

To: ALL DISTRIBUTOR & DEALER SERVICE PERSONNEL

Subject: J-SERIES ENGINE OIL FILL PROCEDURES

BACKGROUND INFORMATION

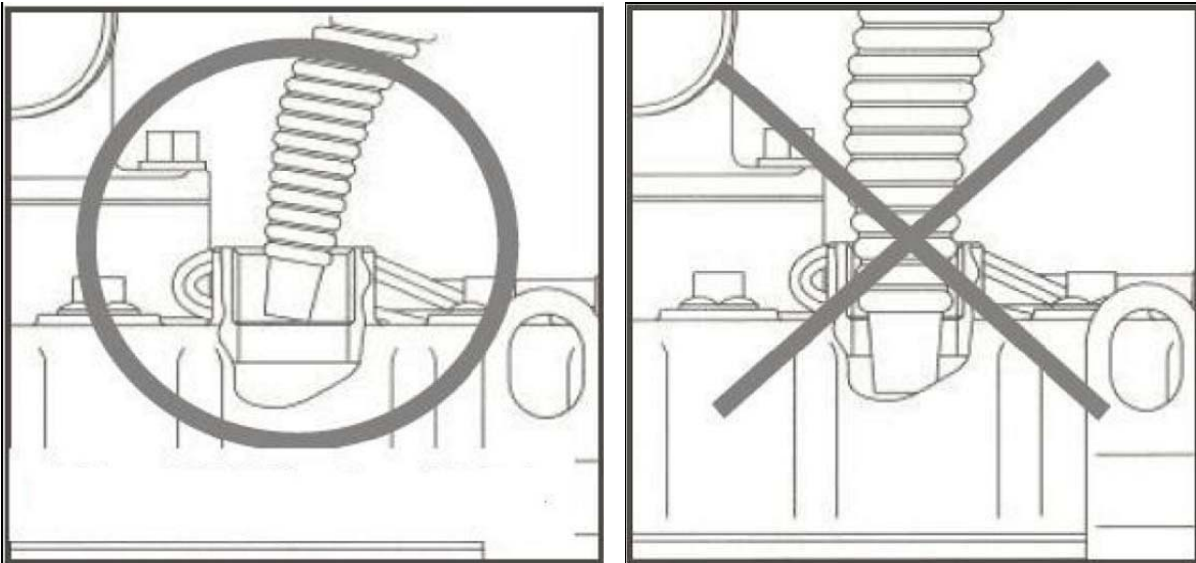
Improper engine oil fill rate and crankcase venting while filling may allow oil to enter the crank case ventilation system, intake manifold and combustion chamber, which may cause engine damage at startup.

ACTION REQUIRED

Follow the Oil Fill Procedure provided below, or refer to the appropriate engine Instruction Manual to prevent this non warrantable failure mode.

OIL FILL PROCEDURE

1. Before adding engine oil, remove the engine oil dipstick to provide crankcase ventilation.



2. Use an engine oil fill device that is smaller than the oil fill hole so that air is allowed to pass along the side of the oil fill hole.
3. Add engine oil slowly, at a rate that does not flood the valve cover. Be very careful when using automatic oil fill pumps; adjust to a slow rate if possible.
4. When changing the engine oil, add the exact amount specified in the manual.
5. Allow 10-20 minutes for the oil to drain into the oil pan. Confirm this by checking the oil level with the dip stick (repeatedly) until it stabilizes.

6. Check if the oil level is low, accounting for the oil filter oil capacity.
7. If the oil is low, oil may have entered the Closed Crankcase Ventilation (CCV) system and into the intake manifold and cylinder. If so, the oil must be removed before cranking the engine.

PROCEDURE FOR EVACUATING OIL FROM THE CCV SYSTEM

1. If oil entered the CCV system, it may be found in the intake manifold. Remove the intake manifold for verification.
2. Oil that has entered the CCV system can be removed from the cylinders by removing all fuel injection nozzles and turning the engine with the starter until all oil is exhausted from the cylinders.

If you should have any questions please contact your service and parts representative.

Best Regards,

The ISZAPT Service & Parts Team