

200 SERIES OIL COOLER PROPER ROUTING

TSB166

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Models affected: 200 Series LUTVs having a VIN # beginning with L6KUA007

Description of problem: American Sportworks 200 series utility vehicles equipped with the oil cooler / remote oil filter feature, may have an oil flow direction that can damage certain replacement oil filters.

Identifying the issue:

Inspect vehicle per the following instructions to determine if it is affected by this Technical Service Bulletin and, if affected, update the oil flow direction by following these steps or by bringing the vehicle to your local service center.

Refer to Figures 1, 2, and 3 to confirm that the oil line at the oil cooler, closest to the oil filter, attaches to the port in the engine that is farthest outboard toward the passenger side of the vehicle.

Confirm that the oil line at the oil cooler, farthest from the oil filter, attaches to the port in the engine farthest inboard, closest to the cylinder head, toward the driver side of the vehicle.

Solution:

If the conditions in "Identifying the issue" are not met, the oil lines need to be moved to the correct engine ports to match the description provided. Following the instructions provided in the Unit Service / Engine Lubrication section of the Owner's Manual, drain the oil from the engine crankcase and remove the oil filter. Using a 15 mm wrench, remove the banjo bolts that secure the oil lines to the engine and remove the oil lines. Remove the banjo bolt from each oil line and discard the four washers (two per oil line). Using new washers, part number 14538, install the oil lines to the correct ports of the engine. Refer once again to figures 1, 2, and 3 for proper oil line locations and Figure 4 for washer positions. Return to the Unit Service / Engine Lubrication section of the Owner's Manual and complete the oil change. The recommended oil filter is part number 14514.

Run the vehicle and inspect for any oil leaks and/or indications of filter damage. Refer again to figure 4.

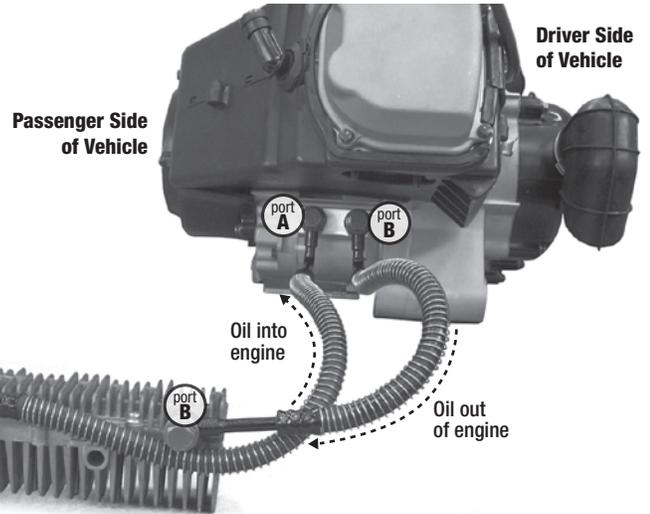


fig. 1 Proper Oil Flow Direction

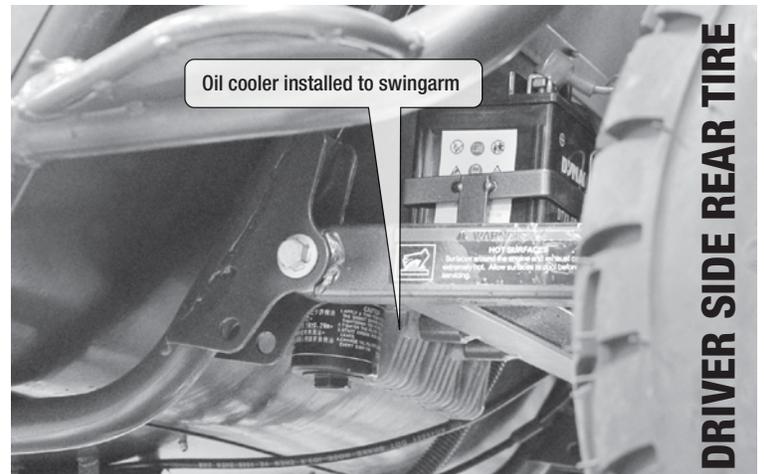


fig. 2 View from Driver Side

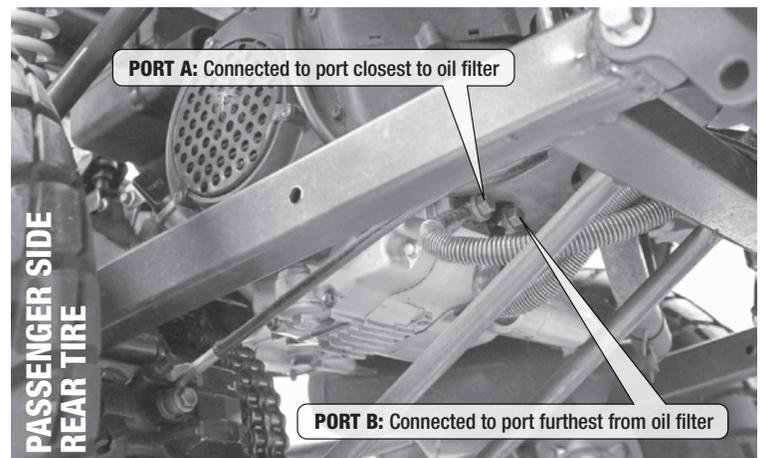


fig. 3 View from Passenger Side



fig. 4