


Also taboo is trying to start a multi-engine truck by towing or pushing. You might have missed some sign of hydrostatic lock. Towing would force your engine and could bust it. So use jumper cables if your engine needs a boost.

1

AFTER STARTING ENGINE RUN AT LESS THAN 1000 RPM FOR 5 MIN TO PREVENT DAMAGE TO TURBOCHARGER

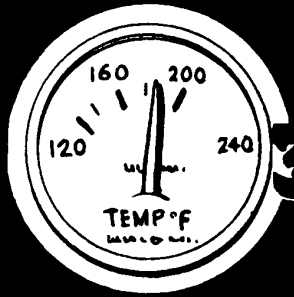
BETWEEN 800 AND 1000 RPM



'N Warm 'Er Up

Idle for 3 to 5 minutes or until engine heat reaches 120°. Engine speed should be above 800 RPM but under 1000 RPM. Idling too slow sets up vibrations that'll loosen some parts and even break others. This warmup helps the whole engine, but it's especially important for your "turbocharger" (turbosupercharger). Exhaust gas spins your turbocharger at about 30,000 RPM at idle speed and up to 60,000 RPM at operating speed. Idling gives oil a chance to get to it at low speed. Never stomp on pedal or overspeed engine.

3



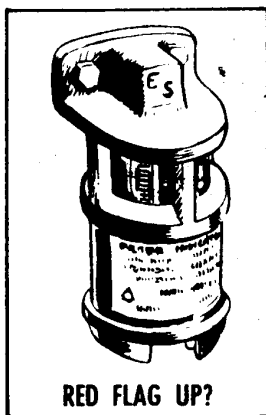
EASY TILL YOU GET ABOUT HERE...

2



Watch your oil pressure gage close for the first 20 seconds of idling. If it doesn't go up to 15 PSI at 800-1000 RPM, shut down quick and holler for a mechanic—you've got a sick engine.

Engine coolant temperature should be up to 120° F before you think about hittin' the road. It'll move up faster when you get rolling. But take it easy even then, until your engine temp works up to between 170° and 200° before giving 'er full throttle and full load. And never operate with your hood side panels open—you'll just goof up the way cooling air is supposed to be channeled through your engine compartment.



Heavy, black exhaust smoke? Engine popping and missing? Power pooping out? These're signs your air cleaner filter element may be clogged up and needs cleaning—pronto! Check your air cleaner indicator—the red flag up over half-way means your filter element's in bad shape dirt-wise. Shut down and clean it.