

Issue 148

PS

1966 Series

THE
PREVENTIVE
MAIN



SPRING ...

Time For a NEW LEAF

- ...on the tree
- ...on the calendar
- ...in your LD
- ...in your TM

In all of your resistances ...

TO KEEP YOUR EQUIPMENT COMBAT READY



Issue 148

PS

THE PREVENTIVE MAINTENANCE

1968 Series

SPRING
CHANGE
OVER
AFTER MARCH 30

CONTRACTOR OF
MILITARY EQUIPMENT

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MILITARY EQUIPMENT

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MILITARY EQUIPMENT



TRAIN FOR MAINTNANCE

When it comes to maintenance, training gets mighty important.

If you've got anything to do with using or maintaining Army equipment (and who doesn't?), you've had maintenance training from the start. Like, when you were issued your first equipment . . . rifle, park, carriage, belt and duster hat. The company gave you the lowdown on how to keep them in top shape.

With the Army's equipment getting more complicated, maintenance gets more important for fighting units to keep ready-to-go.

If you want to get on top of your equipment maintenance and maybe make a career of maintenance (lots of guys do), the book you want to give the engineers is DA Pamphlet 10-21, "The Army School Catalog," dated August 1966, with dozens of changes.

It lists Army school courses . . . many of them in maintenance. Wheeland track vehicles, radios, motor vehicles, artillery, engineer equipment, aircraft . . . you name it and who's into, there are courses for officers as well as enlisted men.

There's a special preventive maintenance course at Fort Rucker for field grade officers while COMUSMACV, some overseas commands, like USARVIC, have their own PM courses. Also, many divisions and garrs have set up PM courses based on DA Pamphlet 10-21, "Post Level Preventive Maintenance Course."

Now, the thing for you to do is talk it over with your sergeant, training officer or CO. Then your report (DA Form 1049) will get in to assist the maintenance course that'll help you on the road to a maintenance career.



THE PS SYSTEM IS THE MOST
 COMPLETE AND VERSATILE
 SYSTEM AVAILABLE TODAY.
 IT PROVIDES THE MOST
 EFFECTIVE AND ECONOMICAL
 METHOD OF TRAINING
 AND EDUCATION.
 IT IS THE ONLY SYSTEM
 WHICH CAN BE USED IN
 ANY SITUATION.
 IT IS THE ONLY SYSTEM
 WHICH CAN BE USED IN
 ANY SITUATION.

DA FORM 1049 (REV. 1-66)
 (SEE INSTRUCTIONS)
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ARTILLERY 1-1
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COMMUNICATIONS 1-1
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ARMORED INFANTRY 1-1
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Get your copy
 of **PS** Pamphlet
 10-21, "The Army
 School Catalog,"
 today.



MISSILE BULLETIN BOARD

END THE CONFUSION

Remember way back when MFWO Ord 571-594 (21 Apr 68) told you about this is the way to which support you some actual identification and increase the plug on your Nike-Hercules launcher for use with its hydraulic system.

Then along came MFWO-Ord 571-593 (8 Aug 68) and your support people added some blather and/or amendments to the blather. When this MFWO is applied, the plug on the bottom of the hydraulic interface is replaced by a steel roller with a cap on the end.

Trouble is . . . the instructions place you on by MFWO Ord 571-594 tells you to remove the plug on drain the interface and to strip the plug to 400 in the other you put it back in. And, as you know, there's a certain way to do the instruction place that tells you: "Do not remove drain plug until interface is completely vented."



REMOVE PLUG TO 400

REMOVE TO 700

You can bring your launcher down up to date with a fit in several ways: one and a hammer, just "B" out the wood "plug" wherever you find it and stamp in "top" above it.

When you've blocked out "400" and stamped "700" above it, you're in business.

IT'S HIDDEN

Oh . . . so you can't see it. But EO 5-1400-250-02 shows you that it's there.

What's what? The tube fitting on the left-hand side (outside bearing) of your Nike-Hercules launcher. If you're going to fix the fitting with G-14 assembly the way it says on page 4 of the EO, you have to remove the shield from the end of the main extension.

If MFWO (ORD 571-594 (8 Aug 68) hasn't been applied to your launcher the fitting's not covered by the shield.



CLEAN SWEEP



Any Nike maintenance man will admit a hole in the ground is a natural trap for sand, grit, wire, wood and what have you. So to figure the job'll get a regular looking.

But before you shove the waste it's a good idea to sweep the job flat, so the job won't be washed down into the ramp and get worked in to the pump.

The clean-sweep treatment also goes for the pump ramp, below the pit floor—only sweep out.

These level purchase pumps just won't work like the displaced water in a ballistics sink. For 'em get jammed with grit and they'll leave you on your end.

IN A BIND? SHAPE UP

Here above the dummy this one works out best.

When they see the elevation added operation checks on their Nike-Hercules missile track rails, the antenna supports showed up on the elevation support like it had the better-better. It jacked like something was blocking, then so being . . . blocking, then missing. That's because it was.



You know what caused it? The housing assembly pre-formed gasket—the one on the same side as the roller's exchange member . . . that's what.

The gasket was out of shape—like it happens when it's stretched to last and goes to get in an instead of being fixed slow and easy.

A new gasket—one that was put on carefully like—took care of the situation.

LITTLE GREEN WINDOWS

Now, no labor, 4-crogs in the Nike-Herz value rental van take green windows. As you know, they come under IBM 9029-500-9902 (75000000), and are called windows, outside any color, plants, left steps, green, 111-in dia. and 1/2-in thick. If you're looking these with this little chance see you're getting green ones. But, if you should ever have a clear plastic one, don't say no because it with any kind of fiber, food or paper to support green. They should go back to depot with a note saying that the clear plastic windows are needed wrong, since there's no acceptable substitute for the green windows. Getting in a DD Form is (Damage or Improper Shipment) might also help work down and straighten out the mix-up.

SPREADING GREEN!
THE ONLY WAY TO GET IT
IS BACK TO DEPOT.



SA 40574

NOT FOR LOOKS



SA 40574

Ma, Ma, Ma. The protective cap that comes with your SA-40574, SA-40575 and SA-40576 Nike-Herz value rentals is just what the name says—protection. The cap keeps junk out of the heavy electrical customer and protects the plus whenever the heavy's not hooked up to the inside.

In other words, keep the cap handy so you'll have it when it's needed for both protection and clearing.

GET THE PROTECTION YOU NEED!



BACK-UP SAFETY CLAMP



More safety:

The post won't be too wide around a vehicle tire—but you can get around many for not being safe enough.

Here's how we checked the safety deal when carrying 10000 weekend two-ton containers with our 10,000-lb. tough tractor tank. In addition to using two load binders (POM 9990-000-2124) to hold the 10000 on the rack, we got two "C Battery clamps"—a gadget dreamed up by a couple braves in the world.

Now everybody's happy—the loaders and the 10000, which rides better.

"C Battery Brackets"
Ray Marshall, Jr., A

THIS BRACK
A LOAD BINDER
AT THE END...



THIS BRACK
A CLAMP AT
THE END



10000 Plus—That's a fine safety deal. Get it by using our post (SA-40574).

TREAT 'EM FAIRLY



In...you've got problems in your Nike-Bore system right after installing a channel that's just been calibrated or compared checked?

That's not good, but don't get glibly or too hasty with your assumptions.

