

# Take Care of Air Cleaner Box

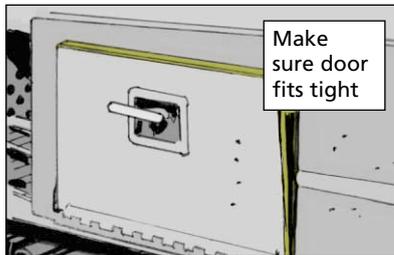
**M**echanics, keep an eye peeled for air cleaner box doors that don't close tight or fit right. Leaks in dirt and sand that can lead to engine failure on an M578 recovery vehicle.

The biggest problem is with the old access door, NSN 5342-00-464-4548. It has a locking bar that doesn't always keep the door sealed firmly against the vehicle. Even when it does, the door doesn't always match up with the opening in the hull.



Test the door for a good fit before you mount it. If the door fits before mounting, but not after, it may be a matter of adjusting the hinge screws.

Loosening all nine screws will allow you to shift the door approximately  $\frac{1}{8}$  to  $\frac{1}{4}$  inch to the left or right.



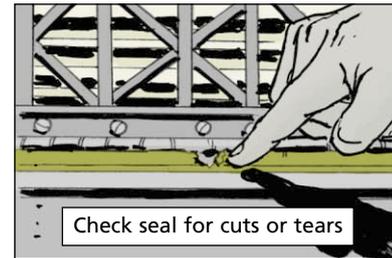
If you still can't get the door to fit, resist the temptation to beat it into place with a big hammer. Instead, order a new access door, NSN 5342-01-270-3688.

This door has a new lock that gives a better seal. It also costs about \$60 less than the old access door.

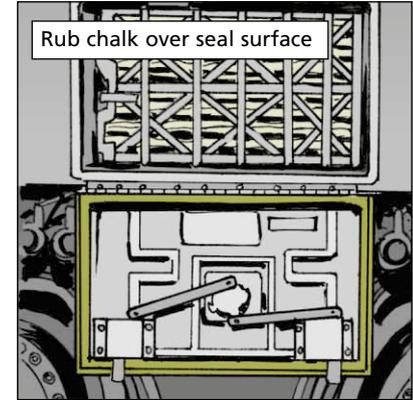
Regardless of which door you use, you still need to make sure you've got a good seal. Do that with the chalk test.

Clean around the outside edge of the air cleaner box and the door seal.

Eyeball the seal for any cuts or tears.



Next, rub chalk all over the seal's surface and close the door. when you reopen



the door, look for a solid chalk mark all around the outside of the box.

Gaps in the chalk mean you probably need a new seal, NSN 5330-00-745-7781. Use adhesive, NSN 8040-00-152-0063, to stick the seal in place.

## LISTEN TO THE LIGHT

**T**he cooling system on your M578 recovery vehicle is more likely to over-heat than that on almost any other vehicle. That's why you should pay attention to the low coolant level indicator light.

The low coolant light tells you when the coolant level falls below a safe level. An aeration detector in the radiators turns on the light.

Then you stop where it's safe and shut down. Let the engine cool off for 10 minutes or so before refilling the radiators.

The light may have something to say before operation, too. The light will glow when the master switch is turned on if the coolant level is low.

The light is the cheapest protection you have against engine overheating. So listen up when the light "talks."

