

Issue 49

PS



1986 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY



"Unleash all work files for Kipler Stocks...
See what your broker's TM allows!"

No Sweat Getting 'Em Now...

"How do the OEM's do it get the TM's lead?"

That's one of the big questions we're asked by operators and mechanics who want to do their maintenance like the OEM's have them. To get the publications they need, they have your check-out slip cover. The entry list comes up with a list account for getting these much needed publications to you—the man who really needs them and uses them. In addition to TM's, this new method will give you Supply Bulletin, Lubrication Orders, Technical Bulletin, Supply Bulletin and Maintenance Work Order.

How does it work? Great, yourself! A handy one, here's a printed, and lead to our. You now get your publications just like you get your parts. Top, that's right—same checkout as you do your parts. This means "if you're buying" or an OEM, same publication, you order it from your Equipment Supply Office. If it's for Department equipment then you're making a publication, order this your Equipment Property Office. And right on down the line with the other technical system.

For a detailed service information paper, try office for mail via TSEPO's or responsible.

1. Automatic distribution of TM's, SM's, LO's, TE's, SE's and WFO's to the using unit that's used.

2. Automatic distribution of any new or revised publications.

3. Repeating of maintenance publications, you're used to lead.

4. Making sure you have the right kind and tightness of repair. Systems are used to take care of your equipment like you should.

5. If you're serious you get your publications the same way.

That TSEPO is really an important guy. He not only can tell you what publications are available at your unit, but he also knows just what publications you cannot get right now... and what new publications have rolled off the press and what old publications have been revised.

Of course you still requisition publications on DA Form 17.

Here, when you can spare it you'll see the service one of them "What's New?" goes down from Department of the State, Office of the Adjutant General, Washington 25, D. C., about 4 Dec. 54, the AGASOP (M) 401 (2) Mar 54 (1). SUBJECT: Distribution of Supply and Maintenance Publications.



October 64

PS-100

Reliability is guaranteed by the timely distribution of equipment maintenance and supply material. Distribution is made through several publication channels. With limitation of availability, this means that the distribution of the Publications Maintenance Agency, Springfield, Missouri, New York.

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PS wants your ideas and contributions, and it gladly accepts your questions. Write to: PS-100 Building, FL Service Area, Missouri, St. L. Service and address are kept a confidence.

The publication information on this page is for the use of the user only. It is not intended to be used as a substitute for the user's own knowledge of the equipment. The user should consult the equipment's operating manual for the correct procedure for the use of the equipment. The user should also consult the equipment's maintenance manual for the correct procedure for the maintenance of the equipment. The user should also consult the equipment's safety manual for the correct procedure for the safe use of the equipment. The user should also consult the equipment's warranty manual for the correct procedure for the warranty of the equipment. The user should also consult the equipment's service manual for the correct procedure for the service of the equipment. The user should also consult the equipment's parts manual for the correct procedure for the parts of the equipment. The user should also consult the equipment's accessories manual for the correct procedure for the accessories of the equipment. The user should also consult the equipment's literature manual for the correct procedure for the literature of the equipment. The user should also consult the equipment's other manuals for the correct procedure for the other manuals of the equipment.

KEEPING THOSE VEHICLES IN TUNE

The H-Series Carnival Shows Which Approach Burrhead Formula

for the
Preventive Maintenance
of elements that
burden and
hinder engine
action.



The Formula as Compression

First of all, lifting the head, take out the spark plugs and lay them aside on a clean surface.



Then take compression gage (Kit No. 4-G-124) from your auto-achieve tool kit and go from cylinder to cylinder checking compression. Meanwhile your buddy's cranking the engine has been four complete revolutions until you get a reading on the gage face.



During run, throttle and choke should be opened all the way (choke is not pushed all the way in) and the engine should be at normal operating temperature.



NOTE: Good batteries are needed since a test run depends on engine cranking speed. To make sure of an accurate reading, check low cylinder after checking the others.