Give the contractor's channel support

problems (and increase support's workload). Cause if the channel is OK, to begin with, you can easily show it out of adjustment as you try to run down a problem... which isn't done. Then you have no choice. You'll have to send



back down your trouble shooting wherever in the wiring. For example, locate the channel ahead and behind the one you're just put in. If they check out OK, then you can point an accusing finger at the newly-installed channel.

Checking out the newly installed channel first, was really odd in your

the misaligned channel back to support. So make a note: When stripping channels, as always, you can't beat good trouble shooting procedures.

Your payroll will be low and efficient maintenance... and, you'll save your head, and everyone else's.

A PLUG FOR CALIBRATION



Have you heard?

On your Improved Nike-Boreline Any number transmitter, 811107, you simply tie a jumper lead between TB 3-1 and TB 3-7, when you pull the frequency-and-power meter, 811112, for calibration. And, when you make sure you remove the jumper wire before you replace the meter.

But, do you know this simple step is entirely when you remove this meter from the receiver transmitter,

to use a plug to keep things orderly while the meter's out for calibration.

Support'll get the plug (Kinnaman, electrical, 800 800-614-8534) for you. But you have to ask for it in a DA Form 200 (Maintenance Request). Cause before you use it support has to wire the plug's 4 and 5 pins together.

Once the plug is wired, like so, all you have to do is plug it in when you remove the frequency and power meter for its 30-day C check.



OR BOMB! It'll damage the system.

On this number transmitter you see, that's the A/D to connect. So wiring hook-up changes things a bit. You have



MS 24010-1 1915-614-8534

Each time you install the plug be sure it's held firmly in place—if it drifts or moves around it could cause shorting.

THE RIGHT



It's the little things in life that count. And if there ever was a perfect illustration of this, your Hawk LCU cable run system can be. A little thing like making a few seconds more of the components of the connector set right can spell the difference between having a connector that's in good shape and having some wild-haired wiring inside.

The remaining set is one of those important components. It's called a crimping tool for a good reason . . . it holds a crimp in place. And the crimp takes pressure off the wiring inside the connector. If the crimping set is loose,

the wiring,

The best way to tighten a loose crimping set is to take the connector off the LCU or base distribution box—whatever the case might be. Then get



in to the crimp. This way, whenever you move the LCU around, or take the connector from the LCU or base distribution box, a heap of tension is put on

a wrench on the connector shell and another on the set and tighten those left-hand threads until you get a snug fit.

CONNECTIONS



If you give the connector shell a rub and that it's loose, tightening it is a little more involved than when the crimping set only is loose—here's where the others. A loose connector shell can also lead to loose wires.

What you do to tighten the connector shell is first remove the connector from the LCU or base distribution box—depending on which connector needs the work. Then remove the crimping set all the way out. Next, turn a 1/2" nut up

AND TURN IT UP TIGHTER THAN YOU THINK IT SHOULD BE. THAT'S THE WAY TO GET IT RIGHT.



LAUNCHER LUBE CHANGE

Putting the wheel bearings on the Hawk Launcher is no longer a monthly chore. A change to LCU 2-0440-008-12/1, 17 (S&G) says to pack 'em annually or at 11,000 miles, whichever is first.

BE HONEST, JOHN



There's some guys in the crowd who're trying to develop hidden traps. Which is all right—if they'd lay off using the M31. Because John looks in trouble-building equipment.

You think it's not happening? Take a look at the hollow beams that're used to frame the M31's wheelbarrow or machine. No. Mine's one beam is coming up backward . . . and it's only for that one streamer is the guy who really has lost the track plus while tightening those nuts.



There's nothing in TM 9-109-200112 that tells you to give me that great advice you tighten the pins to seat the wheelbarrow on the rear shell assembly. All the pins (except of the TM says to "loosen the track pins forward until the head of each pin is flush, or below, with the exterior of the rear shell assembly.")

Then to do her best.

CRACK? SEND IT BACK

You spot any hair in the rear switch box of your M31's engine?

Wood is that loose rear switch containing things are coming up with cracks . . . and that's not good.

When you run into this situation, send the switch back up the supply line and get the wood on a DA Form 2471 in



RETIRE IT

Been wondering what to do with your M31A1 looking over tired and old? Your M31A1 needs to get an M311 motor handling work?

There is an answer in your support groups.

TM 9-109-211-200 111. Reg 431 doesn't even mention the M311 that after the M31's joined the M31.



SECURITY CHECKS

Don't use it in the store, or work in the field. When Change 1 of TM 9-109-211-200 111 means your way, but quite like explain your way of the field. It's sure to help you keep the security group straight on whatever kinds of motor equipment you have.

BCC LIFTING DATA



On the block factory control control, AM/TYP-1 listed numbers 7949-20000 and 40000 and up, the lifting data plate should refer you to TM 9-109-211-211 for lifting instructions. It should not refer you to TM 9-109-200-111. This TM's opened only on lifting data plates of support's drops 1 through 7, which fall under certain serial numbers.

It should also refer you to your BCC quick-look. If it doesn't contain the right TM, instruct that it's incorrect on reason.

The re-stamping them can be done by your support center with the authorized rubber stamping kit (9704 7100-244 2740). (9-109-211 Reg 90) has the steps on the stamping kit.

AIR MOBILITY



OPTIONAL CONTROLS TAKE A TO THE SKY.

SO, EYE

JUST A FEW FEET OF WING SPAN, ABOUT 100 HOURS.

Any bird you see takes a looking deserves a lot of attention. The safety belt and shoulder harness that cradle air eyes with TBC (Trucker Belt's) Cam in its cockpit.

That's why restraining equipment on birds gets checked for damage, freedom of adjustment, and locking and unlatching easily by donning a Paracord. You want to follow the prep outlined in TM 11-607-5, Change 1 (22 Jul 64) in "Maintenance of Aircraft Systems."

FOOD ON BEL HANDS

Right off the bat you see the warning for the Columbia installation that in the first week weight out. If the data is clear to show new birds, the restraining equipment is due for a weight out for good support.



TEST	SEPT 60
MAY 64	APR 64
TEST	SEPT 60
MAY 64	APR 64



IT AG'IN



LET ME KNOW:
 (Check or Initial)
 Safety-belt tabs, new
 Safety-belt tabs, used
 Shoulder harness, new
 Shoulder harness, used
 Safety-belt to door strap
 Forward restraining harness
 Safety-belt, collar

NO. OF DAYS
 (month)

NO. OF DAYS
 (month)

To see record for Safety-belt tested after 3, every 21 months, with a test total of 1000 hours.

KEEP 'EM CLEAN



To save you're get a shoulder harness installed in your aircraft. If you, check out the books, DA Pamphlet 518-4, for the MRFV also gives the forms in your hand . . . the MRFV is 1-526-606-547 19 (22 Jul 60) for the OBI-218, C and D.



Overloading a bird can be just as bad as underloading one.

Take the forward and aft coupling on the tail rotor drive shaft of your Sioux (CR-11). If you lean on the



grass being with the gun you'll fill up the narrow boot, making it so stiff as a rock. (Course the purpose of the boot is to protect the coupling from dirt. It's not a grass scrubber.

With the coupling inside the boot pulled with grease you won't get forward and aft movement of the front and rear sections of the drive shaft. This "free-play" is needed to take up the slack from the transmission.

Over-greasing of the two forward couplings will, in effect, give you a solid drive from the transmission. What happens now is that you get a vibration when the stopper is in forward flight, a bowing of the front drive shaft, followed by snapping of the Number One hanger bearing support when it's welded to the airframe.

