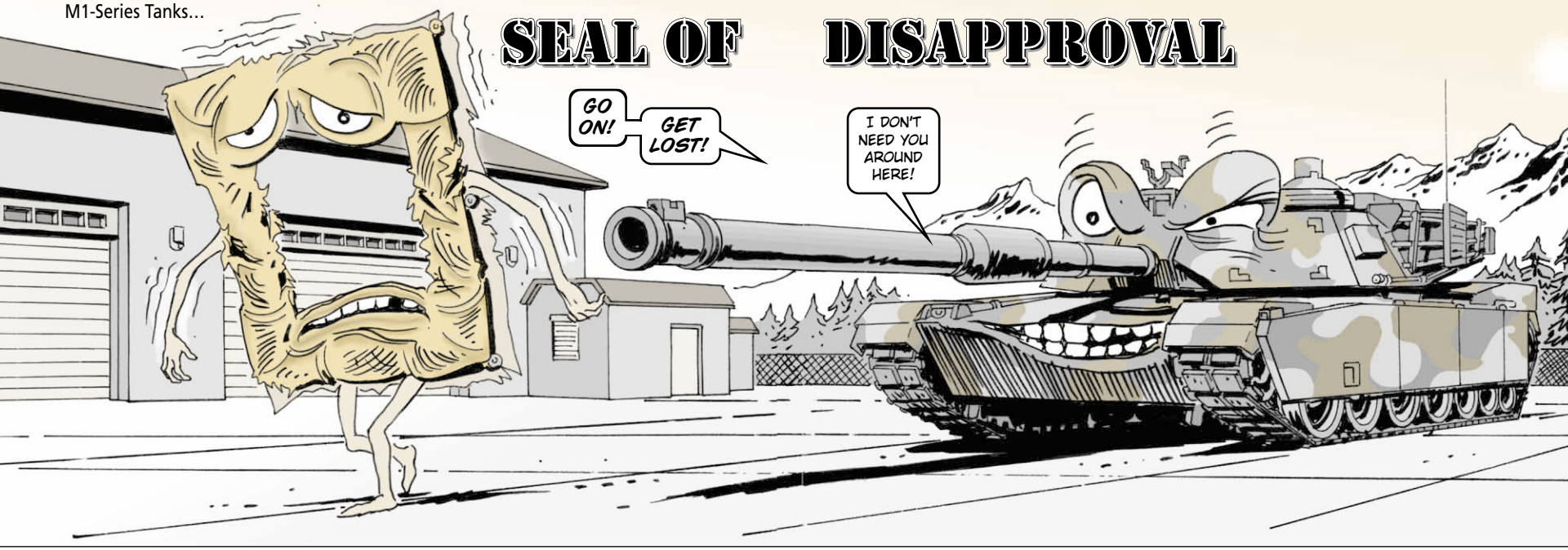
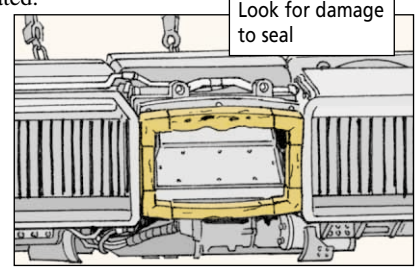
SEAL OF DISAPPROVAL



A small leak from your tank's exhaust grille door seal can do a lot of damage. A torn, crushed or brittle seal lets hot exhaust cook the engine and transmission oil coolers and oil cooler crossover hose.

That heat can cost you an engine or transmission as the overheated oil breaks down and moving parts don't get lubricated.

Even worse, the heat makes the oil cooler crossover hose brittle. If it cracks open and leaks oil onto the hot exhaust manifold... well, that's a fire in the making.

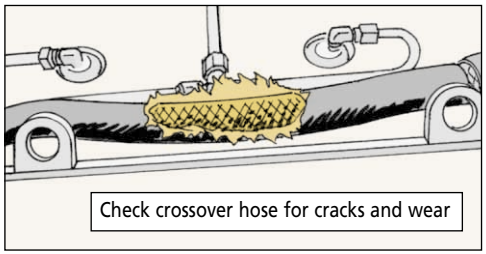


If you spot a bad seal, replace it using new mounting screws. Those old screws have been through a lot of heat and will snap if you try to reuse 'em.

Some tanks use seal, NSN 5330-01-099-6331, that's held in place with 18 screws, NSN 5306-01-309-7031. Other tanks take seal, NSN 5330-01-320-3692, that's mounted with six screws, NSN 5305-00-988-7794. Check the old seal to make sure you order the right replacement.

Coat the threads of the new screws with antiseize compound, NSN 8030-00-597-5367. Then torque 'em to 120-130 lb-in. They'll come out much easier next time.

Next, scan the oil cooler crossover hose for cracks and wear. If the hose is damaged, replace it with NSN 4720-01-067-9039.



Secure the hose so it doesn't touch the exhaust duct or the top deck. If the hose touches, it'll burn, so loosen the mounting bolts and reposition it. Torque the bolts to 46-68 lb-ft.

Start the engine and check where the hose clamps to the oil coolers. If you see any leakage, the O-rings could be bad. Replace 'em with NSN 5331-00-165-1944.