

Issue 304

PS

March  
1978

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

TIM DEE,  
YOU RASCAL--

--YOU ALMOST  
BUMPED ME!!

HMMMP!  
YOU NEED  
PM ON YOUR  
BEARINGS!

LATER --  
OI'M HAVIN'  
TOO MUCH  
FUN!

MURPHY  
ANDERSON



Revised TM 38-750

# NEW PUB, NEW POOP



GOOD NEWS,  
ALL YOU ARMY  
RECORD KEEPERS!  
A NEW TM 38-750  
IS COMING YOUR  
WAY!

TECHNICAL MANUAL

THE ARMY MAINTENANCE  
MANUAL SYSTEM

TM 38-750

?PUFF: HOW'S IT  
LOOK, TIM?

?PUFF:

VURRR-RRY  
INTERESTIN',  
ALOYSIUS!

Instructions for filling out and using the DA Form 2406 Materiel Readiness Report have been rewritten. Chapter 1 features new definitions for Operationally Ready (OR), NORS and NORM you'll need for the 2406.

Check all the definitions. Lots of terms have been added or redefined.

The DA 2406 instructions and terms will sound familiar to people who work with the Unit Readiness Report and AR 220-1. With the revised TM 38-750 and AR 220-1, Unit and Materiel Readiness now work together!

## PS THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties. Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

ISSUE No. 304 MARCH 1978

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3355.

MSG Half-Mast  
PS Magazine  
Lexington, KY  
40511

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DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.



Read the paragraph on the Equipment Improvement Report (EIR). Forget the DA 2407 as an EIR and try the SF 368 Quality Deficiency Report. The SF 368 doubles as the form you use for quality and EIR-type problems.



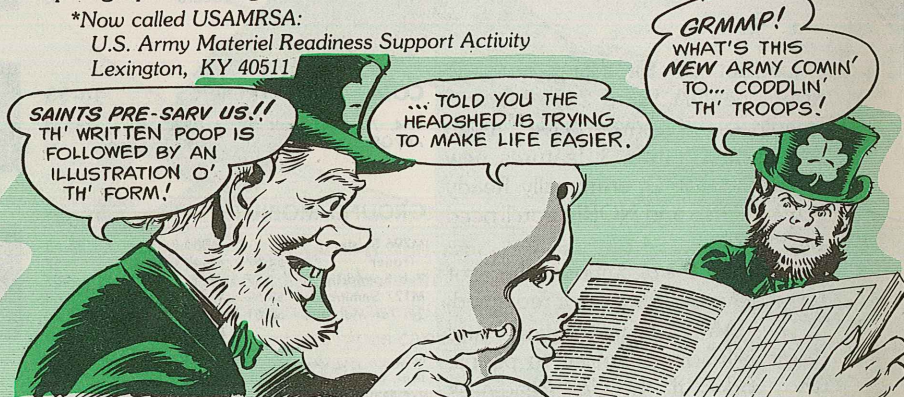
If your problem hits outside the Army or crosses from maintenance to supply, the SF 368 goes where the problem lies. That's a lot more than the DA 2407 could do.

The regular DA 2407 instructions include new procedures for reporting MWO work. Glance over the addresses for DA 2407 MWO and Operational Readiness Float (ORF) reports—USAMMC\* in Lexington is getting out of the DA 2407 business except for aircraft.

If you're tired of flipping from the paragraph on a form to the back of the chapter for the illustration, you'll like the new layout. Illustrations follow the paragraph on filling out that form.

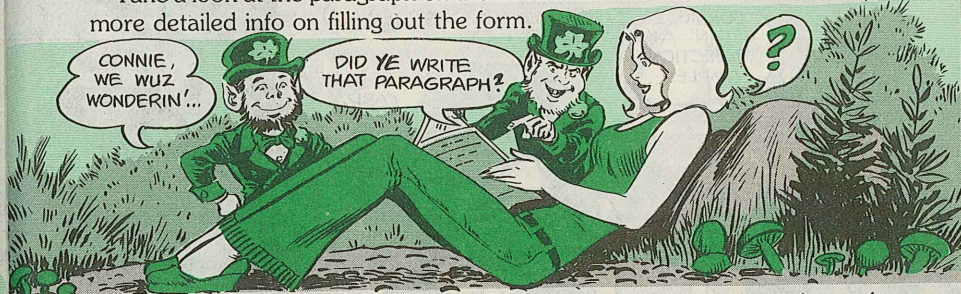
\*Now called USAMRSA:

U.S. Army Materiel Readiness Support Activity  
Lexington, KY 40511



For those of you who thought the DA Form 2408-4 Weapon Record Data was designed to drive you crazy, you can celebrate the revision! The form's easier to fill out, easier to understand and easier to use. You can even uncramp your fingers 'cause now you've got room for those figures.

Take a look at the paragraph on the DA Form 2408-9. You'll find clearer, more detailed info on filling out the form.



You commo types can breathe easier: 2408-9 loss/gain/transfer and rebuild/overhaul reports on most of your gear are no more. Most commo and electronics items have dropped the requirement for DA Forms 2408-9 in Appendix E.



No matter what type equipment you have, go through all the appendixes carefully. You'll see new codes, new addresses and new explanations. The headshed added—and dropped—lots of equipment in Appendixes C and E.

These are some of the changes in the revised TM 38-750 but you'll find many more. So get out your new TM 38-750 and start comparing the required forms—and how you fill 'em out—with your logbook records.





**GO-NO-GO**  
on a  
**NO-GO**

**CONNIE'S PM PALAVER PROGRAM**  
ON THE AIR



When is a cancellation not a cancellation? When it's the go-ahead on getting an item outside regular supply channels.

Double-talk? No way. Most C status rejection codes tell you to forget the item or try again with more information, better authorization or whatever. But 2 of those codes, CP and CW, actually get you the item.

When you get a CP and CW status card back from the headshed, it doesn't mean forget the request. CP or CW gives your support the OK to go out and buy the item for you. Just who does the buying—and how—depends on what type unit you're in and whether you're in CONUS or overseas.

After a CP or CW status card comes in, close out that document number on the DA Form 2064. Pull out all the status cards on that request—except the last one with the CP or CW code—and trashcan them.

Prepare a new DA Form 2765 request. Put your advice code in Block 22. It's 2A, the one referred to by CW and CP. 2A says you've tried, but can't get, make or cannabilize the item at your level.

If so, require... mit n... tio... appropriate... e and sig...

code other than D or M.

**C N** Rejected. Source of supply is local manufacture, fabrication, or authorized cannibalization.

**C P** Rejected. Source of supply is local procurement. If not available locally, submit a new requisition with advice code 2A citing appropriate funds.

**C Q** Rejected. Item requested is command or service regulated or controlled. Requisition through appropriate channels. For Army: This includes absence of, or incorrect citation of, MTOE, TDA, CTDA, or CTA. For Air Force: This includes absence of, or incorrect citation of, MTOE, TDA, CTDA, or CTA. For Navy: This includes absence of, or incorrect citation of, MTOE, TDA, CTDA, or CTA. For Marine Corps: This includes absence of, or incorrect citation of, MTOE, TDA, CTDA, or CTA. For Coast Guard: This includes absence of, or incorrect citation of, MTOE, TDA, CTDA, or CTA.

**C R** Rejected. Item prematurely requisitioned. The effective date for requisitioning is contained in card columns 70 through 73.

**C W** Rejected. Item not available either from stock or from excess/surplus. Local procurement is authorized for this requisition only. If item cannot be locally procured, submit new requisition using Advice Code 2A.

**C X** Rejected. Unable to identify the bill-to and/or ship-to address designated by the signal code.

**C Y** Rejected. Item coded "Inactivated" and requires procurement action. Item in unit's inventory should be furnished to the unit.

**CP AND CW REJECTIONS ARE A GO-AHEAD FOR LOCAL PURCHASE**

DA FORM 2765, 1 APR 76

730264143740199 62475

LOCAL PURCHASE

ADVICE 23  
22

2A

85 66 67 1  
1 2 3 4



Write LOCAL PURCHASE in Block O. Attach a copy of the CW or CP status card to your new request and drop it on your support. Support will try to get the item for you locally.



For CW status codes, that procedure applies to that request and that request only. If you need the same item next week, you must get a new CW card on that request.

Items coded L in the Acquisition Advice Code (AAC) column of your Army Master Data File (AMDF) work a little differently.

L—and K for CONUS units only—coded items in the AAC column of the AMDF are automatically OK'ed for local purchase.

You do not need a cancellation before your support can buy the item for you.

Course, some L's and K's are stocked at self-service supply centers (SSSC). Check there first, if you've got one at your installation.

If your SSSC does not carry the item, put in a request for it. Write LOCAL PURCHASE in Block O of the DA 2765 and pass it to support.



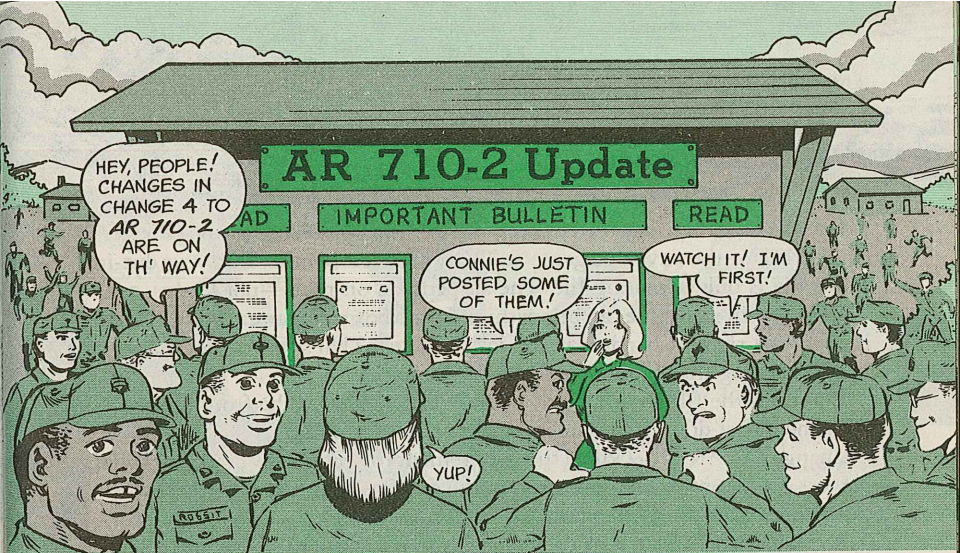
In that case you go your regular supply routes for the item. Put in a regular DA 2765. But, make sure you put advice code 2A—explaining that the item is not available by local purchase—in Block 22.

Your request may take a while but you'll get it through your usual channels.



| ROW              | E   | COLUMN | 18  | A   | Q    | UI  | UNIT |
|------------------|-----|--------|-----|-----|------|-----|------|
| A                | C   | T      | FSC | NSN | ADDL | SOS | EA   |
| 6130-00-007-1318 | S9C | L      | Z   | EA  | E    |     |      |
| 5975-00-007-1319 | S9C | J      | D   | EA  | E    |     |      |
| 5975-00-007-1320 | S9C | L      | L   | EA  | E    |     |      |
| 6130-00-007-1321 | S9C | L      | L   | EA  | E    |     |      |
| 8915-00-007-1324 | S9C | L      | L   | EA  | E    |     |      |
| 8915-00-007-1325 | S9C | L      | L   | EA  | E    |     |      |
| 8915-00-007-1329 | S9C | L      | L   | EA  | E    |     |      |
| 5935-00-007-1944 | S9E | L      | Z   | EA  | E    |     |      |
| 5910-00-007-1948 | S9E | L      | Z   | EA  | E    |     |      |
| 5910-00-007-1959 | S9E | L      | Z   | EA  | E    |     |      |
| 5925-00-007-1960 | S9E | L      | Z   | EA  | E    |     |      |
| 5930-00-007-1963 | S9E | L      | Z   | EA  | E    |     |      |
| 5945-00-007-1964 | S9E | L      | Z   | EA  | E    |     |      |
| 5961-00-007-1981 | S9E | L      | Z   | EA  | E    |     |      |
| 5930-00-007-1999 | S9E | L      | Z   | EA  | E    |     |      |
| 5910-00-007-2000 | S9E | L      | Z   | EA  | E    |     |      |
| 5910-00-007-2001 | S9E | L      | Z   | EA  | E    |     |      |
| 5910-00-007-2002 | S9E | L      | Z   | EA  | E    |     |      |
| 5910-00-007-2003 | S9E | L      | Z   | EA  | E    |     |      |

L'S ARE AN AUTOMATIC LOCAL PURCHASE—USUALLY



Change 4 to AR 710-2 needs a little fixing on the instructions for DA Forms 3328 and 3329.

On page 2-47, DA Form 3328 instructions, look at the ABAC entry explanation. Change Budget Activity Code "A thru Y" to "A thru Q" and CB 700-20 to SB 700-20.

On page 2-49, DA 3329 instructions, the item description now goes in the item noun block.

Move the entries required below the item noun/stock number/line item number blocks to the item description block: RICC, ABAC, 2406 entry, sensitive/pilferable code. Add the Logistics Control Code (LCC) from SB 700-20 for RICC I items (pencil entry) to that list.

**DA FORM 3329** FEB 78  
ISSUES DA FORM 3329 WHICH IS OBSOLETE

**INSTALLATION PROPERTY RECORD** STOCK NUMBER

For use of this form, see AR 710-2, the responsible agency is the Office of the Deputy Chief of Staff for Logistics.

ORGANIZATION OR ACTIVITY: \_\_\_\_\_ UNIT IDENTIFICATION CODE: \_\_\_\_\_ AUTHORITY: \_\_\_\_\_

ITEM DESCRIPTION: **RICC LCC ABAC 2406 S/P** UNIT: \_\_\_\_\_ REQUIRED ALLOWANCE NUMBER: \_\_\_\_\_

ITEM NOUN: **M880 1 1/4-TON TRUCK**

**MOVE SPECIAL CODE ENTRIES FROM BELOW DOTTED LINE TO ITEM DESCRIPTION BLOCK**

7

Move the publications data entry to the stock number block at the top of the form. You'll need both the pub and NSN in that block now.

A DA message is on the way covering these changes and a lot more in Change 4 to AR 710-2. It'll reach you through your pinpoint account. Watch for it! The message number is DALO-SMS 231430Z Sep 77.

For Your Status Cards . . .

## The Un-Suspenseful File

Lots of things are supposed to keep you in suspense—like the latest thriller-chiller flick or the envelope game at TV awards ceremonies. But, your due-in status file is only a waiting file. The suspense is on parts—not you!

Your due-in status file can be anything from a box to a drawer. You can leave it open and right at hand or under lock and key. That's up to you.

But, keeping that file is strictly by the book.

You keep the file in document number order. Start at the front of the file with the oldest document number and work to the back.

Change 4 to AR 710-2 killed the requirement to keep a copy of your original request on file. Now you put cards in the due-in status file only when status cards come back on the request.

As status cards (AE1, AS1 or whatever) arrive, write the expected delivery date of the item in column j of the document register. Then file the status card behind any earlier status cards on that request:

**DOCUMENT REGISTER FOR SUPPLY ACTIONS**

ORGANIZATION/ACTIVITY: 2104 406310  
 2104 406310  
 2104 406310

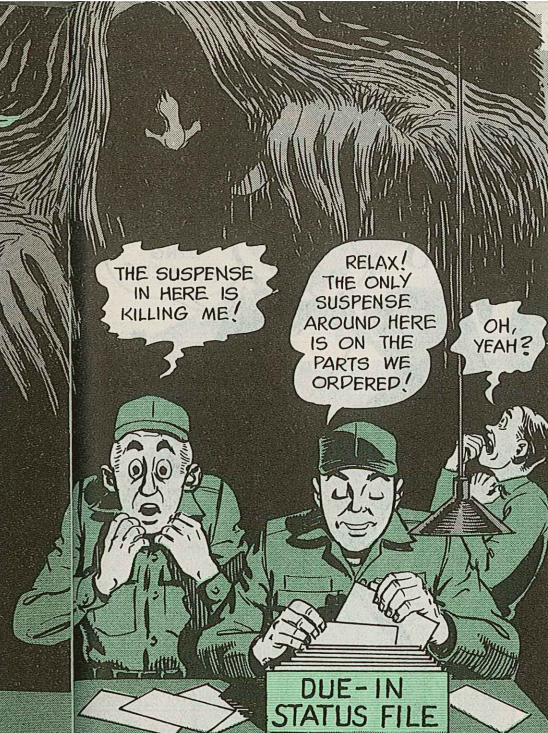
UNIT IDENTIFICATION CODE: 2104 406310

DATE (DAY, MONTH, YEAR)

| PRIORITY AND DATE | DOCUMENT SERIAL NO. | CONTROL NUMBER | REMARKS                   | SUPP ACTIVITY | QTY REQ | REC OR TURNED IN | QTY DUE IN | DATE COMPL. | MISC |
|-------------------|---------------------|----------------|---------------------------|---------------|---------|------------------|------------|-------------|------|
| 4/1/71            | 1217                |                | 6-14-76 WGR FOR THE 11449 | SP7           | 76      |                  |            |             |      |
| 7/1/71            | 452                 |                | 7-15-71 IS THE 68129      | ABC           | 21      |                  |            |             |      |
| 14/8045           | 0003                |                | 5820-00-892-0365          | KIT           | 3       |                  |            |             |      |

DA FORM 2064, 1 MAR 62

**THE ESTIMATED DELIVERY DATE ON THE LATEST STATUS CARD GOES IN PENCIL IN COLUMN J OF YOUR DOCUMENT REGISTER ENTRY FOR THAT ITEM**



After you receive the part, put the Julian date when the item arrived in column i of the document register. Go through the due-in status file and clean out all forms on the request. That last step is crucial. Make it an automatic action so you don't try to follow-up on items you already have.

