

Issue 140

PS

1964 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

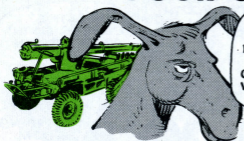
PM
HEADS
OFF
TROUBLE
SEE PAGE
29

GROANNNN...
I CAN'T FIGURE
WHY WE SUDDENLY
WENT OUT OF
CONTROL!

IF YOU'D DONE
YOUR PM RIGHT...
THIS WOULD
NEVER HAPPENED.

Will Eisner

POOR CONTACTING



HAW!
I'VE COME
DOWN WITH
POOR
CONTACTING.
WOT DO I DO,
DOC.



WUNDER
BAR!
AMPUTATE
DAS SENDINK
UNIT...
DOESN'T HURT
A BIT.

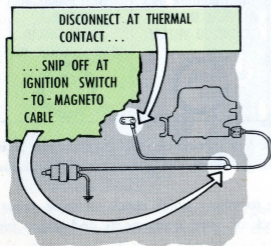
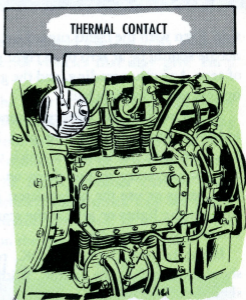
That's what's been happening to your Mule's thermostatic contact assembly. That unit (FSN 2590-697-3915) is found on many of the engines in earlier produced M274 Mules (G823)—and they've been giving with some erratic contact work.

So-o-o-o, they've been taken off the late production Mules and outta the supply system for good . . . you can't get 'em no more.

The unit was supposed to have grounded out the engine only when it got overheated (like with a broken fan belt) but it got to actin' up at times and cuttin' you off when it had no business.

Maybe the contacts on your Mules are working just fine! If so, leave 'em be. When they do start to act up, then's when you take them out of the system.

You can either disconnect 'em (the cable) from the thermal contact and snip the cable off at the junction where it got spliced to the ignition switch-to-magneto cable . . .



Or . . . you can take it off the engine altogether. If you decide to take 'em off the engine, then you'll be in need of a shorter stud for the cylinder head. The stud that the thermal contact is now mounted to is longer so's to accommodate the space the contact took up.

You need Stud, stepped, (FSN 5307-607-3537) to replace 5305-607-3534.

When the cable gets snipped off be sure to tape up the exposed ignition switch-to-magneto cable . . . that'll be the end of the contact.