

- | | |
|---------------------|--------------------------------|
| 1 Object prism | 7 Ocular prism casing |
| 2 Outer case | 8 Outer casing securing screw |
| 3 Window | 9 Ocular prism |
| 4 Ghost eliminator | 10 Inner casing |
| 5 Sealing ring | 11 Inner casing securing screw |
| 6 Black-out shutter | |

Fig 8 Driver's periscope A.V. No.36, Mk I

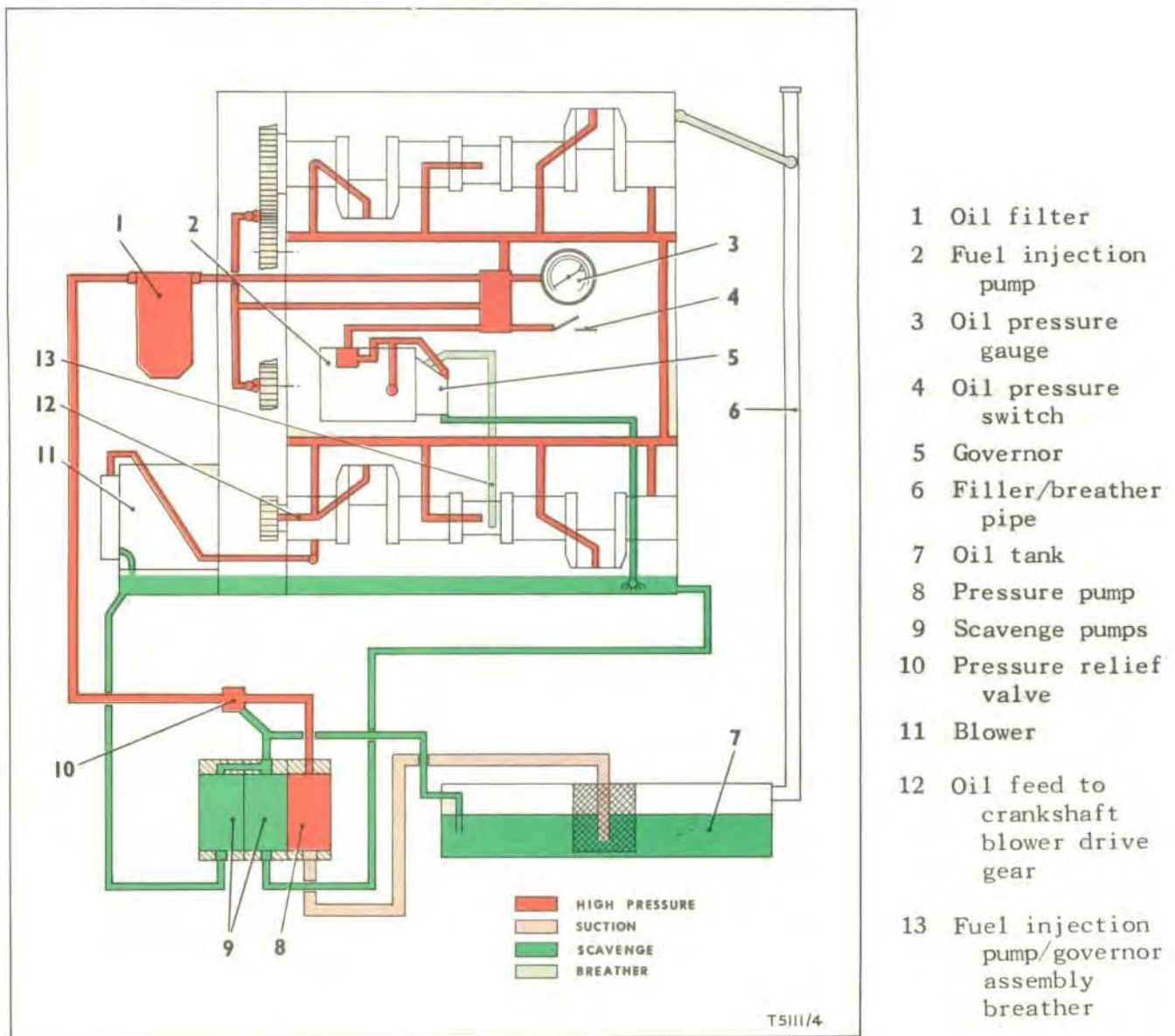


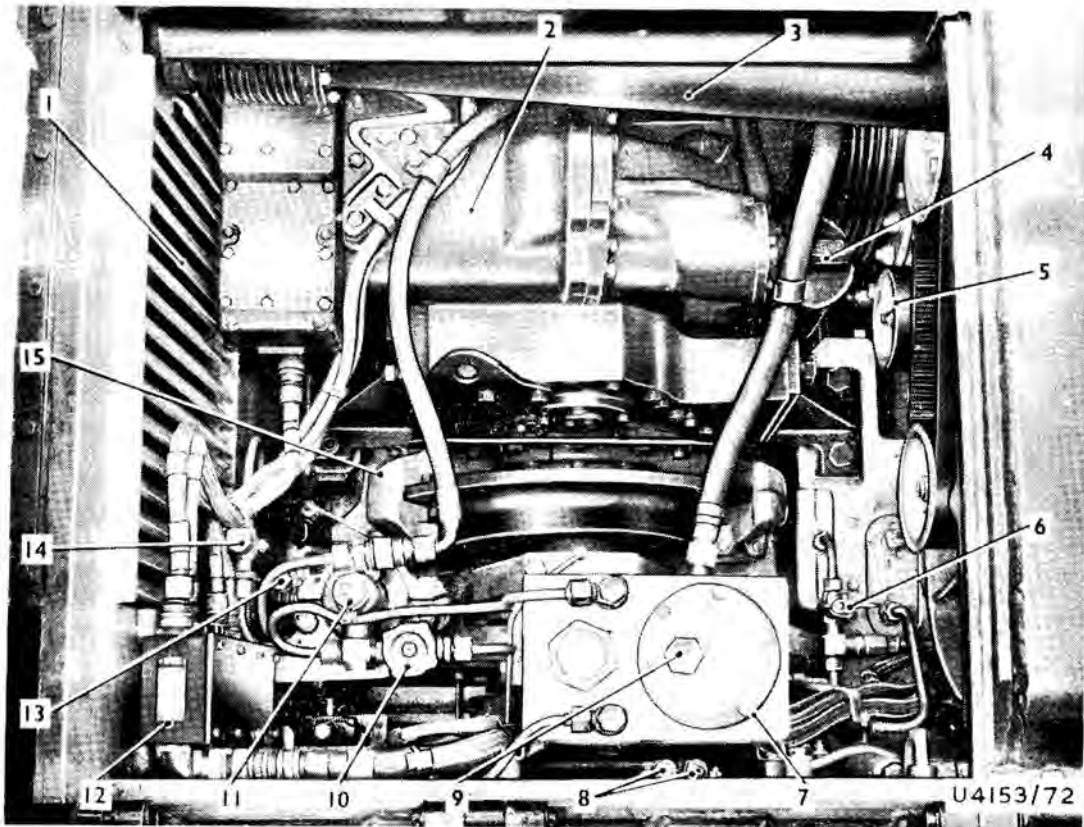
Fig 54 Generating unit engine oil circuit (diagrammatic)

THE AIR CLEANER

15. The air cleaner (Fig 53(7)) is positioned in front of the generating unit engine and is accessible after raising the left front engine compartment cover. It is a cylindrical assembly embodying a two-stage method of air cleaning. The first stage is a cyclone filter which channels the heavier dust particles to a hopper in the base of the assembly and the second stage is a paper element filter which finally filters the air before it passes to the engine.

16. The paper element is contained in the upper part of the filter assembly and can be removed for cleaning after removing the filter cover (1). The cover is secured by three clips (8).

