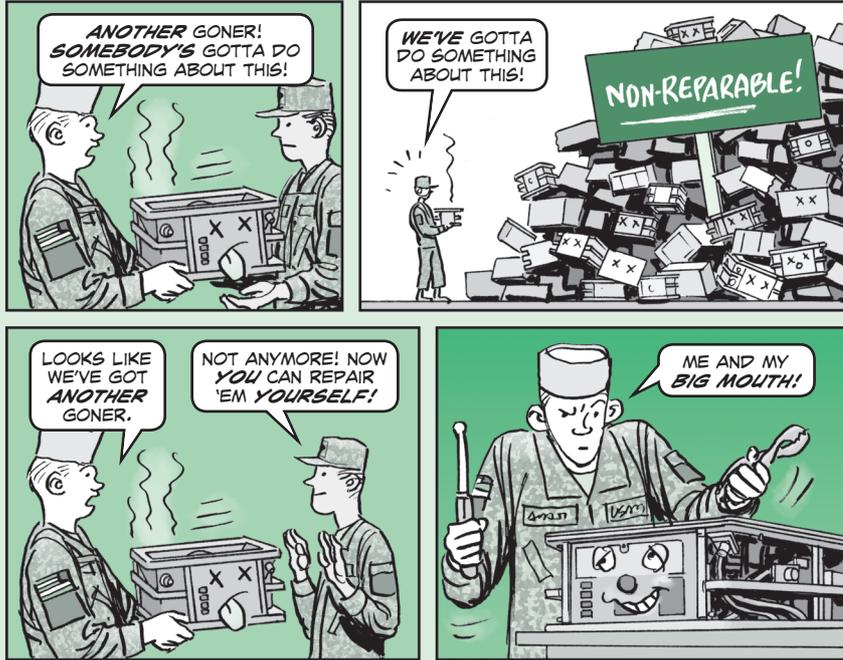


# OPERATORS GET NEW MAINTENANCE TASKS!



**M**odern burner unit-V3 (MBU-V3) operators, listen up. You just got a few more maintenance duties. The Army says it's now your job to remove and replace the MBU-V3's compressor, control panel and fuel delivery block. It's also your job to inspect, test and adjust them.

Why the additional duties? In the past, the MBU-V3 was SMR coded Z, nonreparable, in the repair parts and special tools list (RPSTL). That led to a slew of turn-ins and new requisitions. Soon MBU-V3 stocks ran low. So, to save money, avoid shortages and improve mission readiness, the Army changed the coding to make the item repairable. The upshot is the operators were assigned three more maintenance tasks. This saves valuable time: it shortens the MBU's repair cycle and returns the MBU to service pronto.

The 92G (food service operations specialist) MOS program of instruction will be revised to include these maintenance tasks, inspection, testing and adjustment.

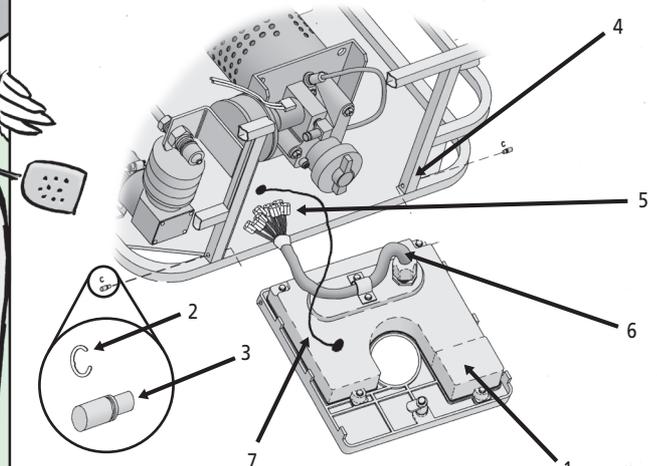
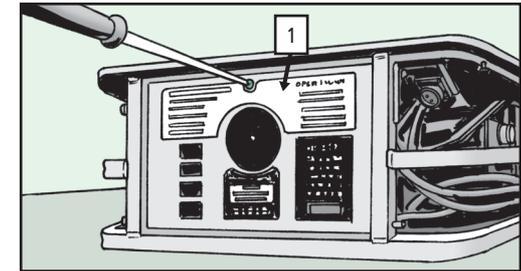
HERE'S A CLOSER LOOK AT YOUR NEW DUTIES...



