

Fluid Restrictors Need Cleaning?

If the cab or spare tire carrier on your FMTV won't go up or down using its hydraulic control, your first troubleshooting check should be the fluid in the air/hydraulic power unit.

So, you check it and the fluid level's fine. You can see there's no water in the unit. There's no Dexron or other wrong fluid in it, either. What's next?

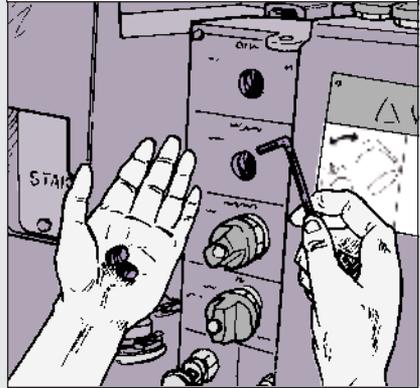
Next is a check of the fluid restrictors—the TM calls them orifice plugs—located at the back of the CAB TILT and SPARE TIRE valve cavities. Clogged restrictors will keep the valves from working.

Since the removal and cleaning procedures aren't found in the TMs, here's what you need to do:

1. Remove the affected valve. Refer to Para 19-4 in either TM 9-2320-365-20-3 (for 2½-ton models) or TM 9-2320-366-20-3 (for 5-ton models).

2. Remove the restrictor with a 4mm hex head wrench that's at least 4¼ inches long, like NSN 5120-01-045-4889 in the No. 1 or No. 2 Common shop sets.

Remove restrictors with hex head wrench



3. Clean the restrictor with a small piece of wire (a single strand of 18-gauge electrical wire works well).

4. Rinse the restrictor in dry cleaning solvent and blow it dry with shop air.

5. Reinstall the restrictor and valve. Recheck the fluid level in the air/hydraulic power unit since you will lose some in the process.

You should have power restored to the cab and spare tire valves. If not, your next move is to disassemble and inspect the manifold itself.

