

Fuel Control Unit Packaging Procedure

Today we would like to discuss "Best Practice Shipping Procedures" When the Fuel Control is to be shipped for maintenance. Customers are welcome to call us for help and/or shipping material.

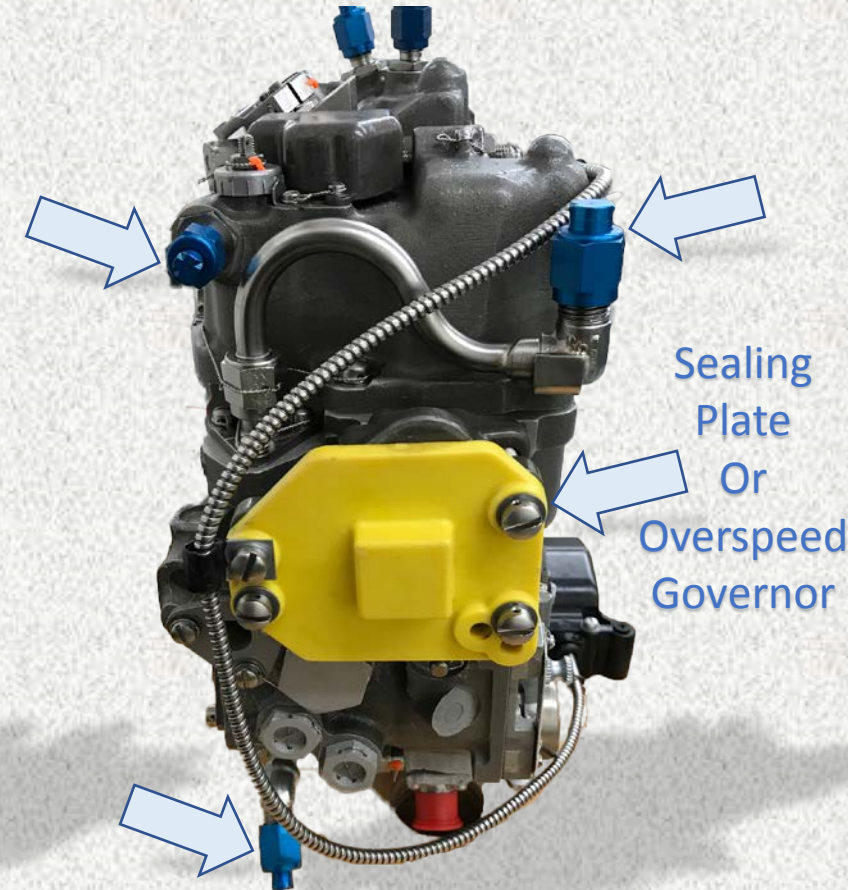
1. Open Port #2 & Inlet Port #10. Then to relieve vacuum loosen the Governor or Sealing Plate attached on the Fuel Control to drain any fuel from the assembly before the shipping process. Leaking fuel can cause shipping delays & fines.
2. Recap all FCU & Governor openings, using the appropriate aluminum Caps & Plugs to ensure no leaks will occur during the shipping process. (Leakage will occur if plastic caps/plugs are used on Fuel Ports)
3. Remove any Remaining Hoses and Hardware. Then cap all opening on the FCU/Governor.

Note: T1 sensor (Bellows) should be handle with extreme care. **It is not a handle** and damage to it will result in improper function of the fuel control. **(This item is very costly)**