## Replacing the Control Panel

**1.** Unplug the MBU-V3's power cable. Make sure the burner unit is cool to the touch.

**2.** Turn the screw on the locking arm of the hinged control panel (1). Open the panel.



**3.** The cable harness (6) runs from the back of the panel into the MBU. Disconnect the eight connectors (5) with their color-coded wires. Remove the green ground wire (7) from the control panel.

**4.** Remove the snap rings (2) from the hinge pins (3) with a screwdriver. Remove the hinge pins from the frame (4).

**5.** Remove the control panel from the frame.

**6.** Put the replacement panel into position. Insert the hinge pins through the frame. Fasten the hinge pins with the snap rings.

**7.** Plug in the eight connectors at the end of the cable harness. Follow the color coding of the wires. Reconnect the ground wire.

**8.** Close the hinged control panel. Turn the screw on the locking arm to hold the panel in place.

## Inspecting the Control Panel

TO INSPECT THE CONTROL PANEL, SEE WP 0023 00 IN TM 10-7310-281-13&P.

**NOTE:** THE MBU-V3 DOES NOT REQUIRE CALIBRATION.



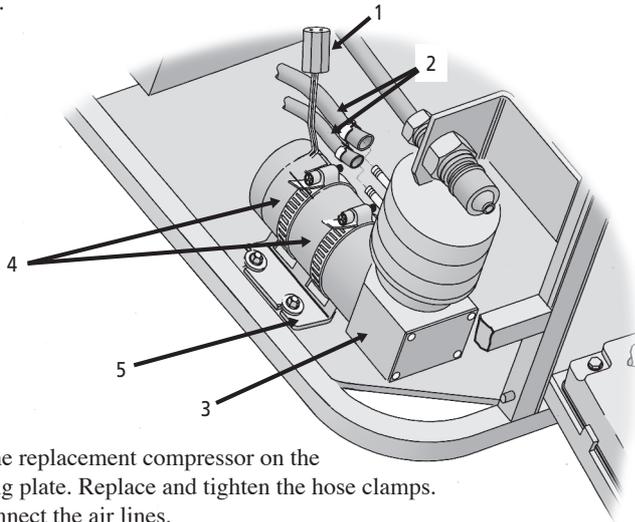
## Inspecting and Testing the Compressor

TO INSPECT AND TEST THE COMPRESSOR, SEE WP 0024 00 IN TM 10-7310-281-13&P.



## Replacing the Compressor

1. Unplug the MBU-V3's power cable. Make sure the burner unit is cool to the touch. Drain the fuel tank. To drain the tank, see WP 0011 00 in TM 10-7310-281-13&P (Jul 04, w/Ch 1, Sep 05). Remove the reflective heat shield and burner assembly from the frame. To remove the shield and burner, see WP 0026 00 in the -13&P TM.
2. Disconnect the compressor power wire harness (1).
3. Disconnect the two air lines (2) from the compressor (3). The upper air line has an internal width of  $\frac{3}{8}$  inch. The lower air line has an internal width of  $\frac{1}{4}$  inch.
4. Loosen and remove the two hose clamps (4). Lift the compressor off the mounting plate (5).

