

**SPECIAL PACKAGING INSTRUCTION**

*Form Approved  
OMB No. 0704-0188*

**-BK  
AK**

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<b>1. PART OR DRAWING NO. (CAGE) NOMENCLATURE</b> 1J405-3400 (5X475) ENGINE, FAN TO FLYWHEEL			<b>2. CAGE</b> 19207		<b>3. SPI NO.</b> AK15907339	
<b>4. NATIONAL STOCK NO.</b> 2815-01-590-7339			<b>5. DATE</b> 12/20/2010		<b>6. REVISION</b>	
<b>7. QUP</b> 1 EACH	<b>8. ICQ</b> NONE	<b>9. UNIT PACK WT (LB.)</b> 857.0	<b>10. UNIT PACK CU (CU. FT.)</b> 35.450		<b>11. UNIT PACK SIZE (INCHES)</b> 43.8 X 32.3 X 43.3	
<b>12. MILITARY PRESERVATION</b> MIL-STD-2073-1D, METHOD 53			<b>18. STEPS</b>	<b>19. REQD</b>	<b>20. DESCRIPTION</b>	
<b>13. CLEANING</b>  MIL-STD-2073-1D, & NOTE B			1-K	A/R	PRESERVATION: SEE NOTES FOR ENGINE PROCESSING.	
			2-C	A/R	SPECIAL EQUIPMENT	
<b>14. DRYING</b> MIL-STD-2073-1D, & NOTE B			3-D	A/R	CAPS/PLUGS: NAS-847	
			4-E	2	BLOCKING AND BRACING: ASTM D-6199	
<b>15. PACKING</b>			5-F	84 SQ FEET	WRAP: MIL-PRF-121, TY II	
			6-G	100 SQ FEET	CUSHIONING: A-A59135, CL1, GR A,	
<b>a. LEVEL A</b> MIL-STD-2073-1D, & NOTE K			7-H	96	DESICCANT: MIL-D-3464, TYPE II,	
			8-I	1	ENVELOPE: MIL-DTL-6060E, SIZE: 62 X 120	
<b>b. LEVEL B</b> NOT APPLICABLE			9-J	1	CONTAINER: ASTM-D7478, TY II, CL 2, ST A	
					SIZE: 41-1/2 X 30 X 36	
<b>16. MARKING</b> MIL-STD-129 AND NOTE L						

- A. PRESERVATION AND PACKING SHALL BE INSPECTED IN ACCORDANCE WITH MIL-STD-2073-1D AND ANY APPLICABLE CONTAINER SPECIFICATIONS.
- B. CLEAN AND DRY ITEM BY ANY SUITABLE PROCESS BEFORE APPLICATION OF PRESERVATIVE AND PACKAGING MATERIALS.
- C. SPECIAL EQUIPMENT NEEDED FOR ENGINE PRESERVATION:
  - 1. TWO (2) PRESERVATIVE SUPPLY HOSES, APPROXIMATELY 24" IN LENGTH.
  - 2. 24 VOLT D.C. POWER SUPPLY TO POWER THE STARTER MOTOR WITH SWITCH TO ENGAGE/DISENGAGE THE STARTER SOLENOID.
  - 3. SLAVE FUEL FILTER (KUBOTA P/N 1K011-43060)
  - 4. SLAVE OIL FILTER (KUBOTA P/N HH1C0-32430)
  - 5. MANUAL PRESERVATIVE SPRAYER OR AN AIR COMPRESSOR, MAX 15 PSI, WITH A SPRAYER ATTACHMENT ABLE TO PROVIDE SPRAY AND FOG PATTERNS.
  - 6. 5 GALLON PAIL OR EQUIVALENT FOR PRESERVATIVE DRAINAGE.
- D. SEAL OPENINGS TO THE INTERIOR OF ENGINE WITH CAPS/PLUGS OF APPROPRIATE SIZE, VENDOR CAPS/PLUGS ARE ACCEPTABLE.
- E. ALL LUMBER SIZES ARE NOMINAL UNLESS OTHERWISE SPECIFIED.
- F. WRAP ENGINE ENTIRELY WITH GREASE PAPER, SECURE WITH TAPE ASTM-D6123.

