

Caution: Never top up oil bath, always renew the oil otherwise the contaminated oil could possibly be carried off into the engine.

Properly maintained oil bath-air filters do not loose oil. Topping-up is therefore not necessary. The oil level should not be checked immediately after stopping the warm engine but approx. one hour later. Only then the oil will have left the filter element to accumulate in the oil bath container thus making possible a proper checking of the oil level.

During assembly of the different filters check for proper seating of the gaskets in the top and bottom part. Swelled or distorted gaskets must always be renewed.

B. Cleaning wet-type air filter

Depending on the design, loosen the clamping screw and remove the filter bowl from the throttle duct or after loosening of the tension locks or after unscrewing of the wing nut, remove the filter upper part with filter element (1) from the filter lower part (see Figure 09-8/1).

Wash the element of the wet-type air filter or that part, into which the filling is installed in benzine, Tri or P 3, petroleum or Diesel fuel and then blow with compressed air.

Then **uniformly soak** the filter element or that filter part into which the filling is installed with at least 50 grams, i.e. approx. 60 cm³, of motor oil by spraying, pouring or dipping, to ensure that the filter layer is completely covered with a thin oil film. Before screwing on the filter upper part with element or filter part with the filling, wait until the oil completely has penetrated into the filter filling. Also wash and rub the filter lower part (if applicable). Now, fit the filter upper part with element (1) on the filter lower part and fix with the tension locks or with a wing nut on the filter lower part (see Figure 09-8/1). With cylindrically shaped wet-type air filter and clamping connection, place the filter head on the throttle duct and tighten the clamping screw.

Note: The flap oiler in the wing nut on the upper part of the filter of the OM 636 serves for spraying gasoline in case of starting difficulties (in recent designs no longer installed).

To prevent confusions, the air filter of the OM 636 has a plain upper part (1) compared to the cover of the OM 621 which is provided with six reinforcement ribs. The filter upper part of the OM 636 may by mistake be mounted on the lower part of the OM 621; this may, however, result in a fracture of the web in the lower part of the filter because of bad contact. If the filter upper part of the OM 621 is placed on the lower part of the OM 636, a humming of the filter will be the consequence, because the filter is not tight then (see Figure 09-8/1).

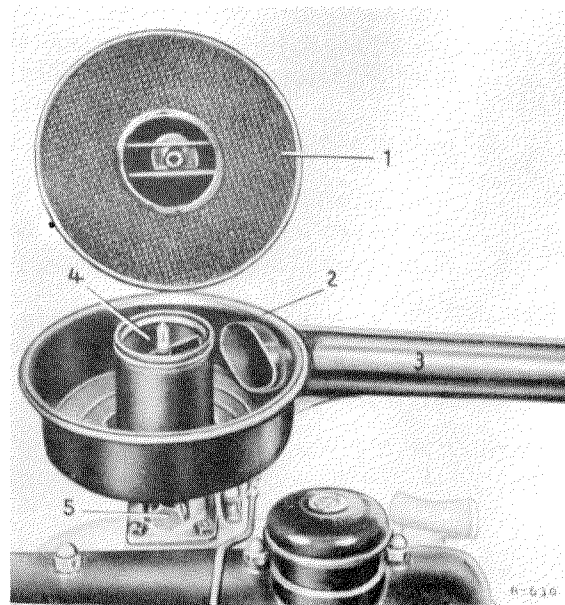


Figure 09-8/1

Wet-type air filter with intake noise damper

- 1 Filter upper part with filter element
- 2 Rubber seal ring
- 3 Fresh air intake pipe on filter bowl
- 4 Air duct with connection nipple to intake pipe
- 5 Mounting screw for the air filter