



Powering Business Worldwide

Aerospace Group
Conveyance Systems Division
Carter® Brand Ground Fueling Equipment

IN61362

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COUPLER WEAR GAUGE INSTRUCTIONS

For use on the lower half couplers used on 61525, 60700-1, 60600 & 60600-1 Couplers

It is recommended that Carter brand Coupler Wear Gauge Model 61362, be utilized prior to disassembly of the coupler. The wear gauge is designed to give a quick, convenient and accurate method of checking aggregate wear of all related parts in the coupler. This instruction sheet should be used in conjunction with the appropriate service manual. The numbers inclosed in parenthesis are the item numbers in the service manuals. The following instructions are provided to assist in utilizing the wear gauge:

A. **Installation** - Place the wear gauge into the inlet of the coupler with the pins of the gauge pointing toward the coupler inlet.

Note: Be sure that the pins do not rest on the coupler detent pin.

Extend the Collar (2-27) to the locked-on position and open the Poppet (2-15). This must be done to simulate a coupler locked onto a hydrant valve.

Note: This operation should be done with a catch basin under the coupler so as not to spill fuel trapped inside the coupler.

B. **Operation** - Once the wear gauge is in place, all four (4) gauge pins of the gauge should be above the exposed gauge surface. Slowly rotate the Collar (2-27) while bearing on one side of the Collar (2-27). Note the position of the gauge pins as the rotation is accomplished. Should any one of the four pins become flush or receded below the gauge surface, the coupler exhibits excessive wear and should not be used again until overhauled. See note below. Pay particular attention to the detailed inspection of the Collar (2-27), Body (2-5), Lugs (2-33) and Lug Rings (2-32) during the following maintenance procedure.

Note: Should only one pin (of the gauge) indicate wear, it is suggested that the gauge be removed and turned approximately one-fourth turn and the inspection be repeated. There may be a local indentation in the surface of the Body (2-5) on which the pin rests causing a false reading.

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