

Although screwed in by hand pressure, the filter element tends to get stuck, and is best removed by use of a strap wrench. Before screwing in the new element, smear a little engine oil on the rubber ring. Then screw into position hand-tight – do not over-tighten.

NOTE: Oil filter elements cost very little, and we strongly urge that the element be renewed at each oil change.

Change of Lubricant

If it becomes expedient to change to a different brand of lubricant, completely drain the system when the engine is warm. Fit a new filter element. Cleanse the system by the use of a flushing oil, circulating this by running the engine at fast idling speed until well warmed up. Stop the engine, and drain off the flushing oil – not forgetting the contents of the filter. Replenish the sump with the new lubricant, using only an oil from the approved.

Recommended Lubricants

The following are suitable for temperatures down to -10°C (10°F).

Supplier B.P.	Engine and Transmission, Oilcan	Grease Gun
	Super Visco-Static 20-50	Energrease L2
Castrol	Castrol GTX	LM Grease
Duckham's	Q 20-50	LB 10
Esso	Uniflo	Multi-purpose H
Filtrate	Super 20-50	Super Lithium
Mobil	Super 10W-50	Mobilgrease MP
Petrofina	Fina Super Grade 20-50	Marson HTL2
Regent	Havoline 20W-50	Marfak All-purpose
Shell	Super Multigrade	Retinax A
Sternol	Super WW	Ambroline LHT2

