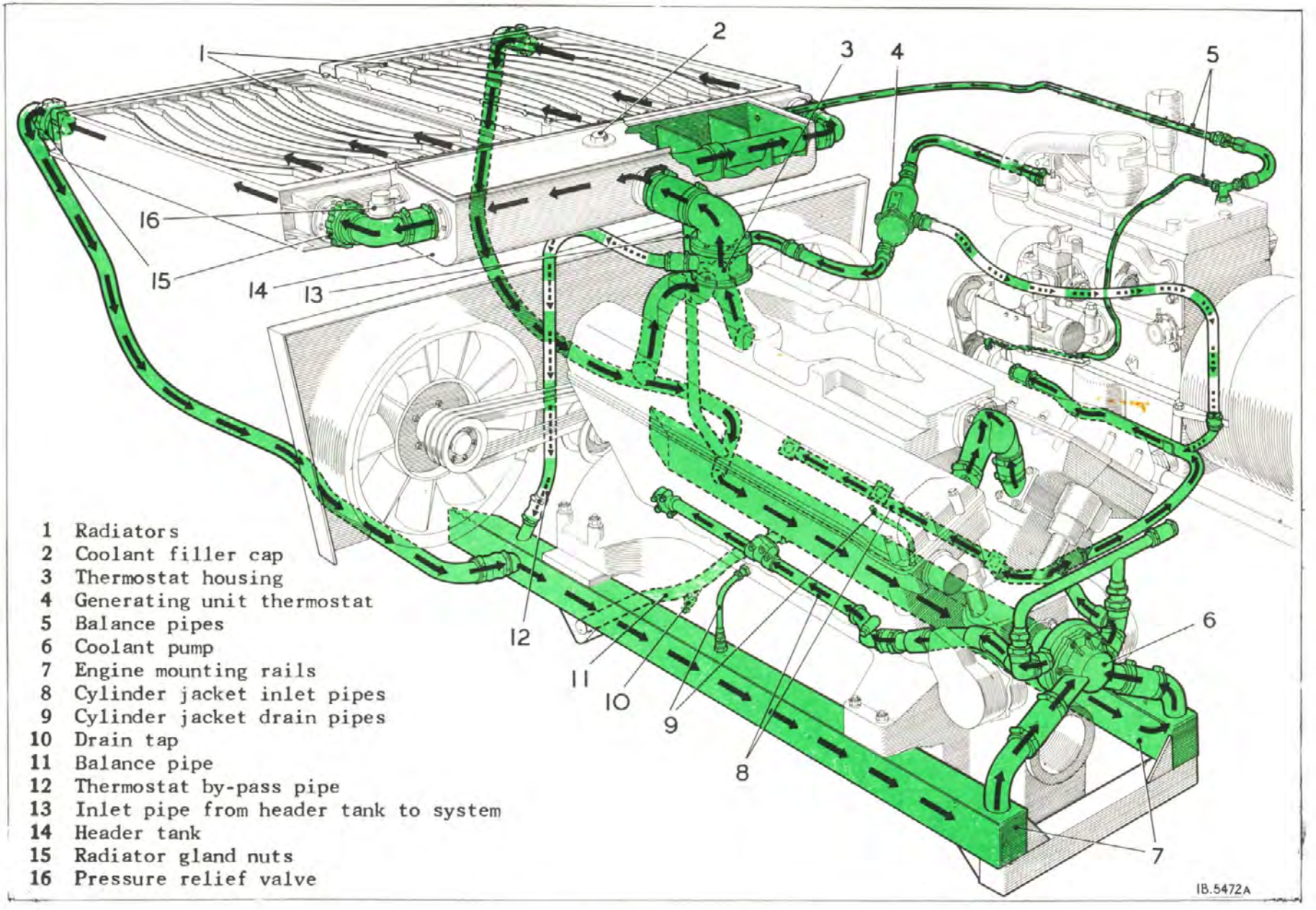
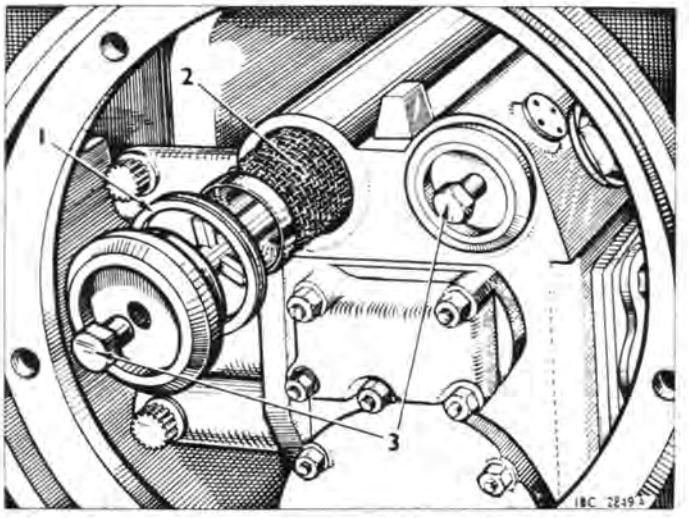


Fig 37 Engine cooling system



1 Joint washer

2 Gauze

3 Filter retaining nuts

Fig 35 Main engine oil scavenge filter

Engine oil change

To change the oil (the first 250 and every 1,000 miles or yearly task)

155. When changing the oil, it is also necessary to renew the element in the pressure filter and clean the scavenge filters (para 153 and 154).