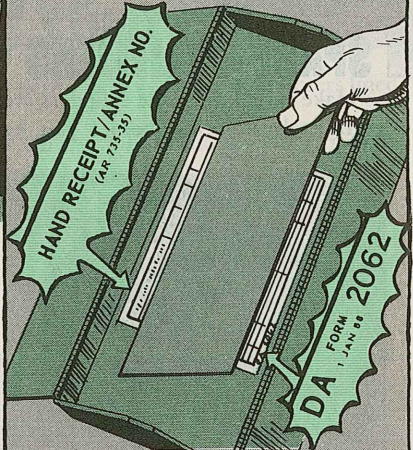
If your request is cancelled, put the status code and the Julian date of the cancellation in column i of the document register. Then pull all the status cards on the request from the file and trashcan them.

Regular checks through the file and a good system take the suspense out of the file and put it back where it belongs—on the request.

## Keeping a 'Lid' on Tools



Dear Editor,  
 We maintain a DA Form 2062, Hand Receipt with all tools, sets, kits and outfits. We place the form under a piece of cardboard at the bottom of the toolbox where it stays grease-free and handy. The mechanic can now



inventory his own tools on a regular basis without hassle. Our tool accountability has improved 100 percent.

SSG Daniel R. Babbitt  
 APO New York 09139

(Ed Note: Sounds good. Thanks for the tip. One caution, tho. Be sure it's your copy of the 2062. The original has to be on file.)

M107/M110/M110A1 ...

# MAINTENANCE

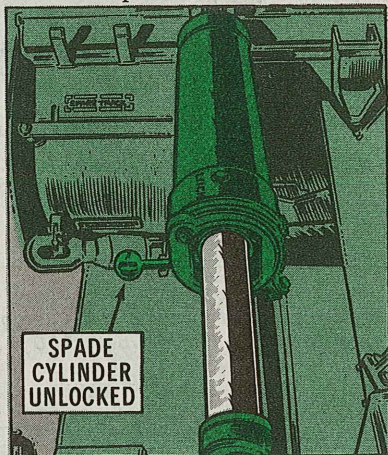
# TIPS

FIREPOWER

HAVING PROBLEMS WITH YOUR LONG SHOOTER?

## SPADE CYLINDERS

Make sure both spade cylinders are completely unlocked before you let down the spade.



SPADE CYLINDER UNLOCKED

If you let it down with one of the spade cylinders partly locked, the locking ears on the spade cylinder break off.

WHISS-SSST!!  
GATHER 'ROUND,  
LADS...

...CONNIE AND I HAVE  
SOME PM TIPS THAT  
WILL HELP YOU BIG  
BOOMERS!

## HOW TO STORE

Forget that old motor pool number where you have the Long Shooters lined up with their tubes out of battery.

True, that's the way they have to be before you can move them from one place to another, but they should never be left overnight that way.

FOINE, ME LAD... YE'VE GOT YER GUN TUBE IN BATTERY,  
BUT DON'T OVERLOOK APPLIN'  
TH' TRAVEL LOCK NOW!

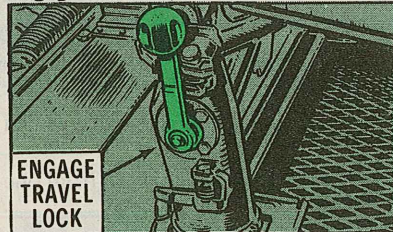
...AND MAKE SURE  
THE SPADE IS UP  
AND LOCKED!!

For storage, the gun tube must be in battery, with travel lock applied and the spade up and locked.

You need to relieve the 1,600 to 2,400-lb pressure in the hydraulic system before you shut down for the night. Do this the way it says in 38/138 on page 2-21 of your TM 9-2300-216-10 (Jul 77).

When you want to get started in the morning, make sure the travel lock is securely fastened, build up the hydraulic pressure, and move the tube out of battery (except the M110) with the cycle retracting valve.

Remember: The travel lock must be engaged before you move the vehicle.



ENGAGE TRAVEL LOCK

If the travel lock (and also the gun barrel travel lock on the M107) is not engaged, the seals in the stuffing boxes can get damaged.

On vehicles with 2-position travel lock, use the long travel lock only for traveling. The short travel lock is for securing the mount during cannon removal, transport, shipping and storage.

SHORT TRAVEL LOCK

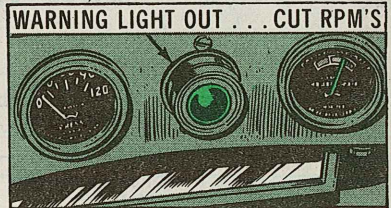
LONG TRAVEL LOCK



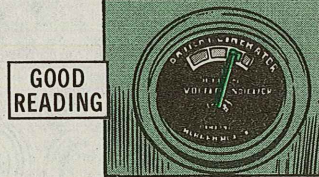
## SLOW REGULATOR

The solid state regulator on your vehicle does not come up to charge right away, and that can fool you. Here's what you have to do:

Start the engine and idle at about 1,200-1,400 RPM until your generator warning light goes out (about 2-3 seconds).



When that happens, cut your RPM's down to 700-750 and your regulator should work OK and give a good reading on the battery generator indicator.

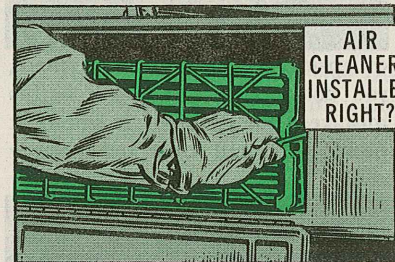


A lot of drivers report a bad regulator (or generator) because the battery generator indicator stays in the red when they idle the engine at 700-750 without first giving it a spurt at 1,200-1,400 RPM.



## AIR CLEANERS

It's real easy to install the engine air cleaners wrong unless MWO 9-2350-238-40/1 and MWO 9-2300-216-30/33 have been applied to your Long Shooters.

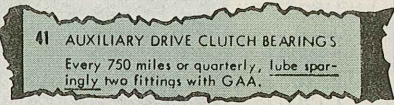


When the air cleaners are in wrong, dirty air from the outside by-passes the filters and all kinds of crud gets sucked into the turbocharger. There's not much space between the blower housing and the rotors and it takes very little grit to do bad damage to the blower and engine. Make sure the air cleaners are installed so all the air entering the engine goes thru them.

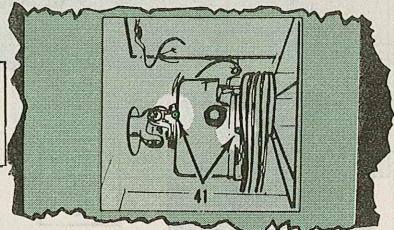


## LUBE SPARINGLY

Item 41 on page 13 of your LO 9-2300-216-12 (May 77) says the auxiliary drive clutch bearings need to be lubed every 750 miles or quarterly. The word in the LO is "lube sparingly two fittings with GAA."



### LUBE SPARINGLY!



The trouble with this is that nobody knows what "sparingly" means. Some people put in so much lube they blow the seal.

The head shed says that 2 short squirts from a hand pump gun will give you plenty of lube.

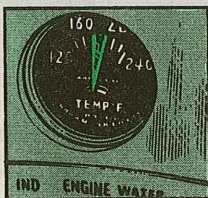
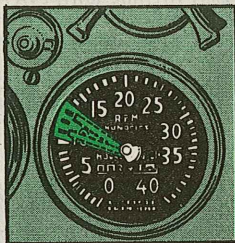
The Code "B" vehicles (see Note on page 1 of your LO) won't have this problem because they have the new type clutch on which the lube fittings have been eliminated.



## AFTER- OPERATION COOLING

When you're shutting down your vehicle, always take 3 to 5 minutes and run the engine at 1,000 to 1,200 RPM to cool it to 170°-186° F.

1000  
1200  
RPM



170°F  
TO  
186°F

If you skip this, you're letting your vehicle in for burned or warped valves, lubricating oil breakdown, overheated pistons and bearings, or pistons seizing in the cylinders.

Check coolant level often. Remember, you've got 2 radiators.

After adding coolant, run the engine for at least 5 minutes and then recheck coolant level.

OH, MY  
ACHING  
BEARINGS...

LOOK WOT  
YE'VE DONE!

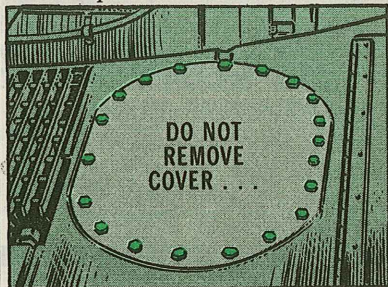
WHAT'S BUGGING  
THEM TWO,  
CONNIE?

DID YOU IDLE TO  
COOL HIS ENGINE  
BEFORE SHUTDOWN?

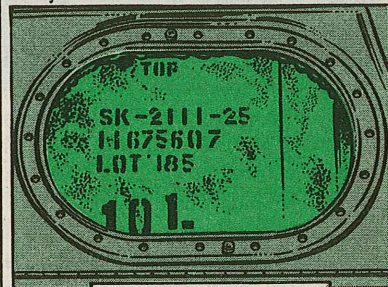
END

## FUEL CELLS

Code "B" vehicles have fuel cells with a nylon filler installed. This filler keeps the fuel from sloshing around and keeps the cell bladder from



collapsing. It is supposed to be there; you don't remove it. Some outfits mistake it for a temporary shipment packing and pull it out and throw it away.



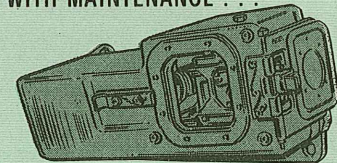
... LEAVE FILLER IN

## AN/VVG-1 Range Finder Tools



IF OL' KNUCKLE-  
BUSTER WOULD ONLY  
CHECK **NOTE 2** IN  
**CTA 50-970** (Jul 74),  
WE'D SOON HAVE  
NO PROBLEM!

NEW TOOLS CAN HELP  
WITH MAINTENANCE...








... ON RANGE FINDER

Having problems with the organizational maintenance on the AN/VVG-1 laser range finder mounted on your M551 Sheridan?

Well, no wonder! You need these new tools.

They'll be showing up in your -20P one of these days. In the meantime they're authorized by CTA 50-970 (Jul 74), Note 2.

| TOOL                                                                                                                                 | NSN              | USED FOR                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------|
| <br>Tie rod assembly, handle                      | 4931-00-138-5899 | Handling the R/T unit                                                          |
| <br>Handle (2 ea req)                             | 4931-00-138-5902 | Handling the R/T unit                                                          |
| <br>Eye bolts (2 ea req)                        | 5306-00-113-3767 | To attach to tie rod assy, for removal of R/T with a hoist.                    |
| <br>Boot removal tool                           | 4931-00-138-5901 | To remove and install rubber switch boots on R/T and commander's control unit. |
| <br>1/8-in hex wrench<br>(For socket capscrews) | 5120-00-138-5900 | To remove commander's control and eye lens from R/T before R/T is unbolted.    |

M48 and M60  
Warning ...

# Watch Out for Tank Twitch

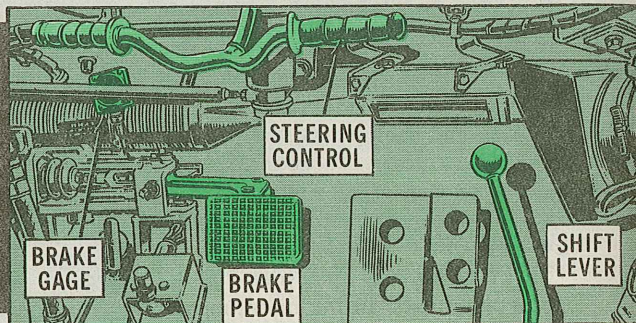
WHAT HAPPENED TO BILL?

HE GOT PINCHED BY AN M60 TWITCH!

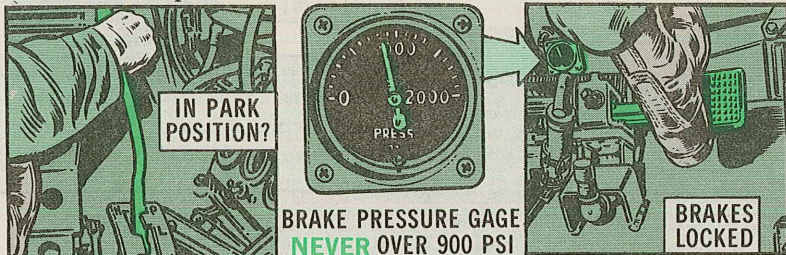


Some M48- and M60-series tanks may give a little "twitch" or even go into

**KNOW YOUR CONTROLS**



a neutral steer pivot with the transmission in Park and the brakes locked.



That could be a real bummer in close quarters or a slave-starting situation.

Here's what can happen with the tank engine running, the transmission in Park and the brakes locked and pumped up:

If the steering wheel or bar (depending on the series) is moved, a high engine idle speed or accidental RPM boost could produce enough power to override the brakes. If the steering bar is held, it'll even go into a neutral steer turn.

Possible causes include engine speed too-high, wrong adjustments on transmissions and/or brakes, or brake hydraulics losing pressure.

TO PREVENT "HOP" OR "TWITCH" ACCIDENTS, WATCH THESE...

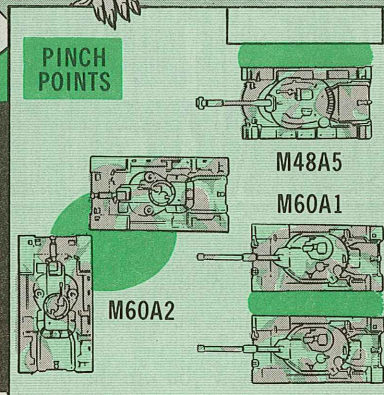
...JUST COVERING ONE OR TWO POINTS WON'T HACK IT!

IT TAKES ALL THREE TO PROTECT LIFE, LIMB AND PROPERTY!



1. "Right On" PM on transmission and brakes, to include correct adjustment.
2. Drivers keeping idle RPM where it should be, following -10 TM instructions and hands off the steering when parked.
3. Troops keeping away from possible "pinch points" between 2 vehicles or one vehicle and any stationary object when an engine is running.

**PINCH POINTS**

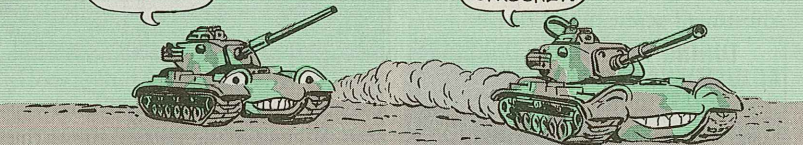


M60 Tank Family ...

# Sprocket Mix

LOOKIT HIM MOVE...

GOT MY THICKER SPROCKET!

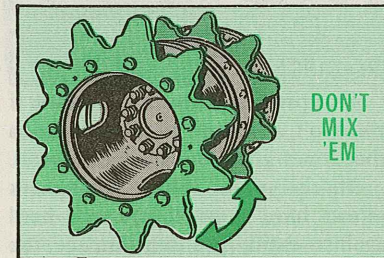


A thicker 1 7/8-in final drive sprocket (NSN 3020-00-252-5637 and P/N 11637173) is in the supply system.