Course the only way to fix this problem is to prevent it by not overloading the bird.

So, when you make with the grease gun, hit the bearing and feel the narrow boot at the same time. Some things should be fully packed—but not the boot.

ALL-ROUNDER...

DON'T BE A SWITCHER



Our ground-handling wheel on your John Deere® is the another—but there's a mighty important difference in the axle.

A left axle will work on a right chid and vice-versa, but there's a little detail that could prove to be a real trouble maker—the axle handle.

When you use a right axle on a right chid, the handle faces rearward—as it should. But when you use a right axle on a left chid, the handle faces forward. So what's the difference?

Well, suppose your chopper is about to be set down on in the woods. That forward-facing handle could snag on brush and upset the implement! So, play it by the book. If your chid is sporting two left or two right axles, make a habit of the parts job.

That's right—you require a right axle (POM 1430-767-2177) for a right chid and a left axle (POM 1430-767-2188) for the left chid.



POWDERS TO EYE BY



Dear Alfie,

We've been running all over the place trying to buy replacement powder for our magnetic particle inspection machines. In the end Harvey's had my back. It shows a TM in the credits that will replace the manufacturer's gub and give us the money!

MF 54, 8, W.

Dear Geraldine G. G. W.,

The powder you're looking for can be found on Page 147 of Federal Supply Catalog 68800-01 (1 Jul 68). FPM 6880-111-6451 will get you a 25 lb drum of black powder. FPM 6880-201-0410 will get you the same amount of gray powder and FPM 6880-201-0455 will get you the red powder.

The drum on a TM for this "off the shelf" item is a familiar one. In fact, only a manufacturer's gub is needed to tell you how to operate and maintain the machine.

Alfie



REMOVE YOU

SOCKS!



TRY THIS FOR *SIZE*

1 1/2 IN. DIA. x 17 IN. LONG
 1 1/2 IN. DIA. x 17 IN. LONG
 1 1/2 IN. DIA. x 17 IN. LONG
 1 1/2 IN. DIA. x 17 IN. LONG



There're places where you have to make like Houdini on your floor (3-1/2-1)—that's the size.
 Take the old broken wrenching tools. Giving a wrench its share to check the floor holes for tightness has been a problem... but it needs to be any longer.



So, there away your magic wand and make this (probably) real from magic for the folk here.

Before you make with a magic wrench on the end of the tool, the, be sure to check the maintenance job (it's out of the magic wrench with an extension needed).

For example, if you use the 3-in end at right angle to the torque wrench, you torque the nut (see the table) like so:

10-10	10-in Nut	200-250 inch-pounds
10-10	10-in Bolt for Driving Nut	150-200 inch-pounds
10-10	10-in Nut	200-250 inch-pounds
10-10	10-in Bolt for 10-in Nut	150-200 inch-pounds
10-10	10-in Bolt for 10-in Nut	150-200 inch-pounds

So, if you use the end wrench on an extension to the torque wrench you have to "figure" the smaller wrench power needed on the handle to get the torque, run 'em!

COMPASS SHOT? MAYBE NOT



When your favorite character jockey breaks his (her) (3-1/2-1) (and) (2-1/2-1), one of the best instruments he's having to hold on to is the magnetic compass... and rightly so.

A faulty compass, however, could send him "somewhere in the 100-100's." And that's just about what'll happen if the RT-204 of your AN-140-10 (14) fails to use a Western made using your (3-1/2-1).

The magnet in this case are more wrong. For it, they're so wrong that the magnetic field building will throw the nearby compass off the figure of 1000.



So, if the compass has been "up" in your field, have your vehicles map part. A look inside the car will quickly show if it has a Western error. If it has, either the compass needs recalibration, or a new one is in order.

Some vehicle shops are even installing the RT-204's with a Western (3-1/2-1) FOR USE IN (3-1/2-1). This is a good way to head 'em off at the pass.



CLAMPING DOWN THE ANGRY-19



Putting the clamp on the guard of the controls lead to your **ANGRY-19** really can be a gripping experience. Or . . . it can break you all up. Rather, if you like, you can break your clamp all up.

The guard just has to be rugged to give the controls lead the protection it needs. It kinda' gives us a good grip on things.

If you put the pressure on the clamp screws, the clamp's just as likely to break off next to the guard as not. If it doesn't break, chances are it will do more than to try you out on the screws.

So, my, my is real. Get a grip on yourself!

IF YOU'VE
 GOT SOME
 CLAMPING
 NEEDS



Another gripping situation occurs the **HAND SELECTOR** and **TENDING CONTROL** knobs of the T-104 transmitters. Here time you grip the locking nut with your left thumb, back 'em off just and' so't the controls work best.

If you back 'em off too much, dial screws won't catch when you try to rotate the controls . . . among other things.

In the other direction, be sure you lock both controls when you're about to use your press channels.

First, lock the two controls. THEN, move your **FRUIT** switch to the channel you want.

Fast is, you can save your use a trip to general support by not moving the nut on itself. You've locked the controls and returned your press channel.

How 'em grip you!



TIMELY TIPS ON THE PRC-47

The dictionary definition of "caprice" describes it as "blended from free activity or course."

The direction might well describe screens on the control panel cover of the PRC-47, 48M/PRC-47 radio set. A few cards of the screen release from the case of the radio set. The screen then may be used with the retained cover. Which means they're supposed to stay there, capriciously.

Some engineers agree there have been known to take the screen all the way out of the cover. It may be good exercise, but it leads to lost screens.

Lost screens might not be so bad—when you can replace them. Those cover screens (you guessed it?) are slightly odd-ball. Like, you can't replace them now here. You've gotta ask your support to come up with replacements—sometimes, sometimes, some way. They won't owe you a popularity ribbon for that.

Call 11-888-888-1234 (no top 666) for you spending no more.



HEY
What's
going on?
Changing?



JOHN'S LATEST COMMENTS



1 DON'T TAKE THIS RADIO OUT OF THE COVER TO TAKE SCREENS OUT OF IT! ...AND DON'T TAKE IT!

2 DON'T STAMP ON OR LIGHT NEAR THE ... THE EDGE OF IT OR OTHERWISE DESTROY!



3 DON'T LET ANY PARTING OF THE SUEZ CANAL STOP YOU FROM ASKING FOR THE BEST OF US TOOK IT AWAY, OR NOT!

4 STAYE PRETTY! DON'T PLAY!



5 PUT A PICTURE ON THE END OF THE SCREENS IF YOU!

6 DON'T BE BENT!



WHEN I TAKE THE SCREENS I SHOULD ASK FOR IT!

DRY YOUR DAMP SET



If you've been working around with your AN/PBC-8 portable radio set during flooding operations . . . and maybe the set got wet.

Never take chances. Remove power by up the line channel you get and take a peek.

If the set's damp, wipe the moisture out with a dry, lint-free cloth. And use that rag like a powder puff on the dials by gently patting.

After drying the inside you'd better not drag the rag over the outside, wires—including the antenna.

If no cloth's handy, leave the set open and let air dry it whenever possible.

Before closing the access, antenna, take or broadcast manually, remember to shut off the air valve. Just don't forget to open it before you operate.

It'll be a good idea to glance at the air clamps to make sure they're tight. This helps keep the dewdrops out.

With the AN/PBC-8 this-10 model, only the outside needs attention.

Dry with a rag—or let air do the job.





THE STRAPLESS POSITION

YOUR SECURITY
IS ALL BUT GUARANTEED
IF YOU USE
THE 400 BATTERY.

