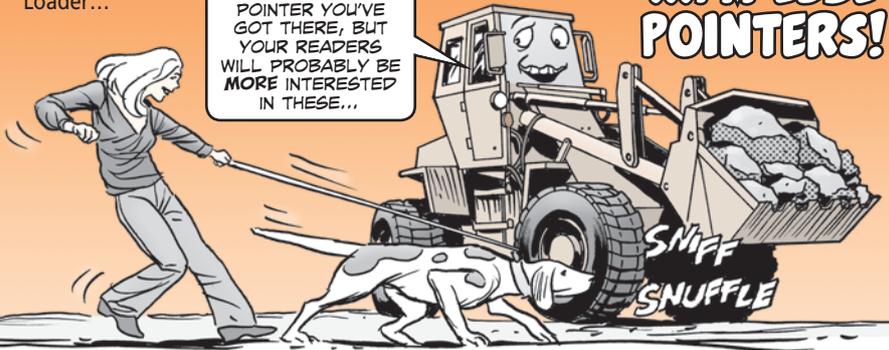


THAT'S A NICE POINTER YOU'VE GOT THERE, BUT YOUR READERS WILL PROBABLY BE MORE INTERESTED IN THESE...

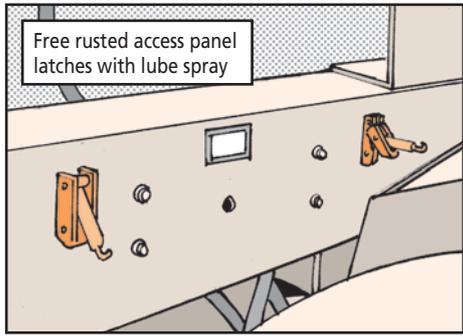
...PM LUBE POINTERS!



A shot of lubricating spray or a few pumps of grease in the right places will work wonders on your scoop loader. Avoid unnecessary repairs by following these PM lube pointers before heading out for the day's run.

Engine Access Panels

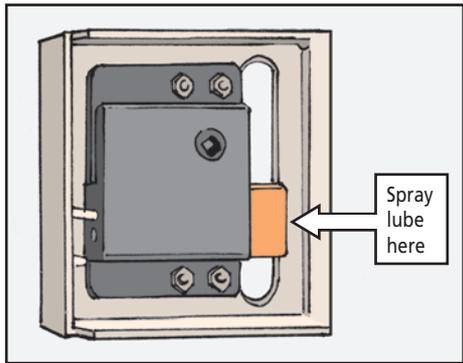
Pull latches on the engine's access panels get caked with mud. That rusts the latches' internal spring in place and makes the latches a bear to pull open when you need to get at the engine.



Free up the spring with a shot of lubricating spray, NSN 9150-00-458-0075. Open and close the latch vigorously a few times. Then spray the spring at every scheduled service.

Door Handle Latch

The spring latch behind the door handle is constantly exposed to the elements. That means corrosion sets in and the latch sticks in the open position. Then you can't shut the door or keep it closed.



Get the "stuck" out with a shot of lubricating spray. Open and close the door a few times to work the lubricant around the latch. Do this once a month so the latch will open and close smoothly.

Pivot Pin Pointer

The pivot pins on the clamshell bucket and bucket lift arms need lots of clean lube to do their job.

Those grease fittings are usually coated with dirt and sand. So make sure you wipe any gunk off the fittings before you start the lube job. And don't forget to wipe off the dirty end of the grease gun between lube points. That way you won't pump any grit into a pivot pin.

Lube the pivot pins on the clamshell bucket every week. If you don't, the pins will bind and break. Then your loader's down until the pins are replaced.

When you lube, pump grease into the fittings until you see clean grease oozing out. Three to five pumps should do it.

If a fitting clogs and won't take grease, report it. Your mechanic will replace the fitting with NSN 4730-00-050-4208.



Snub the Smear Job

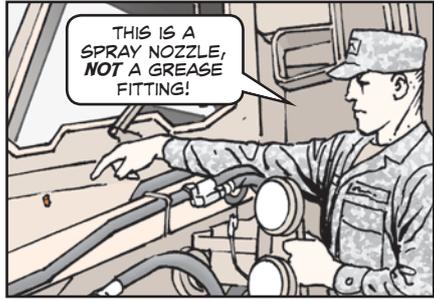
Windshields on some scoop loaders are getting a royal smear job.

That's because the spray nozzle for the windshield washer fluid is located smack dab in the middle of a bunch of grease fittings just below the loader's windshield.

The nozzle looks just like the grease fittings, so it's not surprising that it gets pumped full of grease each time the fittings are lubed.

That grease either clogs the nozzle or ends up on the windshield whenever you push the washer fluid button to clean the windshield.

One way to prevent this mess is to have your mechanic stencil a small note below the nozzle that says, "Not a grease fitting."



AND KEEP YOUR LUBE INSTRUCTIONS HANDY TO BE SURE YOU'RE LUBING ONLY FITTINGS...



...AND THAT YOU HAVE LUBED ALL OF THEM