

# Fired Up with PM

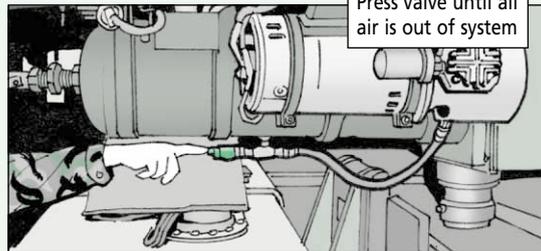


YOUR M157 SMOKE GENERATOR WILL SMOKE LIKE A THOUSAND CHIMNEYS IF YOU KEEP IT FIRED UP WITH THIS PM.



## Air Release Valve

Hit the valve at the end of every smoking mission and hold it in until all the air is out of the system. Otherwise, condensation forms in the air lines, corrosion sets in, and soon the air lines start to leak.



## Hoses

The air and fog oil hoses are virtually the same size and it's easy to confuse them. If the air tank won't build up pressure, make sure you have the tank hooked up to the air hose.

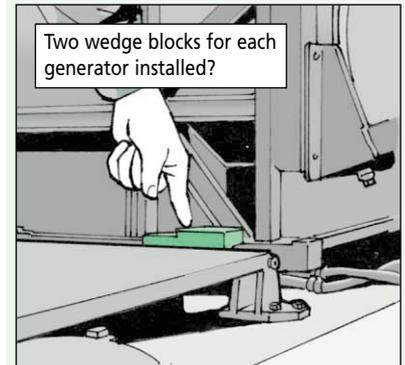
## Fog Oil Strainers

Clean them at least weekly when you're smoking. Fog oil is often dirty and clogs the strainers quicker than other fuels clog filters. Clogged strainers make it difficult for the generators to draw fog oil and the generators can overheat. Rinsing the strainers in diesel fuel is an easy way to clean them.



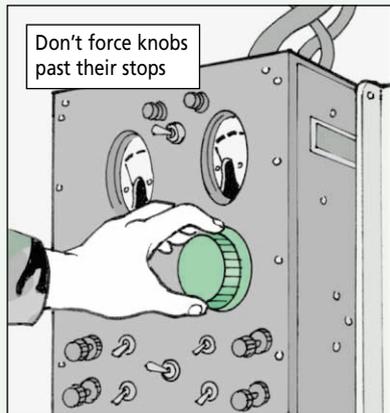
## Wedge Blocks

Make sure each generator has two wedge blocks installed. The blocks are often missed when the generators are reinstalled. Without the blocks, the generators bounce around during travel and all sorts of components are damaged.



### Control Panel Knobs

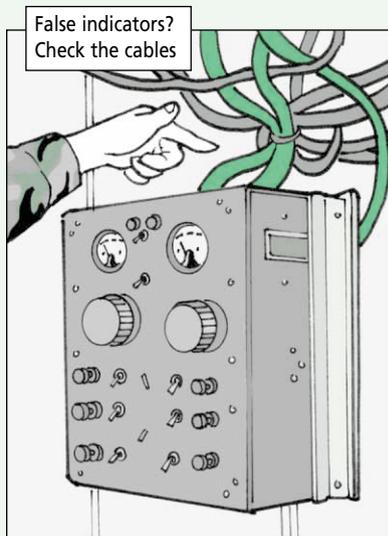
Don't force the knobs. If you muscle them past their stops, you break the knobs and then the control panel can't control smoking. Operators often break the knobs because they turn them fast and hard. That's not necessary. Slow and easy is fine for smoking.



### Control Panel Cables

If any of the six cables to the control panel are loose or cross-threaded, you could get false indicators when you turn on the control panel—particularly the FIRE warning light. If you're getting false indicators, check that the cables are correctly installed.

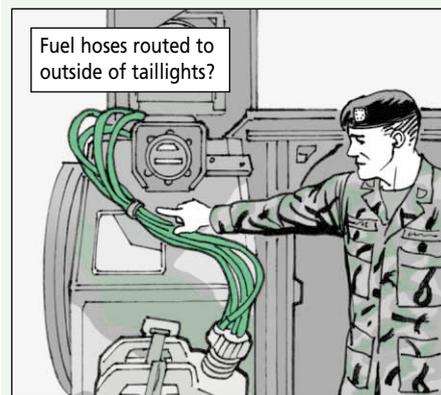
You have to see the connectors to tell if they're cross-threaded. The easiest way to visually check them in the track version of the M157 is to remove the top screws holding the brackets to the control panel. Loosen the bottom two screws and swing the control panel toward you. You can just bend over and look at the cables in the truck version.



### Fuel Cans and Hoses

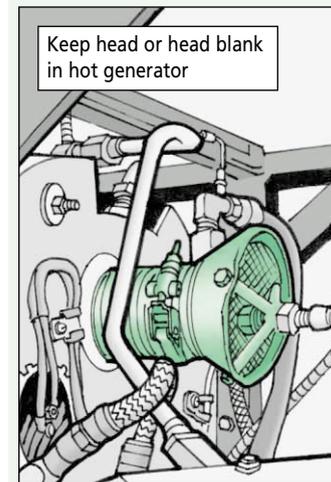
It's a good idea to keep the fuel cans more than 1/4 full. If the fuel level gets much lower than that, the generators have trouble drawing fuel. The best bet is to fill the fuel cans before you smoke. If you've been smoking a long time and aren't sure of the fuel level, use a flashlight to check.

Check the fuel hoses weekly for dry rot and cracks. If the hoses sprout holes, fuel sprays everywhere. Make sure the hoses are routed to the outside of the taillights on the track version. If they run along the inside the lights, the ramp can catch the hoses and tear them off.



### Head

If you have to remove the head during smoking, remember it's very hot. It's a good idea to wear heavy gloves **and** use a rag when you handle the head. Don't leave the smoke chamber open. Flames can shoot out the head opening and fricassee you. Put the head blank in until you're ready to replace the head.



### Storage



Don't store gear on top of the fog oil tank. Gear bounces around during travel and breaks the cable and fog oil line connectors on top of the tank. Then you can't smoke. Never store picks, shovels or other gear between the fog oil tank and tank straps. That can cause the straps to crack and the tank can break loose.

