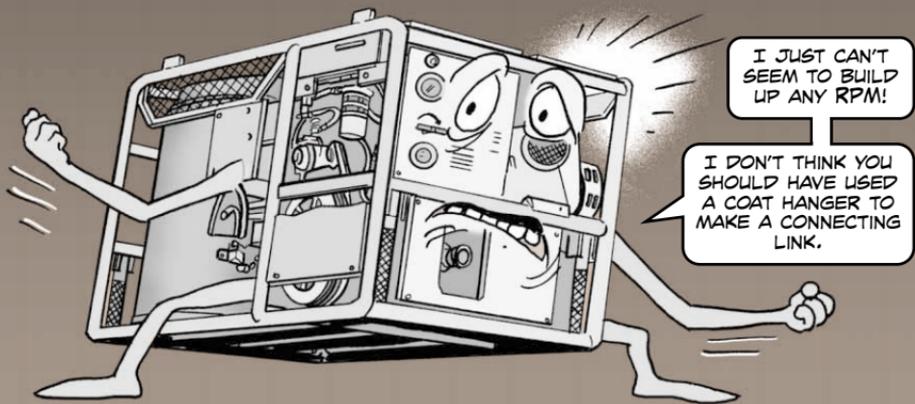


CONNECT TO CORRECT CONNECTING LINK



Dear Editor,

In my role as a roving troubleshooter/inspector for the M17-series decon, I find that 25 percent of the M17 connecting links between the carburetor and the engine vane are either missing or have had a piece of coat hanger substituted.

The result is the engine governor vane gets bent in the engine housing and the M17 engine can't reach high enough rpm to decon properly. There is no replacement vane. The only fix is to buy a whole new engine block for more than \$3,000.

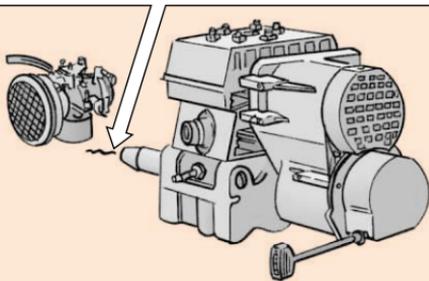
Before you order a new block, have your support remove the head nuts, washers, head gasket, and head to take out the vane. They can try to reshape the vane to its original shape and then reassemble the engine. The nuts must be torqued to 22-23 ft/lb.

Use the correct connecting link, NSN 3040-01-356-6947, and give the reshaped vane a try. If it works, you've saved \$3,000.

Never try to fabricate a connecting link. When a link is damaged or missing, order a new one. The link costs less than \$6. It's not worth risking a \$3,000 engine.

Jim Blackiston
RDECOM Decon/Smoke Team
APG, MD

If connecting link disappears, order a new one.



Don't try to fabricate a link.
That damages engine vane.

(Editor's note: Excellent idea that should save decon units time. Thanks, Jim.)