The thicker sprocket should increase service life for itself and the end connectors.

But the old sprockets, 1 1/2-in thick (NSN 3020-00-318-0229 and P/N 8671597) will be issued until they're all gone.

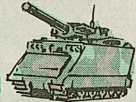
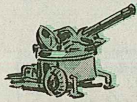
So you gotta watch out: You can mix the 2 kinds of sprockets on the same tank. But don't mix a wide and narrow sprocket on the same final drive assembly.



**DON'T MIX 'EM**

Vulcan M163, M167 ...

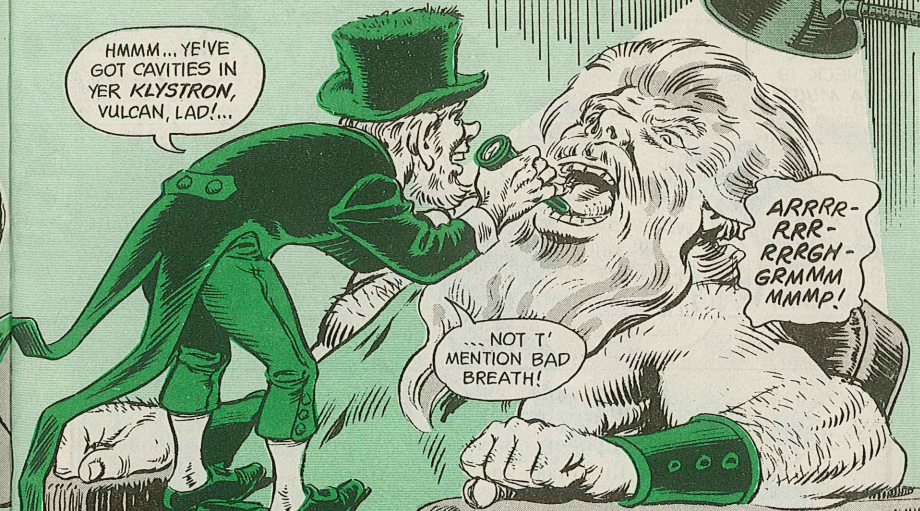
# WATCH THOSE CAVITIES!



YEH, BONNIE--  
TIM IS CHECKIN'  
OUT VULCAN'S  
CAVITY ADJUST-  
MENT SCREW!



HMMM... YE'VE  
GOT CAVITIES IN  
YER KLYSTRON,  
VULCAN, LAD!...



ARRRR-  
RRR-  
RRGH-  
GRMMM  
MMMP!

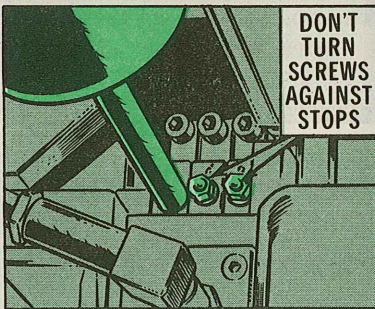
... NOT T'  
MENTION BAD  
BREATH!

The cavity adjustment screws on Unit #2 (receiver-transmitter) of your Vulcan AN/VPS-2 radar set can make cavities in the RT's klystron if you don't turn 'em right.

It's all in how you use the tuning tool.

First off, follow the procedures for changing radar frequencies in the -10 TM's for the M163 and M167. When you put the tuning tool on the adjustment screw, press down.

klystron. Most critical areas are when you're tuning for Channel 1 or 6.



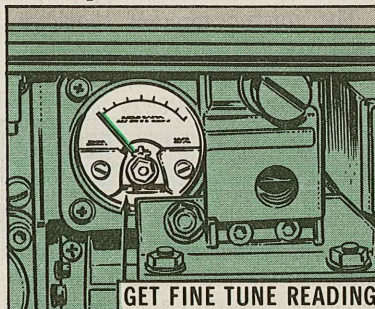
TUNING TOOL ON  
ADJUSTMENT SCREW ...  
PRESS DOWN



That press-down bit is important. If you don't, and if you turn way down on the screws, you'll damage the klystron.

Another point: Those adjustment screws have stops. If you turn hard against them, you can damage the

All you're after on the tuning tool is a coarse reading on the channel you need. When the tuning tool shows the channel, then get your fine reading on the RF power meter.

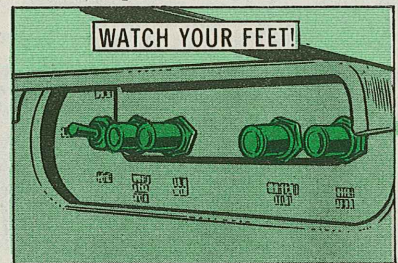


GET FINE TUNE READING

## No Footpath

Your feet are neat when you keep them attached to your ankles and put 'em down easy on a flat surface. But, using the distribution box or the power supply (Unit #5) as a step or a snag point will bust up the breakers on those components.

WATCH YOUR FEET!



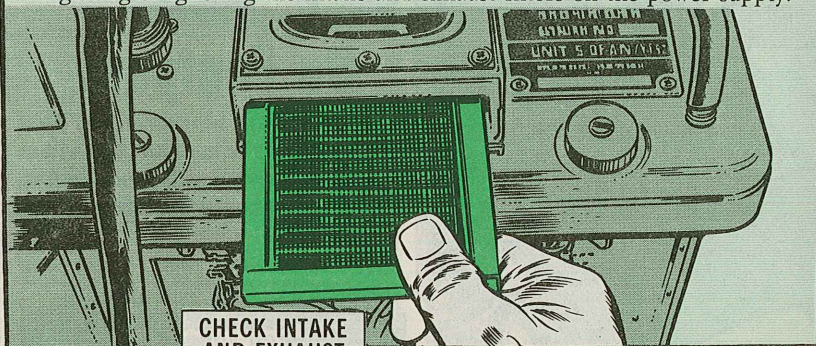
It's tight getting in, out or around in a track, and a foot will just naturally reach for the nearest support. However, you've gotta control it long enough to keep from snagging delicate knobs and switches and causing damage and repair downtime.

A WEEKLY  
FILTER  
CHECK IS  
A MUST!

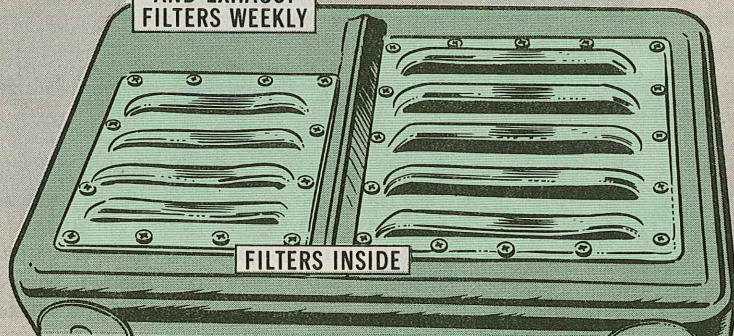
WHSSSSST!  
... AN' WHEN  
DID YE LAST  
CLEAN THIS  
FILTER, MR.  
VULCAN?

## Check the Filters

Filters in radar set components must be checked weekly, but some troops are forgetting or ignoring the intake and exhaust filters on the power supply.



CHECK INTAKE  
AND EXHAUST  
FILTERS WEEKLY

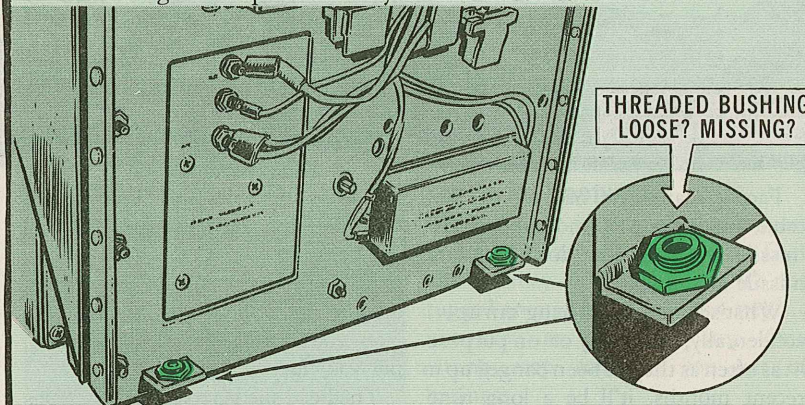


FILTERS INSIDE

That's bad news, because the power supply overheats and fails. The weekly check is a must. If you've got dusty conditions, a daily check also is a must.

## PP Bushings

You've got another problem with the power supply and some of the other units. The machine thread bushings (or guides) at the bottom of the chassis must be snug and in place before you slide the chassis into its case.



If the bushings are loose or missing, the chassis will shake during transport because the guide pins are loose. In that case, wires will shake loose and even short out. Also, you can break the guide rails.

When you remove a chassis, check the bushings. It'll pay off.

## Ammo Links



Ammunition links on the deck of your Vulcan can mean bad news for commo cables. The links find hiding places where the cables nestle, and when the turret slews . . . crunch! Chalk up a cable.

They're not easy to see, but make an effort to get those links out.

BEND A KNIFE AND  
SAVE A CABLE!

# KEEP THAT CABLE ABLE!



TLC IS THE ONLY WAY...

Face it, man. If you bang up the W2 cable on your APC-mounted TOW missile system, you don't have a missile system.

What's worse, if you bang 'em up . . . accidentally, carelessly or on purpose . . . as often as they've been banged up in recent months, it'll be a long time before you have an operating missile system.

Fact: The W2 cable, NSN 1450-00-025-4755 (from the J1 jack on the MGS to the pedestal), is zilch in the supply system. Zero Balance. Even a

hundreds of cables in a year's time, you're talking big money.

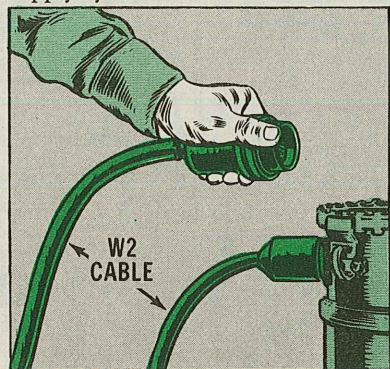
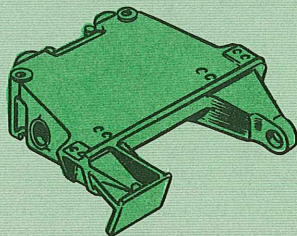
There's an MWO in the works that'll help the problem somewhat, but the major help is going to come from you . . . where you aim your eyes, put your feet or your hands.

The head shed is trying to get cables in the supply system soonest, but you can cool the situation permanently by taking care of the cables you have . . . or the replacements you get.

Here are some ways to do it:

## Bracket Eyeball

First off, when you raise or lower the pedestal assembly (be extra careful on raising it), eyeball the cable when it gets near the locking bracket of the M233E1 mounting kit. The bracket attaches to the underside of the APC roof.

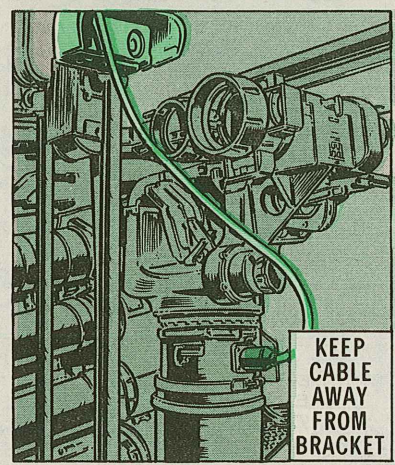
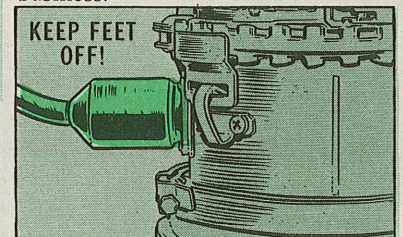


substitute cable, used to fill some requisitions, is long gone.

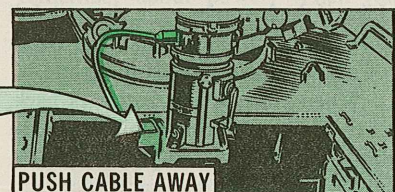
The cables go at \$331 a piece, which ain't hay. When you multiply that by

## Footwork

Your foot is one of the biggest potential hazards to the cable. That old W2 may look rugged, but it's not rugged enough to be used as a step . . . not even an accidental step. One wrong step can put you out of business.



The arm of the bracket (on the cable side of the pedestal) may snag the cable. If it does, you may chalk up one cable.



So, push the cable out of the way. Since raising or lowering the pedestal is a 2-man job, one of you can take the second or so needed to clear the cable.

## No Handhold

Another point: The cable's not a handhold, booster-upper or whatever. Put a little strongarm on the cable and you can damage connectors, jacks (even on the MGS and pedestal), plus the cable itself.

Overall, it's up to you to prevent unnecessary damage, and you surely know when something you're about to do may damage it.

As the story said in the beginning, without that cable, you don't have a missile system. In more ways than one, that could get hairy.

# TOW BATTERY CHARGE

OK, LET'S PUT THE BATTERY IN AND GO!

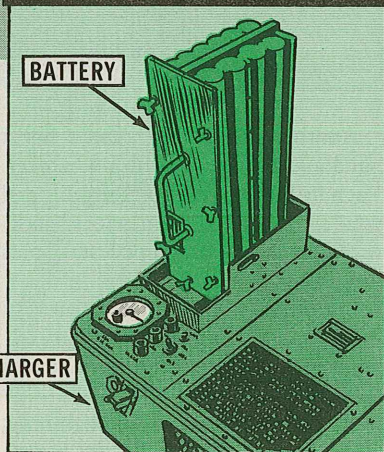
RIGHT, SARGE, GIVE ME THAT RECHARGED BATTERY, JONES!

UHP... WELL, ER... YOU'LL HAVE TO WAIT TWO MORE HOURS...

Y'SEE-- I FORGOT AND REMOVED IT FROM THE CHARGER BEFORE IT WAS FULLY CHARGED!

Whoa there, troop!  
Do not remove the TOW missile system batteries from your PP-4884 battery charger if:

1. The charger power goes out.
2. If you have to shut the charger down for some good reason.



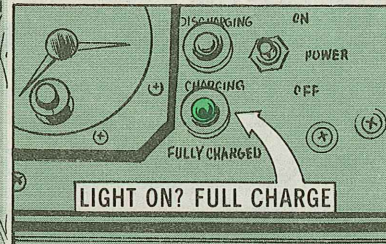
If power goes out, let the batteries stay where they are.

URG!  
THERE'S ALWAYS ONE IN EVERY OUTFIT!

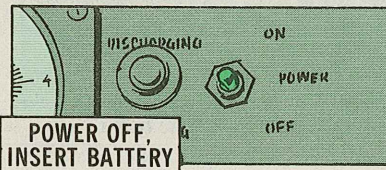
Reason: If you take 'em out and then put 'em back in, you lose all the charging cycle time you have on them. Like, if the batteries went through full discharge cycle and picked up 2 hours of charge, you'd lose all that time.

When you put the batteries back, they go through the whole discharge bit again. However, if you leave them in the charger until power comes back, the charger picks up right where it left off. If you had 2 hours charge, you keep it... and the battery's fully charged in another 2 hours.

That way, you get the green, FULLY CHARGED indicator light a lot quicker. Remove the battery and get it back to the unit... and get to charging your next battery.



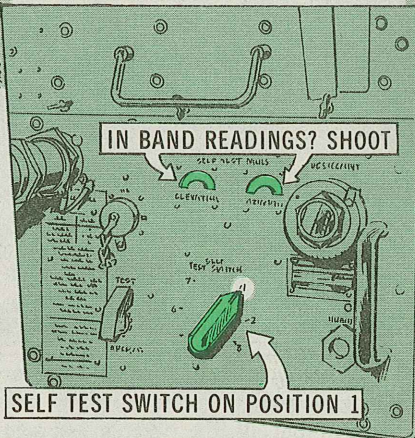
There's a clue or 2 in TM 9-6130-470-12 (Dec 75) on interrupted power. Another thing you should remember about power: When you place a battery in the charger, be sure the power switch is off. If it's on you can damage the charger or battery... and maybe even set both of them on fire.



