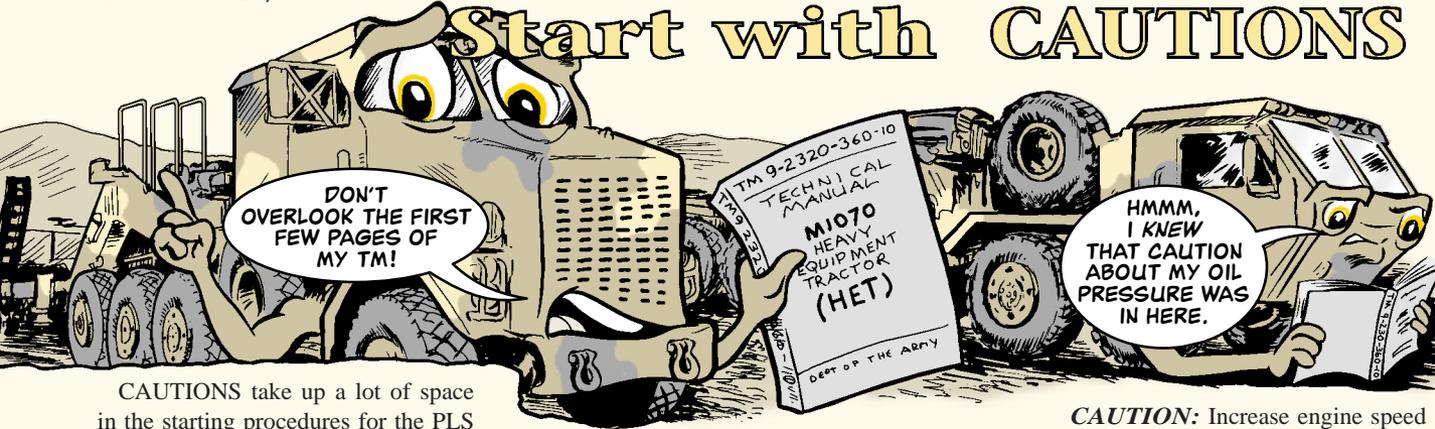


Start with CAUTIONS



DON'T OVERLOOK THE FIRST FEW PAGES OF MY TM!

TM 9-2320-360-10
TECHNICAL MANUAL
M1070 HEAVY EQUIPMENT TRACTOR (HET)
DEPT OF THE ARMY

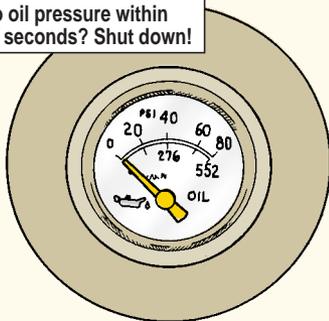
HMMM, I KNEW THAT CAUTION ABOUT MY OIL PRESSURE WAS IN HERE.

CAUTIONS take up a lot of space in the starting procedures for the PLS in TM 9-2320-364-10 and for the HET in TM 9-2320-360-10.

Some of you need to let a couple of those CAUTIONS sink into the space between your ears. Like these:

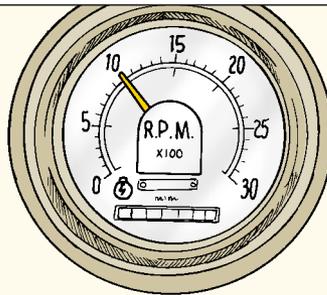
CAUTION: If the OIL PRESS gauge does not show engine oil pressure within 10–15 seconds after starting engine, shut down the engine immediately and refer to Trouble shooting Symptoms in Para 3-3 for the PLS and Table 3-1 on Page 3-13 for HET. Lack of lubrication may damage the engine.

No oil pressure within 15 seconds? Shut down!



CAUTION: Do not operate the engine above 1,000 rpm during warmup until the OIL PRESS gauge indicates 25–30 psi at 800–1,000 rpm. Lack of lubrication may damage the engine.

No more than 1,000 rpm during warmup

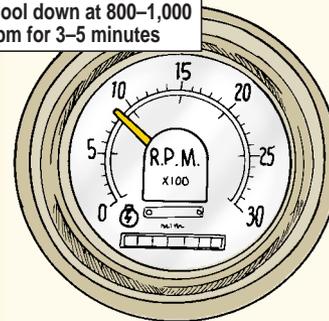


What each CAUTION means is don't jump into the cab of your truck, hit the starter, race the engine to build up air pressure and then tear off on your mission. That tears up engine parts and costs your unit time and money.

When you complete your mission, note the final CAUTION before shut-down:

CAUTION: Increase engine speed to 800–1,000 rpm with the transmission in neutral and hold for 3–5 minutes to allow the turbocharger to slow down and cool off. The turbocharger may be damaged if it's not allowed to cool off.

Cool down at 800–1,000 rpm for 3–5 minutes



If you just blow in to the motor pool and shut down without a cooldown, the turbocharger spins to a halt without oil pressure to keep it lubed and cool. Heat and high rpm help to ruin it way before its time.

Pay attention to the CAUTIONS. And have a nice day!

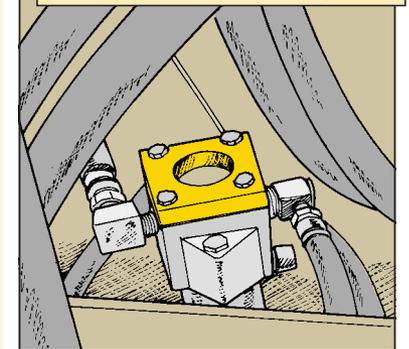
Move Transfer Pump Spacer

As the temperature climbs toward summer heat, you need to make a spacer change to save transfer oil pumps on your M916, M917, M918, M919 and M920 trucks.

You must move the spacer to its warm-weather position to put the pump back to work as temperatures climb. Otherwise, the oil can't lubricate the transfer, leading to burned-out gears.

Eyeball Para 7-9 and associated figures of TM 9-2320-273-20 for the details. For warm weather operation, move the spacer from between the pump and the transfer case to its stowed position behind the pump. That engages the pump and lets the oil cool the gears.

Stow spacer for warm weather operation



When temperatures turn cold in the fall, move the spacer back to the cold-weather position by moving it from its stowed position to between the pump and the transfer case. That disengages the pump.