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- G. DOUBLE WRAP PRESERVED ENGINE USING CUSHIONING A-A-59135, CL1, GR A, THICKNESS ¼" (APPROX 100 SQUARE FEET), SECURE WITH TAPE ASTM-6123.
- H. DESICCANT BAGS SHALL BE PLACED WITHIN FOIL ENVELOPE, STEP 8-I, BEFORE SEALING ENVELOPE.
- I. ENVELOPE FABRICATION SHALL BE IAW SPECIFICATION MIL-DTL-6060. MATERIAL USED FOR FABRICATION OF GASKETS SHALL CONFORM TO SPECIFICATION ASTM F 104. GASKETS SHALL BE CEMENTED TO EACH SIDE OF THE BARRIER AT THE MOUNTING LOCATION USING MMM-A-260 ADHESIVE OR COMMERCIAL EQUIVALENT. AFTER POSITIONING BARRIER OVER BOLTS, A SUFFICIENT QUNATITY OF ADHESIVE SHALL BE APPLIED AROUND BOLT AND GASKET TO PROVIDE AIRTIGHT SEAL.
- J. CLOSE CONTAINER IN ACCORDANCE WITH ASTM-D7478.
- K. THE UNIT CONTAINER IS THE SHIPPING CONTAINER.
- L. SPECIAL MARKING SHALL BE APPLIED AS FOLLOWS:
1. IN ADDITION TO MIL-STD-129 MARKINGS, THE UNIT CONTAINER SHALL BE MARKED ON THE TOP AND SIDES WITH MINIMUM 1/2 INCH HIGH BLACK LETTERS "**REUSABLE CONTAINER, DO NOT DESTROY**". IN ADDITION, THE TOP AND ENDS SHALL BE MARKED "**REMOVE LAG SCREWS TO OPEN CONTAINER**" USING 1/2 INCH HIGH BLACK LETTERS.
  2. SECURE WARNING TAG (S) IN A CONSPICUOUS LOCATION ON THE ENGINE TO STATE, "**ENGINE OIL SYSTEM PRESERVED. ENGINE FUEL SYSTEM AND CYLINDERS PRESERVED. BEFORE CRANKING, REMOVE ALL CAP/PLUGS AND TAPE AND ADD PROPER OPERATIONAL LUBRICANT TO CRANKCASE.**"
- M. THIS PROCEDURE DESCRIBES THE PROPER METHOD FOR PRESERVATION OF THE ENGINE:
1. REPLACE FUEL FILTER (P/N 1K011-43060) AND OIL FILTER (P/N HH1C0-32430) WITH SLAVE FILTERS FROM SPECIAL EQUIPMENT LIST (NOTE C.4 AND C.5). SET INITIAL FILTERS ASIDE TO BE RE-INSTALLED AFTER PRESERVATION PROCESS IS COMPLETE (SEE DWG 1).
  2. FILL PRESERVATIVE PAIL FROM SPECIAL EQUIPMENT LIST WITH PRESERVATIVE MIL-PRF-21260E, TYPE PE-10, ATTACH SUPPLY HOSE.
  3. FILL PRESERVATIVE SPRAYER WITH 50 PERCENT VCI OIL CONFORMING TO MIL-P-46002A, GRADE 2, AND 50 PERCENT ENGINE OIL.
  4. INSTALL PRESERVATIVE SUPPLY HOSE FROM PRESERVATIVE PAIL TO FUEL INLET (SEE DWG 2).
  5. REMOVE CAP FROM RETURN LINE, ATTACH SUPPLY HOSE, POSITION HOSE OVER DRAINAGE CONTAINER (SEE DWG 2).
  6. FILL ENGINE CRANK CASE TO PROPER LEVEL ON OIL LEVEL GAUGE (14 QUARTS) USING A VCI OIL MIXTURE (50 PERCENT VCI OIL CONFORMING TO MIL-P-46002A, GRADE 2, AND 50 PERCENT ENGINE OIL) SEE DWG 1.1.

