

How to repair anything at any time

Subject: How to Repair and how to develop the capability of repair

Good repair capability is more spiritual than anything else. Develop the attitude that you as a spiritual being are senior to matter energy space and time. That matter energy space and time is limited and you are unlimited. With this the first step is confront (a willingness to be in the same space as that which needs to be repaired). Some people open the hood of a car and are overwhelmed with the number and unknown-ness of parts, turn away and close the hood, invalidate self and take it to someone else to repair. Confront says you turn back face it and become willing for all those parts to be present in your space. Having done this you realize that it is not an infinite number of parts but that there is only a small number of parts that you need to determine what they do.

How do you do this? Good repair depends a lot on perception of what is actually in front of you. Observation of the obvious. Look for out points, burnt components, missing components, something in the wrong spot, something stopping the motion of a good component.

How to perceive: Use all the perceptions the body has (sight sound feel etc.) and use the capabilities you have as a spiritual being to be in the same space-time as. This to a greater or lesser extent allows you to feel and see inside that which needs repair. One can then make a mock up of the thing working in the mind and begin to see where it is failing. This can get so good that one can develop the capability to just know what's wrong and walk up and put you fingers on the problem area.

Your first task is to identify and determine the purpose of each assembly and subassembly and part in the device. If you have never seen one before or can't perceive into it.- then clarify the situation by taking it apart looking at each part from an engineering view asking why did the designer of this put this part here. What is its function? Make a mental image picture mockup of the device working with the parts you see in front of you. Good repair personnel do this instinctively and unconsciously without being able to tell others what they are doing. One can get to the point of walking up to a device perceive the components make a mental image mockup in the same space perceive it functioning and pinpoint the area or break down by comparing the working mockup to the physical universe material item that needs repair. They in effect perceive into the item and seeing what is wrong with it.

To develop this capability start with taking things apart and putting them back together so they still work and leave with a understanding of how it works.

Once you understand how the thing work your 2nd task in repairing is to eliminate areas that are working and are ok and concentrate your attention on areas that are likely to contain the problem. You test subassemblies and eliminate areas that test ok. You keep this process up till your mock up of how it should work in the area of test shows you what the problem is.

Example of some of the understanding and procedures that develop from doing the above many time: Most gasoline engines whether car, water pump, or generator, generate rotational power by burning gas in a controlled fashion. They use a carburetor to regulate the flow of gasoline and air

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mixture that then gets mechanically compressed and electrically ignited which pushes a piston and rotates a shaft. Simple concept -shape and size of the parts vary - but the basics to debugging why it doesn't run is always the same. You must have air (with oxygen), gasoline, compression and ignition for it to work. Let's say you are debugging an electrical generator that won't start. You first check the compression by noting the resistance to cranking (turning the shaft) that it has on the compression cycle. If the shaft freely turns then it has no compression and a stuck valve (sitting too long in wet atmosphere) or the piston is no longer connected to the rotating shaft (broken rod...). Let's assume you felt a kick back resistance and that compression is ok. Does it have any gasoline? You look in the tank. The answer is yes. Is it getting air? You check the air-cleaner and intake paths. It looks ok. Does it have any Oil in the crank case (skip if 2 cycle) for proper lubrication? If answer is yes. Does the oil look ok - normal color brown to black - without water or metal particles in it? Let's assume the answer is yes. Now take a spark plug wire off holding it about 1/4" away from ground and crank the engine to see if it has a nice blue spark. By now you probably would have isolated the problem. However, if the answer is still no then we recycle back through the basics being more observant.