If this cylinder checks lower than the first one, the batteries have weakened. The readings then for the other cylinders were probably lower than what they really are because of low cranking speed. If that's the way the turns up, check her again, this time with fully charged batteries.

By Make Ratings in Compression Chart

VEHICLE MAKE	1955	1954	1953	1952	1951	1950
MINORITY (1950-51) COMPRESSION PSI	11	10	10	10	10	10
MAJORITY (1950-51) MINOR (1952-55) COMPRESSION PSI	11	11	11	11	12-16	12

ONE LAST ATTEMPT
 Check the spark plug wires for proper routing. If you're still having trouble, it's time to take the engine to a mechanic for a tune-up.

Don't forget to check the oil level and change it if necessary.

ARE YOU A REAL CAR ENTHUSIAST?
 Then you'll want to know the answer to **START ALMIGHT?**



The difference between the high and low of inches of water—the maximum pressure variation you, you're OK. But if reading is outside the limits, your crank's due for some-thing's work.

To find out whether it's your plugs or valves that are blowing, make the "wet" test. Drop a teaspoon of water all into the 4 cylinders. Oil will soak any leak around the plugs.



If compression comes up, you know the trouble's with your plugs.



If the compression doesn't come up, it's your valves.



Valve Checking

Check your valves and make sure they're adjusted just right. Valves set with too much clearance have a good chance of blowing, while valves set with too much clearance lose a racket and take away from the power of the vehicle.

Use These Criteria For Valve Clearance

VALVE TYPE	IN	OUT	IN	OUT	IN	OUT
INTAKE	.005	.010	.005	.010	.005	.010
EXHAUST	.010	.015	.010	.015	.010	.015
VALVE	.010	.015	.010	.015	.010	.015

Riding Spark Plugs

It is time to remove now to the spark plugs you laid aside. First look down the top of the plug to be sure the porcelain isn't cracked. If it is, get a new plug.



Turn the plug on the threaded side. The insulation there will tell you whether your plugs are operating within the normal heat range, running too hot or too cold.

Four Spark Plug Signs



WETNESS
 FOR 10000-20



WET (OILY) OR WET (BLACK) END
 FOR 10000-20



CRACKS (IN GLASS)
 FOR 10000-20



RED (RED BROWN) END FOR 10000-20



Oil on? Not Red! — Caused by:

1. Plug not tight enough in cylinder head, or a distorted gasket in valve
2. Valves not seated properly
3. Air-fuel mixture too lean
4. Ignition timing out of synchronization
5. Wrong heat range plug (check SAE)
6. Water leaking into combustion chamber



Wipes ... if deposits or spots have formed.



Plugs that have started to bubble or chatter will let too much air into your machine. Try to reduce the amount of the bubble and correct it.

Black-Cup Cak

If machine's black spot plugs are run along-walk inside you have a new walk. This means too much air is passing the combustion chamber. How bad the cause for it and fix it up, else you'll be cleaning those plugs every time.



IF YOU ARE A DISTRIBUTOR OF MILES
MOTOR CO. COFFEE MAKERS, PLEASE
CONTACT THE MILES MOTOR CO. COFFEE
MAKERS DIVISION, 1000 W. 10TH ST.,
MINNEAPOLIS, MINN. 55404-1000
FOR THE MILES MOTOR CO. COFFEE
MAKERS DIVISION, 1000 W. 10TH ST.,
MINNEAPOLIS, MINN. 55404-1000

After looking over machine, give the plugs a good cleaning, gap and set them ... good idea to check contact surface of high tension spring for corrosion.

Gas Check

	1.0	1.1	1.2	1.3	1.4
1.0	1.0	1.1	1.2	1.3	1.4

When you put the plugs back in, try and get new gaskets. Get back the MILES COFFEE MAKERS. If you, use your old ones because now they're clean and aren't cracked. All Miles' motor manual checked vehicle take a 14mm plug, for your God 7.05% for the right work number.