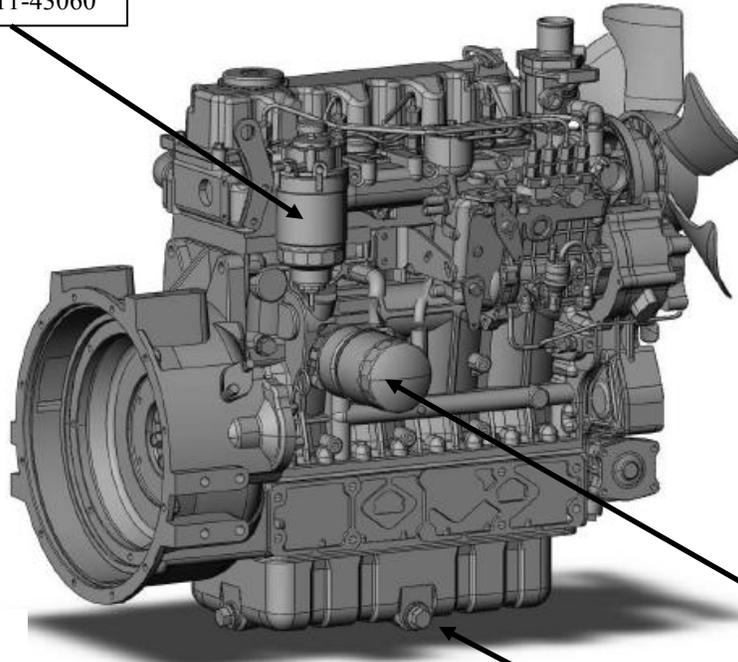
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FUEL FILTER  
P/N 1K011-43060

