

THE JERRY CANS



That old Inspector's only interest in two things about your Jerry cans is it safe to use the way it is!

If not, can it be fixed so you'll be able to use it later on!

Makes sense, now, 'cause if that can's worth an ear it would cost Uncle a whole lot more if it's worth its fueling-up engine, generator, fuel, etc.

Here's a checklist that'll show at a glance if a can's OK or not. If it has any of the major deficiencies (in **Bold Type**) don't use it. Put it aside for your support people. Minor defects you can fix yourself. But remember, fix 'em before you just get into that can.

CAN LEVER—
Painted, galvanized,
fully riveted.



HOSS— Riveting,
hole at base.

EDGE OF CAN — Coated or
painted with asphalt or tar-like
grub. Loose, flaky rust comes
off with cleaning. **Large, in-**
cluded rust—just loose stuff.



**FLEXIBLE NOZZLE
TUBE —** Coated, fully
riveted. Rubber lining,
dry, cracked.
Flaking lining, dirt,
brittle, cracked.

FLANGES — Loose,
flange cracked,
chipped, rusted,
worn.

CRACK AND HOLE — Cracked,
broken. Any dent
over 1/4-in. long.

BENTS — Any dent over
1/4-in. deep, any dent
that breaks the metal.

INSIDE OF CAN — Paint missing,
chipped. Fully
rusted.

WATER PUMP— Mixing, mixing, trouble with speed, or no speed, tested, worn. Sealed wire, check belt or cable pinching, level, tested. Sealed mixing, worn, dry, cracked.

HANDLE ASSEMBLY— Broken, mixing, Gauging, tip, seal, level.

CAP SEWER ASSEMBLY— Screen clogged, badly tested, low, trouble damaged, tested, worn.



VENTILATOR— Clogged.

DO-IT-YOURSELF REPAIRS

No need to dwell on otherwise good cars because of a bad part. Windows, gauges and bookings are supposed to bend easy and seal tight. If they're not, the car's gonna leak—now or showing.

So, play it smart. If it's something like a filter plug or gasket that's keeping your car tight, make the right notes to the right guy, get the parts you need and fix it yourself. Here's the scoop:

Cover assembly	78-794-415-817 800
Ignition, fuel-injection	78-796-177-814 800
Gasket, cylinder roller, piston ring, 1-pd. oil, 7 1/2 in. B, 7 1/2 in. B, 7 1/2 in. B 78-798-787-815 800	
Cap and lower assembly	78-798-117-811 800
Washer, non-metallic, cylinder roller, 7 1/2 in. B	78-798-787-815 800

FIX THE TUNE-UP

Like was said, keeping cars, gauges and water out of gas cans . . . and goodies . . . is what counts. And the way to do that is to—most 'em right.

WAX! WAX!

1. Before you do anything else, make sure the caps are clean and free from dirt, rust and foreign matter.
2. Next, coat their threads with good-quality tapered pipecap preservative. If you can get it, it's *W-1*. If that's not handy, use *W-2*.



First coat 1/2 quart of oil into the fuel tank.



Close the cap and crank it around, just to the inside of the screen.



Then pour the oil into the next can.



and the next, etc.

You can use the mineral oil and pour it right diluted with gasoline. Remember, though, you gotta clean the oil good from each can after you use it.

Decanting oil will last a while . . . just not forever. We want to check the caps for rust every couple months. Of course, you know you'll have to pour the cans again every time you use 'em.

3. Store the filter caps/tank tight for storage. Never leave them open at all.



4. If you don't have many cans, you can strap 'em together to prevent the caps from falling. Or, if you have a lot of them, stack 'em general style like you used to do blocks when you were a pup, remember? Other way, though, is use your gut about 4 inches of storage cloth for between between the bottom tier and the ground or floor also, you'll be sure that the cans aren't 4 tiers high without their propping up the ends of the cans.

5. Stack the supplies indoors or outside . . . whatever your CR says. Be sure to cover 'em with a tarp if they're outside. You can also use standing upright writing on their sides—but never upside down.



For the full steps on how to take a long report of 100-1100, *Step 100 Petroleum Handling Operations*.

Another tip: **NO SMOKING** is more than a slogan around gas storage areas—it's a way of life.