

# TECHNICAL TALK

## OIL SCREENS

VIRTUALLY EVERY TR2 - TR4A I TAKE APART HAS A HOLE IN THE BOTTOM OF THE OIL SCREEN WHERE IT IS SOLDERED TO THE BOTTOM OF THE PICK UP PIPE. THE DOWN SIDE TO SUCH A HOLE IS THAT A PIECE OF HARD DEBRIS CAN BE PICKED UP THROUGH THE HOLE AND GO INTO THE PUMP EITHER BREAKING THE OUTER ROTOR OR JAMMING THE PUMP.

THE REASON SO MANY ARE BROKEN IS THE INTERNAL VIBRATION OF THE ENGINE TENDS TO BREAK THE INDIVIDUAL WIRES OF THE SCREEN WHERE THEY ENTER THE SOLDER.

AS A TEMPORARY FIX IS BETTER THAN NO FIX AT ALL , WE HAVE FOUND THAT A PIECE OF .025" HALF HARD COPPER WIRE ABOUT TWO FEET LONG , IT IS POSSIBLE TO MAKE A SATISFACTORY REPAIR.

FIRST BEND A 4 INCH LENGTH INTO A FAIRLY TIGHT SENICIRCLE WITHOUT CUTTING IT OFF THE LONG PIECE AND THEN , ABOUT 1/2" CLOSER TO THE PUMP THAN THE SOLDER , WORK IT THROUGH THE OIL SCREEN , OVER THE TOP OF THE PIPE AND BACK OUT THROUGH THE OIL SCREEN NEAR THE BOTTOM . NEXT , DO THE SAME THING THROUGH THE NEXT HOLE IN THE OIL SCREEN AND DUPLICATE THE FIRST PASS. NOW YOU CAN CUT OFF THE EXTRA WIRE , BUT ALLOW ENOUGH SLACK TO WIND THE ENDS TOGETHER. ANOTHER PAIR OF WIRE PASSES SHOULD BE DONE ON THE OTHER SIDE OF THE SOLDER TO FIRMLY PRESS THE OIL SCREEN TO THE BOTTOM OF THE PICKUP TUBE.

THIS WHOLE PROCEDURE IS NOT PARTICULARLY EASY TO DO AND IT DOES REQUIRE A DEGREE OF MANUAL DEXTERITY , BUT IT IS A GOOD FIX!

KEN GILLANDERS - VOLUME 90, NOVEMBER 1990

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