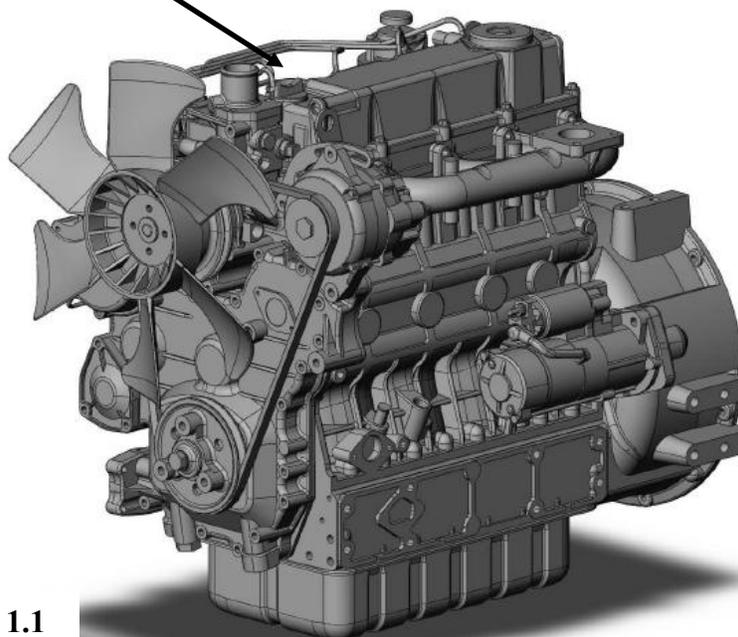


OIL FILTER  
P/N HH1C0-32430

**DWG 1**

OIL FILL

CRANKCASE  
DRAIN PLUG



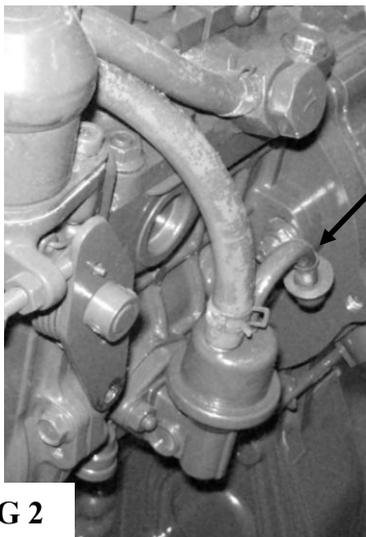
**DWG 1.1**

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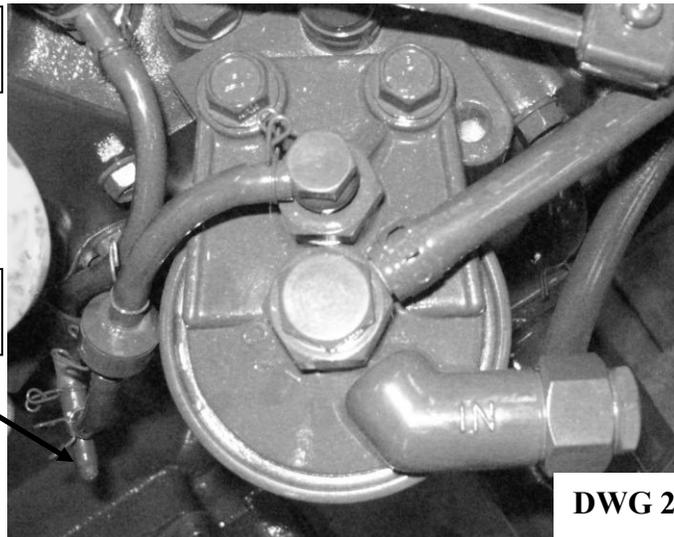
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7. CONNECT STARTER TO 24 VOLT POWER SUPPLY (SEE DWG 3.1).
8. REMOVE FLYWHEEL COVER AND FOG WITH A THIN AMOUNT OF VCI OIL MIXTURE (50 PERCENT VCI OIL CONFORMING TO MIL-P-46002A, GRADE 2, AND 50 PERCENT ENGINE OIL) ON THE FLYWHEEL AND RING GEAR TEETH (SEE DWG 3).
9. REMOVE CAP FROM INTAKE AND EXHAUST PORTS, FOG EACH PORT WITH 1ml OF VCI OIL MIXTURE (50 PERCENT VCI OIL CONFORMING TO MIL-P-46002A, GRADE 2, AND 50 PERCENT ENGINE OIL) SEE DWG 3 AND DWG 3.1.
10. CYCLE ENGINE USING STARTER, DO NOT CYCLE FOR MORE THAN 5 SECONDS ALLOWING THE STARTER TO REST 30 SECONDS BETWEEN CYCLES. CONTINUE TO CYCLE UNTIL 36-40ml (TOTAL) OF VCI OIL MIXTURE HAS BEEN PROCESSED THROUGH THE INTAKE MANIFOLD.
11. REMOVE STARTER AND POWER SUPPLY.
12. REMOVE PRESERVATIVE HOSES AND RE-INSTALL CAPS ON FUEL INLET AND RETURN LINES.
13. REPLACE SLAVE OIL AND FUEL FILTER WITH ORIGINAL FILTERS.
14. DRAIN OIL FROM CRANKCASE, REPLACE DRAIN PLUG TORQUE TO 25LB/FT (SEE DWG 1.1).
15. REPLACE ALL REMOVED CAPS AND PLUGS.
16. COOLING SYSTEM: IT IS ASSUMED THIS ENGINE, IF NEW, HAS BEEN PREVIOUSLY RUN WITH COOLANT UTILIZING NON-CHROMATE INHIBITORS BY THE MANUFACTURER. THEREFORE, THE COOLING SYSTEM PRESERVATION IS NOT REQUIRED.



