

Technical Bulletin

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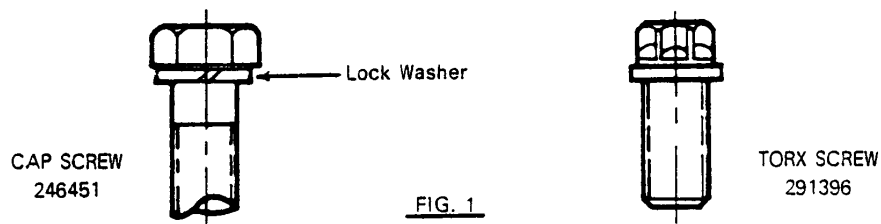
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Subject: "Clean Engine" Tu-Flo 501 Compressor

Various engine manufacturers are promoting engines with no oil seepage. To complement these programs certain improvements are being made in the Tu-Flo 501 compressor.

1. The hex head cap screws and lock washers used to fasten the flange adapter on Detroit Diesel compressors will be replaced by torque screws with Dri-loc on the threads. This will eliminate a possible seepage through the lock washer gap which ultimately appears as a leak between the flange adapter and the crankcase. The torque screws have been used on Cummins compressors for some time. The difference in the bolt heads is shown in Figure 1.



2. On all flange type compressors using the sheet steel crankcase plate, a new thicker gasket 293349 will provide a more positive oil seal.
3. The oil return holes have been sealed between crankcase and flange adapter by an o-ring 292437 in a counter bore in the crankcase. See Figure 2. This construction has been revised to achieve more positive sealing, using a larger section o-ring 293347 and a support bushing 293348. See Figure 3.

CAUTION: These parts are not interchangeable.

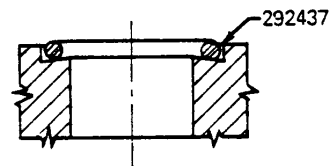


FIG. 2 OLD TYPE

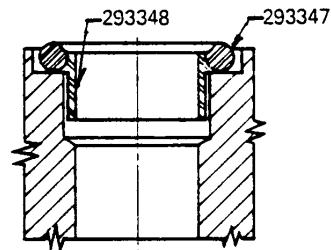


FIG. 3 NEW TYPE