

Hard Shell Seal Deal



What you're packing under the hard shell door of your HMMWV armament carrier will be exposed to the elements if the door seal won't seal.

Do the paper test to see how the seal works against grit, dust, dirt and moisture. Slip a piece of paper—a dollar bill works OK—between the door seal and the door opening. Close the door and try to pull the paper out.

The seal and the door should fit tight enough to keep the paper from sliding out easily. If it comes out easily, either

the door's out of alignment or you've got seal problems. Report it.

Mechanics, if the seal's loose—or just really dirty—here's what you need to do:

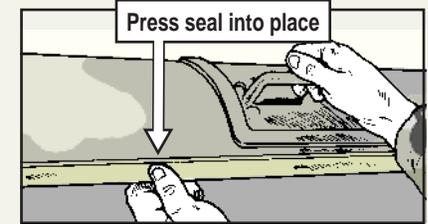
1. Remove the seal. Use clean cotton rags and Type III P-D-680 dry cleaning solvent, NSN 6850-01-331-3349, to wipe off all the grease, grime and grit around the edge of the door. Use soap and water to clean the rubber seal. Let the seal dry.



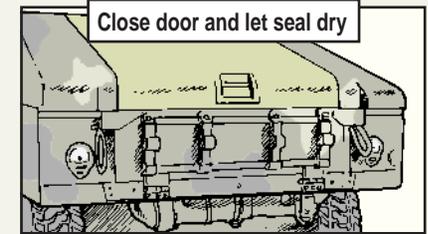
2. Following package instructions, apply sealing compound, NSN 8030-01-347-0964, in the seal channel along the entire length of the seal.



3. Press the seal back in place.



4. Close the cargo door and let the compound dry.



5. Repeat the paper test. If the seal fails the test again, replace it with NSN 5330-01-195-9083.

2 1/2-Ton and 5-Ton Trucks . . .

Cab Floor Housekeeping

A few specks of dirt may seem harmless, but they can lead to brake trouble if they get in the brake master cylinder under the floorboard of your M44A2-series or M809-series truck.

So, always do a little housekeeping before you check the fluid level in the master cylinder.

Before you open the cylinder's access door, use a rag to clean the door and floor around it.

That way, no dirt gets into the master cylinder while it's open. And always cover the opened cylinder if you go to get some brake fluid.