DWG 2

FUEL LINE  
INLETFUEL LINE  
RETURN

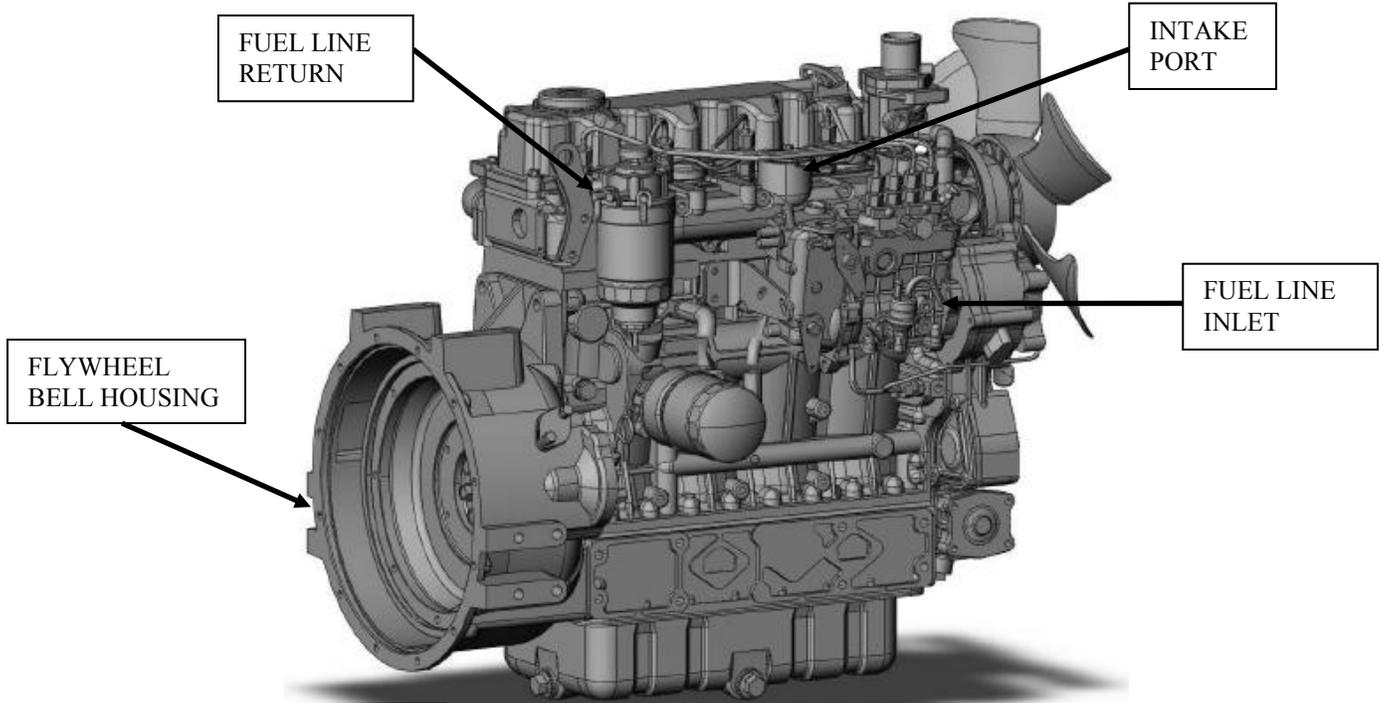
DWG 2.1

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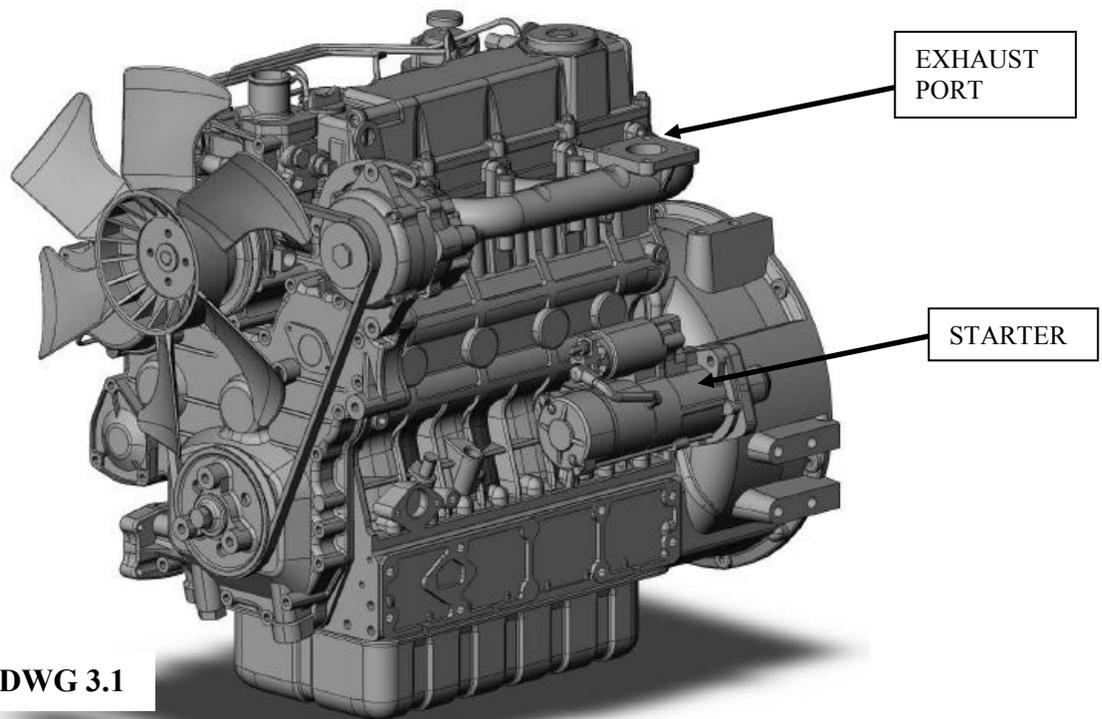
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**DWG 3**