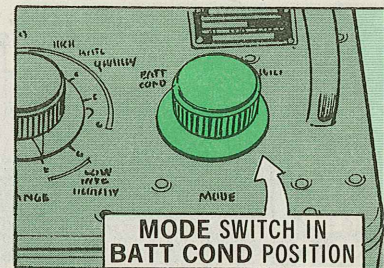
## Charge Needed?

TOW crews can use their batteries until the MGS Self Test says otherwise. It saves unnecessary charging.

Put the MGS Self Test switch on Position 1 and if you get in-band readings on the AZIMUTH and ELEVATION meters, fire away.



If you're using the M70 trainer, put the console's MODE switch on BATT COND position. If you score anywhere in the green, you're OK.



The idea is, if the battery passes the self tests, use it up. Don't get it charged until it fails the tests.

## Redeye BCU Care



When your Redeye missile system battery coolant units (BCU's) are stored out of the weapon storage container, extra PM is the only thing that'll keep them from turning into useless junk.



SO, IF YOUR UNIT SOP IS TO STORE THE WEAPON AND THE BCU'S SEPARATELY, DO THIS...

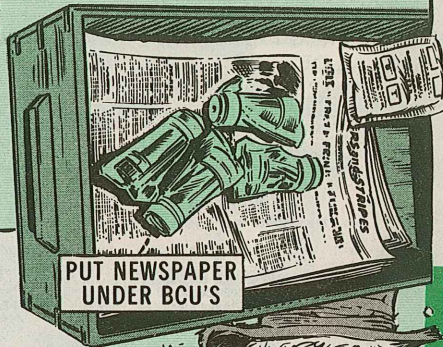


Keep the BCU's in their plastic bags. If the bags are gone, wrap each BCU in plastic before you store it.

Pad each layer of BCU's (use newspaper, packing material NSN 8135-00-808-6446, or what have you).

Whether you store them in covered ammo boxes or something as elaborate as your Class 5 weapons container, you should include a dessicant package and a humidity indicator. You can get them from your support or from those listed in CTA 50-970. Use dessicant NSN 6850-00-264-6571.

Check humidity indicator NSN 6685-00-752-8240 at least quarterly. If the indicator turns from blue to pink, replace the dessicant.



The dessicant and the padding are both important. Padding prevents damage. Dessicant prevents moisture damage and corrosion of the BCU contact rings.

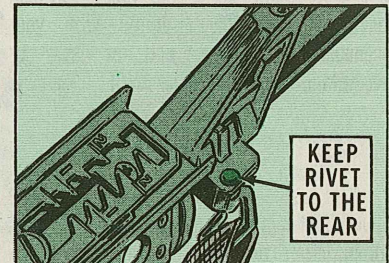
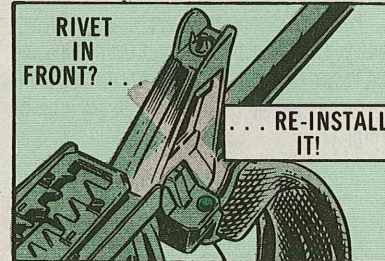
CORROSION OR DAMAGE CAN PUT YOUR REDEYE DOWN WHEN YOU MIGHT NEED IT MOST...

O, MY ACHIN' SWIVEL ...

## M203 Sling Ding



When you put the front swivel the mount. The swivel has free play to move to the rear.



That way, when you tighten the sling, you won't damage the swivel or the mount.

# PUBS



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Oct 77), TMs, TB's, etc; DA Pam 310-6 (Jul 77) and Ch 1 (Oct 77), SO's and SM's and DA Pam (O) 310-9 (Nov 75), COM-SEC pubs.

## TECHNICAL MANUALS

Ch 3, TM 9-2330-205-14 Oct Trailer: Gen, 2 1/2-Ton M200A1  
Ch 1, TM 9-2350-247-10 Oct M548 Carrier  
TM 11-5815-205-24P Oct AN/MGC-17 Teletypewriter Central Office  
Ch 6, TM 11-5815-332-15 Oct AN-VSC-3

Radio Teletypewriter  
Ch 6, TM 11-5820-498-12 Sep AN/VRC-53, -64, AN/GRC-125, -160 Radio Sets and OA-3633(J)/GRC Amplifier-Power Supply Groups  
Ch 6, TM 11-5820-667-12 Oct AN/PRC-77 Radio Set  
TM 11-5820-805-24P Aug AN/GRR-23, -24 Radio Receivers  
Ch 1, TM 11-5840-208-10 Nov AN/MPO-4A Radar Set  
TM 11-6140-203-20P-3 Oct Nonaircraft Nickel-Cadmium Batteries  
TM 11-6625-586-24P Oct AN/URM-103 Signal Generator

## MISCELLANEOUS

FM 44-1625 Oct ADA, Senior Sgt

FM 55-67W/CM Aug Aircraft Quality Control Supervisor  
FM 55-67W3/4 Aug Aircraft Quality Control Supervisor  
FM 55-68F Aug Aircraft Electrical/Electronic Instru Repairer  
SC 5180-90-CL-NO-1 Oct TE 50-B Tool Kit, Teletypewriter Repair  
SC 5180-91-CL-R47 Oct Electronic Eqp't TK-186 (Solderless Connections)  
SC 5180-91-CL-R48 Oct Electronic Eqp't TK-187 (Satellite Commo)  
TB 43-0142 Nov Safety Inspect, Test Lifting Devices  
TB 55-1500-200-10-18 Nov Inspect Oil Cooler Blower Assemblies  
TC 44-3-2 Jul Maint Tips—Chap/Vulcan Platoon Ldr

## The AMDF Rules

Watch it when you order an item from a parts manual. Before you make out a request, check the class of supply—Supply Category of Materiel Code (SCMC) column—for that item on the AMDF.

There's been a change in policy. Now, when the parts manual disagrees with the SCMC, the AMDF rules.

So no matter how the parts manual carries an item—as a repair part or housekeeping-type supply or tool—check the AMDF. In fact, anytime the AMDF disagrees with your manuals—NSN, class, unit of issue or recoverability—go with the AMDF.

## Your Mail 'Bounces'

A lot of soldiers write to PS Magazine. A few give their name and address in handwriting. Often letters to them "bounce" back to PS because Connie and Bonnie can't read their handwriting. So, print or type your name and address. That way you'll be sure to get a reply.

## Pin-Point Write-ins

You can add 17 commo-electronics equipment items to your DA Form 12-51 pin-point subscription order. See the St. Louis Pubs Center's letter dated 23 Nov 77 for details.

## For "Big Guns"

You troops who shoot or maintain any kind of gun tube need to have TM 9-1000-202-14 (Nov 76), Evaluation of Cannon Tubes. It covers guns, howitzers, mortars and recoilless rifles.

## Road Spot Checks

Road checks, who needs 'em? But, you got 'em, and you can beat inspectors at their own game. DA Poster 750-69 shows the most common faults inspectors look for. Your unit can get it on DA Form 17.

## Mast-ake

You won't get an AB-35 mast section with the NSN in TM 11-5820-348-15 (May 66) and -25P (May 69). It's been changed to NSN 5985-00-240-3723.

# JOE'S DOPE

HALLOO OUT THERE, TROOPS--

WELCOME ABOARD THIS MONTH'S FULL COLOR SECTION OF OUR MAG!!

MANY OF YE YOUNGER READERS OF PS HAVE INQUIRED AS TO TH' SIGNIFICANCE O' THIS TITLE... "JOE'S DOPE" SO...



TH' GANG HAS DELEGATED ME, TIM DEE, T' EXPLAIN...

PRIVATE JOE DOPE WUZ A LIKEABLE CHAP WHO HUNG 'ROUND THESE PARTS DURING EARLY ISSUES O' THIS PUB...

WHY IS HE NO LONGER WITH US? WELL, READ ON...



IT'S NOT JUST DOING IT...

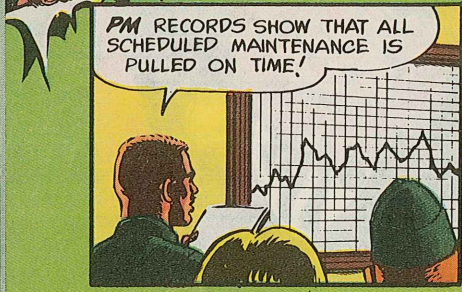
# IT'S DOING IT RIGHT!



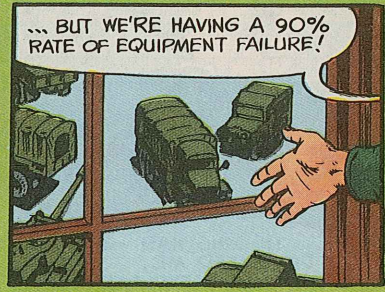


ONE DAY, MANY YEARS AGO, CONNIE AN' HALF-MAST GOT A HURRY UP CALL TO REPORT TO THE OL' MAN...

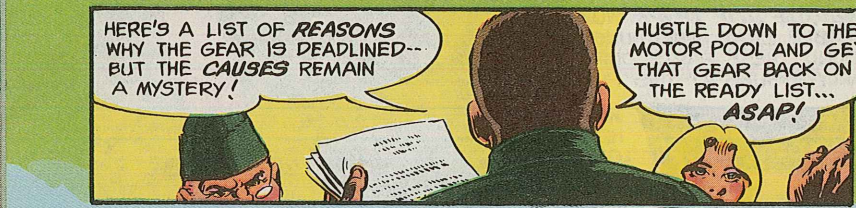
SO THAT'S THE STORY...! SOMETHING PECULIAR IS GOING ON DOWN AT THE MOTOR POOL!



PM RECORDS SHOW THAT ALL SCHEDULED MAINTENANCE IS PULLED ON TIME!

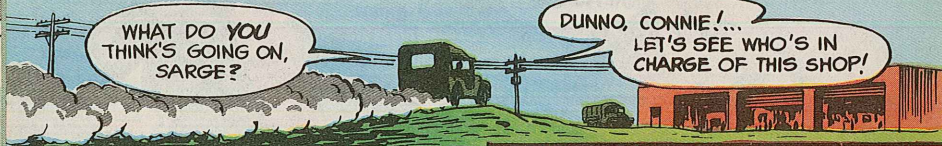


... BUT WE'RE HAVING A 90% RATE OF EQUIPMENT FAILURE!



HERE'S A LIST OF REASONS WHY THE GEAR IS DEADLINED-- BUT THE CAUSES REMAIN A MYSTERY!

HUSTLE DOWN TO THE MOTOR POOL AND GET THAT GEAR BACK ON THE READY LIST... ASAP!



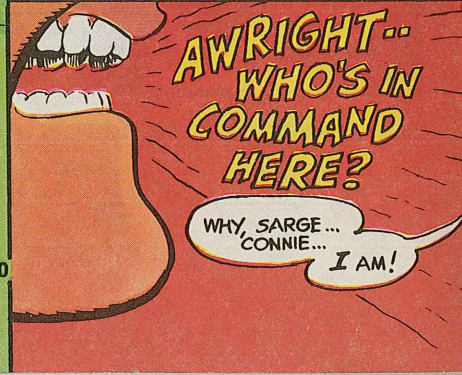
WHAT DO YOU THINK'S GOING ON, SARGE?

PUNNO, CONNIE!... LET'S SEE WHO'S IN CHARGE OF THIS SHOP!



HMMMM... NO ONE'S HERE IN THE OFFICE!

I'LL FIND SOMEONE...



AWRIGHT-- WHO'S IN COMMAND HERE?

WHY, SARGE... CONNIE... I AM!



OH, NO!

IT'S JOE DOPE!

THE SAME!



LEMME GIVE YOU A BIG SMOOCH, CONNIE...

I DON'T B'LIEVE IT!

DOWN, BOY!



JOE DOPE, HOW CAN YOU BE IN CHARGE OF THIS SHOP?...

NO MAINTENANCE CHIEF IN HIS RIGHT MIND WOULD PUT YOU IN CHARGE OF EVEN AN... OUTHOUSE!

TRUE, SARGE...



BUT WHEN ME AN' FOSGNOFF WERE ASSIGNED TO THIS UNIT...

FOSGNOFF-- HE'S HERE TOO?

HI, SARGE... CONNIE!



IT'S GOOD TO SEE YOU, FOGSY!

¿GULP¿

URG!

AS I WUZ SAYIN', SARGE--



EVERYBODY HERE SUDDENLY GOT VIOLENTLY ILL WHEN ME AN' FOGSY ARRIVED...

I GET IT... A GREEN FLU EPIDEMIC, EH?

...SO THAT LEFT ONLY US TWO TO CARRY ON THE PM CHORES!



DON'T BE TOO HARSH WITH THESE LADS, SARGE...

OH, YES... HERE'S MY LATEST POSTER!

GIMME!

ME TOO!

# Joe's Dope Sheet

Let it never be said to your shame  
That the "PM" you pulled was to blame  
For more wear and tear  
Than originally there --  
And the gear that you "helped" is now lame!

B-BUT IF  
TIGHT IS GOOD...  
ISN'T TIGHTER  
BETTER??

WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

JOE--YOU AN' FOSGNOFF ARE UP TO YER OLD WAYS! I KNOW IT!...

B-BUT, SARGE-- WE BEEN DOIN' ALL SCHEDULED PM -- ON TIME!

YEAH!

PREVENTIVE MAINTENANCE IS ACTION TAKEN TO PREVENT EQUIPMENT FAILURE... BUT THE ACTIONS YOU BIRDS TAKE CAUSE EQUIPMENT FAILURE!!

AW, SARGE--

CONNIE -- READ THE OL' MAN'S LIST OF REASONS FOR GEAR FAILURE IN THIS OUTFIT...

SURE!

1 MOISTURE DAMAGE AND SHORT CIRCUITS IN FIRE CONTROL AND ELECTRONICS ...

SHOULD I USE THE HIGH PRESSURE HOSE ON EVERY THING, JOE?

SURE! IT'S ALL DIRTY, AIN'T IT?

2 WEAR, TEAR AND ABRASION OF GEARS, BEARINGS, ETC ...

DON'TCHA WIPE OFF THOSE FITTINGS FIRST, JOE?

NAAHH-- WASTE O' TIME!

3 BLOWN SEALS AND OTHER DAMAGE TO ENGINES AND GEAR CASES ...

HOW MUCH MOTOR OIL SHOULD I ADD?

OH, JES' FILL IT 'TIL IT WON'T TAKE NO MORE!

4 DAMAGE TO FASTENERS AND COMPONENTS ...

HEY, JOE! LEND ME YER 15/64 OPEN END!

DON'T BOTHER ME-- USE YER VISE GRIPS!

HOOD WON'T STAY SHUT--

BAM

TAKE THAT AN' THAT!

5 UNUSUALLY HIGH INCIDENCE OF TIRE FAILURE ...

THEN LET 20 POUNDS OUTTA EACH TIRE!

AIR PRESSURE'S 20 POUNDS HIGH IN EACH TIRE...

6 MYSTERIOUS DAMAGE TO COMPONENTS AND PARTS ...

TH' TM SEZ THAT'S A DS JOB, JOE-- AND SHOULD BE CALIBRATED WIT' A TESTER!!

THIS TRUSTY SCREWDRIVER DOES ALL MY CALIBRATIN', FOGSY!

7 BOLTS AND NUTS TORQUED AT WRONG VALUES ...

DON'TCHA NEED A TORQUE WRENCH FER THOSE BOLTS?

WHAT FER? THEY FEEL JUST TIGHT ENUFF TO ME!

8 UNUSUALLY HIGH INCIDENCE OF FOD ...

HEY, JOE-- YA JUST KICKED A COUPLA 1/4" BOLTS INTA TH' ENGINE FAN!

SO WOT? THEY ONLY COST 2¢ PER!

9 PARTS AND COMPONENTS DAMAGED IN SHIPPING ...

SHOULDN'T WE HAVE SECURED THAT COMMO GEAR-- NOT T'MENTION THOSE STARTERS AN' RELAYS?

WHY? AIN'T WE TAKIN' THIS STUFF TO DS FER REPAIR ANYWAY?



AW, SARGE--EVEN IF WE DIDN'T PULL OUR BRAND OF PM, THE GEAR WOULD EVENTUALLY FAIL ANYHOW!

TRUE...

YEAH!

... BUT AS YOU GOOF-UPS HAVE PROVED, EQUIPMENT ON WHICH CARELESS OR INCORRECT PM IS PULLED FAILS A LOT SOONER!

EQUIPMENT CAN SURVIVE A MOMENTARY POSTPONEMENT OF PM, BUT MISGUIDED ACTIONS CAN KILL IT!