#2 Port

Correct

#10 Inlet Port

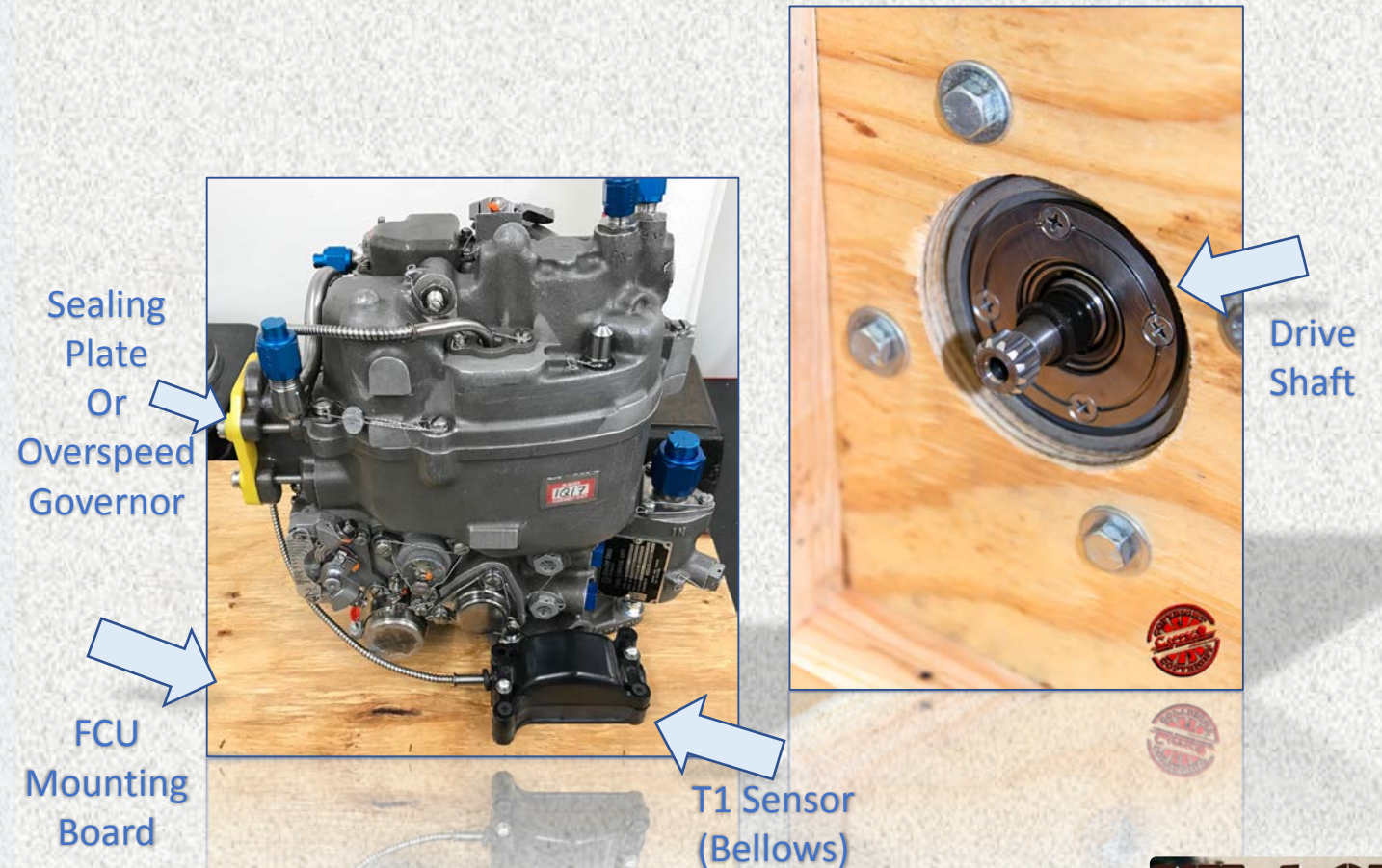


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- Secure Fuel Control Unit to the proper shipping board & attach T1 Sensor to board being careful not to damage the housing or bellows.
- Install (Pictured in Yellow) Sealing Plate or Governor to insure no extra leakage will happen during shipment.
- Next insert Fuel Control into the Proper size (mounting board should fit snug on all 4 sides) shipping container and then install insert to insure no shipping damage occurs during the shipping process.

Note: Be very careful not to hit or damage exposed drive shaft. Damage to this area can be a costly mistake.

- Insert all records in the container with the unit/s. It's important to add cushioning around the unit (bubble wrap). Avoid using packing peanuts as this could contaminate the unit.



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