For an evening gown or other formal-type events, the strapless cover provides all kinds of delights.

For your BR-111 battery used with the AN/PBC-41, -47 radio sets, the strapless cover provides all kinds of problems.

To elaborate: that nylon retaining strap on the battery serves a number of purposes, like making sure the cover doesn't get lost ... or making positive it goes back on only one way, and in haste.



Replacing the cover right in the act is the one to think about here. First of all, if the nylon strap's missing, it's possible to position and snap the cover on wrong. Like, those two big legs can be forced down on the radio cable receptacle and tear up the connecting plug.

That's bad enough, but that same situation also can short out the battery. Light!

If the strap's gone from your cover, a quick look can tell you whether you're positioning it right on the battery case. The legs on the underside of the cover fit into the hollowed metal housing of the case. The cover side featuring the two openings goes over the receptacle side of the case.

PINNING IT DOWN

Dear Neil Mack:

AM 11-3433-401-00 and PL Magazine have pretty well spelled out that you got to be careful with the tube pins when you're removing the power amp pillar (PAAP) tube from the receiver-transmitter of the AM/FM-12 point radio sets.

Well, we're told not to rock or rotate the tube, etc., to keep from damaging the pins. This is fine, but a lot of guys don't seem to realize it's a temporary proposition. Meaning, the tube pins will get damaged.

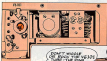
The reason their mechanics are wiggling the tubes when they get 'em back is that you know, these pins bend slightly away—and the tubes have to go in at straight as they're supposed to come out. Otherwise, g'wan!

Maybe you can drop a reminder to PL.

BP 11. A. M.

Dear Specialist E. A. M.,

You did the talking. I'm along for the ride on this one, and I hope your point sticks to.



Neil Mack



GET THE POINT?

When you're testing an electronic checking circuit—especially printed circuits—put your pencil in your pocket.

Like, don't mark these circuits with a pencil, even. Just a trace of graphite reveals another circuit... and a crooked look.

NOT HARDLY...



Not too hard, please, when you're using your teeth to get the plug from the correct place.

Some plugs don't stand up to the abuse . . . and may leave you speechless. Good examples are radio connectors on AM/FM/EO series radio set components.

Too much push, like with a pencil eraser or rock, can crush the pins down just far enough so they don't meet the contacts of the radio cable connector. Results: speechlessness.

Just a little pressure'll clean the contacts. Not hardly . . .

COOL IT, CLARENCE



Best way to keep your temper from boiling when you're removing a MCI 100A1 circuit cable from your AM/FM/EO radio set is to cool it. The cable, that is.

Take care, too, ERM 1120-101-0008, just doesn't have the hand to remove hot MCI 100A1 wires. Fun is, the ends of the wire puller bend . . . and even break. Usually, the wire stays where it is.

The wire puller's supposed to be improved, but until it is, treat it careful-like. A cool-down cable and some patience should help the puller do its job.

Antifreeze Record— By - To - Date

Before you flip the lid on that cool-
down pan, take note of pages 4-6e(77)
in SA 28-730 (see 4). Record all anti-
freeze work—whether of original instal-
lation or when a plug or more is added—
on SA Form 2408-2. Give the entry
date when/where as applicable, write
“a, b, c, etc.” in a blank space in column
“r” and enter year’s used below. List
cooling system protection in degrees (F)
in column “q” and sign the entry in col-
umn “s” if your equipment has no SA
2408-2, you can order dealer copies
on SA Form 3409.]

Get More Copies

More frequent filing is needed for
the leading year batches because of your
SA 2827 or SA 2828 restriction. Call SA
2108-309-1 or (see 6) call for quarterly
filings—but it can stand a shot of help
about once a month. Treat it like any
other reported labor point that's out
where you, your crew and shop can get it in.
Give it a little extra attention.

New Repair Parts List

Get 'em right and get 'em faster—
your truck and automotive repair parts,
that is. Use the latest authorized dealer
rate list. Its 9-2000-223-309 (Oct 64).

It contains list of items collected
of interest to inspectors' Bureau
SA 2827 or SA 2828. It is for filing
with each annual report. Items
being listed below are items
which are to be filed with each
report.

General Motors

SA 2827-2828, 29, 30, 31, 32,
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JOE'S **Spring**
DOPE TO IT.
SPEEDY

Ah, Speedy, 'tis spring
 again . . .
 Upon Mount Olympus
 they are swingin' . . .
 Apollo is tooling
 his wheel . . .
 And I am come among
 the mortals
 To herald the vernal
 equinox.





This includes all your equipment! . . . tanks, trucks, dozers, generators, aircraft, compressors, pumps, MHE's, tractors, etc. . . . Their winter plans must go down the drain—



Bring engine up to operating temp before y' drain 'er.



Put in the correct size all over the top.



Change oil filter and run engine a bit to check for possible leaks.



Never drain a cold system! Bring it up to normal operating temperature.

Open the radiator and engine petcocks (don't remove the engine petcock . . . easier to get the big chunks of dirt out).

Joe's Dope Sheet



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



WHATEVER IT TAKES TO GET IT RIGHT. DON'T LET YOUR LEADER KNOW!

WE'VE NEVER REPORTED THIS TO THE CHIEF'S ROOM!



A TALKING HORSE? IF YOU GOT WORSE BECAUSE OF THAT TALKING AND GET BACK TO WORK.



RIGHT? HOW DO YOU RELAY **TIGHTEN, ADJUST AND FIX!**



Stick to longer space-or you're liable to wing, break or twist something out of line.

HIT BODY BOLTS BODY SCREWS CLAMPS

KEEP IRDAAN IN MIND

Might save throwing away a good part when a little adjusting'll save it. In doubt? Call support.

Support, Repair Only in Secretary





PAINT UP

YOU'VE LOST! GUY!



Be sure surface is cleaned right or treated if that's called for. Don't slip paint on rubber, boots or disk plates.

LUBING

Follow the
L.O.



Hinges, pins, latches need oil too!



BATTERY



Committed Clean off and wash with luting soda ... rinse well. Leaks? Cracks? Carrier box (C) Repaint carrier box and tighten.

Blow out filler cap vent holes ... mustn't be clogged.

Position battery and make snug ... light GAA on terminals.

SEASONAL EQUIPMENT



Fix up any special stuff you're putting away—winterization kits, road, snow plows, sanders, scrapers—keep all loose stuff stowed

with the equipment. Instruction pamphlet too.





YOUR M114 SCOUT ROLLS ON

PART II



THE LAST ISSUE OF PC covered the big M114's and introduced you to the new M114's and the M114's. Now we'll see how the M114's and M114's are used in the field. Let's go to the M114's and M114's. Let's go to the M114's and M114's. Let's go to the M114's and M114's.



SUSPENSION KNOW HOW

Track Identification—You may not know it but there are millions of tracks for the M114. There's a 2114-in. wide type on earlier vehicles and a 174-in. wide type on late production models and for replacements. It's easy

to roll you open. The 1 1/2-in track has six struts for hold-down that 1 1/4-in track has four struts for hold-down. Don't count on more 1,000 miles wear from the 1 1/2-in track. The 1 1/2-in has a longer rise and will go well over the 1,000-mile mark.



Thrown track—If you desire a track you can shoot—has not already—put it back on this quick way.



Just shoot track into fire by blanking the gun, but you will notice objects.

If the track is thrown to the inside—toward the vehicle—don't shoot about with a case number guide the track back on with a crane's bar.