Running Fuel Pumps. Fuel things to repair. Fuel Cell

1.0	1.1	1.2	1.3	1.4
1.0	1.1	1.2	1.3	1.4

Dr. Presentation of Distributor Cases



WHEN YOU GET TOOK TO THE DISTRIBUTOR, you'll find it's not so easy to get the machine to run properly. You'll find it's not so easy to get the machine to run properly.

Look for cracks in case and top head for grit and burrs.

Check breaker points. Operation of breaker is precise.

Take them in and if you get a trouble

Dr. Check for Doors during

1.0	1.1	1.2	1.3	1.4
1.0	1.1	1.2	1.3	1.4

Dr. Presentation for Distributor at Breaker 47mm in space

1.0	1.1	1.2	1.3	1.4
1.0	1.1	1.2	1.3	1.4



When putting your distributor cap on, take a little GAN and wipe it lightly over the breaker case. Then, take the breaker cap pressure and work under the case with 1 or 2 drops of grease each oil.

For your distributor cap or make sure the case is sealed properly—and you're all set.



De Ignition Timing

NOTE: Always use correct timing advance when adjusting or changing timing. Always use correct timing advance and correct timing advance when adjusting or changing timing.

Model Stock No. 71-11934-500 1950-5000

1950-5000 has three leads. Blue to adaptor, red to positive battery terminal and black to ground or negative battery terminal.



Model Stock No. 41-11941-1 has two leads. One to adaptor, other to ground.

Remove spark plug cable from No. 1 plug and install adaptor on threaded end of plug. Connect plug cable to adaptor. Time with engine at idle.

Timing Marks and Beaters



*When timing this truck, the engine should be set to idle at 400 rpm or less. If it's set higher, the advance mechanism will get into the act and give you a faulty reading.

Timing Specifications Motor Key Mark Crank in Degrees

MODEL STOCK	500	570	571	572	573	574
1950	21 TO 2400	1 570C	1 570C	21 TO 2400	1 570C	1 570C

NOTE: Always use correct timing advance when adjusting or changing timing. Always use correct timing advance and correct timing advance when adjusting or changing timing.



De Fuel Pump

Checking Proper Operation



Vacuum gauge

Model Stock No. 41-11941-1



Disconnect gas line (top side of pump)



Install pressure gauge



Crack engine ignition off

Checkups for Breaks for Fuel Leaking

570	571	572	573	574
1 570	1 570	1 570	1 570	1 570

NOTE: 571-574-Truck has standard fuel pump. Disconnect fuel line from water fitting (ignition off). Connect gauge to fitting. Turn ignition switch on and read gauge. Should be at 2 1/2 to 3 PSI.

Dr. Mansfeld Vacuum Test



Test out pipe plug at top of manifold



Connect hose to gauge from opening.



Make sure vacuum hose are tight



Low reading is OK



Normal reading is one level (2-11")

Higher altitude gives lower readings

High Door Checks

1. Use the slider or dialer slowly, your gauges carburetor mixture adjustment is not tight.



1. Gradually drops in area, you have a clogged up exhaust system.



1. Drops steadily back and forth, you have a compression leak between one or more cylinders—usually means a leaky valve, a blown head gasket, a clogged intake manifold or leaky ignition.



1. Drops in intervals of four to 5 in. carburetor disconnected, you have a leaking valve.



1. Drops steadily as reading lower than normal, means low oil pressure caused by low ignition or low valve timing or improper readings of piston rings.



1. Drops steadily at a low reading. Check for manifold leaks.



Concluding Items



Before you close your hood doors, there are five other things to check on. First, make sure that the elements are free of dirt, sludge and dirt. A few air cleaners know your crankcase breather lines open in the crankcase can get the air it needs to breathe. If you're operating in sandy country, your air cleaner will need a faceless tin or one service close to normal area.

The Q741 Vacuum gauge and both Q73 and Q741 and the Q742 have manually adjusted low normal values that have to be checked. Make sure this value is working fine—just give her a BT, dip it and set it for the proper value.

Other Things To Check



AIR FILTER, VALVE, IGNITION SYSTEM, CRANKCASE BREATHERS, OIL, OIL PAN, EXHAUST SYSTEM, EXHAUST PIPING AND LINE, IGNITION, HEADLAMP.