**DWG 3.1**

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ITEM	SIZE	QTY	ADDITIONAL NOTES	REFERENCE
A	2 X 6 X 32	2	SUPPORT BOARDS (BLOCKING)	PAGE 7
F	12-1/4" "L" BRACKET	2	COMMERCIAL 3-1/2" X 3/8" PLATE STOCK, BRACKETS ARE FORMED BY BENDING.	PAGE 9
G	10-3/4" "L" BRACKET	2	COMMERCIAL 3-1/2" X 3/8" PLATE STOCK, BRACKETS ARE FORMED BY BENDING.	PAGE 9
	DESICCANT	96	MIL-D-3464, TY II	NOT PICTURED
I	62 X 120 FOIL ENVELOPE	1	MIL-PRF-131	PAGE 8
J	25 X 38 GASKET MATERIAL	2	MIL-DTL-6060E	PAGE 8
	3/8 LAG SCREW HARDWARE SET	40	HARDWARE SET CONSISTS OF: 1 PC 3/8 X 3" LAG SCREW, & 1PC 3/8 FLAT WASHER.	SECURES SHELL TOGETHER
	1/2 X 8 HARDWARE SET	6	HARDWARE SET CONSISTS OF: 1 PC 1/2 X 8" CARRIAGE BOLT, 1PC 1/2 FLAT & 1/2 LOCK WASHERS AND 1PC 1/2 NUT	SECURES HEADERS TO SKIDS
M	M12 X 1.25 X 38MM HARDWARE SET	4	HARDWARE SET CONSISTS OF: 1 PC M12 X 1.25 X 38MM HEX HEAD BOLT, M12 FLAT WASHER & M12 LOCK WASHER	PAGE 9
N	1/2-13 X 1-1/2 HARDWARE SET	4	HARDWARE SET CONSISTS OF: 1 PC 1/2-13 X 1-1/2" HEX HEAD BOLT, 1/2 FLAT WASHER & 1/2 LOCK WASHER	PAGE 9
L	1/2 X 6 HARDWARE SET	4	HARDWARE SET CONSISTS OF: 1 PC 1/2 X 6" CARRIAGE BOLT, 1PC 1/2 FLAT & 1/2 LOCK WASHERS AND 1PC 1/2 NUT	PAGE 8