If it's thrown to the outside—away from the vehicle—don't shoot backward while to guide the track back on with a crane's bar.



Remember, if they don't put it on the track, don't shoot. Use a crane's bar to guide the track back on with a crane's bar.



Breaking The Track—If you have to break the track, just 100 miles you can break it at either the front or the rear. So break it at the rear. . . . It's a lot easier that way.

Track Backward—It is physically possible to have the track on backward. Your track is on right when the widest ground of the top track shows is toward the front.



Track Rivets—The track rivets have to be secure. If you find one loose, replace it with a lock the first chance you get.



Adjusting Track Tension—Your TBI shows you how to measure track tension with a tape string and a rule. You may not have a rule out in the field so measure the distance from your OEM or use pliers and mark the roller chain's stretch to 1/16-in to 1/16-in high. Then you can use it with the string instead of a rule.



MARK THIS RIVET!

REMEMBER IT
You adjust the tension the
same distance that you
mark the roller chain in a
single stroke with the TBI.

Adjustment Point—When you measure track tension, you do it over the No. 2 road wheel. Guess you know the No. 2 wheel is the second from the drive sprocket; some models install an idler sprocket in the place you measure track tension.



Track Adjuster—On late model M11 6A1's the tape string on the adjuster front bearing has been left off and the roller roller has been replaced by a pipe plug.





Road Wheels—If you have to change a road wheel, here's an easy way to do it that works for 12 out of the 16 road wheels on the vehicle.



Remove track tension by loosening the pins.

Take either the front or the rear of the vehicle using an M11 grapple for support.

That gives you enough slack to change the wheel without backing the track. After you're finished, have the vehicle roll to ease to tighten the track tension again.

The four road wheels are supported by the tank as are the front and rear drive wheels on both sides. To get at them you have to break the track.

When you change roadwheels, don't tighten the bolts in the rear roadwheels too tight until you install the roadwheels on the track. If you tighten 'em up too much, the pin's bolts and the steel bolts might not line up right and you'd have to start all over.

Roadwheel Night Goggles—Use a rag to clean the mud off the night goggles. If you use a screwdriver you can scratch the goggles or you can't see the oil level.



80



"I'M GOING TO TRY TO GET OUT OF HERE. YOU'VE GOT TO GET OUT OF HERE. YOU'VE GOT TO GET OUT OF HERE."

Oil Check Pings—These road wheel axle oil level check pings have one major hole to use a 6-point socket on 'em. Use the 9/16-in socket with your ball joint drive bit. If you use a 12-point socket you'll round off the heads. The same thing goes for your main-line oil filler tank pings. Use a 6-point 7/16-in socket on them.



These pings are tapered so you won't need too much socket.

Baller Wheels—The new all-wheel baller should solve your "steering" problem. In fact, you may already have the all-wheel baller on your particular vehicle.



Sprocket Bolts—Check your sprocket bolts every chance you get, because they'll work loose. If the bolts loosen, and drag out, that lets the sprocket have too much play and it won't work too. Remember, it has to be a Grade 8 bolt.



81



Spoked Master Tooth—Which of the 11 spokes inside is the Master Tooth? You trained vehicle mechanics must be able to solve this mystery before you can line up the spokes where the bolt holes match the bolt holes in the new track support wheels.

Guess this is one of the tooth is stamped MASTER TOOTH . . . no mystery at all . . . but some of them were shipped from the factory before they got stamped. On them you find the master tooth by checking the number, starting with any number at random and working all the way around the wheel, through a ring (or any straight edged object) so it goes in a straight line through these points:



When they all line up . . . that's the master tooth. **MARK IT!**

- The center of the tooth
- The center of the bolt hole nearest to the tooth
- The center of the spoked wheel
- The center of the bolt hole on the far side
- The center of the track

Spoked Lubes—The greatest seal is good at keeping oil in but not so good at keeping water out. A new seal that will be good in both directions is in the works but for now you've got to live with the fact that running your boat in the water for an hour or two minutes may load the spoked hubs with moisture.

You may have to drain the spoked hubs every time you dock your boat. You first drain out the contaminated oil with new oil and then you wash with new oil.

After you operate in the water for a long time (half an hour or more) you might need a change of oil in several of your outboards as well as your spoked hubs.

Oil contaminated with as much as 1% (one of 100 parts) of water will look milky in the sight glass so you can't go by that entirely. What you get a

little experience you'll be able to judge when the oil has just a trace of water and when it's dangerously excessive.



—Your JOP shows two different kinds of eyes and lever shock absorbers, a left-side eye and a right-side eye. This has been changed. Now there is only one kind, a direct action job (JOP 17-40-981-802) and present stocks are indicated from JEM 11-62-01-0000.

RIGHT EYES
SHOCK ABSORBER



HELPFUL HINTS

Remember to use correct
and alert in both feet.
The correct method
should be used for
proper work. 1-114
Lodge Building



Front Fender Guards—The old eye fender guards break real easy if you try to straighten out a dent in 'em with a hammer or a mule's leg. However, if they're rubbing on the track you'll have to do some pounding—but be gentle as possible. The vehicles produced after date plate serial number 1516 have a different one now which should prevent this trouble.



NEW
TYPE
GUARD



OLD
TYPE OF
GUARD
LEFT
SIDE
BUCK
MOVING

Observer's Pedestal Mount—If the Observer's M10 machine gun is mounted in the rear plate support, the pedestal will run six inches past the edge of the vehicle. It can easily hit against some tracks and get knocked off ... or, if it's mounted, be sure the Observer is observing it.



Gassing Up—When you refuel your tanks, leave it locked for expansion. If you fill close to the top, gas will stop you. This gas could fly into the driver's eyes or set the vehicle on fire.

Halfboard—If your halfboard is essential when you travel on land you can very easily hit it on something, especially in the woods or crossing deep ditches. To avoid hitting it and bending it, disconnect it and keep the halfboard in the retracted position until you're ready to cross the water.



Towing—If you have to tow your M10 faster than in tow mode, leave your compass mechanism take out the speeder side shafts, then you can tow it with no danger of damaging the power train. If you leave the side shafts connected you can ruin the ground gear work.

One thing about towing with the side shafts out: The towed vehicle has no gear and no brakes, so you have to tow it with a tow bar, not with tow cables. **BEWARE, IF YOU TOW, GO SLOW.**



Brake Plugs—There are two types. A threaded plug was used on the early M10's (late plate serial number 189 and below except for vehicles 74-100 and 100-104) and a type with 4 screws (3 screws for the larger engine oil filter shaft) was used on all vehicles with serial numbers above 189 except for vehicles 181 and 182.

For the threaded plugs you use a 1/4-in square drive wrench along with an adaptor-socket wrench 1/4-in square drive male or 1/2-in square drive female, P/N 11-20-240-8701, for removing or installing plugs. Also, lube the threads lightly with GAA grease. These plugs are made of soft metal so be careful of cross-threading.

Engine Compartment Access Cover—The drive shaft plate must be reweighted or you'll be in trouble when you go reweighting. Be sure the weights are in place under the mounting screws.

Shipping Cover—Keep the shipping cover clean when with your M116A1 and use it as the vehicle profile. You carry it in the right, rear, hull plate container. If you don't have one, order P/N 85-48-154-1121.



Serial Number—The vehicle serial number is on the data plate in the driver's compartment. This is the number you use on your Equipment Log Book (DA Form 2600 series) and other T-185 forms.



