

("On the Waterfront" continued)

With Teflon tape, application is the primary precaution because the thickness of the tape varies widely among manufacturers. With very thin tape, multiple wraps may be required to achieve leak-free joints. However, when applying multiple wraps, the risk of thick and thin areas is increased. Such non-uniform application can cause additional stresses on the fittings. Uneven application can be avoided by using a tape that is at least as wide as the width of the threaded area on the fitting. Multiple wraps are made directly on top of the previous wrap without spiraling, creating a uniform thickness. Sufficient wraps should be used to insure that the threads do not "gall" or "lock-up" on make-up. A few test make-ups should be made as a trial. After make-up, the parts should be adjusted until no evidence is seen of broken tape in the threads.

An additional precaution is necessary when handling threaded fittings. It is a fairly common practice to preassemble sprinkler swing joints as assemblies and stock-pile them for later installation. If this is done, the assemblies should be kept in a shaded, ventilated storage area until installation. Excessive heat on the assembled fittings can cause the PVC to relax and loosen the fitting. Leakage may result, or if the joints are re-tightened, the fittings could become over-stressed when cooled.

Next Month: System Maintenance Requirements

From the Workbench

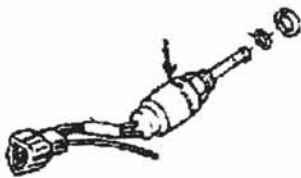
Sponsored by Chicagoland Golf Course Mechanics Assn.

Written by Chuck Totten, CGMA Vice President

Topic: Cushman 327 liquid cooled carburetor.

Problem: Main fuel solenoid valve (non California) before serial #1S55185 Cushman part #889093.

Fuel coagulation after long periods of storage causes the plunger inside of the valve to stick. The engine will not start typical in GA 60's. By removing the valve, cutting 1/16 of an inch behind the wrench journal, you can remove the plunger from the center of the valve. Seal the end of the valve with epoxy putty. Making sure the 'O' ring is in place and in good shape, the fuel inlet holes on the valve stem are open and clear of debris. Replace the valve. You can then finish by hooking the single wire back up to the throttle solenoid, (Cushman part #83490) and capping the remaining two wires.



Solution: All carburetors should be drained of fuel before long periods of storage. This will help for smoother storage startups. *Not officially recognized by manufacturer.*

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