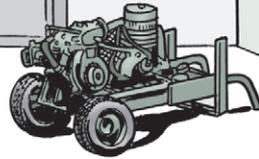


Air Compressor...

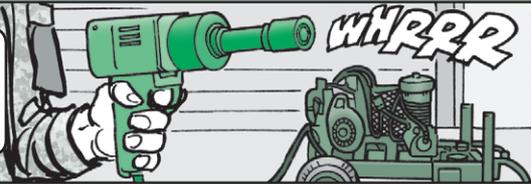
Make a Little Time for Air Tank



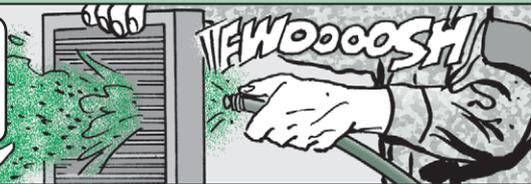
YOUR 5-CFM RECIPROCATING AIR COMPRESSOR, NSN 4310-00-843-8885, IS A VERSATILE TOOL TO HAVE AROUND THE SHOP.



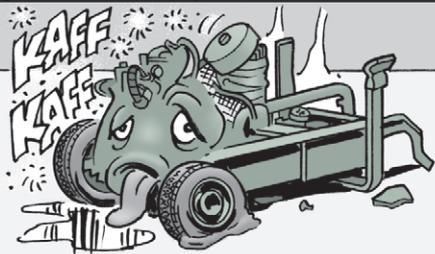
AMONG OTHER THINGS, IT CAN POWER PNEUMATIC TOOLS...



...BLOW DUST OUT OF CLOGGED AIR FILTERS,...



...AND INFLATE THE TIRES ON YOUR VEHICLE.



DON'T TAKE THE COMPRESSOR FOR GRANTED.

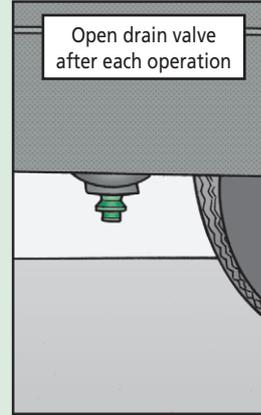
WITH ALL IT DOES FOR YOU, YOU OWE IT SOME PREVENTIVE MAINTENANCE.

HERE'S A BIT OF PM YOU MAY HAVE OVERLOOKED...

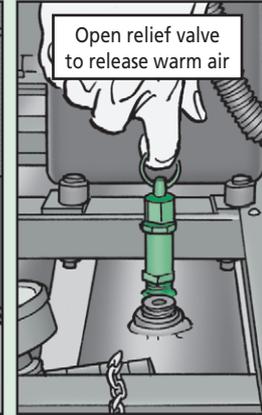
Any time you compress air, it can't hold as much moisture, so the moisture condenses. And cooling air produces more condensation, even in dry places like the desert. Over time, that moisture rusts through the tank.

The remedy is simple and takes only a few minutes: Drain the air receiver tank. Do that by shutting down the compressor after each operation and opening the drain valve underneath the tank. If it's rainy or humid, open the valve daily. You can also release air (but not water) from the tank by tugging on the relief valve. Either way, drain out all air until the pressure gauge reads 0.

Open drain valve after each operation



Open relief valve to release warm air



Drain air until pressure gauge reads zero



AFTER YOU'VE DRAINED THE TANK, TRY TO TURN THE DRAIN VALVE AND RELIEF VALVE BY HAND.

IF THEY'RE LOOSE, TIGHTEN THEM. IF THEY'RE DAMAGED, REPLACE THEM WITH THESE:

NSN 4820-00-752-9040, drain valve
NSN 4820-00-150-2035, relief valve

THIS LAST NSN REPLACES NSN 4820-00-477-7958, LISTED AS ITEM 3 IN FIG 14 OF TM 5-4310-276-24P.

MAKE A NOTE IN YOUR TM UNTIL IT'S UPDATED.

Remember to check the air receiver tank for leaks. Start the compressor and build up some air pressure in the tank. Then dribble soapy water over valves, fittings and welds. Expanding soap bubbles mean the tank's got a leak. Tell your unit mechanic.