Lock Nuts—The engine oil-fill hole and the radiator coolant fill-hole have the same shaped cap, and mistakes have happened. Coolant doesn't mix so good with oil or oil with coolant. To prevent this you can use eye-level RCP to mark the oil-fill point.



Headlight Guards—The headlight guards, 189108H and 189108H1 sometimes get torn off in heavy loads. These steel tubing and angle iron guards are not in the supply system so you have to repair 'em by welding or by making complete new ones locally.



New Fan Belts—The matched set of three V-belts listed in Item 20, page 27, of your TRV 9-2120-214-28P (Std 413) has been improved. The new belts can stand up longer under high tension. They'll be listed under P89V 1030-267-1044 and each individual belt will be marked (H9521111) instead of (H9520732). You might want to get this done in your parts manual.

BE MINDFUL AND TREAT 'EM GENTLE

Rear Door Latch—Go a little easy on it. The inner handle can rip through the seal and/or make the seal leak. Keep the door locked from the inside. Verify that it is locked before entering.



Warning Light Warning—The power plant master warning light is in a handy place for the driver to see it. Also, it is in a handy place for getting stepped on by anybody walking on the front steps of the vehicle. . . . so be hip and watch your step.

Floor Panels—When you have to take out the floor panels, first remove the grounds lugs from the floor. If you don't, you'll ruin the backs of the two rear seats when you pull out the panels.



Two-Faced—The surfboard is an boardside to don't step on it any more than you can help. The 881441 vehicles serial number 1753 and above have plywood surfboards which are more rugged than the aluminum surfboards of the earlier models.



MACHINE GUNS



Hazard—The pointer gun sight causes a dangerous condition for the driver or the observer when it is over their heads. If they rise up suddenly they can get stuck on the steep end of the pointer.



Lubrication—The EO for the vehicle has nothing about lubing the .50 caliber M2HB machine gun. You'll find info on this in EO 9-1005-233-1B.

Short Shooting—With the .50 caliber you've got to be careful not to lower the barrel too far or you'll shoot the corner of your own vehicle. The same goes for the observer's T42 machine gun when fired from the sly position.



Transmission Adjustment—When a new M114 is delivered to a unit it is very important that the company mechanic check the transmission final level adjustment. He must also keep a regular check on this adjustment. If he doesn't the transmission can be ruined.

Change 2 (Chg 43) to TM 9-2520-214-20 (Chg 43) replaces page 18, para 56, how to make the adjustment. Be sure you use Change 2 because it has the latest steps.

Brake Adjustment—Change 2 (above), page 18, para 1014, gives the latest way to adjust the brakes. It's a must for every mechanic's library.

Wash Unit Filter—The ground crew unit manual will show it hard to get to because it's mounted under the voltage regulator bracket. However, don't miss it when you make the regular maintenance service. This filter traps a lot of gunk.



WINTER WONDERLAND

Oil Filter Hook-up—In cold weather tops or belows your ground crew oil filter when a vehicle goes down. In a couple cases the stiff oil hardened the filter cleaner away from the top of the filter.

To prevent this, you . . .

1. Use the right weight oil for the prevailing temperature range like it says in the IR.



2. Move down the vehicle until your engine is warmed up completely. At least 3 minutes in cold weather. Do the first three minutes of the warm-up time every 30 seconds or less.



Winterization Kit—Want to know if your vehicle runs a winterization kit? The latest word is that a special winterization kit will be issued for the vehicle only if long-time operation in $\leq 20^{\circ}\text{F}$ climate is planned. CR 9-16 is your authority for winterization equipment.

Fast Idle.—In starting your engine at temperatures between 0 and -25°F you need a fast idle.



**PUMP
ADJUSTER
FOR FAST
IDLE. DO NOT
TURN MORE
IN.**



**FAST IDLE
ALL THE WAY
DO NOT
TURN OUT
OR ADJUST**

After you get your engine started, push your choke back in slowly. You don't need to reach the choke back until the engine is running by itself.

AUXILIARY STARTING

LET'S BE HELLO-
WORLD! "HELLO"
IS A SOUND AN
ANSWER FOR HELLO.
SO LET'S BE HELLO-
WORLD! HELLO!



OH, YES!
HELLO! OH, HELLO!
HELLO! HELLO!
HELLO! HELLO!
HELLO! HELLO!
HELLO! HELLO!
HELLO! HELLO!

Have Starts.—The master switch in your M14 is wired to one of two different ways. Because of this you need to know the various starting methods. Regardless of how it is wired, the first six steps are the same.

It's done like this . . .

1. Bring together an M14 for M14M1 with good batteries, and master with each or two already discharged batteries, then test (2) the ignition and master switches in 1955 vehicle.



2. Push them together with the glow wires. Once the hook-up is made the electrical system is both vehicles becomes "hot" as soon as the master relay is closed in the (2) vehicle. With the key closed M14's the master warning light in the 2002 vehicle will go on as soon as the ground is connected to the glow magnets. With the glow magnet M14's (2) 12" and below except for 1204-1218 the master warning light of the 2002 vehicle will not light unless its master switch is turned to (2).

2. In the DMV vehicle . . . first turn the master switch ON. Then turn ON the ignition switch. Now start and run the engine.



3. Next, the DMV vehicle, turn on the ignition switch and start its engine. Then turn the master switch OFF.

DMV ENGINE

4. After the DMV (donor) vehicle engine starts, turn OFF the ignition switch in the DMV vehicle. Closed vehicle engine will use DC 12V draw power from the batteries in the DMV vehicle. In this format you won't be sure two generators will operate in parallel without causing trouble.



5. Closed DMV vehicle . . . let the engine warm up 5 to 10 minutes. Then turn its master switch ON to connect its batteries.

If the closed DMV vehicle has its model master switch wiring, label number 1214 and draw pin: 1200-11-01 flipping its master switch to the ON will connect the batteries. . . . is true to Step 7.

If, on a later board, the closed DMV vehicle has its master switch wired the early way: label number 1213 and below except label number 1200-11-01 you must master step to how, hell it is.

- 6a. To close your master relay you must first flip ON the master switch, then back an electrical current through your master relay coil.

To do this use a jumper (donor) cable from a good battery's positive (+) terminal to a positive terminal of your DMV vehicle batteries. Now attach a jumper cable to the positive (+) terminal of the good battery and flip the end of this cable across a positive terminal of your closed DMV vehicle batteries. This'll close your master relay.



3. Whether your fuel stop was 4 or 80, your master switch is now OFF in the closed (OFF) vehicle. Get on the highway going for a few minutes.

4. Flip OFF the master switch in your LMI vehicle, disconnect the slave cable from both vehicles... and that's it.

TO STOP YOUR ENGINE

2 point to remember . . . to stop your engine first turn OFF the ignition switch. After the engine has stopped turning over, turn OFF the master switch.



REMEMBER YOUR POINT . . . YOU SHOULD DO THIS ON THE EARLY MODEL VEHICLES, AND THE A GOOD WAY TO GET INTO A LOT OF YOU HAVE A LATE MODEL SCOUT.

Four Starts.—This is an easy vehicle to use that if you need to—like when the batteries are low and you don't have any slave cable. In the TOPPED vehicle flip ON the master switch and then the ignition switch. Put the shift lever in N (neutral) and moving release lever in HI (up). When the moving vehicle gets you up to about 12 MPH, shift into D (drive).



GENERAL & SUPPLY



DON'T FORGET YOUR RUBBERS!