Although the lubrication system has a capacity of 14 gallons, only up to 10 gallons will drain, the remaining 4 gallons being held in the oilways, etc. in the engine.

(a) Equipment required:-

Tank cleaning brush	Non-fluffy cloth	Pliers
10 gallon oil OMD-110	9/16 in AF spanner	Locking wire
Containers for old oil	Drain valve T spanner	AB413

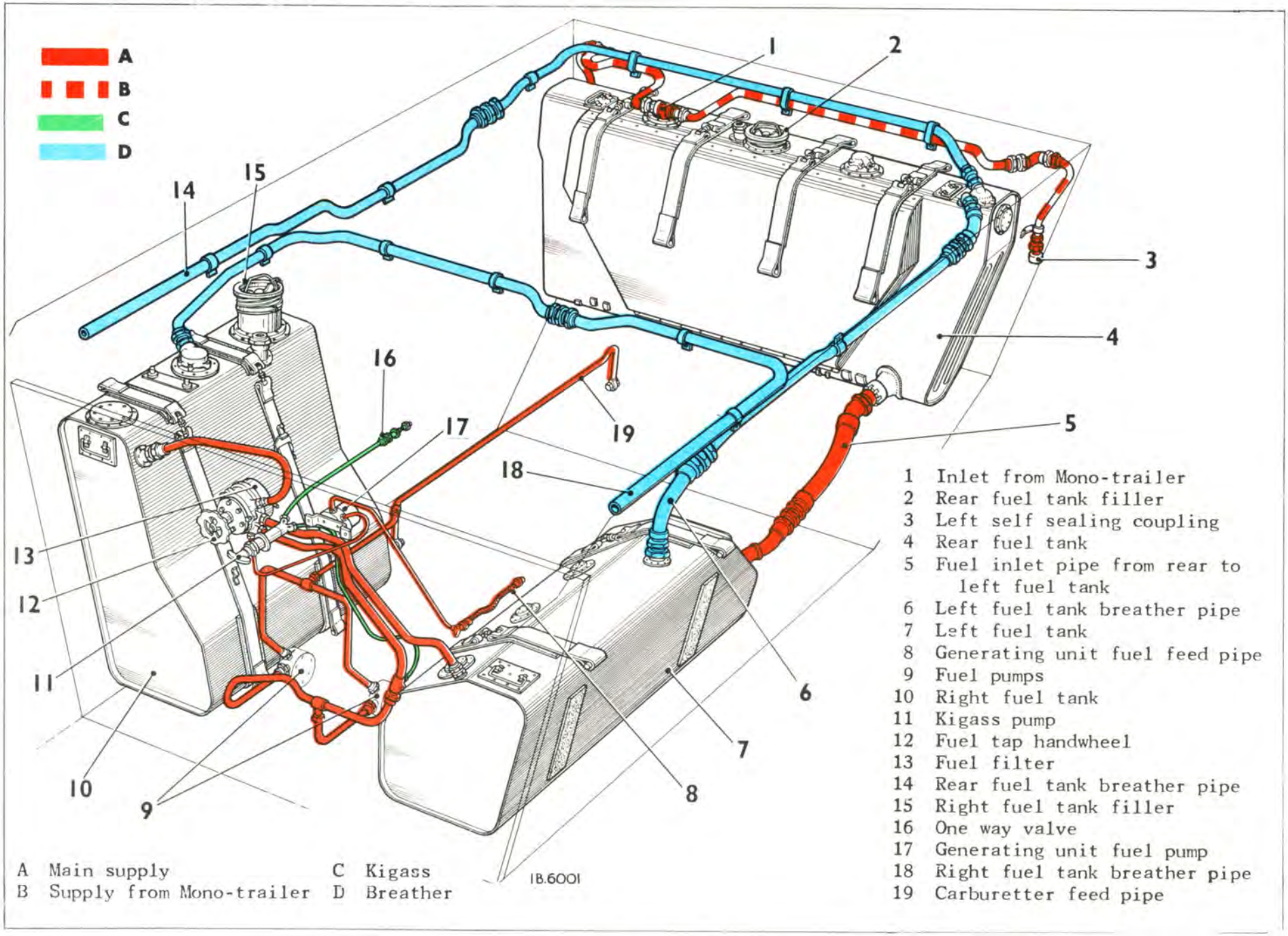
(b) Method:-

(i) With the engine warm and the vehicle on level ground, clean the access plate (Fig 18(5)) (tank cleaning brush) remove the locking wire (pliers) and oil tank drain access plate (9/16 in AF spanner).

(ii) Using the T spanner, remove first the regulating plug, (Fig 36(1)), then the drain plug (2). Enter the regulating plug into the drain plug aperture (A) and place the container in position. Screw up the regulating plug until the oil flows. Screwing up the regulating plug increases the flow and unscrewing the plug decreases and stops the flow.

