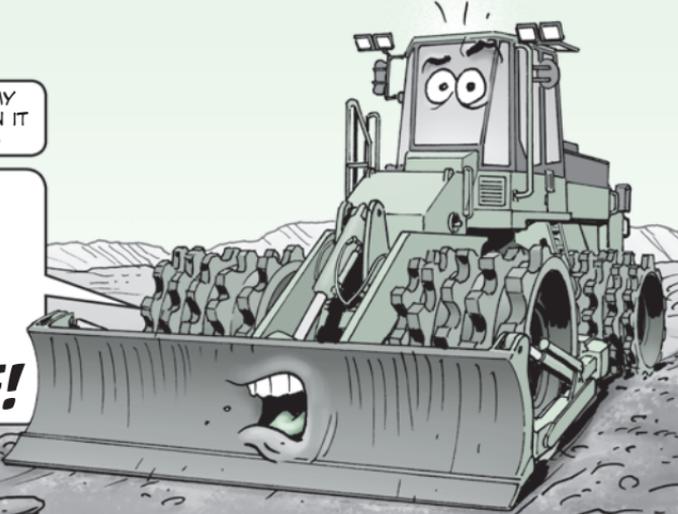


WHEN YOU'RE CHECKING MY OIL, REMEMBER THIS WHEN IT COMES TO MY ENGINE...

...HOT OR COLD MAKES A DIFFERENCE!



OPERATORS, WHEN YOU'RE CHECKING THE 815F COMPACTOR'S ENGINE OIL LEVEL, MAKE SURE YOU READ THE **RIGHT SIDE OF THE DIPSTICK.**

OIL EXPANDS WHEN IT HEATS UP, SO READINGS WILL CHANGE. THAT'S WHY IT'S RECOMMENDED THAT YOU CHECK THE OIL LEVEL **BEFORE** YOU START THE ENGINE, WHILE THE OIL IS **STILL COLD**. MAKE SURE THE OIL LEVEL IS ABOVE THE **ADD** MARK ON THE ENGINE STOPPED SIDE OF THE DIPSTICK.

IF YOU NEED TO CHECK THE OIL WHILE THE ENGINE IS **RUNNING**, THE LEVEL SHOULD BE BETWEEN THE **ADD** AND **FULL** MARKS ON THE ENGINE **RUNNING** SIDE OF THE DIPSTICK.

IF YOU ACCIDENTALLY **ADD** TOO MUCH OIL, SHUT OFF THE ENGINE. THEN TAKE OFF THE ENGINE OIL FILL PLUG AND USE AN AOAP VAMPIRE PUMP, NSN 4930-01-119-4030, TO REMOVE THE EXCESS.

FOR MORE INFO ON CHECKING ENGINE OIL, TAKE A LOOK AT PAGE 95 OF TM 5-3805-380-10 (AUG 99).

CHECK THE ENGINE STOPPED SIDE OF THE DIPSTICK WHEN THE ENGINE IS **COOL**.

