

The Navistar 7.3l V8, when applied to vehicles with compressed air braking systems, can be equipped with any Spinner II Oil Cleaning Centrifuge rated for 1 gpm.

Oil supply is taken from the fitting near the lube oil filter. Oil may be returned to the pan, using a "T" at the drain*, or other port if available. Careful hose routing is required if the oil fill tube is selected as the return point, to minimize oil drain-back after shut-down.

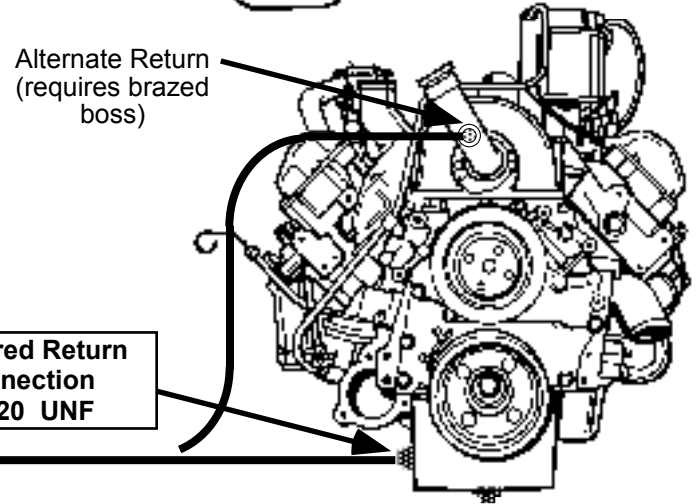
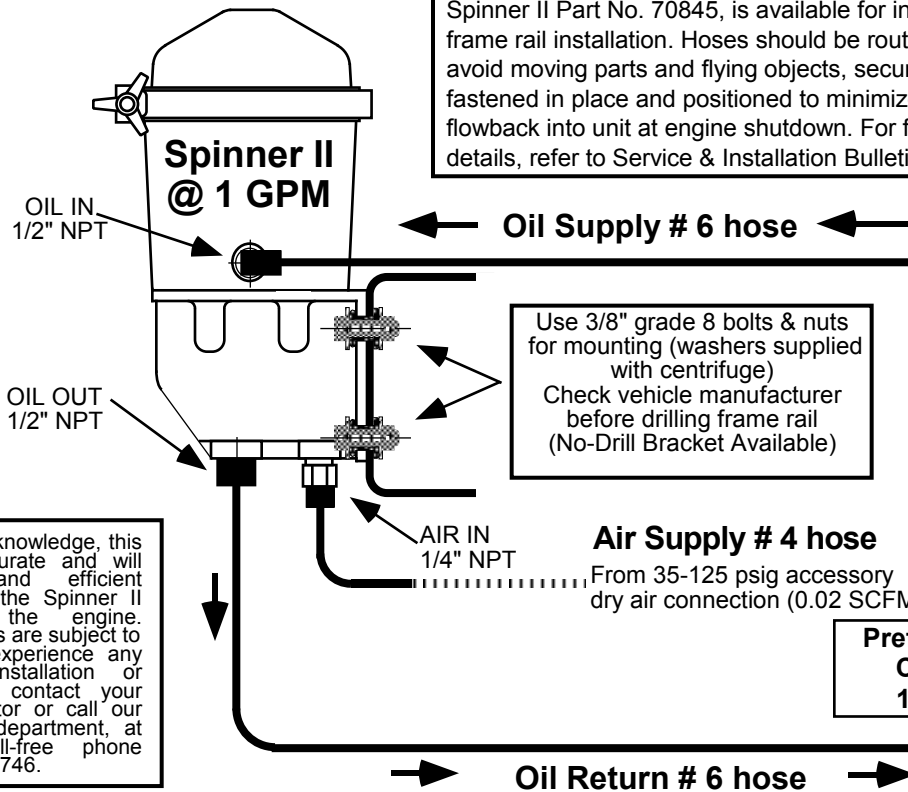
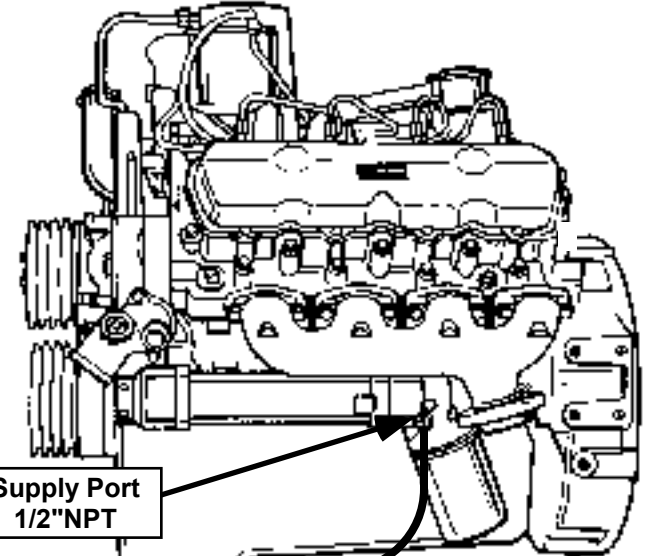
* May use Aeroquip O-ring branch T-fitting #203003-5-5S installed into pan drain port, plus cap 210292-5-5S to provide for oil drain port. Apply Aeroquip 2681-5 hose with fitting #191100H5-5S, pan end and #191100H6-5S, centrifuge end.

The Spinner II unit should be securely mounted to the frame rail or other firm support. A spacer, Spinner II Part No. 70845, is available for inside frame rail installation. Hoses should be routed to avoid moving parts and flying objects, securely fastened in place and positioned to minimize oil flowback into unit at engine shutdown. For further details, refer to Service & Installation Bulletin.

Use 3/8" grade 8 bolts & nuts for mounting (washers supplied with centrifuge)
Check vehicle manufacturer before drilling frame rail (No-Drill Bracket Available)

To the best of our knowledge, this information is accurate and will provide safe and efficient operation of both the Spinner II centrifuge and the engine. Engines and options are subject to change. If you experience any problems with installation or operation, please contact your Spinner II Distributor or call our customer service department, at the following toll-free phone number: 800-231-7746.

Navistar 7.3l Diesel



INSTALLATION BULLETIN

SPINNER II

Spinner II Products / T. F. Hudgins, Incorporated
Houston, Texas 77292-0946

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Spinner II Centrifuge Installation on Navistar 7.3l Engines (for applications with compressed air)			
project	date © 29 Oct 1992	dwg A1-4751-0	