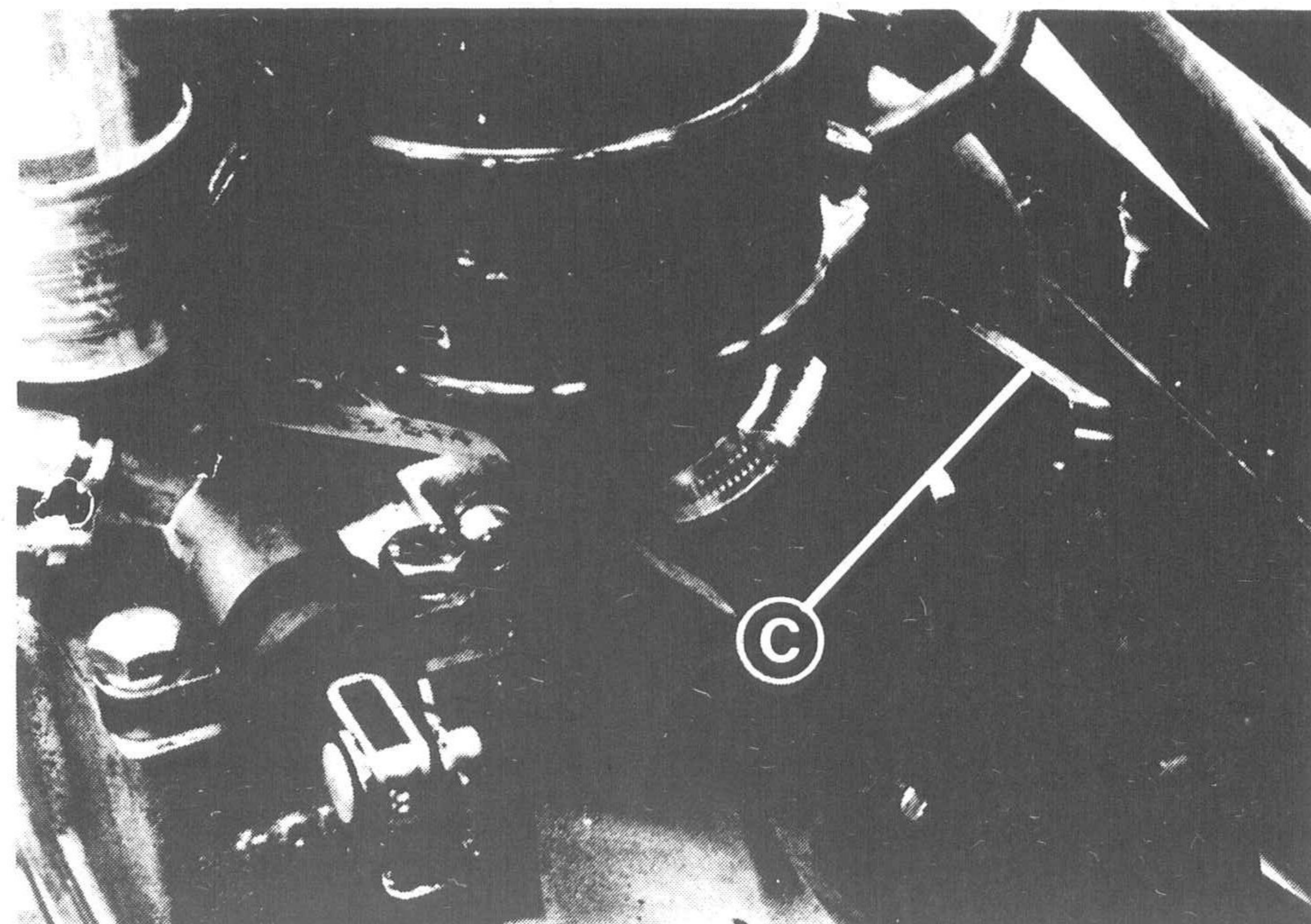


Fig 23

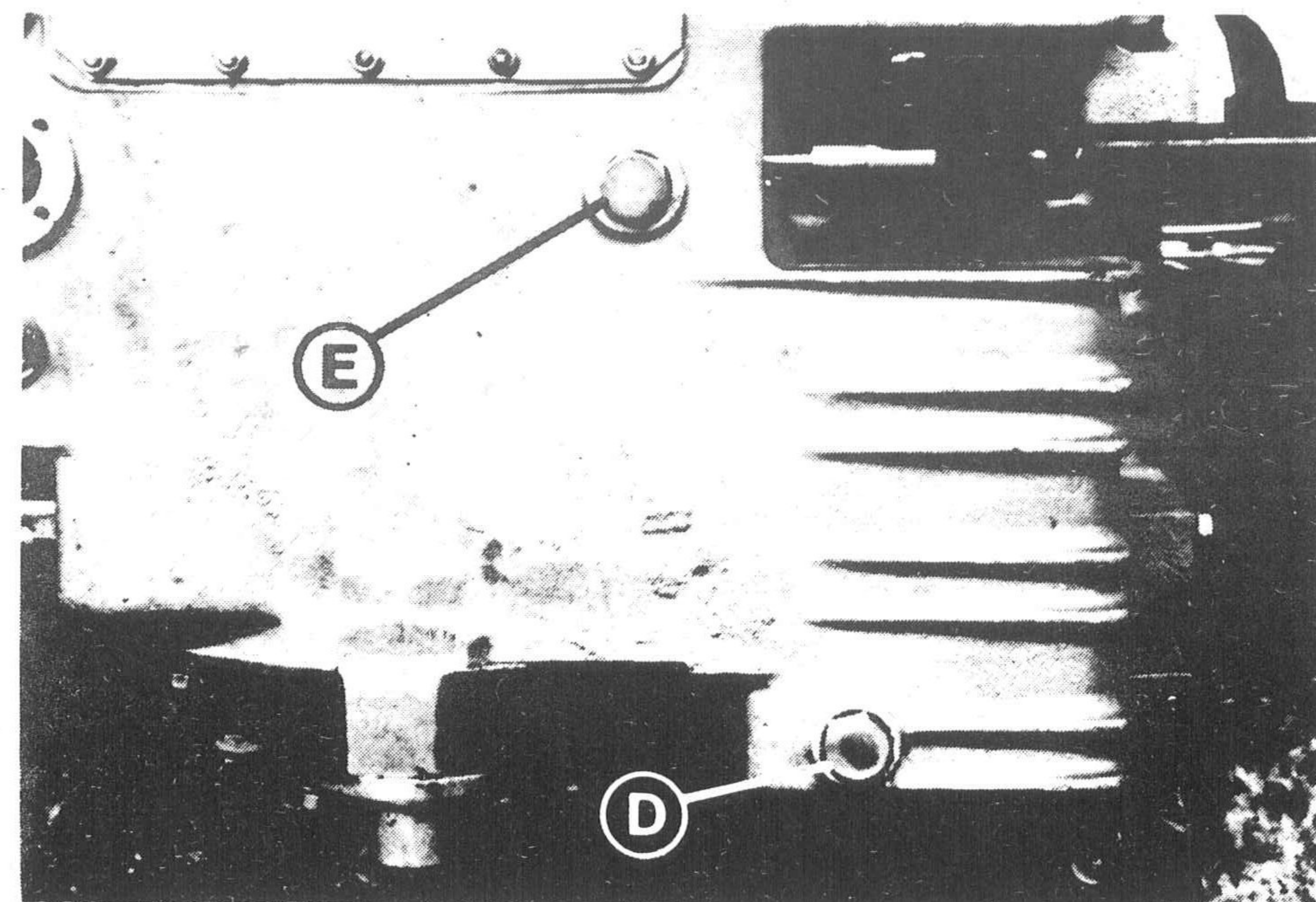


Fig 24