HMMM-- I SEEM TO RECALL YOUR ENLISTMENTS ARE ABOUT UP NOW...

RIGHT! NEXT WEEK--

BUT DON'T WORRY, SARGE! WE'RE BOTH GONNA RE-UP!

I HOPE YOU DO!... BECAUSE I'LL SEE TO IT YOU HAVE PERMANENT KP FOR THE NEXT 4 YEARS!

GULP!

ULP!



... THUSLY DID JOE AN' FOGGY LEAVE TH' ARMY!! WHEN LAST HEARD OF THEY WERE BUSBOYS IN A HACKENSACK DINER!

HALLOO-- WHY THERE GO CONNIE AN' HALF-MAST...

OI MUST DEMONSTRATE ME NEW SKATEBOARD FER THEM!...



HUH?

WHEE!

WHA?!

☆☆\*◎N!! COME BACK, YOU MISBEGOTTEN SON-OF-ERIN... I'LL HAVE YOU DOIN' EXTRA DUTY-- EVEN IF YOU'RE NOT IN THE ARMY!

HAAAAHA!

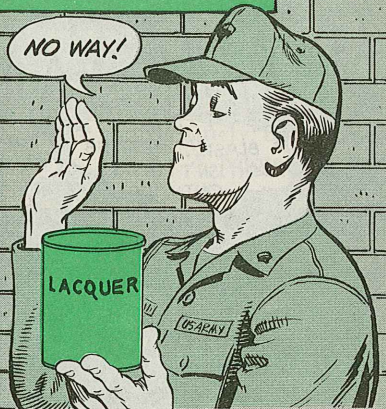
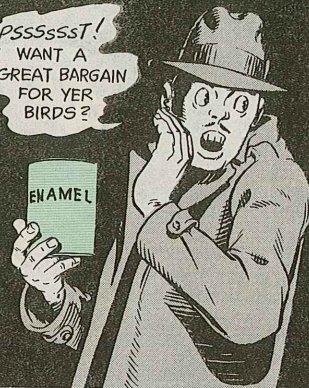
?CHUCKLE?



# Accept No Substitute!

PSSSSST! WANT A GREAT BARGAIN FOR YER BIRDS?

NO WAY!

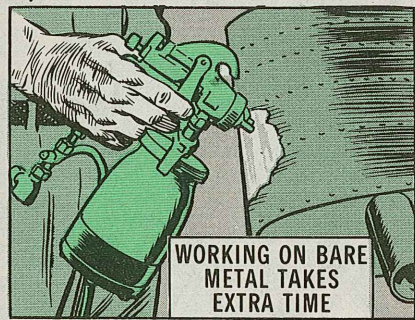
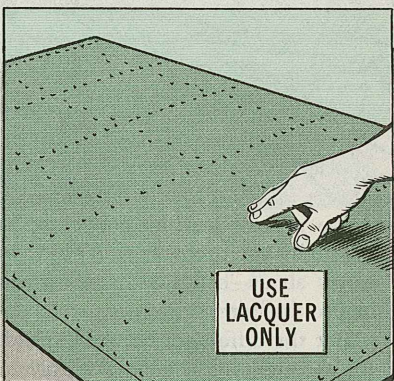


For that skin you love to touch, use lacquer.

So, when you make with a 16-oz spray can use only lacquer.

Some types have been using enamel to touch up scratches on aircraft... 'tain't recommended.

Sure, enamel will adhere to the lacquer—but that's it! When your bird goes to support for overspraying your temporary handywork, the lacquer won't adhere to the enamel. Your support buddies have to strip down to bare metal and start from scratch. 'Course, that means a delay in getting your bird back in the blue.

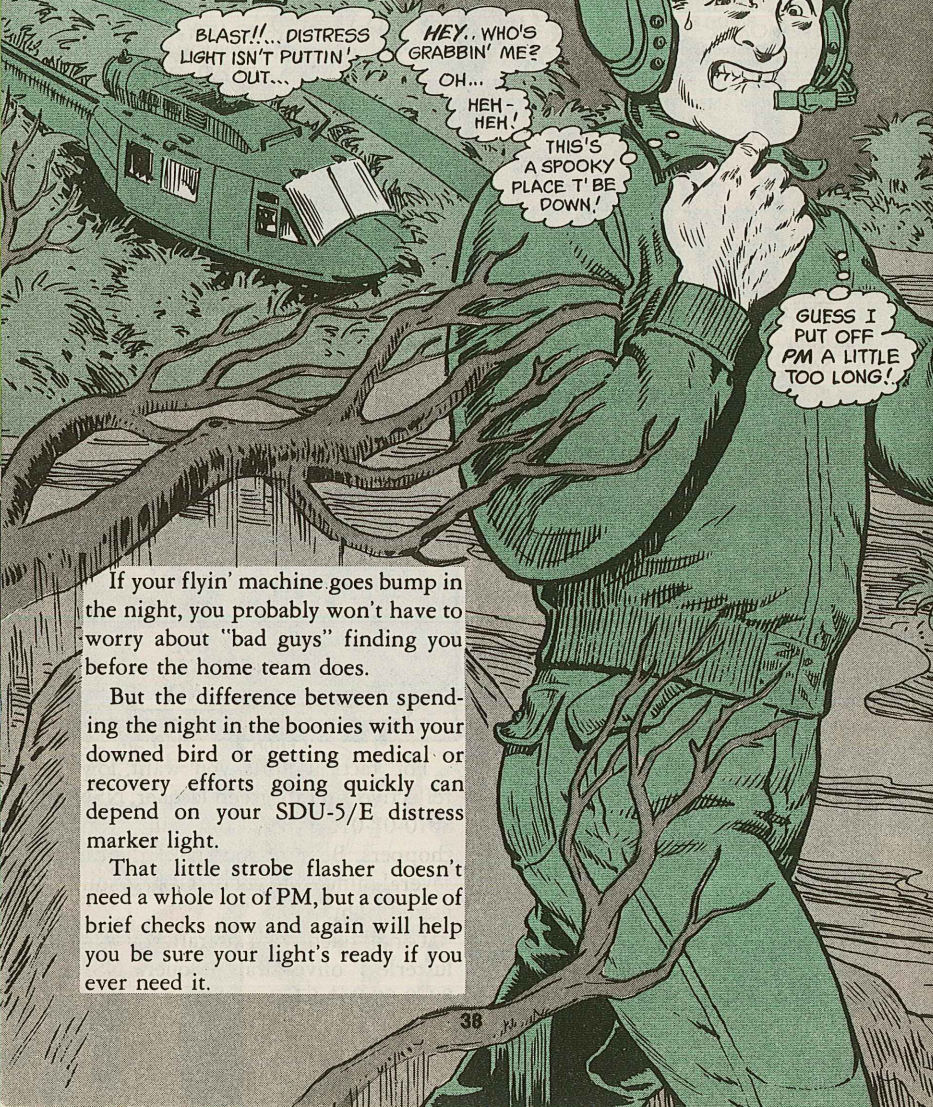


WORKING ON BARE METAL TAKES EXTRA TIME

For tactical units you want low-reflective aircraft green lacquer, NSN 8010-01-016-1488, on all your choppers. Be sure you shake the can several minutes to get that coarse stuff mixed right.

For all fixed-wing aircraft, you want lusterless olive drab lacquer, NSN 8010-00-941-8712.

# LIGHT WORK MAKES



BLAST!!!... DISTRESS LIGHT ISN'T PUTTIN' OUT...

HEY.. WHO'S GRABBIN' ME?

OH...

HEH - HEH!

THIS'S A SPOOKY PLACE T'BE DOWN!

GUESS I PUT OFF PM A LITTLE TOO LONG!

If your flyin' machine goes bump in the night, you probably won't have to worry about "bad guys" finding you before the home team does.

But the difference between spending the night in the boonies with your downed bird or getting medical or recovery efforts going quickly can depend on your SDU-5/E distress marker light.

That little strobe flasher doesn't need a whole lot of PM, but a couple of brief checks now and again will help you be sure your light's ready if you ever need it.

# SURE-FIRE SIGNAL

HE'S DOWN THERE SOMEWHERE...

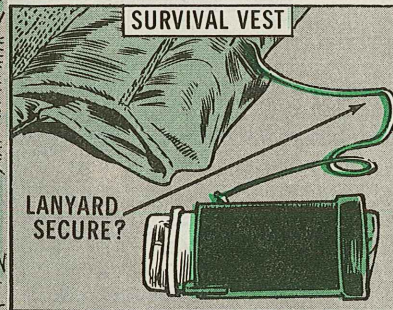
THEN WHY DOESN'T HE SIGNAL?

If the battery smells funny—like a bush league locker room or the latrine in a flu ward—it's probably bad. Check the date on that battery. If it's 3 years old or will hit 3 before the next inspection, out it goes.

When you put a battery back into the well, tighten the cap until the O-ring is compressed about one-fifth of its thickness.

Check the flash guard and blue filter for damage. Same goes for the rubber switch boot and the light case. The switch should be protected with a little plastic cylinder so the switch can't be activated in your survival pouch by accident. Make sure it's there.

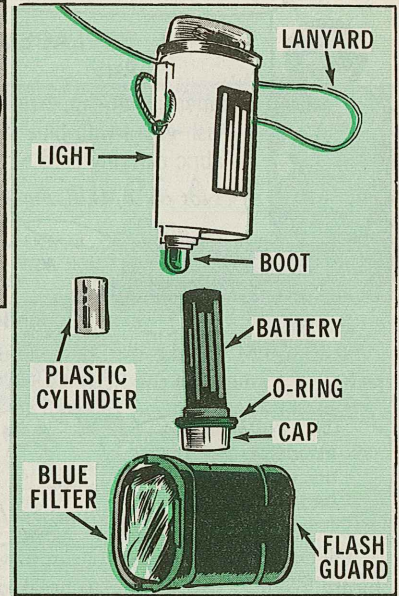
If your SDU-5/E is attached to your SRU-21/P or OV-1 survival vest, be sure the lanyard between them is secure.

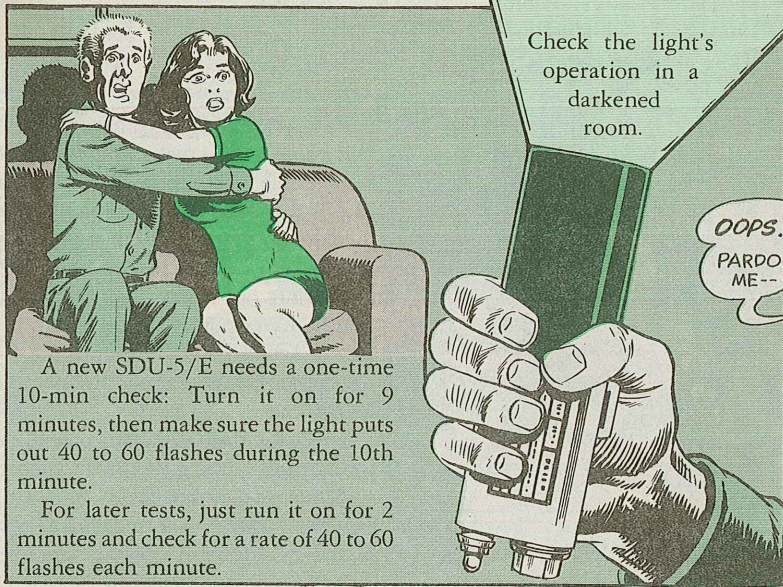


Eyeball the plastic case and lens for cracks or flaws.

Next is the eyeball battery check. Unscrew the cap and pull the battery out of the well. If the pin-like contact in the well is corroded or discolored, clean it by stabbing a pencil eraser with the contact point.

The O-ring seal around the battery cap needs a check.





Check the light's operation in a darkened room.

OOPS!  
PARDON ME--

A new SDU-5/E needs a one-time 10-min check: Turn it on for 9 minutes, then make sure the light puts out 40 to 60 flashes during the 10th minute.

For later tests, just run it on for 2 minutes and check for a rate of 40 to 60 flashes each minute.

NEED PARTS? HERE'S A LIST...

### REPLACEMENT PARTS

| Part                         | NSN               |
|------------------------------|-------------------|
| Battery (with cap, O-ring)   | 6135-00-073-8939  |
| Flash guard with blue filter | 6230-00-401-2285  |
| Fabric carrying case         | 6230-00-783-5713* |

\*Not on AMDF, but available through DSA.

IF YOU NEED A WHOLE SDU-5/E,  
USE NSN 6230-00-067-5209 AT  
\$21.29 A COPY.

### TECHNICAL PUB

Need a TM to take care of your unit's distress markers. The sole DOD technical manual for the SDU-5/E is Air Force TO 14S10-2-2

UNIT COMMANDERS  
CAN REQUEST ONE UNDER  
THE PROVISIONS OF  
AR 310-70 TO ...



Commander  
Oklahoma ALC/MMEDU  
Tinker AFB, OK 73145

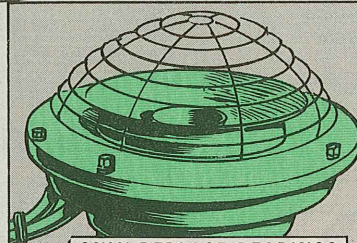
That's the once-over on your mini-winker. A little light PM could make your future brighter if you have to break out your SDU-5/E.

## Bearings Only

Dear Windy,  
TM 55-1520-210-PM (Dec 76) calls for replacing the Huey oil cooler turbine bearings on the 4th and 8th phased inspection.

But, shouldn't the blower be listed for overhaul in Chap 3 of the organizational maintenance pub?

SSG A. M.



ONLY REPLACE BEARINGS

BUG OFF, BUDDY!

YOU AIN'T OVERHAULIN' MY BLOWER IN THE FIELD!

Dear Sergeant A. M.,

No, even though the blower was once listed in the overhaul and retirement schedule.

The engineers at the head shed (TSARCOM) do not want the assembly overhauled in the field—just inspected and the bearings replaced.

Course, you have to get help from support since the bearing change poop is in TM 55-1520-210-34 (Sep 71).

Windy

## Call PS Any Time

Next Month In PS

DRIVER TESTING



SPH-4 FLIGHT HELMET



BYOI . . . YOUR 81-MM MORTAR



NOMEX PM



Duty hours (Eastern time)—Autovon 745-3355 or 745-3503  
Off-duty hours 1545 to 0715 (recording phone)—Autovon 745-3503 daily, plus all hours weekends and holidays

## Can the Clutter

IT'S EASY TO  
JOIN THE  
FOD SQUAD!

Dear Editor,

Working with lock wire on a rotor head always presents the problem of clippings dropping down into the transmission and engine area. The wire can work its way into the engine inlet and that can mean FOD (foreign object damage), for real!

We came up with this neat little retainer to hold discarded lock wire and cotter pins.

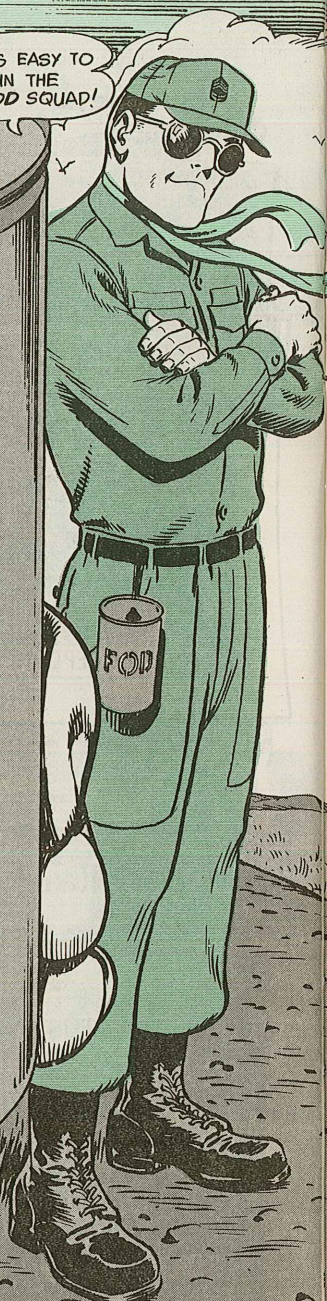
# FOD

You just latch onto a soft drink can and drill a small hole in the upper lip. Insert a piece of suitable wire so you can hang the can around your belt when you mount the bird. Add a coating of red paint and the letters "F O D" to complete this little gem.

The can helps keep a work area clean . . . and you can't beat the price!