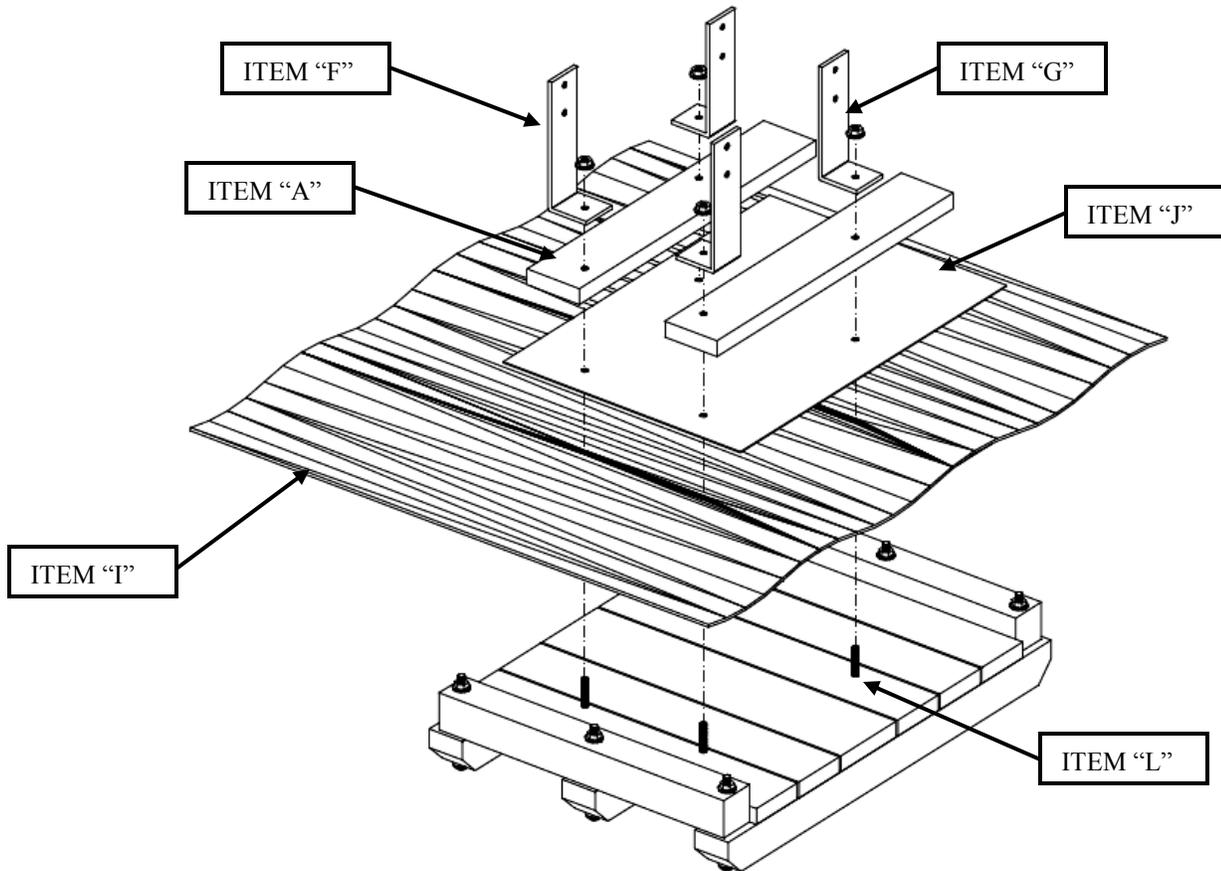


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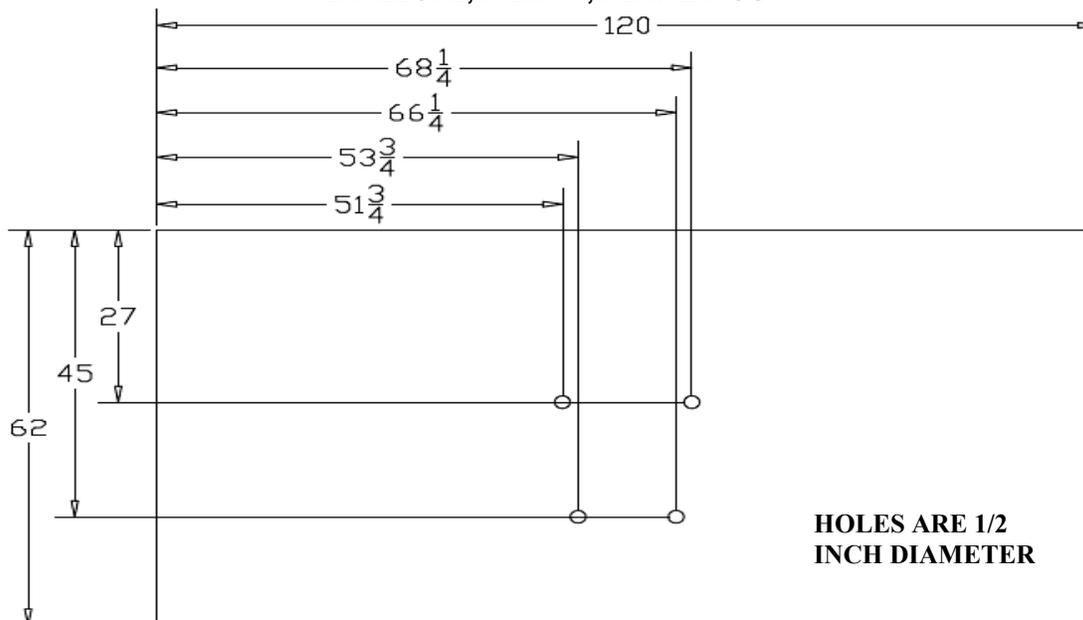
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**ENVELOPE, ITEM "I", FLAT LAYOUT**

