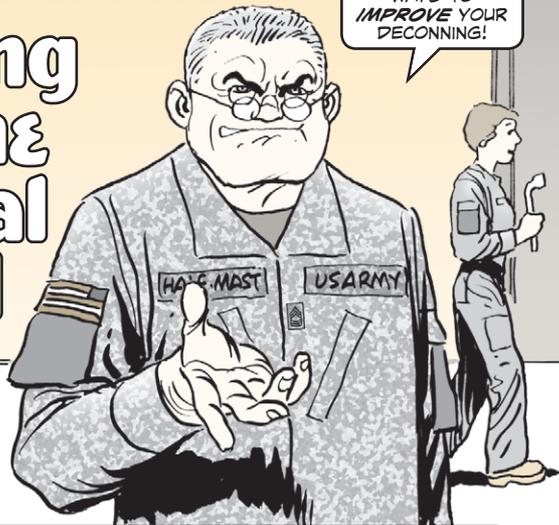


Better Deconning from the Chemical School



SERGEANT GINGRICH FROM THE CHEMICAL SCHOOL HAS SOME GOOD WAYS TO IMPROVE YOUR DECONNING!



Dear Editor,

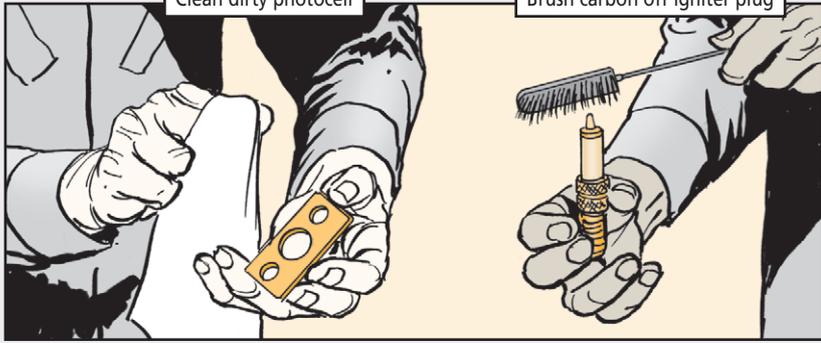
Experience is the best teacher and it's taught us at the U.S. Army Chemical School these tips for better deconning:

- If the burner won't light, check the photocell assembly and the burner igniter plug first. If the photocell is dirty, it can't sense what's happening in the burner. Clean the observation window with something like Simple Green and a non-abrasive pad.

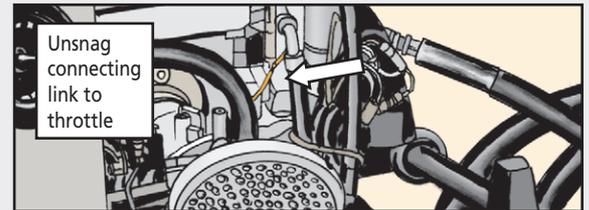
- If the plug is coated with carbon, it won't spark. Clean the plug with a metal brush.

Clean dirty photocell

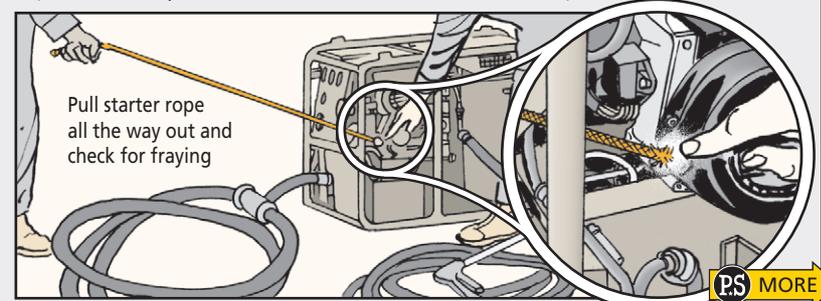
Brush carbon off igniter plug



- If the throttle doesn't want to move, check that the connecting link to it isn't hung up in the engine. If it is, gently pull up on the link until it unsnags.



- Check the starter rope *before* you go to the field. If it breaks after you're in the field, you'll be doing no deconning. Pull the rope out to its full length and look for badly frayed spots that won't withstand a hard jerk. The only fix is to replace the entire recoil starter assembly.



- If you're getting fluctuations in fuel pressure, feel the fuel pump for looseness. If it's bouncing around while the engine's running, it will cause the M17 to run rough. Tighten the pump if necessary.

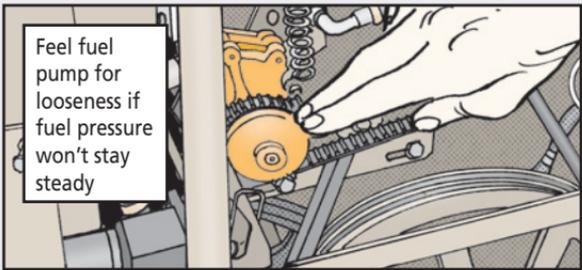
- When you change the fuel filter, write the date on the new filter with an indelible pen. That way you can easily tell when the fuel filter needs to be replaced.

The filter should be replaced annually.

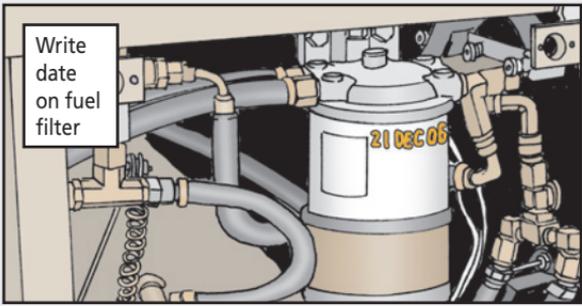
- Some versions of the M17 have both metric and standard parts, but the M17 tool kit is all metric. So it's a good idea to keep an inexpensive socket set on hand that has both metric and standard sockets.

- **Never, ever** touch the wires to any components of the burner ignition system while the engine is running. If you forget, you'll get a shock so bad it will leave your arm numb.

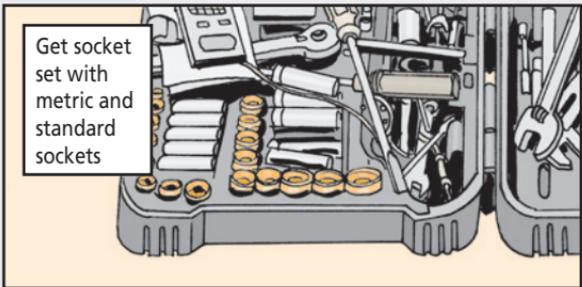
Keep fingers off ignition system wires



Feel fuel pump for looseness if fuel pressure won't stay steady



Write date on fuel filter



Get socket set with metric and standard sockets

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Editor's note: You evidently listened when experience was teaching. Excellent suggestions. Thanks.