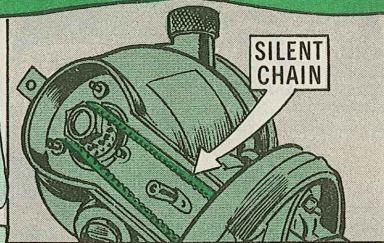
Alfred Morgan  
Ft. Eustis, VA

(Ed Note: Right!)

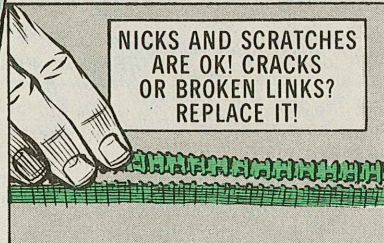


## Silent Chain Talk

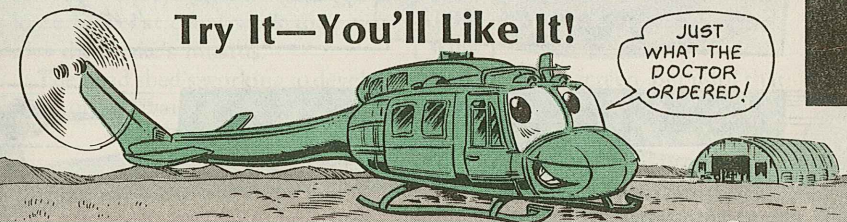
Dear Windy,  
We need a reading on the Huey silent chain.  
How about nicks and scratches?  
Can we keep the chain in service with that type of damage, Windy?  
SSG D. A. S.



Dear Sergeant D. A. S.,  
Yes, indeed! Nicks and scratches are OK.  
The chain is replaced for cracks, broken links, wear and other damage listed in para 9-15 of TM 55-1520-210-20 (Sep 71).  
Windy

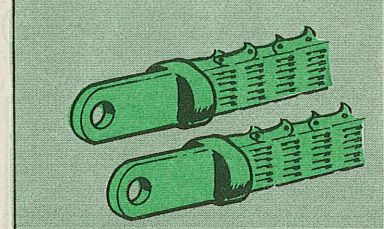
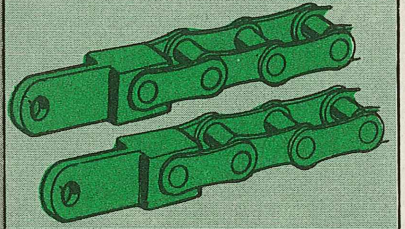


## Try It—You'll Like It!



An improved tail rotor control roller chain, NSN 3020-01-048-3468, has made the scene. It takes the place of the silent chain on your Huey. Changeover

### ROLLER CHAIN . . . REPLACES SILENT TYPE



poop is in Ch 33 (Aug 77), para 9-15A thru 9-15C of TM 55-1520-210-20 for the UH-1D/H Model.

## Spare the Paint!

...EXCEPT WHERE PUB CALLS FOR THEM!

**TAILBOOM BOLT AND SLIPPAGE MARK**

Dear Windy,

During Daily inspections on our UH-1's we notice that slippage marks are not uniform from one bird to another. In checking the Huey technical manuals we find that very few marks are required.

Is there some other manual or regulation calling for additional application points, Windy?

SP6 R. K. W.

Dear Specialist R. K. W.,

Not really! Of course, manufacturers use slippage marks as inspection aids when they build the birds.

But those marks do not have to be touched up in the field.

Only slippage marks called for in the tech pubs for each bird should be applied.

*Windy*

## Match Links with Connector

You say you need an Elcon connector for that BB-676/A nickel-cadmium battery?

You must use these 2 links when replacing this Elcon connector. Other links won't do the job for you.

WELL, HERE ARE THE PARTS YOU WANT TO REPLACE YOUR KIOWA'S BATTERY CONNECTOR...

**Connectors**

**NSN**

Connector, electrical 5935-00-114-4247 receptacle

Link, battery terminal 5940-00-363-8406

Link, battery terminal 5940-00-933-4336

**REMEMBER--  
TWO LINKS INSIDE**

Unraveled Mesh Bummer . . .

## No-Strain Screen Trim

WHY ISN'T OL' SNAKE HISSING?

HE'S GOT PARTICLES IN HIS AIR COMPRESSOR!

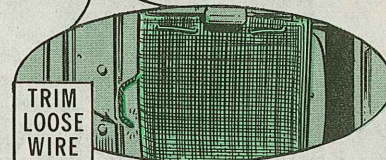
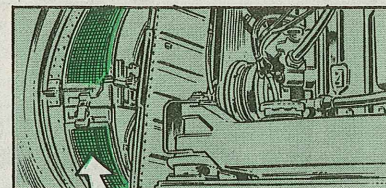


Some Cobra mechs are reporting fraying and loose wires around the edges of the fine-mesh air inlet screens installed under MWO 55-1520-221-30-48.

That unraveling can mean small wire bits getting through the inner screen and particle separator and into the air compressor.

Take a minute to check your Cobra screens for fraying, and cut away the loose bits that could work their way into the Snake's innards.

The head shed's working to develop a new fine-mesh screen. But until that new one's available, your trimmed screen will do the job just fine.



## Long Arm UP!

Which end is up?

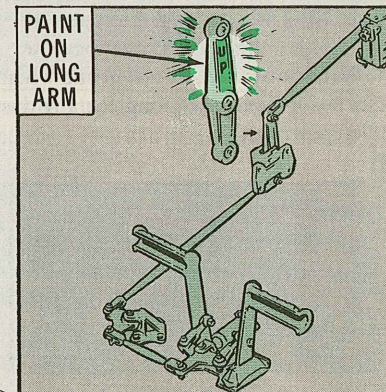
The long end, of course!

That's the way bellcrank, NSN 1680-00-914-6326, goes in the Cobra tail rotor control system.

Some bellcranks have been put in upside-down. A pilot could run out of tail rotor pedal, fast . . . lose lateral control!

You can help prevent a Murphy, tho, when disassembling the controls.

Just paint the letters UP on the long arm.





COMMO/  
ELECTRONICS

# TELETYPE- WRITER PM POINTERS



SPECIALIST  
PETTIT?  
YOU  
WANTED  
TO SEE  
ME?

OH, YES, YES,  
MACON... ER...  
I MEAN  
SERGEANT SPARKS...



COME IN!!! HAVE I  
GOT TELETYPEWRITER  
PROBLEMS...

GRRRRR-RRMP!!  
I OFFERED TO HELP  
SPECIALIST PETTIT, WITH HER  
COMMO GEAR... BUT SHE  
TURNED ME DOWN!

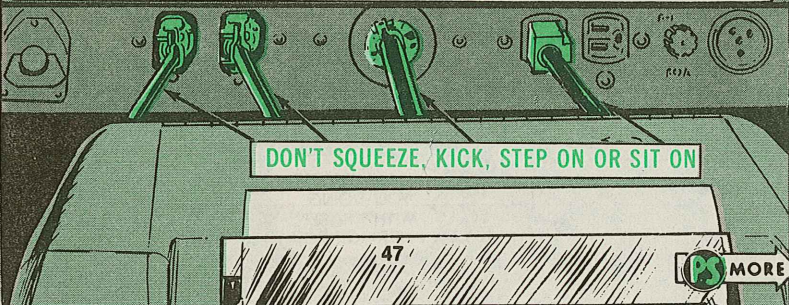
10 AND 20,  
DONOVAN...  
TEN LESS YEARS  
AND TWENTY  
LESS POUNDS!

'SIDES BEIN'  
PRETTIER, WHAT'S  
THIS SPARKS GOT  
THAT I AIN'T GOT!

**GLASS, ALAS**—When you're closing the observation window on your teletypewriter, put equal pressure with your thumbs in the upper left and right corners. This will keep the glass out of a strain.

**EASY—  
GLASS!**

**CARE FOR CORDS**—Cords and cables bunched together need special care... especially when they're behind drawers or where they can get squeezed, kicked, stepped on or sat on.

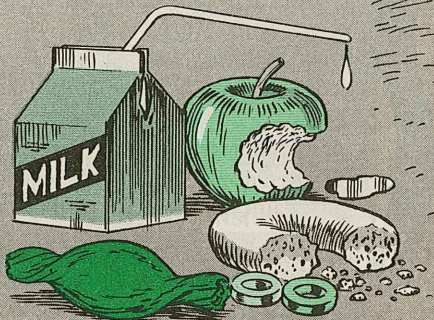


**DON'T SQUEEZE, KICK, STEP ON OR SIT ON**

PM is the word—and will get you the word—when it comes to taking care of your TT-4, -76 and -98 teletypewriter gear. Keep PM pointers in mind when you are handling your teletypewriter.

Wipe away dust, dirt or grime when you find it on or around the cover. You can bet it'll not take long for any dust and dirt to work their way into your teletypewriter.

**GOODIES ARE GAGGERS**—Never use your teletypewriter equipment for a seat, or set drinks or other food goodies on it. They wind up inside your gear and gum it up.



WHY'RE WE FLOCKING HERE?

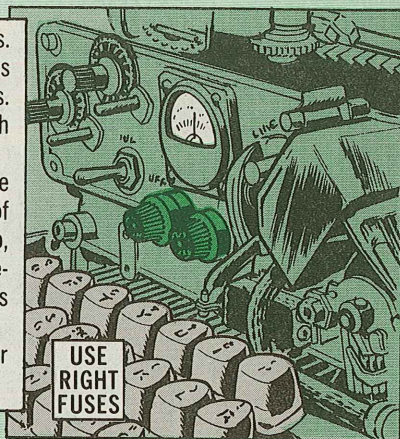
SOMEONE HEARD THERE'RE "PLUG BUGS" DOWN THERE!

YUM!!

**FUSE CLUES**—Eye those fuses. Make sure their voltage-amp value is what your teletypewriter needs. Otherwise, you can wind up with faulty operation or none at all.

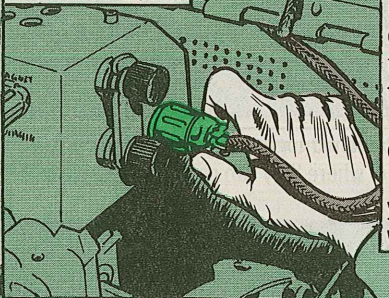
When you replace the fuse in the fuseholder marked **LINE FUSE** of your TT-4, make sure it's 1/2-amp, NSN 5920-00-296-0451. The fuseholder marked **MOTOR FUSE** takes 1.6-amp, NSN 5920-00-131-9819.

Over-fusing can over-exert your teletypewriter.



**FINGER-TIGHT A MITE**—You can damage the line-break or motor ON-OFF switch with tools. So, tighten only with your fingers.

**PULL PLUG ... THEN LIFT COVER**



**PLUG TUG IS A BUG**—Be sure to disconnect the P12 copy light plug from the J12 power supply and terminal unit connector.

Then, lift the dust cover straight off its rubber mounting grommets.

Forget to disconnect the plug and you'll have ripped out wires or worse.

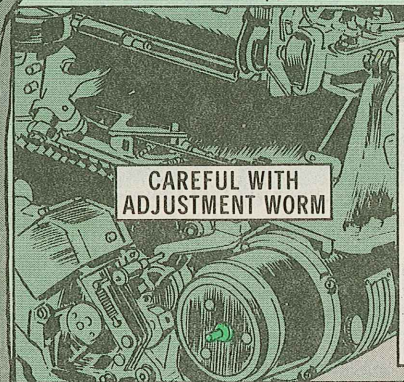
WELL, HE SAID FINGER-TIGHT... AND...

WHAT'S MACON'S BIG HURRY?

...AN' WHAT'RE YOU DOING WITH THOSE PLIER-GRIPS?



MUST BE CHOW TIME, FELLAS ... I CAN HEAR A WORM TURNING!



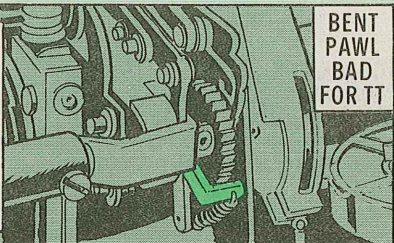
**AS WORM TURNS**—Remember, it does no good to ram or jerk or tug on the governor adjustment worm. What you'll get at best is the message in pieces.

To speed up the motor, you push the worm in.

To slow it down, just pull the worm out... like on the TT-4 or TT-76. Use only your fingers. Tools, like pliers and such, will damage the worm.

**LOCK TRAVEL LOCKS**—Lock the locks on your TT-4's platen, carriage, keyboard and blocking plate when you're taking your teletypewriter gear on a trip. Locks will keep your teletypewriter's parts from getting banged up during travel.

**SAVE PAWL FEEDER**—The line-feed pawl can be bent if you pull out the recording paper from under the platen in reverse. So, take it from the top—pull in a forward motion. This way does best and saves the line-feed pawl.



HA-HA!  
NEVER UNDERESTIMATE THE POWER OF A WOMAN, SPARKS...

THERE'S AN AID STATION JUST OVER TH' HILL, SERGEANT!

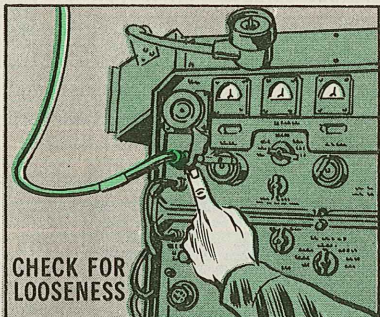
OWWWW... HURRY PLEASE!



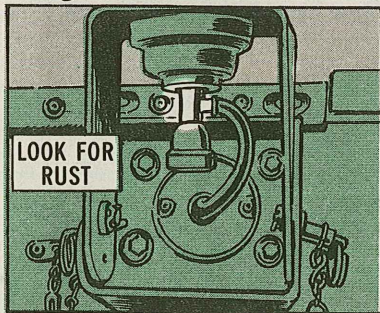
# KEEP YOUR SET

MUCH MORE OF THAT AND I'LL BE AS CHOKED UP AS THE RADIOS!

There's no better place to start your PM than with the connectors, especially those on the CX-10171/U electrical lead cable which ties the AM-3349 RF amplifier to the AB-652 mast base.

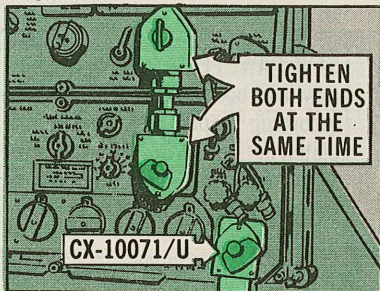


When this cable is loose or making poor contact your AM-3349 gets damaged.



So, keep the connectors snug and free of rust and dirt. You need to check the base and inside the bowl of the AB-652 for rust.

When you're snugging up the CX-10099/U electrical special purpose cable assembly—which resemble dumbbells—tighten both ends at the same time. Tightening the connectors one at a time will put that flexible metal piece in a bind. It could snap in two.



While you're looking over cables, eye the CX-10071/U power cable to make sure its connector is tied into your set and the cable is out of the way of big feet and heavy objects.

When it comes to knob twisting and turning, back off the heavy hands. That goes for all the panel knobs and switches, including the AM-3349's

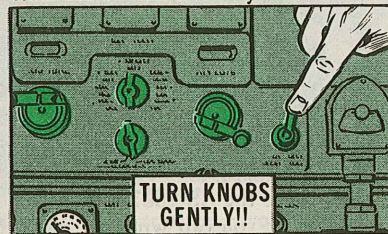
# COMMUNICATING

WE DON'T WANT OUR RADIOS CHOKED FROM HEAT AND DIRT!

HERE! I'VE GOT SOME DUST RAGS!

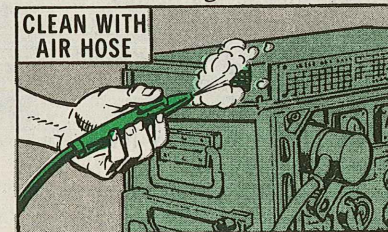
SARGE, I'LL CLEAN THE HEAT EXCHANGER WITH THIS AIR HOSE!

primary power ON-OFF switch. All it takes is a touch with your fingers to turn the switch one way or the other.



Use a clean, dry cloth and wipe the dust and dirt off the outside of your set. Dust and dirt can add to heat buildup and damage the inside of your set.

As for the hard-to-get-at dirt in the AM-3349's heat exchanger, blow it away with an air hose. This will keep the cool air moving.