Making you cheaper your spirit like a rubber from their boots. You'll, a rip-or tear in your pants, raincoat, boots, wet weather overalls or paramochee means will leave you mighty miserable.

Don't worry! We carry the products you need to fix your gear.



Raincoat, 100% Nylon



Overalls, 100% Nylon



Boots, Cold Weather



Paramochee, 100% Nylon

Adidas, 2401 Central
Bldg/Sydney
WILSON, 241 2401
2401-241 2401



Top, 100% Synthetic
Overalls
P.O. Box 241 2401
2401-241 2401



Maintenance Kit Cold
Weather
P.O. Box 241 2401
2401, 241 2401
2401 241



Overalls



The cold-weather repair kit for boots and raincoats is so easy you can carry it in your boot or bag. It works like a tire patch and will only cost a few small pennies or less. The instructions on the kit are easy to follow, too.

The pressure-sensitive tape can be used for emergency repair of raincoats, paramochee and wet weather overalls, but this is only a temporary repair and the item should be taken to the paramochee repair as soon as possible.

When patching a raincoat, paramochee or overalls, use the liquid adhesive system with canvas repair cloth or a piece cut off of an interlocking gamoon.

SEE US



If the holes or rips are too big for you to fix, return the gamoon to your support people, like in case in 241 2401-241 2401 and 241 2401, 241 2401.

KEEP 'EM ROLLING



Sometimes a guy can get mixed up in a mixed operation, like when he's greasing a 3-axle bridge transport truck.

Sure, he lets go with the grease gun on the bearings until he spots grease coming out where it's supposed to—no more.

But, this deal won't work on the leading roller, covered in LD 3-BEAR (3-Bear 30), and there's a lot of these trucks around with popped roller bearing seals to prove it.

If you lose on the gun, the bearing gets packed on the ribs. There's no place for any extra grease to go to—pop . . . out goes the seal.



An easier way to face this situation is the general rule is to take out the standard grease fitting and put in a pressure relief eye.

The fitting you want in both cases is listed in the Federal Supply Catalog, Class 4700. FSN 4700-500-0111 will get you fitting, lubrication, pressure relief eye, 1/4 PSL, H-1170717, extra short male.

Then when you make with the grease gun the fitting will "pop"—out the bearing seal.



WOULD YOU STOW IT RIGHT?

You say you don't know your stern from your stern when it comes to stowing gear in your 31-foot bridge cabin boat?

No sweat.

Just remember you have a storage compartment in the bow . . . or front of the boat . . . for your gear. Accessories for the boat like your lights, running lights, spot lights, life preservers, ropes and cables go in this compartment.



FLASH... FOR FLASHERS

All you support vehicles who've been bused' troubles with your directional signals, hear this! You can get repair parts for these military-designed turn signal systems that were installed either by the vehicle manufacturer or MFGO 9-2800-500-00.

They're listed in Change 1 (Jul 84) as TM 9-2330-212-00P for 4-ton trucks (M41 series) and Change 1 (Sep 84) as TM 9-2320-211-00P for 5-ton trucks (M740).

The parts are the same for all vehicles covered in the MFGO. You can get 'em right now with these FAX's:



MCJ, DISTRIBUTION FAX 190-92-217
OSRD, TECH DRAWG FAX 240-92-080
ASST, TECH DRAWG FAX 260-92-100
SART, DISTRIBUTION MCJ FAX 270-92-217
MFG, WORKSHOPS FAX 440-51-474
DPT, TECH DRAWG MADE FAX 870-94-091

FOR SERVICE... NOT FOR SHOW



Deliver, easy to reach and easy to load.

You can keep your maintenance and supply publications that way in a portable, available, weather-tight, lockable library.

You can make the best-thrift use of scrap materials (plywood is good, too). The dimensions shown are good, but you can scale 'em out to your needs. Just remember to keep 'em light as possible . . . and try the weather-tight boxes with tight-fitting lids. Then all you have to do is take 'em up when you ship out or take to the field.

Line the boxes up in some safe place in the working area, just as the books are within easy reach of those who have a legitimate need for 'em.

JUST THE WAY

A LIN ALL THEIR OWN

Just a minute, Partner, if you're still' based on tool sets or kits. Better pull up a hole of snow and take a load off of your feet 'cause here's some news don't going to interest you . . .

There's a DA Circular T54-1 (9-1-64), "Removal of Components from Assemblies and Use of Equipment," that affects your tool kits and sets.

The gist of the circular is that some generators and compressors are no longer a part of many tool kits and shop sets. They become separate line items of equipment as of 1 Oct 64.

These changes will show up in your supply manuals. The T54's and T4's are getting revised to show the compressors and generators as separate line items of equipment.

This means that when you're ordering a tool set or kit that formerly had the compressor or generator, you'll have to requisition the deleted items individually.



NO DISINFECTANT, PLEASE

It's real simple to clean the foot-dropping board (FSM 7358-261-6095). After you use the board (and the wood after you the board) use a detergent solution of hot soapy water and a stiff scrub brush on it. Then rinse with clear, hot water.

You want to use enough water to rinse off the detergent but try not to get the board soaking wet all the way through. And, don't drink it in your. The more water you use, the more chance there is of the layers separating. Once that happens, you have to get rid of the board.



PLEASE
DON'T DISINFECT
BUT DO USE
HOT SOAPY WATER
AND A STIFF BRUSH.

The water rinses the board, and it soaks and let it dry.

Be diligent in hot soapy water should do the cleaning job to keep disinfectant solution away from the board.



That air-drying bit also gives for wooden cabinets and fixtures with wooden handles. Water causes wood to expand and, as it dries, the wood shrinks and leaves open seams or cracks—and a cleaning problem.

ALARM PROTECTION

A standard wooden bookshelf, some valuable boards for partitions, and a little ingenuity are all it takes to give your VG Alarm 84185 (FSM 6661-671-7044) and its components a good home. The sturdy box also solves the handling problems you have when you keep the alarm and its components in each board house.

The box makes the alarm unit, magnet kit, the raw batteries and the electrical leads and special purpose cable.

Your property disposal center may have some bookshelves you can use.



PROPERTY BOOK ANSWER

from that book.
Even a FCB will need a separate
stamp supply (see the commentary in
classified items). I assume you
only need a separate stamp supply
because you're not using separate
FBC's.

Should a property book covering
classified property be maintained
with other property books at the loca-
tion of interest?

Page 1, 2, 3

PROPERTY BOOKS
CLASSIFIED BY THE
PROPERTY BOOKS
STAMP SUPPLY
STAMP SUPPLY, INC.

PROPERTY BOOKS

PROPERTY BOOKS

PROPERTY BOOKS

HOLD UP
I THINK YOU'RE
STAMP SUPPLY
STAMP SUPPLY, INC.

from the pages 1, 2, 3.
The property classification in the
book's normally requires you to re-
cord the date in a classified book in
your property book. This classified
stamp, you see, has not included in
the book.

However, if you find that you have
an inventory book classified, then you
having previously defined in a separate
and now it is a classified document.
Then you do not supply the stamp
which might give classified character
with an exception of any item. The
number of items you have might be
classified, too.

The procedure in maintaining these
data without items in your file. All
items in the file. For those items you
will see items in your property book
even if they are unclassified.

The FCBs require a separate book
if location numbers for use in their
stamp covering classified items if in
some cases, but depending on the case
status, the stamp applies, and the
type of items involved, to apply all the
types of items involved for a separate
classification number for a separate
stamp supply code for the stamp supply in
classified items.