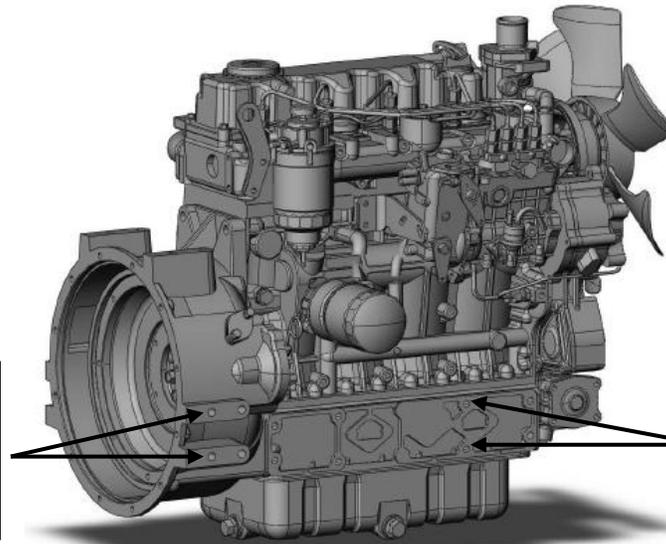


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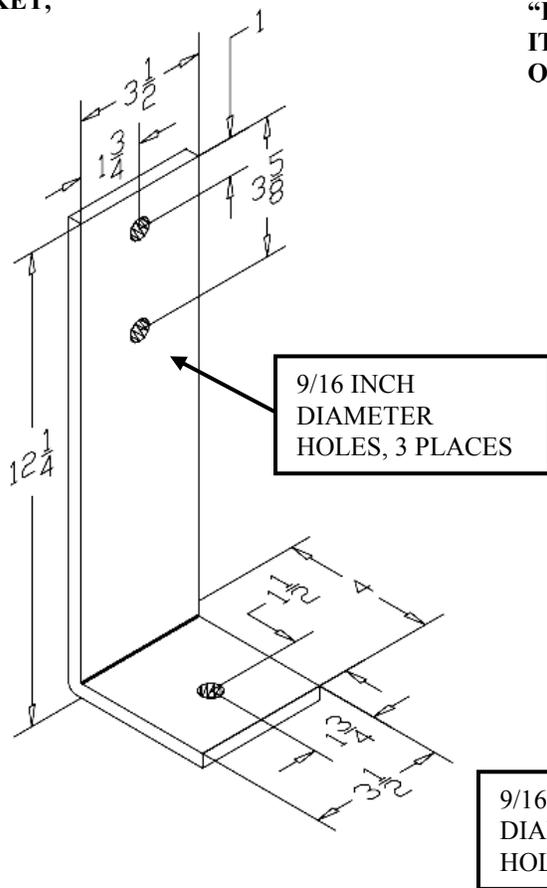
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“L” BRACKET  
ITEM “F”, SECURED HERE  
VIA ½-13 X 1-1/2” HEX  
HEAD BOLT.  
(HARDWARE SET “N”)

“L” BRACKET  
ITEM “G”, SECURED HERE  
VIA M12 X 1.25 X 38MM  
HEX HEAD BOLT.  
(HARDWARE SET “M”)

“L” BRACKET,  
ITEM “F”,  
QTY: 2



“L” BRACKET,  
ITEM “G”,  
QTY: 2