OIL, FUEL SYSTEM, AIR CLEANER, BEARING AND COVER BEARING AND GASKET, STARTER AND BATTERY, FLOORPLATE, TRANSDUCER, WATER AND OIL.

IF YOU HAVE ANY OF THESE PROBLEMS, CHECK THEM FIRST. IF YOU HAVE ANY OF THESE PROBLEMS, CHECK THEM FIRST.

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CARBURETOR HJINKS

You may find yourself thinking that the three carburetors for the GT100-series Tracs are interchangeable for all the vehicles in this series, because they look alike. But, they aren't—two models, friends, cousins.



Now, these two carburetors—G744-8331282 and G744-8331280—have different governor calibrations and can't be interchanged, so don't try it or else you'll find yourself shopping along as mile miles you haul.

On this third carburetor—G744-8331287—you can put this one on any of the 5-ton tracts with a little fiddling up. If you're using this carburetor on any 5-ton tract except the M32 and M34, you can use her just as she is. When it comes to the M32 and M34, you have to use Governor Spring G744-8331285 with this carburetor.

By the way, this G744-8331287 carburetor is the one that'll be in use on all 5-ton tracts before long. It's replacing the other one.



Put us cold?

With winter coming on again, you guys driving the G148, G141, and G149 trucks will want to check out your power plant heaters to make sure they're hooked up right.

Vehicles with the converted World War II power plant heaters in them should be looked at for proper hook-up. If it's wrong, your truck will seem feeling like a frozen mump.

Here's the way your particular kit have been set up:

G148-5721172 converted to G148-5721130 for the M34.

G148-5721173 (174), and G148-5721175 (176), converted to G148-5721170 for the M37.

The G149-5721189 converted to G149-5721465 for the M31.

When you do it follow the lead which runs from the starting side of your switch. If this lead goes to the center terminal of your motor (M for Part No. 41508-01), you have to make this switch.



Take the lead from the center terminal of the motor and transfer it over to the end terminal. This is the same end terminal that your R279 wire is hooked up to.

With the starting lead hooked up wrong, you'll be getting too much voltage through the motor. This chokes up more air than the combustion chamber can handle, flooding the fuel-air ratio and cooling the ignition. Makes for a cold, cold engine.

Read the problem

Questions have been popping in about page 2a of TB P-8024-1 (15 Jan 50), which says, "The transaxle as well as the transmission control should always be placed in the neutral position when the engine must be left running while the vehicle is not in operation."

Guns are throwing TM P-8024 (Oct 49) into the picture, because this TM says that when you go to check your transmission fluid level, the transaxle also must be placed in F-1 High Range. So, they ask, which is right—the TB or the TM?

Well, they're both right—the TB and the TM.

To Check Transaxle Oil Level 2



The TB applies to all those other times you have to keep your track rolling when she's not in operation.

Test results

A lot of guys driving those L741 series 2½-ton trucks have been finding their rear spring seat bearings go loose—just because they aren't lubing them like DD P-8022. If New 2½ says:

"When these lubes go bad, they can eventually affect the operation of your rear bogies. So, why not play it safe and lube 'em once every 1,000 miles like the DD tells you.

All you have to do is loosen the screws on the seat cover just a bit before lubing. Then, when you start lubing, you can see that grease comes out all around the inner cover. That's when you know to stop shooting grease up there. The lube that stays has to be clean or else the old lube will be lubed up there. After lubing, just tighten the seat-bearing-up bolts. Every once in a while, in between lubings, check these bolts and make sure they're tight.

The important part of the operation is keeping that cover. Some guys have been sticking a grease gun up there once and have been shooting without that cover being unwarmed. So, before you know it, there's enough pressure in that seat to pop the seals.

Some of these men have been finding the hole with plugs in them. Reason for this is that sometimes the factory runs out of grease fittings and has to put plugs in with the idea being that the plug will be replaced by a fitting when the vehicle goes into the field. The way you know this is by looking at your ID—if the part calls for grease, you're to have a grease fitting in there.



