

JIM BLYDE'S REPORT
DECEMBER 2013

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My hours worked so far;- 2, 6, 4, 6, 6, 4, 2.5, 4, 3, 5,

Saturday 07th

It was an awful wet day to start with but did fine up some what.

I placed the batteries in the box and worked on the jumper cables to each battery. Once this was completed the charger went on to top up the charge.

While the charger was doing it's thing I with Denyse worked on checking the fuel filters and the quality of the fuel from the tank. Filters were Ok as with the fuel. Then checked the flow while displacing the air from the fuel line and injector pump. The radiator water level was checked this required a top up.

The big moment is about to happen!!

Once all the above had been completed Denyse says to me that the engine can be started. As I had found two matching keys, which fitted the ignition switch (be it not all that well but did the job required) and had identified the with tags. I gave the key to Bill to start the engine. He said to me the "*Denyse was talking to you*" We argued a little bit, but between us after sorting the electrical problems we managed to start the engine. This started very well. Not a long burst on the starter at all to kick the engine into life. Every thing seems to be Ok so far.

The vehicle has not moved yet Bill and Denyse have some work to do with the braking.

Bill made a start with the grease gun on the connecting rods. I filled the marine oil boxes in the cab. There are two nipples on the right side which need to check the grease flow as Bill was having problems in this area.



Above;- Lft, Batteries in and connected to each other and on charge
Right;- Jim working on the batteries. Photo Denyse B

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Below;- Jim is checking the fuel filters and bleed the system. Bill and Jim after the starting the engine.
Photos Denyse B



Saturday 14th

No photos sorry. With Carl, Bill and myself we were doing various jobs on the '407. The radiator was topped up and the engine started as Bill was waiting on Denyse to assist him with the resetting of the brake valves etc.

Carl and I set about checking the switches etc, replaced the bulb for the red light. It looks as though the ignition switch may be done a way with although will be left in situ. Will use a toggle switch in place of. There was talk of having a isolating switch to cut the power from the batteries. The batteries are not all that bright. There are two of tem which are not holding the charge. By using the battery charger this will assist in the starting of the engine.

With the engine stop not working properly Carl and I removed the one from the Drewry and replace on the 407. Need to fix the cable in a required manner for this to work. I have placed a " DO NOT START" tag on the "dash" until the cable is fixed

Saturday 21st

I have placed the switching box for the ditch lights on the left of the "dash board". The conduit is run from there over the roof towards the rear then down the wall to the floor. Denyse and I talked about placing the alternator up front to run of the crankshaft and fan "vee" pulleys. Will have to make up a mounting bracket for the alternator which will be bolted to the floor, with sufficient bolts.

With couple of the batteries not being able to hold their charge it was suggested to use the spare two new twelve volt batteries. This may mean Noel to make up a new battery box, but this is yet to be sited to see if they fit.

.Some of the work done in the cab.

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