



Filtration made easy...

# Maintenance for your Engine Air Cleaner

## Never Remove the Filter for Inspection

This will always do more harm than good. When the gasket is released, ridges of dirt drops down the clean side of the filter. We recommend that you stick to a regular maintenance schedule, or trust the gauge or restriction indicator. If your gauge is untrustworthy, then we recommend you invest in a new one.



## A worn or damaged gasket in the housing is not to be ignored.

You wouldn't re-use an old pair of brake pads, so never re-use an old gasket with your air cleaner.



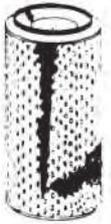
## Don't knock filters to clean them

It is always a safer option to keep operating your vehicle, rather than trying to knock the dirt off. You're not going to knock deeply embedded dirt off. You're just going to damage the filter.



## Damaged or bunched filter? No thank you.

If you want your filter to protect properly against contamination, then never use a dented or punctured filter. Dents make it impossible for a firm seal whilst bunched pleats sap engine power and money.



## Don't judge a book by its cover.

Just because the filter may look dirty, it doesn't mean that there's not plenty of life left. A smart and low-cost way for filter maintenance is to follow a restriction indicator.



## Make sure you replace missing and damaged parts.

Damage to the air cleaner housing could cause a leak. If you have any missing or damaged Vacuum Valves or Fasteners, make sure you replace them.



## Keep it shut

An open air cleaner is a VIP entrance to the engine, and even though we can't see them, contaminants will cause damage to a diesel engine, during filter changes.



## Size DOES matter

Just because two filters may look identical, a fraction of a mm in size can prevent the filter doing its job. For optimum service life and filter efficiency, be sure to use the correct model number.