Get something for you, which will help keep you from fouling up the outside of your Jeep's fuel tank.

Lots of sand and grit form on top of your fuel tank compartment and fill the space between the top of the tank and the bottom of the Jeep's floor. This stuff holds moisture like a sponge. You can see what happens when the vehicle moves, a lot of vibration is set up and the sandy grit acts like an abrasive against the fuel tank. The tank's protective coating is worn away and the

things left wide open for a lot of rust.

The way to do away with this is to remove the fuel tank from the Jeep normally we remove 12,000 miles. Wipe all the dirt and grit from the tank and especially the surface where the joints were off-car rest inhibiting OD removal (Eng Stock No. 51-5411-588410).

This doesn't in TB Ord 601 of Apr 60. It'd be a good idea to put it down somewhere where it'd be picked up at every 10th service.



Red Light



Some guys have been made miffed when that red warning light on the left front fender of their M10 tank was never suddenly decides to go on the blink. After checking to make sure the bulb's OK, they're stuck because that circuit has been a little hard to follow.

That warning light is connected through a flasher unit to the warning light switch on the instrument panel. The switch is connected to a circuit breaker on the engine side of the firewall. If you ever have to trace that cir-

cuit, just follow the wire tagged with the number 674.





A belt is part of every man's daily appearance. Not only does it make for a sharp-looking character—it also serves a more useful and more white purpose.

Yes, just like most other things, it's got to be used right. If it's too loose, it gives a droop shape, not right and that can look like it's part of a guy's anatomy.

Same with your vehicle's belt. If the belt isn't adjusted just right, it'll cause trouble. Trouble is only over-generation and water pump won't put out that much the way they should, over-ride and a strain will be put on those "pin" bearings. Over water pump they spend a couple of their bucks and before you know it, you may have to ship it back for a second job. And, of course, these belts may also get rusted, frayed and glazed, too.

One thing that may tip you off on a badly adjusted fan belt is any money you hear coming from under the hood. This may mean that your belt's too loose and that it is adjusted. The best way to know what's what is to check the belt's deflection over in a while.

What are we to do with these adjustments for your Marine vehicle and where you have to make 'em?



THE GP40 and GP16 TRUCKS

The right deflection for your drive is $\frac{1}{2}$ inch.

THE GP41 1/2-TON TRUCK

This one takes a $\frac{1}{2}$ to 1 inch deflection.



THE GP40 2 1/2-TON TRUCK

A $\frac{1}{2}$ to 1 inch deflection is the ticket for this truck, too.



BELTIN' IT AROUND



First, get your water pump and generator drive belts from the water pump pulley to the generator drive pulley. Use a few pulls to set the belt and see if the tension is fair in deflection.



Then, loosen the belt, taking the generator belt tension loose to give



Then move the generator and you get the deflection. Then, tighten up on the belt adjusting screw.



You'll get just the way you get your deflection on the belt. Loosen the generator adjusting screw and pull the generator toward you if the tension is too loose; you'll push it away from you if the tension is too tight.



You can also use a rubber hose. Then, tighten up on the adjusting screw.



To check, get your index or glass like a chain and push it freely on a good midway between the generator and water-pump pulley. Is get your deflection.



So get it, loosen the two belts, one holding the generator to the rotating bracket. Loosen the screw holding the generator in the adjusting area, so you can move the generator toward or away from you.



After you have the right deflection, tighten up on the screw holding the generator to the adjusting area and then the two belts are set.

THE 6746 2 1/2-TON TRUCKS

The adjustment for this truck gives you a little leeway—between 7/8 and 1/2 of an inch.



To get it, lower the adjusting arm to generator capstone and the nut on the top generator mounting bolt.



Put slight pressure on the belt midway between the generator and water pump pulleys, and push up the generator until you get the right deflection. Then, tighten up on the screw and bolt.

THE 6744 5-TON TRUCKS

The adjustment for this buggy also gives you a little leeway—1/8 to 1/2 of an inch.