Does the gas smell like good gas or does it smell like rotten gas? Pulling a spark plug after cranking is it wet with gas? If yes Carburetor float may be stuck and needs taping or take apart. Is there water in the bottom of the gas tank? Drain filter and refill. If the plug is extremely dry and doesn't smell like gasoline, then the fuel line may be plugged or turned off or carburetor is stopped up or leaky gasket between carburetor and block. Next with your thumb over the spark plug hole and cranking the engine over you verify a sucking and compression is present. Next check the length and color of the spark during cranking to verify it is longer than 1/4" and blue. If it is a weak spark less than 1/8 and yellow then close the spark plug gap a little and see if it starts. Clean and set the points in the ignition system when you get a chance if this works. Now if all this didn't work then we are getting deeper than space will provide to cover all the possibilities. However here is a few. Check timing of spark. Check mechanical timing of compression top dead center. Use a compression gage and verify that each cylinder is over 60-70 psi (won't run if less than this).

Now that you have found what's wrong, how to fix it becomes next priority - find out what is needed. Do the obvious to supply this. Find a replacement or make shift substitute part, build or manufacture a part. Replace the assembly if you have a spare.

The above assumes no repair or parts breakdown manuals are available if these exist use them to understand what it looks like inside without taking it apart.

How to take something apart - take a mental image picture in present time (don't day dream of something else, pay attention to what you are doing) of each part coming off - or make a written picture drawing of what you are doing or label each part with tape where it goes - or set it out in disassembly sequence (least desirable, likely to be bumped and lost before your done). Take your time to determining the placement and the function of each part. Pay particular attention to where screws and bolts of the same size are different lengths and where specifically they come from. Remember the longer something stays apart the less likely hood it will ever be able to be put back together. You will get fuzzy on the pictures or a part will get misplaced etc. Stick with it and intend to fix and get the thing back together the same day or at least within a week or decide not

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repair it right now. There are exceptions and each individual has his or her own time frame. Keep your old unfixable similar broken devices for future parts.

How do you find (scrounge) a substitute part or assembly: - look for a part or assembly that has a similar function (or something that can be made to do the same thing) that will fit the same space and can hook up or be adapted to hook up. Use your imagination and physically go and look at everything you have access to one at a time looking at how you could use it in this case. Before and after PS make a point of Scrounging or collecting up potentially useful broken items that can have parts that may be useful.

How do you repair electrical components - the same way - just realize that you are looking at a fluid flow of electrons and that the most common problems are an interruption of flow (open circuit) or a leak (short circuit). Look for burnt components that smell and look burnt. Feel for hot spots (watch out for high voltage). Check (visual with magnifying glass or loop) for cold solder joints. With power on, move and push on areas looking for bad connections, bad grounding connections, or broken circuit boards. If you have a Multi-meter work your way through the board or components finding where there is power and where it is not. Use this to narrow down and find the area to work on. Continuity and resistance checks can be done with the power off.... but now we starting to get beyond the scope of this basic procedure outline.

Safety is paramount when working with electricity - Stay in present time - .1 amp will kill a person - .01 Amp and a person can't let go - .001 amp and one can barley feel it. 1 amp is 6,200,000,000,000,000 electrons. Getting shocked depends on the resistance of the body at the time. You should respect anything over 24 Volts DC and 12 volts AC.

Note: If you have a trouble with any steps in this write up - do a reach and withdraw as a spiritual being and as a body. This can be done by saying to your self reach for it. While hugging it with your beingness, allowing it into your space, or putting a beam into or on some part of it (depending on what you can do). Meanwhile taking both your hands and touching some part of it (different parts each time). Then acknowledge saying good. Then saying to yourself withdraw and take your hands off it. Acknowledge saying good. Do this till you feel completely comfortable with having all of the object in your space and you feel senior to it with no overwhelm feeling. Could go on for hrs but typically doesn't take that long. If you get overwhelmed during the repair process, stop and do this process.

Note: Not everything is worth repairing or can be repaired. Don't take not getting it repaired as failure. Take it as a win that you had an opportunity to further understand this type of item. Most likely the next time you run into this type of item it will be a lot easier to diagnose what's wrong and to fix.

Practice on those things in your garage which you would like to get working again or go out and buy some survival use garage sale items and fix them up.

After the pole shift being able to repair will be very valuable.