

A Helping Hand



DUDE!
YOU SURE
ARE
DIRTY!!

TELL ME
ABOUT IT!

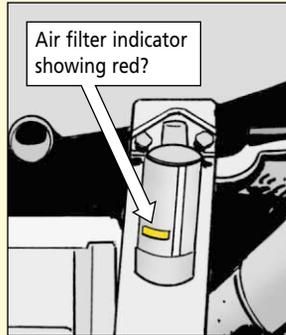
These dozers are getting a constant workout in the big sandbox. That means clean air is needed (and lots of it) so the vehicle's engine can run smoothly. Clean air means clean filters. That's where you come in with a helping hand and keen eye.

Air Indicator Check

Eyeball the dozer's air cleaner indicator. It's right next to the filter canister. If the indicator moves from yellow to red, open the canister and pull out the primary air filter.

Use low-pressure air from a nearby tactical vehicle to blow air—30 psi or less—from inside to outside to loosen sand from the dozer's air filter element. Never bang the filter on a rock or hard surface like the dozer's track. Replace the primary air filter element once a year, or after six cleanings.

When the dozer's secondary filter becomes clogged, have your mechanic replace it.



Air filter indicator showing red?

HOW DO I TELL IF IT'S CLOGGED?



READ THIS.

If, after installing a clean or new primary filter element, the indicator moves into the red zone when you try to start, the secondary filter's clogged. Black exhaust smoke is another indication of a clogged filter.

Finally, if you reset the indicator and it stays in the red zone after installing a new or clean primary filter element, that is a sure-fire indication of a clogged secondary filter.

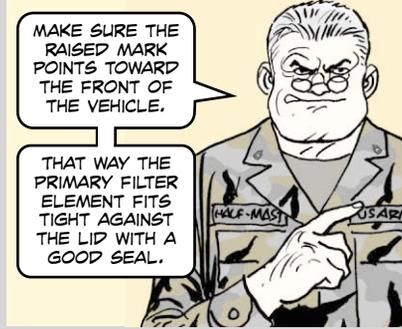
Tight Seal Deal

With the filter elements installed, be careful how the canister lid goes back in place. That lid needs a tight seal to keep out sand.

The lid has a recessed lip with a raised mark on its outer cover.

MAKE SURE THE RAISED MARK POINTS TOWARD THE FRONT OF THE VEHICLE.

THAT WAY THE PRIMARY FILTER ELEMENT FITS TIGHT AGAINST THE LID WITH A GOOD SEAL.



Raised mark points towards vehicle front

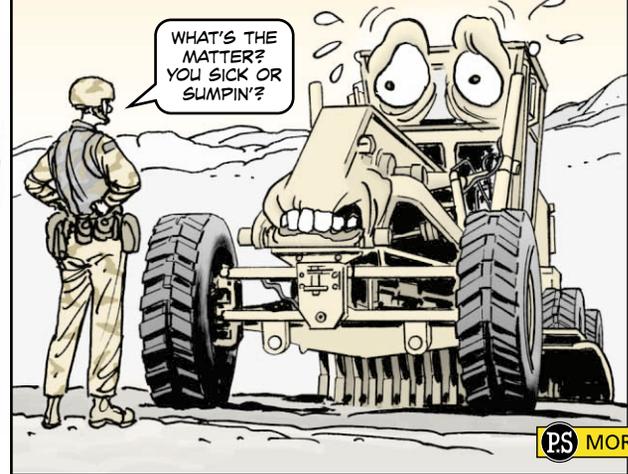
130G Grader...

OPERATORS,
YOU'RE READY TO
HEAD OUT BEFORE
THE DAY'S RUN.
BUT NOW THE
GRADER'S BLADE
WON'T ELEVATE,
OR YOU CAN'T ROTATE
THE CIRCLE DRIVE.
SO WHAT GIVES?



IT COULD BE MISSED LUBING OR LACK OF EXERCISE.

CIRCLE DRIVE JITTERS



WHAT'S THE MATTER?
YOU SICK OR SLUMPIN'?

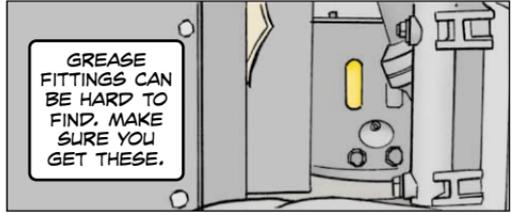


Driveshaft Lube

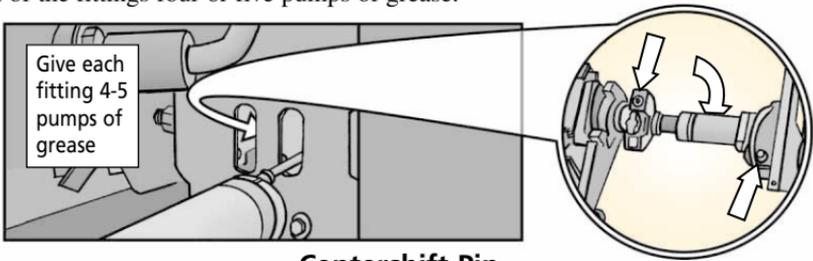
Three grease fittings on the hydraulic pump's driveshaft are overlooked during scheduled services.

Without lube, the U-joints on the pump's driveshaft shake loose from vibration and excessive wear. Also, the shaft's bearings rust and burn out.

Eventually, the driveshaft and pump stop working. Then no hydraulic fluid gets pumped to the grader's blade, circle drive, scarifier or front wheel tilt. Their components shut down and your grader is NMC.



To keep the pump's driveshaft lubed. During scheduled services every month, give each of the fittings four or five pumps of grease.



Centershift Pin

The centershift guide pin rusts in place when the grader sits too long without exercise.

When that happens, you can't move the pin in and out of the centershift hole to position the grader's blade. That means your grader's sloping operations just came to a screeching halt!

It just can't be said often enough—exercise your grader! Operate the centershift pin from its hole **at least once a week**. That way rust won't "freeze" the pin in place.



Pages 2-8 and 2-9 of TM 5-3805-261-10 have the lowdown on the centershift pin.



A SHOT OF DRY LUBRICANT SPRAY, NSN 9150-01-260-2534, KEEPS RUST ON THE PIN AND HOLES AT BAY.