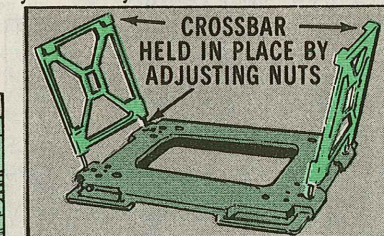


Keep your clothing and other personal gear off your radio. It can block the airflow and choke your set with heat buildup.

Always team up your RT-662 or RT-834 receiver-transmitter with your AM-3349 amplifier. You can help them keep their cool by always keeping the original pair together. If one of them needs repair, send them both to support. This is especially needed when it comes to adjusting either component of your set.

Mismatch them and they are headed for overheating.

You can keep yourself cool by keeping your set's components together. You can do this by making sure those crossbars are snugged into your set by the MT-3140 mount.



Eye those adjusting nuts that hold the crossbars in place. If they are broken or missing, replace them. You can get a bolt for the aluminum mount under NSN 5310-00-003-5887. If you have the steel mount, use FSCM 80063 PN SMB502980.

Before Turn-On . . .

NO, NO.. DON'T FLIP THAT SWITCH!...

# PERK-74

Antenna's A Must

...THE ANTENNA ISN'T HOOKED UP...

?

SAVED!

A fired-up AN/PRC-74 radio set is heading for a burn when the antenna is loose or not hooked up.

So, make sure your AS-1887(), slant wire or dipole antenna is tied into your set before turning the OFF-ON-TUNE switch to TUNE.

Never use the AS-1887 at or below 3.5 MHz or you can wind up with a damaged output stage. Use only the slant wire or dipole antenna in this frequency range.

It's a good idea for the antenna to be connected before you even turn your set ON since a slight flick of the switch can go past ON to TUNE. This'll zap power amplifier transistors.

Do like it says in TM 11-5820-590-12 (Mar 66) with changes and -12-1 (Mar 67) with changes for making the antenna connection.

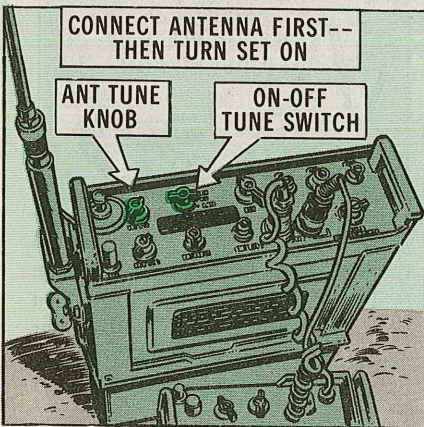
You never want to force knobs when they are hard to turn or won't turn at all, especially the ANT TUNE knob. Forcing it can cause big damage where a little repair job is needed.

Chances are the tuning wafers are hung up and need some expert help, so get a repairman.

CONNECT ANTENNA FIRST-- THEN TURN SET ON

ANT TUNE KNOB

ON-OFF TUNE SWITCH



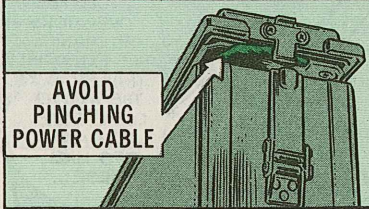
EAGER EARLE ALMOST DID IT AGAIN...

YEAH... HE MUST HATE DS...

...HE'S ALWAYS MAKIN' MORE WORK FOR 'EM!



Use care when you're putting your CY-6314() battery box cover on the case assembly. You can wind up with a pinched or cut power cable by getting it caught between the cover and case. To avoid this pinch, tuck in the cable with a finger and close the cover and case gently.



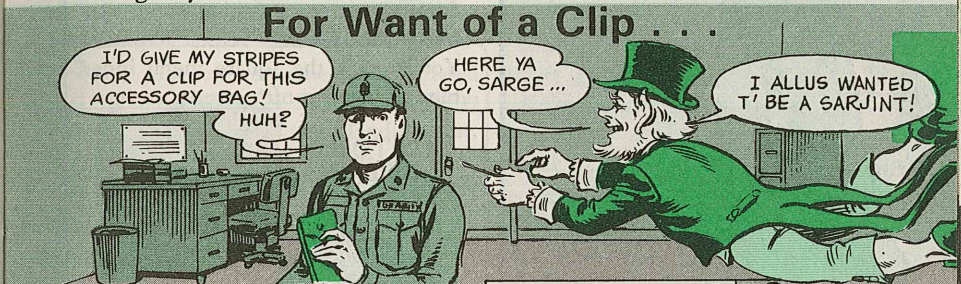
## For Want of a Clip . . .

I'D GIVE MY STRIPES FOR A CLIP FOR THIS ACCESSORY BAG!

HUH?

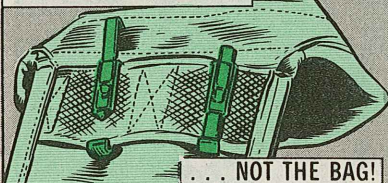
HERE YA GO, SARGE ...

I ALLUS WANTED T' BE A SARGEJINT!



You can get a clip for the cotton duck bag which carries your AN/PRC-77 radio set accessories. This expendable clip, NSN 5340-00-753-5580, is authorized in footnote 2, Appendix A, CTA 50-970 (Jul 74). This clip fastens the bag to your harness.

REPLACE THE CLIP . . .



... NOT THE BAG!



# M796 General Purpose Bolster . . . TRAILER

You get the word. Load up and move out. That means your 4-ton, 4-wheel general purpose M796 bolster trailer is going to see action. Could be you're thinking, "You call—we haul".



NOT A BAD THOUGHT FOR UNIT ESPRIT, EH?

BUT "OLD PRO" OPERATORS AND MECHANICS OF THIS EXTENDIBLE TRAILER MAKE THE MOTTO COME TRUE WITH PM TIPS LIKE THESE...

SMART OPERATORS KNOW THAT USING THE SUPPORT CRANK SAVED THE LANDING GEAR!

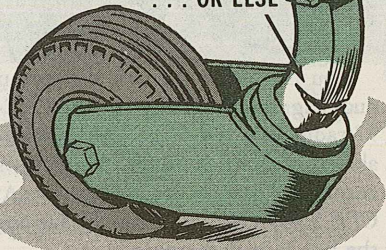


1. Never drop the landing gear—whether the trailer is loaded or empty—when unhooking the trailer from the towing vehicle's pintle. You'll crack the square metal inner tube or break it off!

DON'T DROP LANDING GEAR . . .

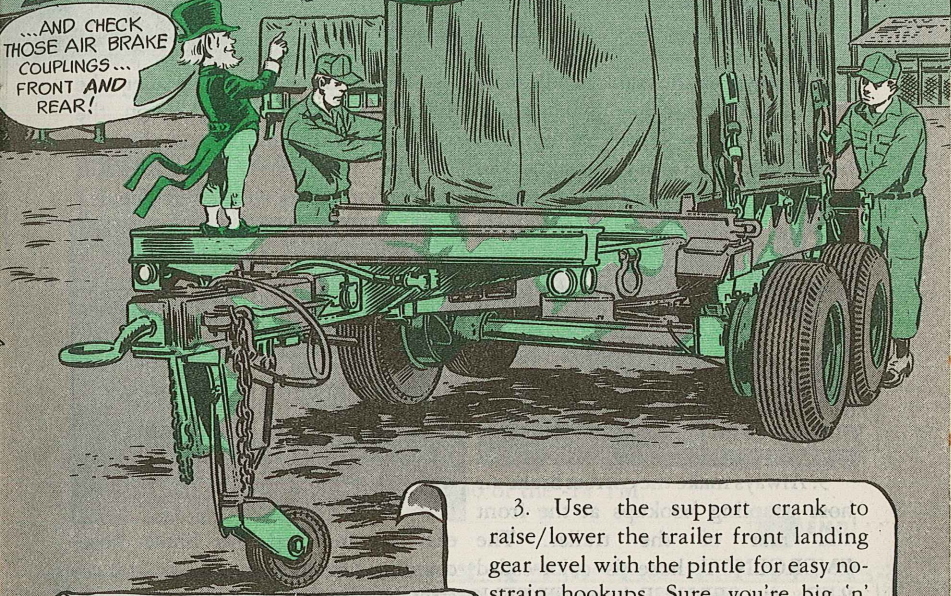


. . . OR ELSE



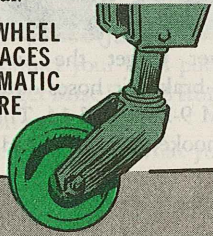
# TIPS

...AND CHECK THOSE AIR BRAKE COUPLINGS... FRONT AND REAR!



2. Use the steel wheel with bonded rubber face NSN 2530-00-088-4909 on the retractable front landing gear. Saves downtime from flat or busted tires, damaged rims. This new wheel replaces the pneumatic tire, Item 18, Fig 44 in TM 9-2330-287-14 (Oct 71). Para 2-9h TB 43-0001-39-2 (EIR Digest) July '76 had the word on this wheel deal.

NEW WHEEL REPLACES PNEUMATIC TIRE



3. Use the support crank to raise/lower the trailer front landing gear level with the pintle for easy no-strain hookups. Sure, you're big 'n' strong, and use the auxiliary handles, but you could still drop the whole shebang . . . and crunch the landing gear.



AUXILIARY HANDLE

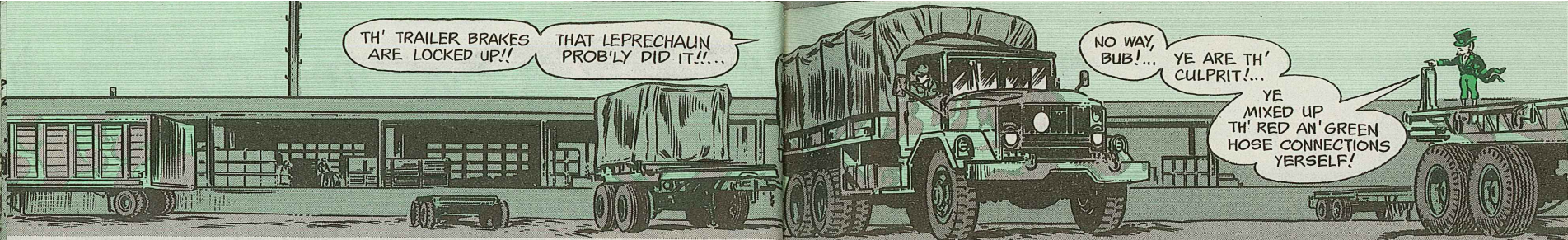
USE SUPPORT CRANK TO RAISE AND LOWER



TH' TRAILER BRAKES ARE LOCKED UP!! THAT LEPRECHAUN PROBABLY DID IT!!...

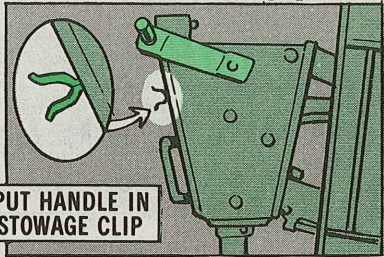
NO WAY, BUB!... YE ARE TH' CULPRIT!...

YE MIXED UP TH' RED AN' GREEN HOSE CONNECTIONS YERSELF!

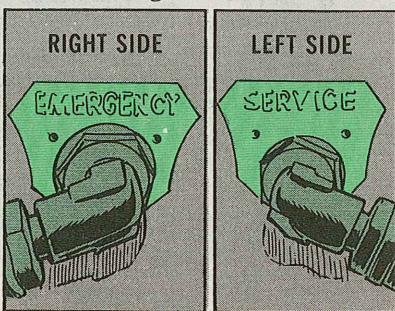


4. Always put the crank handle in its welded clip for travel—or when you're not using it to adjust the trailer's height. Keeps it from getting knocked off by wayward, un-looking operators.

At the front of the trailer the EMERGENCY marking is on the right side of the landing gear (looking to the rear) and the SERVICE connection tag is on the left side. It's

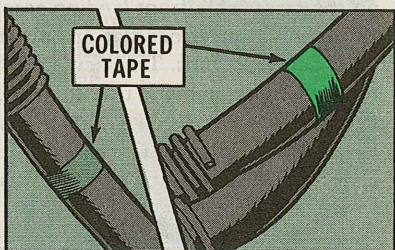


PUT HANDLE IN STORAGE CLIP



5. Always make the correct brake air hose coupling hookups at the front and rear of the trailer. The EMERGENCY hose is color-coded RED; the SERVICE hose, GREEN. The connections at the rear are marked—tagged—SERVICE (bottom connection) and EMERGENCY (top). Keep paint, mud and dirt off these hoses so you can see each color clearly.

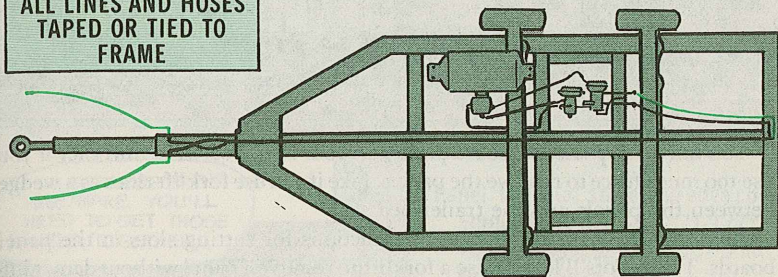
easy to mix up the brake hose couplings when you unhook 'em to stretch or shorten the trailer. A mix up of red, green hose connections means a brake lockup.



Never forget the air hydraulic lines—brake air hoses—Item 21, Fig 36, TM 9-2330-287-14. They have to be unhooked and re-routed each time

you change the length of the trailer. Be sure you tape or tie them to the frame to keep 'em from dragging 'n' sagging and getting jerked off while traveling.

ALL LINES AND HOSES TAPED OR TIED TO FRAME



Reminder: Use NSN 4720-00-318-1016 for the right length intervehicular brake hose assembly— Item 2, Fig 36 of the -14 TM.



## PUB SPEED-UP

You can get the additional or replacement unclassified Army pubs you need 25 to 30 days faster if you have access to AUTODIN Data communications. Just state your needs for pubs on the USAAGPC Requisition Coding Sheet, DA Form 4569, and have the data keypunched.

Take the keypunched cards along with DD Form 1392 Data Message Form to your communications folks for send-off to the AG Publications Center in Baltimore or St. Louis.

Latch onto the Users Manual—Misc Pub 18—for detailed instructions on how to use the speedier system. Armywide use of this system is being phased over a 6-mo period (Jan-Jun 1978) as announced by HQDA Letter DAAG-PA 4 Oct 77. Contact your local publication stockroom for more info.

You can get Misc Pub 18 from either pubs center. Forms are available at your installation stockroom.

This new system is what you use instead of the DA Form 17 order.

M127-Series Semitrailers ...  
**SIDEBOARD**

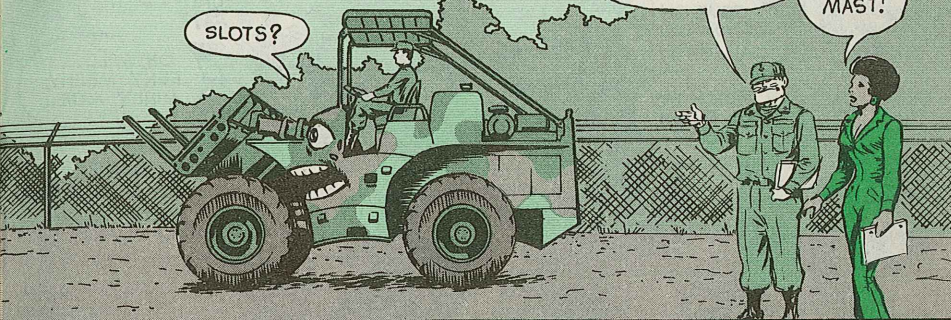
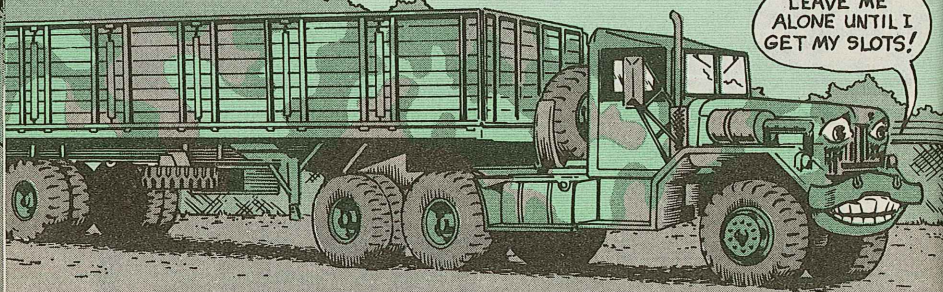
**Panel Poop**

LEAVE ME ALONE UNTIL I GET MY SLOTS!