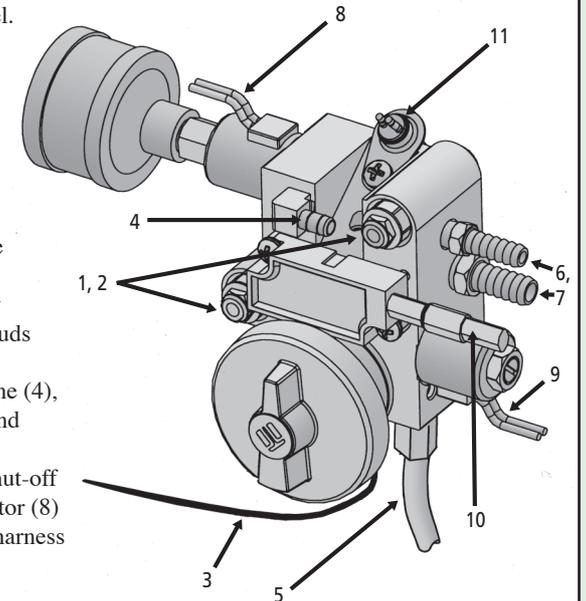


5. Put the replacement compressor on the mounting plate. Replace and tighten the hose clamps.
6. Reconnect the air lines.
7. Reconnect the compressor power wire harness.

## Removing the Fuel Delivery Block

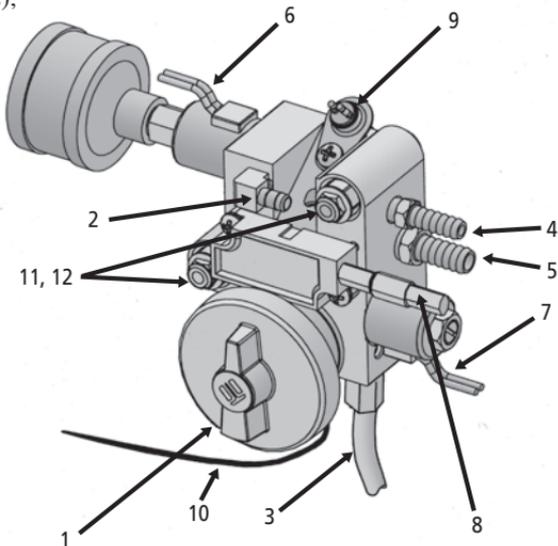
**NOTE:** You must remove the fuel delivery block from the frame when replacing the ignitor, fuel nozzle, fuel line or air lines.

1. Unplug the MBU-V3's power cable. Make sure the burner unit is cool to the touch. Drain the fuel tank. To drain the tank, see WP 0011 00 in TM 10-7310-281-13&P.
2. Open the control panel.
3. Remove the two  $\frac{7}{16}$ -in self-locking nuts and washers (1, 2) that hold the fuel delivery block to the burner assembly.
4. Remove the green ground wire (3) from the base of the MBU-V3.
5. Slide the fuel delivery block off the threaded studs of the burner assembly.
6. Disconnect the fuel line (4), the fuel feeder line (5) and the air hoses (6, 7).
7. Disconnect the fuel shut-off solenoid harness connector (8) and the air/fill solenoid harness connector (9).
8. Disconnect the flame sensor harness connector (10) and the ignitor (11).



## Replacing the Fuel Delivery Block

1. Slide the replacement fuel delivery block onto the threaded studs of the burner assembly. Make sure the control knob (1) faces the front of the MBU-V3.
2. Connect the fuel line (2), the fuel feeder line (3) and the air hoses (4, 5).
3. Connect the fuel shut-off solenoid harness connector (6) and the air/fill solenoid harness connector (7).
4. Connect the flame sensor harness connector (8) and the ignitor (9).
5. Connect the green ground wire (10) onto the base of the MBU-V3.
6. Install and tighten the two  $\frac{7}{16}$ -in self-locking nuts and washers (11, 12) on the threaded studs of the burner assembly.



## Inspecting, Testing and Adjusting the Fuel Delivery Block

To inspect, test and adjust the fuel delivery block and its components, see WP 0025 00 in TM 10-7310-281-13&P.

THESE PARTS WILL BE ADDED TO THE UNIT AUTHORIZED STOCKAGE LIST (ASL)...

| Item                | NSN<br>7310-01- |
|---------------------|-----------------|
| Compressor          | 462-4899        |
| Control panel       | 507-9302        |
| Fuel delivery block | 462-4905        |



The new operator maintenance tasks require a new MBU tool kit, NSN 5180-01-565-2047. It's in the Army supply system. Read about the tool kit starting on page 51 of this issue.

The Army is revising the TM to include the new maintenance. The revision should be published sometime in 2010.

**PS** END