Get a 3/16-in. or an extra-tall-adjusted screw head for the truck No. 47-4147-12.



Put the between generator and generator on its lower end and push against the screw head a point directly below the housing screw on the valve support member front view.

Lower the generator to adjusting arm top screw.

Put the upper end of the bar forward you with a pull about 10 pounds.

Keeping the bar in place, tighten up on the generator to adjusting arm top screw.



MATCHED BELTS

The Jeeps, the 6741 2 1/2-ton trucks and the 6746 Savans all have matched pairs of fan belts. If one belt goes bad, change both of them.






Here's why—these belts stretch. If you put on one new belt without changing the other, the two belts won't work right because the older one will be looser than the new one. So, it's a good idea to change both belts at the same time.

About Life

Been having trouble hooking up your trailer to your prime mover, because they have different kinds of receptacles?

If so, you'll be glad to hear that you can now get adapter assemblies for connecting any trailer with any prime mover (and vice versa) even in the field. And the only thing you'll have to change is the light bulbs on the towed vehicle to make it jibe with the voltage of the prime mover.

TR-Ord-54 (12 Sept. 55) put this idea into being. There are five adapters you can get. Here's how they shape up:

<p>Adapter, 4/12-pole socket contacts Stock No. Q743-8713798</p> 	<p>WHERE USED: All receptacles of prime mover having 4 poles when prime mover is towing trailer with 12-pole receptacle.</p>
<p>Adapter, 4/12-pole pin contacts Stock No. Q743-8713797</p> 	<p>All receptacles of trailer having 4-poles when prime mover has 12-pole receptacle.</p>
<p>Adapter, 8/12-pole pin contacts Stock No. Q744-8713798</p> 	<p>All receptacles of trailer having 8-poles when prime mover has 12-pole receptacle.</p>
<p>Adapter, 8/12-pole socket contacts Stock No. Q744-8713799</p> 	<p>All receptacles of prime mover having 8-poles when towing trailer with 12-pole receptacle.</p>
<p>Adapter, 12/4-pole pin contacts Stock No. Q744-848P312</p> 	<p>All receptacles of prime mover having 12-poles when towing trailer with permanently-attached 4-pole cable.</p>

This'll be done in a change to TR-Ord-54.

NO! NO! NO!

NO!

TIDAK. ~~NO!~~

NON

NO

NO!



Nadu

What can you do to win up those hard-headed subscribers who sometimes refuse to learn about their **EMERGENCY** switch in the circuit of their small local personal heaters?

The switch is not—repeat, **NOT**—to be used to merely turn off those heaters when you're through with 'em. It's there for emergency use only—like for a fire-finding or when an enemy gas attack demands that all power be cut off from the heater.

These heaters are self-purging. When you use the famous control box **ON-OFF** switch—like you should—there's a delayed-action set-up in the heater that lets the blowers run an extra couple of minutes... to cool the heater and kick out any badly, undervalued gas that's still around. Just give it a little time, friend—it'll shut itself off.

NEE

But if you get impatient—er, the best thing to do is to use the **EMERGENCY** switch, then you've immediately shut off all power to the heater—er, gas un-purged—which means no gas gets to cool the heater—er, undervalued gas that's still around—push the **EMERGENCY** switch to turn it off. You've got a mess on your hands, and your heater needs to be replaced. So watch it, boy! **EMERGENCY** switch for emergency use only... **NOT**

Nadu



NEE

REMOVE the left and right cables from the existing cable tray. Use the cable cutters to cut the cables at the end of the tray. Then, use the cable cutters to cut the cables at the end of the tray.

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REMOVING ...



REMOVE the left and right cables from the existing cable tray. Use the cable cutters to cut the cables at the end of the tray. Then, use the cable cutters to cut the cables at the end of the tray.

INSTALLING



INSTALL the left and right cables into the existing cable tray. Use the cable cutters to cut the cables at the end of the tray. Then, use the cable cutters to cut the cables at the end of the tray.