SLOTS?

LOOKS LIKE WE'RE NEEDED HERE, BONNIE!

RIGHT ON, HALF-MAST!



You can tear up the sideboard panels on your M127-series semitrailer if you use too much force to remove the panels. Like if you use forklift tines as a wedge between the panels and the trailer bed.

TB 43-0001-39-2 (Jul 77) gives instructions for cutting slots in the panel boards. These slots'll let you use a forklift to remove a panel without damaging the panel.

**Panel Damaged?**

If a panel is torn up, try to get a replacement or repair parts from your can point. If the bone yard's bare, here's how to get parts to fix a busted panel:

Measure the dimensions for the wood you need. Order 1-in thick hardwood (oak or ash) by submitting an exception data type supply request. On the request, be sure to include the dimensions of the boards you need and the fact that you need the wood to repair M127-series trailers.

HERE'S THE SCOOP ON REPLACEMENT METAL STAKES FOR THE PANELS ON YOUR TRAILER...

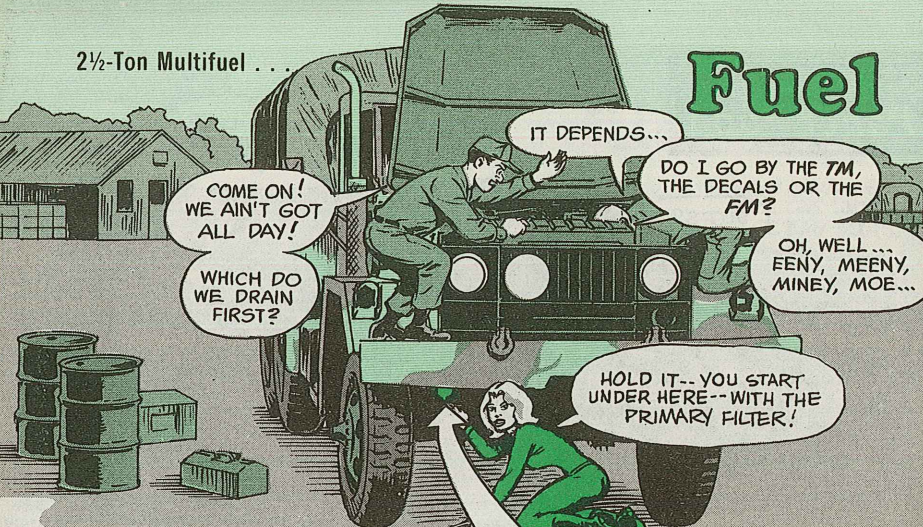
| NSN              | Number on trailer | Location                            |
|------------------|-------------------|-------------------------------------|
| 2510-00-840-2152 | 4                 | Front (4)                           |
| 2510-00-840-2154 | 28                | Front (1)<br>Sides (24)<br>Rear (3) |
| 2510-00-840-2155 | 5                 | Sides (4)<br>Rear (1)               |

... AND HERE'S THE HARDWARE YOU'LL NEED TO GET THOSE PANELS TOGETHER...



- Panel to metal stake and edge cover:**
  - Screw, NSN 5305-00-071-1772
  - Washer, NSN 5310-00-407-9566
  - Nut, NSN 5310-00-012-0399
- Top rail to panel:**
  - Bolt, NSN 5306-00-012-0231
  - Nut, NSN 5310-00-880-7744
  - Washer, NSN 5310-00-407-9566
- Panel interlocking bracket to panel:**
  - Screw, NSN 5306-00-225-8504
  - Washer, NSN 5310-00-407-9566
  - Nut, NSN 5310-00-880-7744
- Front rack assembly:**
  - Screw, NSN 5305-00-050-1077
  - Washer, NSN 5310-00-012-0384
  - Nut, NSN 5310-00-087-7493
- Panel chain bracket:**
  - Screw, NSN 5305-00-225-9081
  - Washer, NSN 5310-00-407-9566
  - Bolt, NSN 5306-00-781-7434
  - Nut, NSN 5310-00-880-7744.

# Fuel



COME ON! WE AIN'T GOT ALL DAY!

WHICH DO WE DRAIN FIRST?

IT DEPENDS...

DO I GO BY THE TM, THE DECALS OR THE FM?

OH, WELL... EENY, MEENY, MINEY, MOE...

HOLD IT-- YOU START UNDER HERE-- WITH THE PRIMARY FILTER!

Some deuce-and-a-half multifuel engine trucks have decals on the engine-mounted fuel filters. These decals identify the filters as primary and final.

Those decals are wrong. Scrape 'em off—and forget 'em.

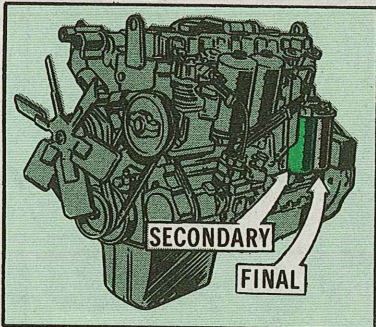
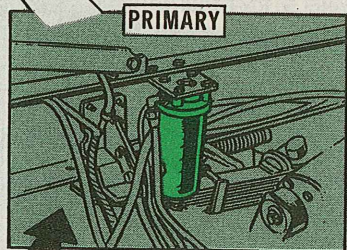
The bottom picture on page 3-3 in TM 9-2320-209-10/1 (Oct 76) is also wrong.

The forward filter in that pair is the Secondary filter. The rear filter is the Final.

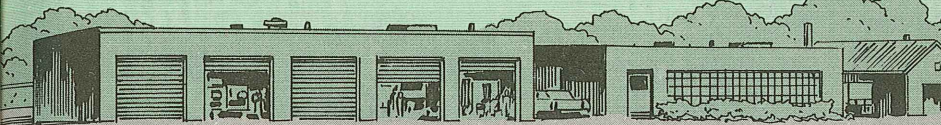
The Primary filter is mounted on the frame under the right front corner of the truck.

Those filters have to be drained in the right order—when you (the driver) pull your Before-Operation Inspection.

The -10/1 TM does tell the straight story on page 3-3—except for the “8” and “9” in the bottom picture. All of the -10/1 TM's for your 2½-ton multifuels should be changed to show “8” pointing to the front filter and “9” to the rear filter.



# Filters: Which Is Which?



Those decals were OK when the engine was built. As far as the engine manufacturer was concerned, there were only 2 filters—the 2 on the engine. But the design for the whole truck calls for another filter—the Primary. And that makes those engine-mounted filters Secondary and Final.

ALL THREE FUEL FILTERS ARE IDENTIFIED RIGHT IN FIG 3-3, PAGE 3-4, FM 21-305 (Apr 15), MANUAL FOR THE WHEELED VEHICLE DRIVER.



## M880-Series 1¼-Ton Trucks . . .

### Fuse News

The fuse poop on page 2-29, Ch 1, TM 9-2320-266-20P (Feb 76), is wrong. Here's the latest info:

NSN 5920-00-131-9915 gets the 20-amp fuse, Item 9 (1st position).

NSN 5920-00-848-3045 gets a 4-amp fuse, Item 9 (3rd position). It's not a 2-amp fuse like the TM says.

Forget the 7½-amp fuse—it's used only on trucks that have 12-volt commercial radios. Your M880-series truck comes without that radio.

## M880 LO Update



HOW 'BOUT MY FRONT PROP SHAFT?



TH' LO DON'T SAY ANYTHING ABOUT IT!

There's a slip-up in your LO 9-2320-266-12 (Apr 77). That front prop shaft for your M880 1¼-ton truck gets lube, too. It's not listed in the LO.

There're 2 lube fittings near the differential end of the prop shaft—1 on the slip yoke and 1 on the U-joint. These fittings get the same lube as those on the rear prop shaft and at the same time.

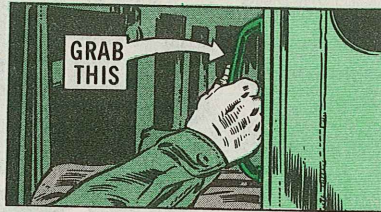


## M548 Carrier Handle



It takes a lot of maintenance man-hours to clean up the inside of an M548 cargo carrier after somebody has pulled the fire extinguisher outside handle.

This generally happens because the driver grabs the fire extinguisher handle instead of the driver mounting handle when he is climbing aboard.



So watch what you're grabbing, huh!

## Alcohol for Air Brakes

Dear Half-Mast,  
Truck operator manuals say to make sure the alcohol evaporator is full before operating when the weather is frigid. But the TM's don't say what to use to fill the evaporator.

SFC J. D. S.

Dear SFC J. D. S.,  
Methyl alcohol (methanol technical) is what you use for the air brake systems of all Army tactical vehicles that have alcohol evaporators.

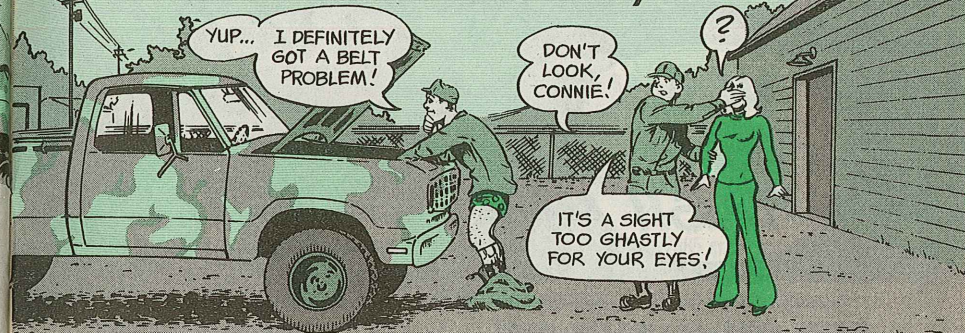
NSN 6810-00  
597-3608 GETS  
1 GALLON OF  
METHANOL  
TECHNICAL!



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M880-Series 1 1/4-Ton Trucks . . .

## Need New Belts? Maybe . . .

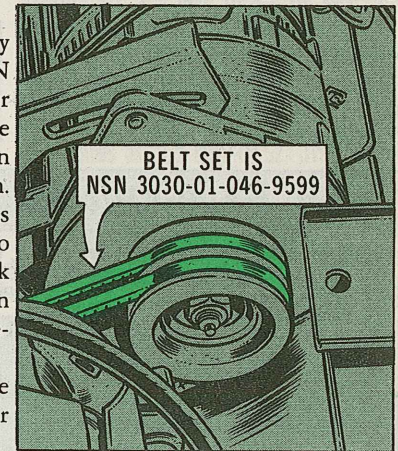


Maybe you need a new set of drive belts for your 60-amp or 100-amp alternator—and maybe you don't.

Sure, if either belt's broken or really torn up bad, get a new pair—NSN 3030-01-046-9599. These're only for those M880-series trucks that're equipped with the 24-volt system—in addition to the regular 12-volt system.

But don't jump the gun! Some belts put on in production were "shaved" to fit the pulleys better. They may look like somebody's been whittling on 'em, but they're OK. New, replacement belts are not shaved.

And the belts may rub against the water pump housing until they wear down. Rub marks are no problem!



## Weight Class Camouflage?

It's goodbye ol' yellow!

Forget what you read about the background color for the front weight classification sign on camouflaged vehicles in PS 295 and 296, TB 43-0147 (Dec 75) and TB 43-0209 (Oct 76).

Forest green is the right color! The lustreless black markings get applied to a forest green background. And that's what the last para in item 25a, table 3, Ch 1 to AR 750-58 (Feb 76) is all about.

The vehicle side weight classification is lustreless black applied to a flat, non-black section of the camouflage pattern.

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## Mil Std Engine LO's

**NOW  
HEAR  
THIS!!**



Forget the weekly crankcase oil change called for in your small Military Standard engine lube orders. USATSARCOM Msg DRSTS-MMG(1) 252048Z Aug 77 says to delete the weekly. Change the oil in your 1½- to 20-HP engines after every 50 hours of normal operations.

'Course, you change it more often if it gets contaminated, or if you're operating in unusual weather conditions, i.e., extreme heat, cold, dust, etc.

Keep track of your estimated operating hours on DA Form 2408-1.

## Easy-Out for Bung Plugs

**HA-HAH!!** SERVES YOU RIGHT, HERCULES, FOR USING A MAKESHIFT WRENCH ON US!

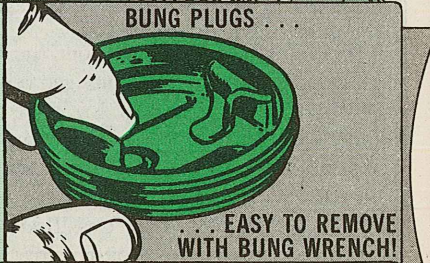
SORRY, FELLAS... BUT HOW ELSE CAN I OPEN YOU?

YOU CAN ORDER THE CORRECT WRENCH FROM YOUR GSA CATALOG-- THAT'S HOW!



Tired of knocking your knuckles getting bunghole plugs out with a makeshift wrench?

Get NSN 5120-00-507-4886 from your GSA catalog instead. Wrench, bung, hacks it for all 6 plugs you'll likely find in any Army barrel—and 14 others besides.



**EASY TO REMOVE  
WITH BUNG WRENCH!**

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## Connie's Mini Minis



CONNSTANCE, LOVE-- I HAVE A PROBLEM OF MAINTENANCE!

THAT PROBLEM I'M HAPPY TO SEE, TIM DEE!

### New Fuel Tank NSN

All users of tank and pump units listed in TM 10-4930-204-15 (Sep 67) take note: The new NSN for the Wisconsin engine fuel tank—item 10, fig 7—is 2910-00-987-7764.

### Welders' Delight

Welding, brazing, soldering... all you need to know about these metal-joining methods is found in TM 9-237 (dated 1976). You find NSN's for electrodes, welding rods, brazing alloys and soldering materials... and when and how to use each item. It's a real gold mine of welding poop. If you don't have a copy, order one with a DA Form 17 from the St. Louis Publications Center.

### A Hot Number

Use NSN 7690-01-047-6457 to get a decal with FLAMMABLE in 6-in black lusterless letters on a white background. While you're updating the decals, NSN 7690-01-030-8546 is the right number for the 1-inch size letter "Q" listed in PS Issue 301.

### AM/PRS-7 Bracket NSN

The non-conductive plastic switch retaining bracket that stops your Fourdee Model 4D6000 portable mine detector from shorting out is available. Use NSN 5930-01-050-4633 and RIC A12 to get it. This NSN is not on the AMDF yet, but you can get the new bracket from TSARCOM anyhow. Your authority is your MTOE and USATROSCOM Message 022159Z Feb 77. Toss the old metal bracket.

### Crane Filter NSN Change

Hold one, M2380/2385 crane operators. Your fuel tank filters and gaskets have new NSN's. Item 20, Fig 156, TM 5-3810-232-20P (Sep 71) Fluid Pressure Filter Element is now NSN 2910-00-287-1912, and Item 16 and 26, Fuel Filter Head Gasket, is NSN 5330-00-663-4773.

### M113A1 Carrier Inside Paint

Need semigloss green paint 24533 for interior surfaces of your M113A1 family of carriers? It now comes as NSN 8010-00-527-3197 for the gallon can.

### Colorful, Colorful

A psychedelic Connie gives you the gorgeous clues on how to keep your equipment combat ready. Read 'em... on DA Poster 750-22. Your unit can order it with a DA Form 17 to the Baltimore Pubs Center.

### Aqua-Glo Show

Need a new nickel cadmium rechargeable battery for your Aqua-Glo ultraviolet water detector kit? Get it with FSCM 61562 PN J333. The RIC is S9G—Defense General Supply Center, Richmond, VA.

### Send Your Comments to . . .

The agency listed in the introductory chapter of tech manuals is the place to send your recommended changes to publications, OK? The word on filling out the DA Form 2028 is in para 2-4 of AR 310-1.

**Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?**

# UNCONTROLLED ENGINE SPEED



OBOY! THIS BABY  
CAN REALLY ROLL,  
HUH?

YEAH--  
STRAIGHT  
TO TH' BONE-  
YARD TH'  
WAY YOU  
DRIVE IT!

# KILLS DIESELS