



Hoses, like blondes, brunettes and redheads, come in a variety of sizes and shapes — they deserve special attention.

Yup, hoses are made of rubber or tetrafluoroethylene (teflon). From a distance you can't tell one type from the other any more than you can tell a book by its cover . . . little black books excepted.

Teflon hoses have a shiny, stainless steel braided cover. And now a new rubber hose with the same cover has made the scene. Rubber hose, MIL-H-58085, has an unlimited shelf life and is a condition replacement item.

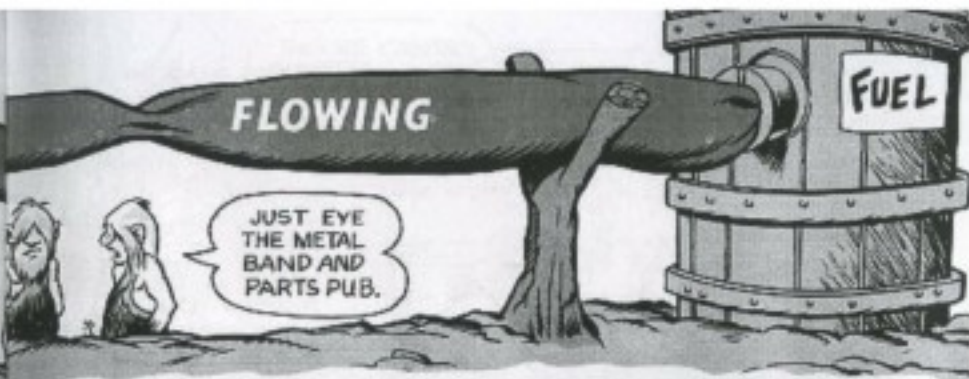
To tell which hose goes where focus on the metal identification band that's on every hose. You'll find the part num-



ber and federal stock number stamped on the band. A quick check of the bird parts pub will clue you whether the hose is used in the fuel, oil or hydraulic system.

PROTECT REMOVED LINES

To keep from twisting a line when you take one off, use a two-wrench combination. Latch onto the proper size 12-pt open end crowfoot socket wrench and a suitable handle. The socket wrench won't round-off the hose B-nut or fitting.

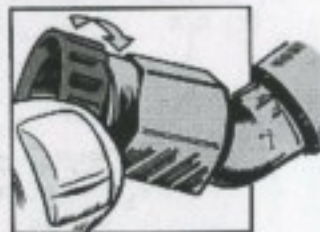


If you're going to put the same line back again never straighten it out. Hot fluids tend to form the hose while others are preformed during manufacture. Changing the contour will kink the hose which calls for replacement.

Never place hoses on the floor where they can be stepped on and ruined. Sure, hoses are tough but they can't take rough handling. One way to protect used or new hoses is to identify them with a tag and hang 'em up with a piece of safety wire.



Protect each end of a hose from dirt by using dust plugs, caps or heavy aluminum foil. TM 55-405-7 (Aug 66) on shop practices lists a variety of protectors just made to plug those babies.



PUT 'EM ON CAREFULLY

When you put a line on your bird be sure you use all the standoff clamps and separation clamps for that particular line. The parts pub will clue you on the clamp part numbers, location and how many of those little jewels to use.