As for maintaining property books
if a location of interest. All FCB's
pages, use property books on a
type or higher practical level. This
page requires of the book's charac-
teristics. Therefore, in some cases, if
more, the stamp will apply.

YES, WHY HE GEORGE GEORGE!

A GOOD PLUG IS A MUST

When you can't make your AC connections any other way, you can always go in for some of the "best procurement," right?

Right. But with the usual care and caution.

Some of these commercial-type plugs, or connectors, just weren't made to get out in a military mess. You can make such things in light plastic material, even lighter wire, no metal strength, and all that sort of thing. Don't make the grade, satisfying connections, when with all those exposed bareness and protrusions that power plugs are prone to.

New year military-type (MIL-C-1707) make power plug or connector is designed for real rugged use. It comes with a clamp to grip the cable, so you don't have to rely on the insulation alone for metal strength. It's well insulated, with rugged prongs that can take an eye of crocodile without getting bent in the least. And as you

know, there's still mighty fancy female receptacle stuck around on the walls of some shops, plants, supply points and such.

Let's see, now, where were we . . . ?

Federal Supply Catalog (FSC) Book, Connectors, Electrical (1 Aug 64) has more connectors than you'll ever know what to do with. But here's some that you can get a lot of use out of.

Connector, Plug, Ratchet (type, complete, standardized type of 1964 is Model, 704 704-214-002)



Concrete, Plug, Electrical Green, 2-wire, ground-
ing type, type SF 1288 G listed, PMA 1288,
628-145. Not for a fixed ground block and can-
not be used in two block receptacles.



The whole point is, it's much better
to get your AC replacement plugs
through the regular supply channels,
and to insist to local purchase only as
a last resort.

YOU'VE GOT
TO GET THE
CORRECT
PLUGS FOR
YOUR
ELECTRICAL
SYSTEM.
IF YOU
DON'T
GET THEM
RIGHT,
IT'S A
WASTE.



KIT WIPERS



SO WHAT'S
YOUR POLICY?

LOOK! THE
WIPERS
ARE IN THE
KIT!
AN APPROPRIATE

Any variety of cloth (flannel, duck,
handkerchiefs, piece of shirt) or an
oil-soaked cotton can be used instead of
the wipers which come with the M1A1,
M1A2 or M1A3 protection and treat-
ment kits when the wipers become

wetted, torn, etc.

The wiping squares which come with
the tubes aren't separate items of linen,
but any cloth that's handy, clean and
absorbent is OK, to use instead for
wiping off the vulcanite.

ACCEPT NO SUBSTITUTES

Substitutes can go wrong when changing tires or wheels on your IH®. Be sure you use the same outer lock ring for the rim or wheel you took off.

One word that may give you the outer lock ring from a Baker R/PMO rough terrain forklift to a LeTourneau-Wingfoot 9530 tractor-towed crane.

Just, the substituted ring looked the same and snapped into place without sweat . . . but, it wasn't identical. As a result—it gave way under heavy load. Now, there's a guy in the hospital and his equipment's on deadline.

So remember: use the right part—always!

BAKER
R/PMO
FORK
LIFT



BEHOLD THE SAME
LOOKING OUTER LOCK RING
FROM BAKER R/PMO FORK
LIFT OR WHEEL.

LETOURNEAU-
WINGFOOT
CRANE



GUARD THE MOUNTING BOLTS

Being guard duty! Maintenance guard duty, that is, on the main generator mounting bolts of all your electrical power equipment. Loose bolts set up a chain reaction of vibration, misalignment and eventual damage to generator rotor or stator. This could knock out your power. Check these mounting bolts now and don't let slipshod dielectric from the generator TM.

CHANGE THE PLATE

The ID plate on Regue Electric Company I-H® generators (PN 4151607-16106) generated on P.O. # 41-90496-N.Y. says the rig is covered by the TM 5-6115-271 series of parts. The plate is out of date; it should now read TM 5-6115-271 series. Your support people can give you a hand on changing the plate.



STOP!

DAVEY BATTERY DRIP

Easy does it... when it's battery PM time on your Davey 3, 500 PHL, model PM, air compressor.

There's more to it than just routine maintenance.

Water and acid slopped from the battery box drain holes can drip and splash on the parts directly below. This porous material can cause the fan stage air filter... or worse, clog the filter and air threads under the fan.



Here's where you come in



Here, loosening the batteries before putting PM takes a little more time and muscle, but it'll pay off when your tools are ready to take wing.

BE A TACH WATCHER



Keep your eye on that dial where hours of engine operation are recorded on the tachometer of your 30-ton cargo truck or truck tractor.



You need the readings in hours from the tach—as well as miles from the odometer—for DA Forms 1408-1, 1408-2, 1408-3 and 1408-10.

Some wheeled vehicles don't get readings in hours, but these 30-ton features do—*but definitely*. For a quick clue on why you need the hours, make a look at the vehicle's EDC's. See items 14, 17 and 18 for the cargo truck in TM 5-2500; 284-EDC's (see 44) and items 17, 18 and 19 for the truck tractor in TM 5-2520; 284-EDC's (see 44).

To make sure of the EDC checks, you may need a look, too, at the vehicle's DA Form 1408-6, 1408-8 or 1408-10—especially if the engine or maybe the transmission and transfer have been replaced.



Connie Rodd's BRIEFS



A Good Ground

A good ground is a must for safe generator operation. To be sure it's the job, here's what you need: flat, ground, 8 1/2" long, 1 1/4"-diameter, P28 2773-542-8927, and Damp, electrical, P28 2773-243-2801, and Wire, electrical No. 6, 2000, 18 1/8, P28 2143-100-6095. Without this ground and your generator isn't up to '71 complete.

Your Dates Out-of-Date?

Are your equipment parts/maintenance services scheduled right on DD Form 2147 B and a quick check in Det. Ch 730-3 (28 Jan 64) may help to get you back in line. The circular lists the latest publication changes which cover periodic maintenance services.

Your Authority

Let us get your Det. Form 17 back under "C" (you cannot be identified) when you're trying to order more copies of DA Pamphlet 730-26, "Improved Army Equipment Records Procedures" (25 Aug 64) (later via U.S. Army AG Publications Center (Business) Bulletin 41 (26 Oct 64).



Platinum Play Up

Be sure you yourself *you* never lose out any old platinum tipped spark plugs or magnets breaker points. You'll turn them in to your support who'll see they get reported to OSA, just like DA Circular 722-2 (28 Dec 64) says.

Perfect Replacement

Having trouble finding down a replacement for the T28-2P handset used with the AN/TW-2 battery control cutoff relay. The T28-2P's have replaced by the 8-144412, P28 2805-282-2799, which is listed on page 2 of DA G-1400-501-109/1 (15 Jan 64).

Has the Right Fuse

Now hold on one minute there, Gump. Don't go slipping a ringie in an three 1 1/4-amp power post and jack field fuse of your 288017 carburetor. Some fellas have been known to substitute an hot as a 3-amp fuse, and the extra juice those jobs let through might just make them up the carburetor. If you don't have a 1-1/4-amp job, do your best to get one. They're in DA G1-1800-304-207 (2d Ed under P28 2805-284-9007 and 2805-284-9424).

Would You Stake Your Life ^{right now} on
the Condition of Your Equipment?

SPRING ...

Time For a NEW LEAF

...on the tree

...on the calendar

...on your LO

...in your TM

in all of your maintenance ...

TO KEEP YOUR EQUIPMENT COMBAT READY