Warning: *1. There are no oil drain plugs fitted to the engine sump. The large circular plug fitted to the sloping face of the sump at the fan drive end, is a timing mark inspection plug of fragile construction and must not under any circumstances be disturbed by the crew.*

2. The engine must never be run during an oil change for the purpose of scavenging oil which may remain in the sump or timing case. This is extremely dangerous and will seriously damage the engine.



A Main supply
B Supply from Mono-trailer
C Kigass
D Breather

1 Inlet from Mono-trailer
2 Rear fuel tank filler
3 Left self sealing coupling
4 Rear fuel tank
5 Fuel inlet pipe from rear to left fuel tank
6 Left fuel tank breather pipe
7 Left fuel tank
8 Generating unit fuel feed pipe
9 Fuel pumps
10 Right fuel tank
11 Kigass pump
12 Fuel tap handwheel
13 Fuel filter
14 Rear fuel tank breather pipe
15 Right fuel tank filler
16 One way valve
17 Generating unit fuel pump
18 Right fuel tank breather pipe
19 Carburetter feed pipe

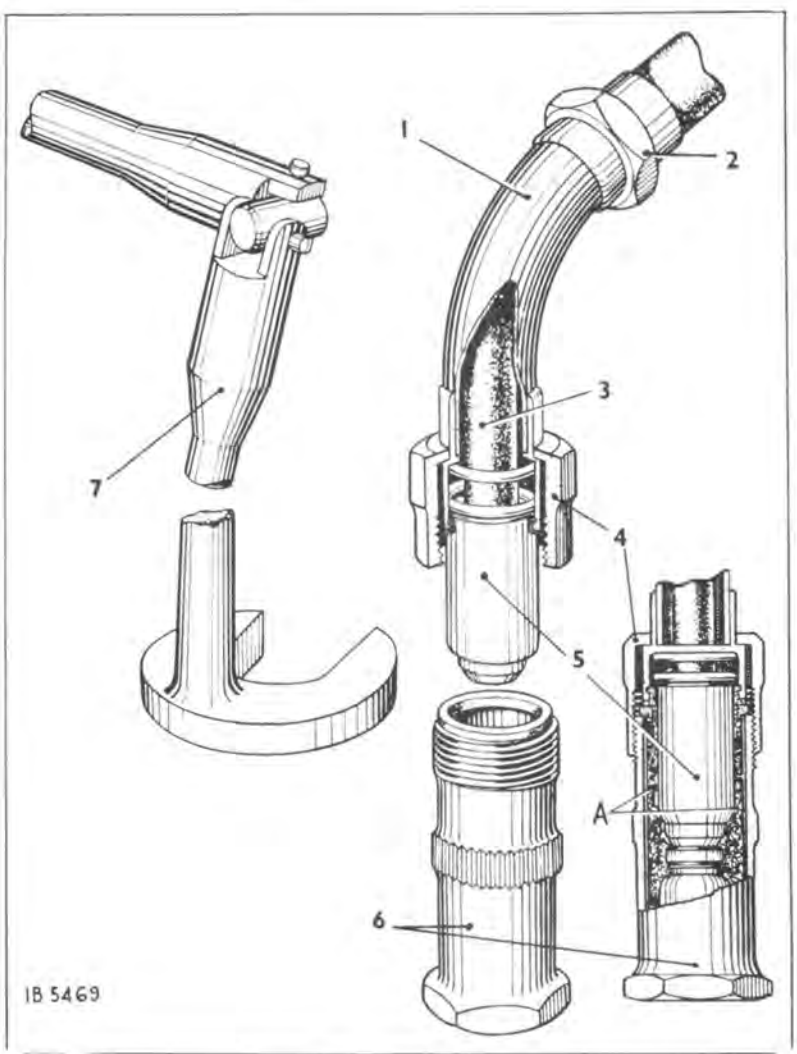
Fig 38 Layout of fuel system

(iii) Remove the square shield above the front half of the induction manifold (3/16 in spanner) and clean the area round the plugs.

(iv) Unscrew the elbow nuts (Fig 47(4)) from the sparking plugs and withdraw the elbow (1) and HT lead (3) from the plugs (6) (7/16 in spanner and crowfoot spanner), taking care to retain the silicone sealing compound (A) and ensure that it does not come into contact with dirt or dust etc.

Important: *Silicone sealing compound will be found on the cable sleeve and in the sparking plug. When removing the plugs the sealing compound should be removed and saved for future use; care must be taken to protect it from dirt or dust etc.*

(v) Remove the plugs (universal spanner for inlet plugs and tommy bar) and check the copper washers.



1 Elbow
2 Ferrule nut
3 H.T. lead
4 Elbow nut
5 Sleeve
6 Sparking plug
7 Crowfoot spanner
A This space to be filled with DC4 silicone sealing compound (LV6/MT4 Pt.No.1311) on assembly - 1½ oz per 24 sparking plugs

Fig 47 Sparking plug and H.T. lead assembly