REMOVE the left and right cables from the existing cable tray. Use the cable cutters to cut the cables at the end of the tray. Then, use the cable cutters to cut the cables at the end of the tray.



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WITH TAPPER, THE
MOLD FORMS BONES
B-M-B-B-B-B-B...



WE'LL BRING ONE
TO YOU. LEAVE THE
MOLD, AND WE'LL
BRING IT TO YOU
FOR YOU. THE
MOLD IS THE
MOLD. WE'LL
BRING IT TO YOU
FOR YOU. WE'LL
BRING IT TO YOU
FOR YOU.



WE'LL BRING ONE
TO YOU. LEAVE THE
MOLD, AND WE'LL
BRING IT TO YOU
FOR YOU. THE
MOLD IS THE
MOLD. WE'LL
BRING IT TO YOU
FOR YOU. WE'LL
BRING IT TO YOU
FOR YOU.



IF YOU WANT TO
ADD WATER TO
THE MOLD, YOU
CAN DO SO BY
ADDING A SMALL
AMOUNT OF
WATER TO THE
MOLD. THE
MOLD IS THE
MOLD. WE'LL
BRING IT TO YOU
FOR YOU.



ADDING WATER

WE'LL BRING ONE
TO YOU. LEAVE THE
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FOR YOU. THE
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MOLD. WE'LL
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WE'LL BRING ONE
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WE'LL BRING ONE
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MOLD IS THE
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FOR YOU.



HERE'S WHAT HAPPENS WHEN YOU OVER-FILL

1. BONES ARE
BRING
2. BONES ARE
BRING
3. BONES ARE
BRING



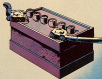
RESULT?
MOLD IS BRING

WE'LL BRING ONE
TO YOU. LEAVE THE
MOLD, AND WE'LL
BRING IT TO YOU
FOR YOU. THE
MOLD IS THE
MOLD. WE'LL
BRING IT TO YOU
FOR YOU.

JOE'S Dope Sheet



HAVING DIRTY TERMINALS
IS LIKE KISSIN' Y'R GAL
THRU A PLATE O' GLASS



KEEP BATTERY TERMINALS **CLEAN**

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

COLD WEATHER



DON'T GET WET! WATER HAS TO CONTRACT TO GET UP... WATER WON'T RISE A CENTIMETER UNLESS YOU PUSH IT DOWN... IT'S THE SAME WITH THE EARTH... IT'S FLAT! AND YOU KNOW WHAT HAPPENS WHEN A CENTIMETER WATER FILLS YOUR EXPANDING...



HOW TO HANDLE SPILLED ACID



ADD ON CORRECT
T.S...
CHANGE ON



ADD ON ROOF OR IN FRONT
WASH OFF WITH PLENTY OF WATER
AND LET A DOCTOR LOOK THE OVER



LEAKING BATTERIES ?

GET A NEW ONE



WASH
THE
LEADS
BY A
POUR
ON
CHANGING
THE

POUT...



POUT
ON THE



USING TOO MUCH WATER ?

WASH
THE
LEADS
BY A
POUR
ON
CHANGING
THE

AT THE
MAY
THE
LEADS
BY A
POUR
ON
CHANGING
THE

WASH THE
LEADS IN
THE CUP

BE... HAVE THERE GET
THE THE WATER CHANGE
FROM THE GENERATOR... THE
WORLD'S PROBABLY IN THE
ISOLATOR.



THIS CHARGING IS TO BE AS LONG
AS POSSIBLE. WATER SHOULD BE
IT CORRECTLY PLACED INTO...



FRONT BAND ADJUSTMENT PIN

Dear Half-Mast,

I would like to know if it is possible to make the adjustment of the front band on the Hydra-Matic tanks and always get the indicator pin exactly flush with the machined surface like it says in 778 P-6079, page 117, para 307. Or if not, what substance can I use and how the transmission will work. OK?

BYC B. N. B.



Dear Sgt B. N. B.,

I'm afraid you'll have to check with Oldman any time you can't get that pin flush with the machined surface. The 4 or 5 years is all the tolerance you can have.

