

**FULL FLOW OIL FILTER**

**Description** (See Figs. 17, 18 and 19)

The full flow oil filter is bolted to the side of the crankcase below the exhaust manifold. All oil delivered by the oil pump enters compartment "A" in the filter main body.

After a very fast idling speed the oil pump supplies oil at a greater quantity than can pass through the engine bearings and in consequence a high oil pressure builds up. This pressure is controlled by the non-adjustable relief valve; in the top of the filter body; to the figure given in the Data Section under "Lubrication". All excess oil delivered by the oil pump passes through the relief valve and returns to the engine sump through compartment "C".

All oil passing into the element casing flows through the element from its outside surface leaving the element and filter by the centre bore of the element and compartment "B".

The filter element bore is sealed at its two ends by joints that form part of the element. Separate joint rings are not used.

OIL PRESSURE RELIEF VALVE

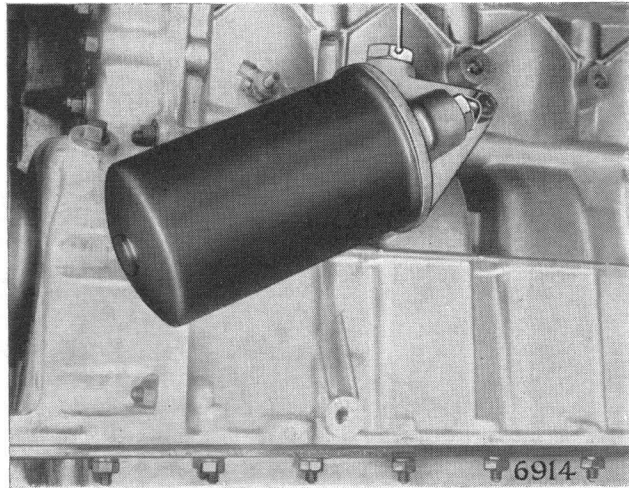
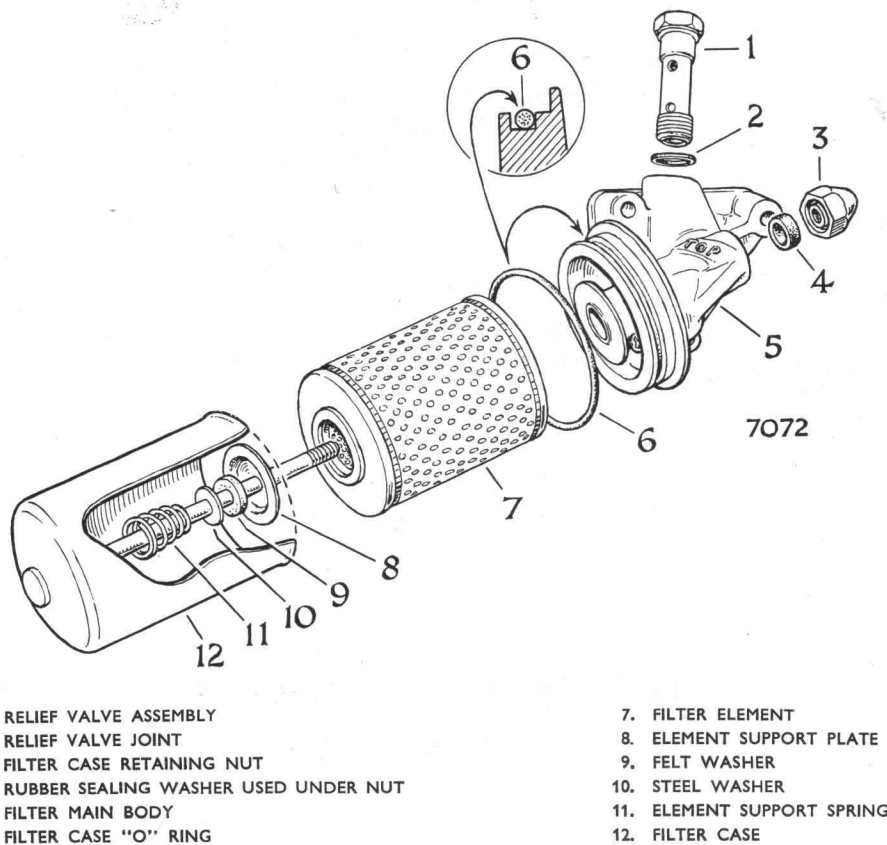


Fig. 17. Oil filter and relief valve—position on engine



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|---|----------------------------|
| 1. RELIEF VALVE ASSEMBLY                | 7. FILTER ELEMENT          |
| 2. RELIEF VALVE JOINT                   | 8. ELEMENT SUPPORT PLATE   |
| 3. FILTER CASE RETAINING NUT            | 9. FELT WASHER             |
| 4. RUBBER SEALING WASHER USED UNDER NUT | 10. STEEL WASHER           |
| 5. FILTER MAIN BODY                     | 11. ELEMENT SUPPORT SPRING |
| 6. FILTER CASE "O" RING                 | 12. FILTER CASE            |

Fig. 18. Oil filter—exploded view