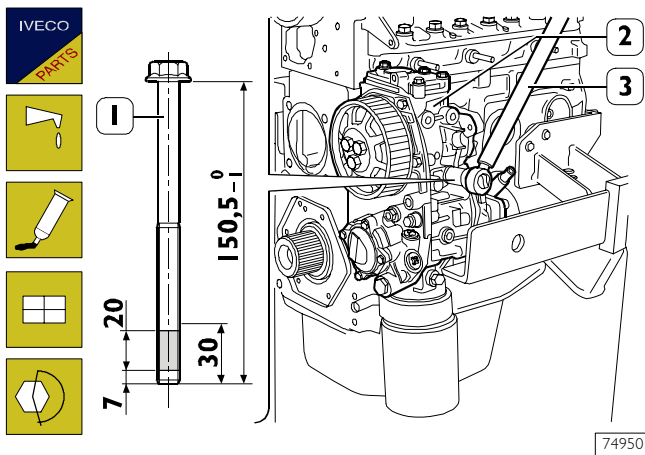


Figure 189



Mount the auxiliary element assembly (2) fitting the gasket in between. Tighten the fixing screws with a torque wrench (3) to the prescribed torque.



As spares, the screws (1) are supplied with the thread pre-treated with LOCTITE 506 sealant. If they are reused, clean the thread thoroughly and apply IVECO 1905683 sealant at the section shown in the figure.

5050 LUBRICATION

General

Engine lubrication is forced circulation type and its is performed by the following components:

- ☐ gear oil pump built in accessory equipments group, a pressure control valve built in rear cover of accessory equipments group;
- ☐ a Modine type heat exchanger with built-in safety valve;
- ☐ a double-action oil filter with built-in safety valve.

Operation (see Figure 191)

Engine oil is sucked from sump by oil pump (8) through suction strainer (9) and sent under pressure to heat exchanger (4) where it is cooled.

Oil passes through oil filter (5) and conveyed to lubricate concerned components through ducts or pipes.

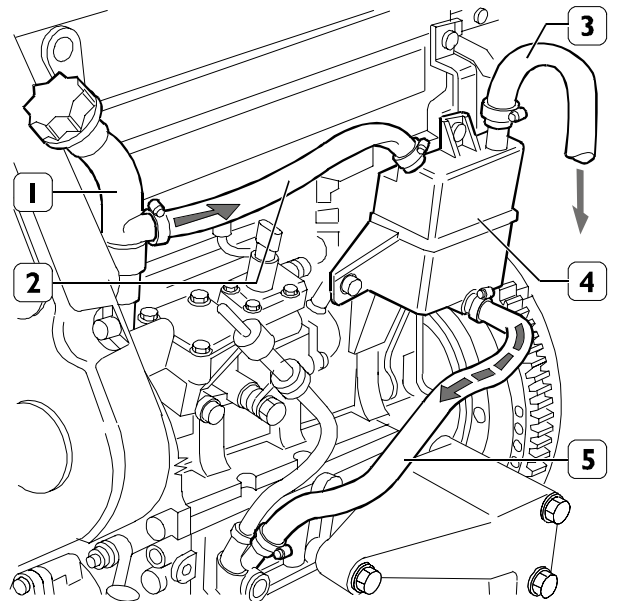
Once lubrication cycle is achieved, oil returns to sump by gravity. Oil filter can be cut out by built-in safety valve, in case it is clogged. Also heat exchanger, in case of clogging, is cut out by a safety valve.



To remove-check and refit the parts forming the oil pump and oil pressure adjustment valve, see "AUXILIARY MEMBER ASSEMBLY".

540480 Oil vapour recycling system

Figure 190



OIL VAPOUR RECYCLING SYSTEM DIAGRAM

Oil vapours formed into oil sump during engine running, pass through oil filler (1), are ducted into pipe (2) and then collected into condenser (4) where condensed vapours are drained into oil sump through pipe (5) and put into circulation again.

Exceeding vapours, if any, are discharged into atmosphere through pipe (3).