



MAINTENANCE INSTRUCTION

PANEL TYPE OIL BATH AIR FILTERS

DESCRIPTION

Panel type filters, Fig. 1, are designed to operate on the oil bath principle and provide efficient air cleaning action. As shown, the air is drawn in through an opening in the front cover of the panel. Here it strikes against an air deflector which divides the air so that a portion is diverted downward to the oil supply chamber. The air that has been diverted downward picks up oil out of the sump and is redirected upward by the baffle. This air deposits the oil on the filter media before entering the engine. The balance of the incoming air supply goes through the oil-wetted media where airborne contaminants are deposited by impingement.

The constant flow of oil droplets down through the filter media carries dirt particles to the sump where they can settle and be subsequently drained away. This type filter, therefore, provides a self-cleaning action during operation.

MAINTENANCE

By their design and operating principle, panel type oil bath filters provide efficient air filtration with a minimum of maintenance. They should however be inspected, drained, and cleaned at intervals recommended in the applicable Scheduled Maintenance Program.

OIL SUPPLY

The oil level may be observed on the sight glass provided at the lower front portion of the filter.

With the engine shut down for at least 1/2 hour (to permit draining of oil from filter media) oil level should be at midpoint on glass. When checking with engine running, oil level should be visible in lower portion of glass.

Oil may be added through the opening provided in the front cover.

The viscosity of the oil to be used depends upon the brand of filter and the ambient temperature. Refer to Maintenance Data for the oil to be used.

DRAINING FILTER

At prescribed intervals, the drain plugs should be removed and the filter sump drained of all oil and sludge.

After draining and replacing plugs, refill with oil to proper level.

CLEANING FILTER

The entire filter panel assembly should be removed from the adapter for thorough cleaning.

The first step in filter cleaning is a thorough washing with hot water. A nozzle equipped hose is suitable for this purpose. Water pressure as low as 15 to 20 psi is satisfactory, although higher pressures of 30 to 40 psi are desirable. The hot water stream should be directed at the dirty side of the filter. After thorough washing, permit filter to drain before proceeding with the next step.

An alkaline or solvent type cleaner is used next to loosen and remove the impacted

*NOTE: Information contained herein is applicable to the equipment being manufactured or used as of the date of publication.



SERVICE DEPARTMENT

ELECTRO-MOTIVE DIVISION • GENERAL MOTORS CORPORATION

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dirt and provide the thorough cleaning necessary. Many types of compounds are available that are suitable for filter cleaning.

NOTE: The supplier of such cleaners should be consulted for recommendation as to the type cleaner to be used and the specific method to be followed.

The general procedure is to completely submerge filter in the cleaning solution

and allow to remain only long enough to loosen the dirt deposits. Solution should be agitated the total time. Upon removal of the filter element, it should be free of all dirt or oil.

After cleaning, again wash with hot water to remove all traces of cleaning solution. Then dry with air, inspect carefully, and reinstall using a new filter-to-adapter gasket. Fill with oil and the filter is ready for another service cycle.

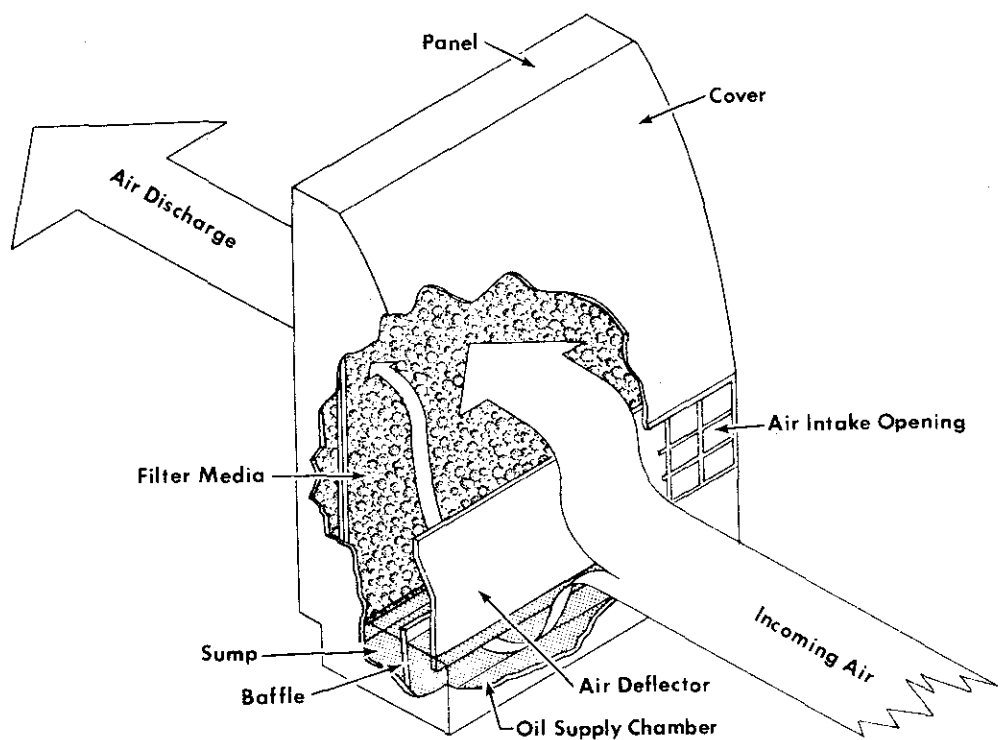


Fig. 1 — Typical Panel Type Oil Bath Filter



MAINTENANCE DATA

SPECIFICATIONS

The following oil is recommended for use in the filter:

FARR FILTER

Above 90° F.....	SAE 40
Between 32° F. and 90° F.....	SAE 20
Below 32° F.....	SAE 10

AIR MAZE FILTER

Normally above 10° F.	SAE 40
Consistently below 10° F.	SAE 20