17. A restriction indicator (2) of similar action to that fitted to the main engine air cleaner is fitted in the cover.



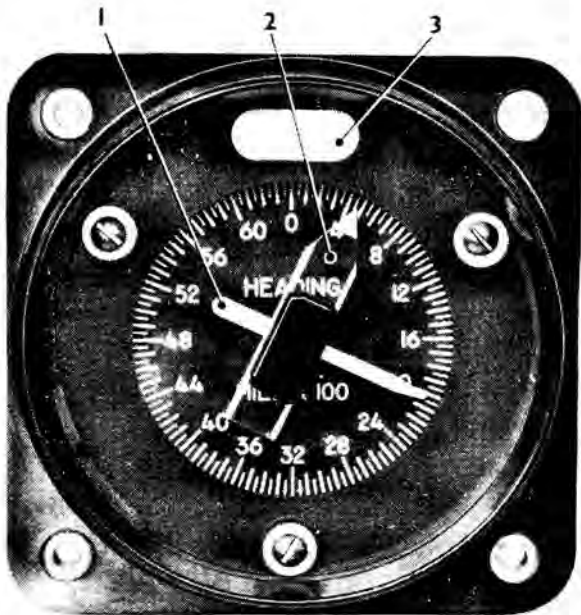
- | | |
|--------------------------------|--|
| 1 Louvre | 9 Filler plug |
| 2 Gearbox | 10 Pressure release valve |
| 3 Main engine exhaust pipe | 11 Brake accumulator and cut-out valve |
| 4 Gearbox filter | 12 Junction box |
| 5 Fan belt tensioner | 13 Air charge valve |
| 6 Fuel tap | 14 Hydraulic pressure check point |
| 7 Brake fluid supply tank | 15 Steering brake shoe |
| 8 Brake cylinder bleed nipples | |

Fig 71 Transmission compartment - right (Mk 1, 1/2 and 2 vehicles)

illumination may be controlled by the dimmer switch (Fig 31(2)) on the instrument panel.

Air duct valve

22. The handle (Fig 70(9)) should normally be pointing downward, which provides relatively clean air from the fighting compartment. With the lever horizontal, ventilation is effected by air drawn by the fans through the engine louvres and circulated through the generators. The disadvantage of this arrangement is that dust-laden air passes through the generators, but this has to be accepted at times when the vehicle must be pressurised i.e., for C.B.R. conditions. Running with the change-over valve in this condition must be restricted to a minimum.



- 1 Heading pointer
- 2 Cursor
- 3 Compass high temperature warning light

Fig 96 Driver's heading indicator

U 4164/122.

COMPASS CONTROL BOX

3. The compass control box (Fig 99) fitted to the rear of the driver's position and on the right of the compass is angled to provide easy access. The box houses indicators and controls necessary for putting the gyro compass into operation. The controls have the following functions:-

(1) Low Temperature Warning Light

The low temperature warning light (1) glows red when the equipment is switched on and will continue to glow until the compass reaches its normal operating temperature.

(2) High Temperature Warning Light

The high temperature warning light (2) is connected to a thermal relay in the compass and will glow red if the compass overheats.

(3) Compass Control Switch

The control switch (3) is used to bring the compass into operation in five steps from OFF through HEAT, START, FREE SLEW and SETTLE to RUN.

(4) Speed Control

The control (4) is graduated in mile/h from 0 to 60 in 5 mile/h divisions and is used to improve the compass accuracy on long, high speed journeys. The control is set to zero for normal operations.

On receipt of vehicle and every 500 miles or 3 months - BLACK SERVICING.

Every 1,000 miles or 1 year - BLACK and GREEN servicing.

(DI) indicates Driver AFV I or Veh. Mech. only.

TASK	METHOD (All references are to Chapter I)
21. Clean the gearbox oil filter elements and bowls (DI).	
22. Renew the sealing rings (DI).	Sect.20 - para 62 and 63
23. Prime and replace the gearbox oil filters (DI).	
24. Re-fill the final drives.	
25. Replace the final drive filler plugs.	Sect.23 - paras 12-15
26. Re-fill the gearbox and check the oil level.	
27. Replace the gearbox filler plug.	
28. Start the main engine and check the warning lights.	Sect.20 - para 60 and 61
29. Check for leaks at the filters and drain plug.	
30. Replace the rear access plate.	
31. Switch off the main engine.	
32. Lower the gearbox compartment covers.	