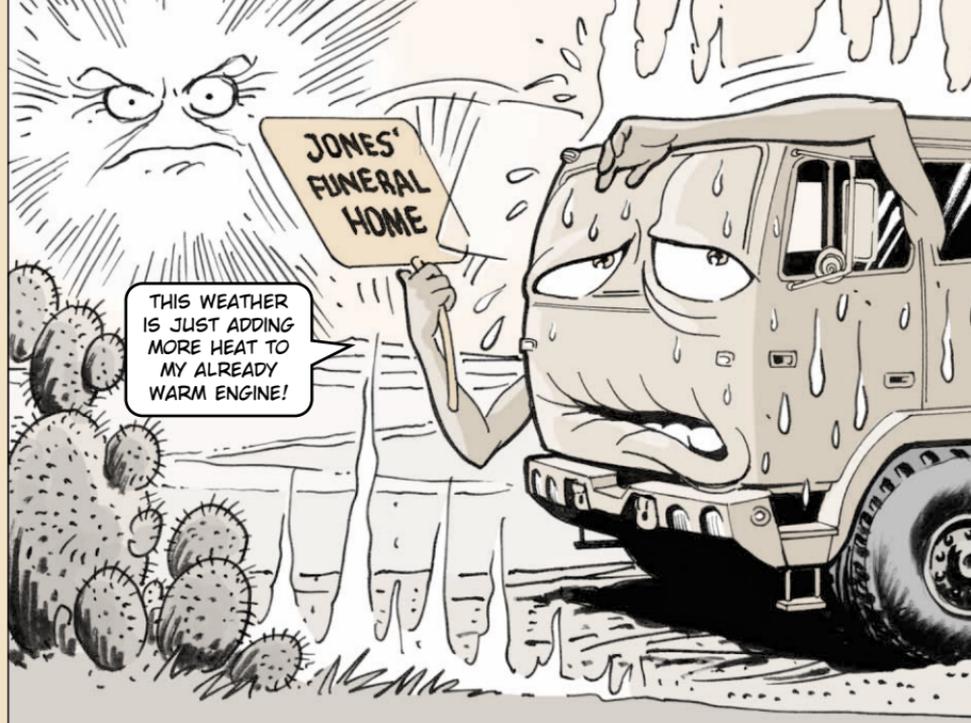


# Control the **HEAT**



**ENGINES** PRODUCE HEAT. HIGH SUMMER OR DESERT TEMPERATURES JUST ADD **MORE HEAT.**



"YOUR VEHICLE'S COOLING SYSTEM **MUST** GET RID OF, OR CONTROL, THAT HEAT IF YOU WANT TO OPERATE UNDER THOSE CONDITIONS."



I'M DYIN' HEAH!

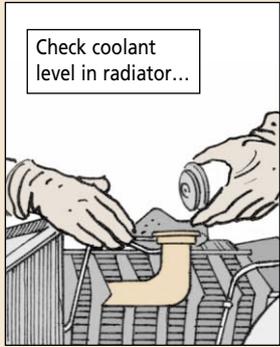
THE SYSTEM **WILL** DO SO, IF IT CAN WORK AS DESIGNED.



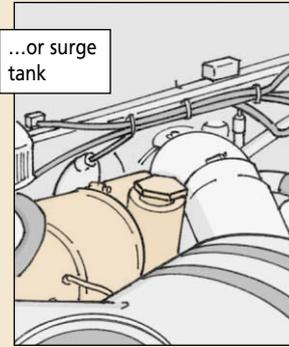
**HOWEVER**, SMALL PROBLEMS IN THE COOLING SYSTEM, LIKE LOW COOLANT LEVEL OR CRACKED HOSES, QUICKLY CAN TURN INTO **BIG PROBLEMS.**



"CHECK THE COOLANT LEVEL **OFTEN**. BEFORE YOU ROLL, WHEN THE ENGINE IS STILL COOL, MAKE SURE THE COOLANT IS UP TO THE MARK. IF IT'S LOW, ADD COOLANT TO BRING THE LEVEL UP. NEVER OVERFILL, THOUGH. WHEN THE ENGINE HEATS UP, THE EXTRA COOLANT WILL OVERFLOW."



Check coolant level in radiator...



...or surge tank

"ADD COOLANT **ONLY** WHEN THE ENGINE IS COOL. ADDING COOLANT TO A HOT ENGINE CAN CRACK THE ENGINE BLOCK OR BURST A SEAM IN THE RADIATOR."



WAIT FOR ME TO **COOL DOWN**, DUDE!

"A 60-40 MIX IS **BEST**, BUT MAINTAIN AT **LEAST** A 50-50 MIX OF ANTIFREEZE AND WATER TO RAISE THE BOILING POINT OF THE COOLANT SO IT WON'T BOIL AWAY LIKE PLAIN WATER."

Plain water

**BOILING POINT 212°**

50% antifreeze  
50% water

**BOILING POINT 226°**

60% antifreeze  
40% water

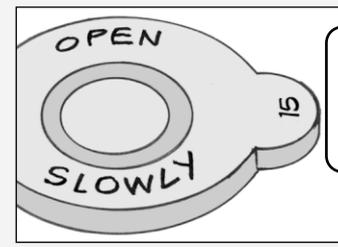
**BOILING POINT 230°**

"CHECK THE PROTECTION LEVEL WITH TESTER, NSN 6630-00-105-1418."

"USE DISTILLED WATER, NSN 6810-00-356-4936, IN RADIATORS IF IT'S AVAILABLE. IF NOT, USE POTABLE WATER. GROUND WATER CONTAINS MINERALS THAT WILL CLOG THE RADIATOR."

REMEMBER, USE ONLY **CLEAN** WATER FROM A **RELIABLE** SOURCE!

"WHILE YOU'RE ADDING COOLANT, TAKE A CLOSE LOOK AT THE RADIATOR CAP. MAKE SURE IT IS IN TOP-NOTCH CONDITION AND IS THE RIGHT CAP FOR YOUR ENGINE. CHECK THE PRESSURE RATING ON THE CAP WITH THAT LISTED IN YOUR TM."



MAKE SURE YOU'RE USING THE **RIGHT** CAP!



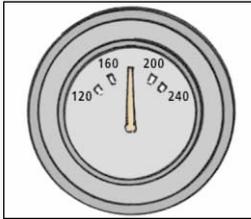
"CHECK FOR WETNESS AROUND THE RADIATOR OR HOSES. WETNESS MEANS A LEAK. FEEL THE HOSES AND REPLACE ALL THAT ARE MUSHY, CRACKED OR LEAKING."

HARD (cracks are clues)      WET (or even damp)

FIND **ANY** OF THESE CONDITIONS AND YOU'LL NEED A **NEW** ME!

PUFFY

"DURING OPERATION, KEEP AN EYE ON THE TEMPERATURE GAUGE. IF IT GOES ABOVE THE NORMAL OPERATING RANGE NOTED IN YOUR TM, SHUT DOWN AND FIND OUT WHY."



**THIS** IS THE PLACE TO BE!



REMEMBER, TOO, THAT **LOW** RPMs DON'T TURN FANS QUICKLY ENOUGH TO KEEP COOLANT COOL. GEAR DOWN TO CREATE MORE RPMs.

