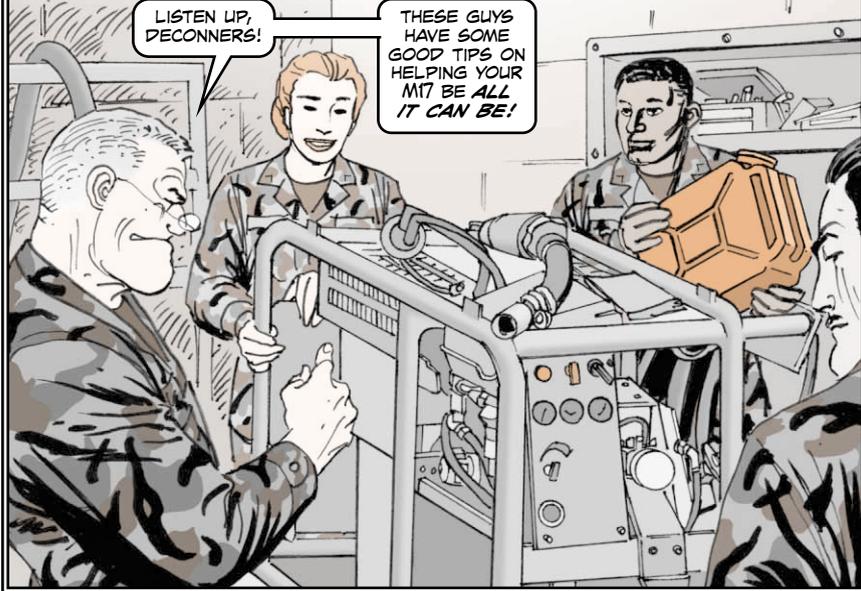


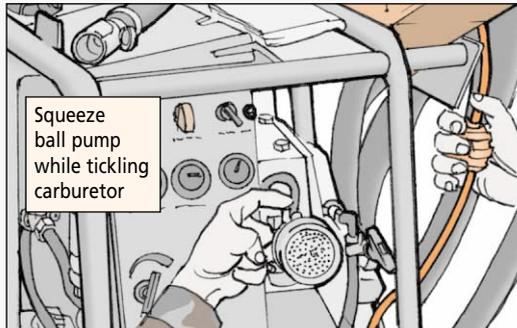
The WORD on Deconning



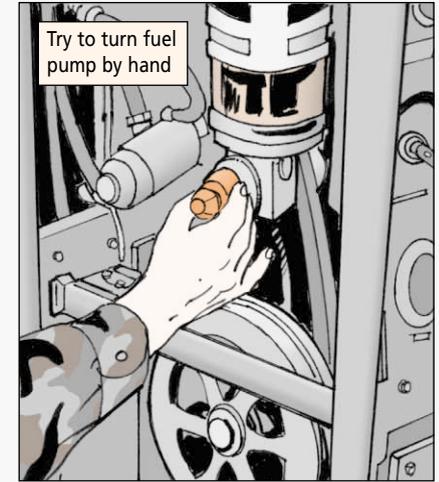
Dear Editor,

Based on our unit's experience maintaining and using the M17 decon, we've come up with a few suggestions for getting the most out of your M17s.

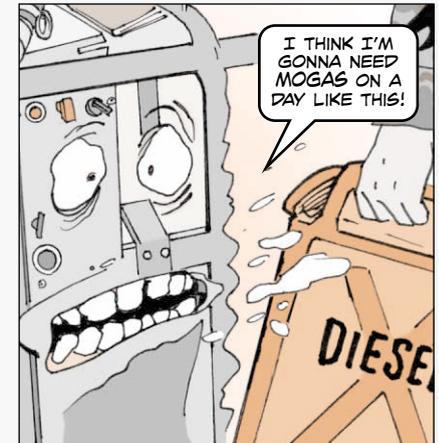
- When you start up, you're supposed to squeeze the ball pump on the fuel line until fuel fills the fuel filter. Then you go to the carburetor and tickle it until fuel comes out the drip plate. That usually takes 5 minutes. You can do the job in 1 minute if you hold the tickler down while you pump the ball pump.



- If your M17 hasn't been used much, take off its heater fuel pump belt and try to turn the pump by hand. If it won't turn, corrosion or dried fuel may have locked it up. If you try to run the pump in that condition, pump parts will likely snap and the pump will be ruined. Unfortunately, the pump costs \$2,000. Sometimes direct support can cure a stuck pump by removing the fuel suction line from the fuel pump inlet and filling the pump inlet with penetrating oil or carburetor cleaner and letting it sit overnight. Then try to turn the pump by hand. If it turns, you're ready to go. If it doesn't, direct support will need to take the fuel pump apart and lubricate it.



- When starting a cold heater, it's a good idea to first use MOGAS and then switch to diesel later. The heater is hard to start when cold with diesel. See the temperature guidelines on Page 2-32 in TM 3-4230-228-10.



- Before you replace what you think is a bad igniter, first use a multimeter to check the voltage output from the stator. See Test 8 on Page 3-11 of the -23&P. Lots of times a bad stator or step-down transformer is the problem, not the igniter. That quick check can save you repair time. Direct support will need to replace a bad stator.

SFC Jose Hernandez
 181st Chem Bn
 Derrick Colton, SBCCOM Logistics Assistance Representative
 Ft Hood, TX



From the desk of the Editor

You do have the word on good deconning—several in fact. Thanks.