

February 8, 2017

# Don't Get Dusted!!

An important maintenance procedure that we are finding not to be accomplished correctly has recently reared up its ugly head. Air Intake maintenance is something we all have to review again.

Any fastener will, over time, loosen from its proper condition to one that is less than required. The situation with the air intake system is that nothing **LEAKS OUT**, it is **SUCKED IN**, allowing contaminants to enter the engine, creating damage that will **NOT** be considered a warrantable failure. The cost of this is considerable. This is not something that any of us wish to happen and the maintenance required is actually very simple.

On the C2, there are only 3 clamps on the intake system, all torqued to the same torque of 40 lb-in (4.5 NM). One is just below the air cleaner element and the remaining two are on the hose between the intake manifold and the turbocharger. All the clamps adjustments would use a 5/16 socket. These should have their torque check at least every 6 months. See example below:

