

Magnetic Strainer PM

HERE'S A PM TIP THAT SAVES WEAR AND TEAR ON THE DOZER'S TRANSMISSION.



YOU'RE CHANGING THE TRANSMISSION FLUID IN A D7G DOZER AND NOTICE THE FLUID IS **CONTAMINATED** WITH METAL SHAVINGS.

HEY!

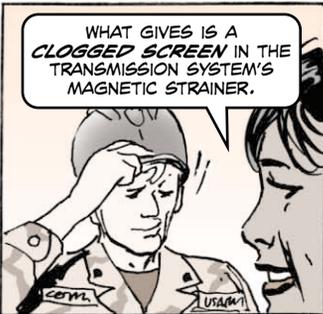


I **ALWAYS** CHANGE THE TRANSMISSION'S PRIMARY FILTER.

SO, WHAT GIVES?



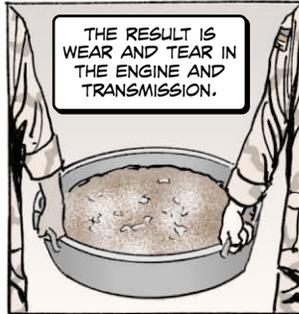
WHAT GIVES IS A **CLOGGED SCREEN** IN THE TRANSMISSION SYSTEM'S MAGNETIC STRAINER.



A **CLOGGED SCREEN** RESTRICTS OIL FLOW IN YOUR D7G'S TRANSMISSION.



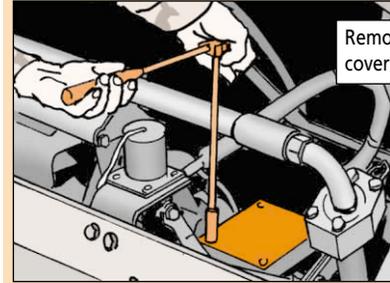
THE RESULT IS **WEAR AND TEAR** IN THE ENGINE AND TRANSMISSION.



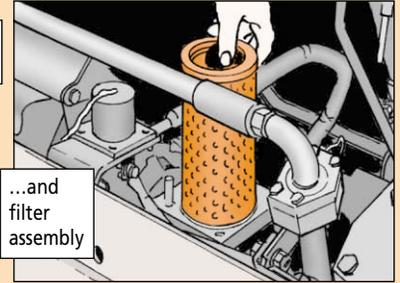
OK... SO HOW DO I CLEAN THE SCREEN?

CLEANING THE SCREEN AND MAGNETS IS A 250-HOUR SERVICE IN LO 5-2410-237-12 AND TM 5-2410-237-20. HERE'S HOW...

1. Remove the cover and spring, then remove the filter assembly.



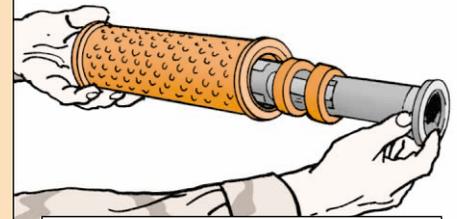
Remove cover...



...and filter assembly

2. If you're in the motor pool, steam clean the screen and magnets, and then dry 'em with pressurized air. In the field, wash the screen in MIL-PRF-680 Type III dry cleaning solvent. Clean the magnets with a stiff bristle brush. Don't use a wire brush! That type of brush can scratch or demagnetize them. And don't drop or tap the magnets. That can demagnetize or break them.

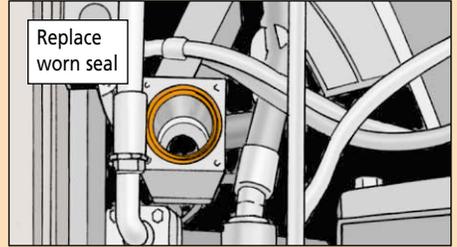
Wash screen in PRF-680 dry cleaning solvent



Use stiff bristle brush to remove shavings

3. Check the cover seal for cracks, tears or mashed edges. If you find any, replace the seal, NSN 5330-00-863-5549.

Replace worn seal



4. Install the magnets, screen, spring and cover, in that order. Torque the cover nuts to 31-34 lb-ft dry (no oil) or 23-25 lb-ft (threads lubed with oil).

5. With the engine running and the transmission in neutral, pull the dipstick to measure the oil level. Add oil to bring it to the FULL mark on the dipstick.