It seems that it is sometimes possible for the pin to stick up quite a ways and the transmission will still work. But, you're extending the wear limits, and the cost of eventual repairs is likely to be far higher than if you went here to the shop the first time you find you can't get the pin down flush. Some few pins get out too long, but Oldman is the only place it can be checked.

Half-Mast

SET BACK

Dear *Half-Mast*,

Got a problem with radio equipment on our M47 tank. As the new JMW/JMC. It is now installed on the turret, the radio guard interferes with the channel selector knob. What's the possibility of mounting the set a little further to the rear to give more clearance?

SPC T. A.

Dear SPC T. A.,

Pretty good, I'd say.

On later M47's this was done at the factory. The mounting holes were changed on $7/16$ to $1/2$ inch.

You can get the same result on your early 47's by merely drilling a new set of holes behind the original holes. This interference can be done this way.

Drill new holes and connect with old holes to make T slots.



That's about as far as you can move the set back without bumping against the turret casting, or interfering with other radio equipment.

But don't rush into clearance until you even a pulpy paw get at those holes.

John J. ...

OTHER TANK CARE



Dear *Half-Mast*,

The normal procedure (TM 9-77.4) for mounting road wheels on the M7's amphibious cargo carrier works fine for the outside wheels, but did you ever try taking an inside wheel off the drive, using nothing but a 60-lb. Muck? Well, that's my job for *Half-Mast*!



If you found that the job can be done by using a hydraulic jack—ones like you find on the M7—two tracks in any center point. Just jack up the arm and remove the wheels—lowering the arm (and the jack) enough to let you pull the inside wheel out over it.

There's just one drawback to this method. The way the jack rides the track and holds the arm, it's not too stable—and takes a lot of care and steady hands to do it safely.

Is there any tool available that'll do a better, safer job?

CHUCK A. W.



Dear Mister A. W.,

No. Not yet, anyway. But there is a wheel nut (flat bar) the Order being worked up. You'll be getting the word when it's ready.

Meanwhile, the jack'll have to do the job. And, like you say, you either take a heap of care to handle 'em only as possible.

Half-Mast

SAUCERS

Dear Half-Mast,

Can you tell us National Guard maintenance center guys what we can do about our M100 GMC dump trucks? They are obnoxious like blazes. The obnoxious comes in at about 45-MPH when we're running empty, and at much lower speeds when we're loaded.

Nationally, we've checked for several and they look same, handle-losing and steering-control adjustment, etc. But since the truck mileage runs less than 1000, we didn't find much.

CHUCK E. H.

Dear Mister E. J. H.,

How about the new M100's for that frame and? Have you applied M100 Ord G-748-W22 (8 Apr 55), marked Ergans, and M100 Dev-G-748-W22 (22 Dec 1951)



The first one puts a stabilizer bar on the track.



The second calls for intensive re-investment of the whole frame, and the part that concerns your steering is the backing up of the front cross member, bars and spring hangers. I think you'll find that these two modifications will fix your problem.

Half-Mast

ARMAMENT



Here, Cleaning Class...

BROTHER, IT'S FREEZING OUTSIDE



Wearing winter underwear doesn't mean so much here and AKA men that taking is a lot more. Freezing temperatures call for greater care and speed in cleaning your lanes.

Good old bore cleaner will do the job until the mercury hits -20°F . It chokes under that temperature, and it's not so adding antifreeze because you can't dilute bore cleaner. So, below -20°F you gotta use a water cleaning solution.

Here's a chart on how much diluted or undiluted compound to use in your water cleaning solution at sub-freezing temperatures. Put in this many ounces of antifreeze agent for every gallon of solution used in the Fabricator's company's charts above as help. The range includes temps up to $+20^{\circ}\text{F}$ in case there's no bore cleaner at hand and it's necessary to use a water-cleaning solution.

TEMPERATURE	OZ. PER GAL. OF WATER	
	ANTIFREEZE	ANTIFREEZE
20°	1	1
10°	2	2%
0°	3%	3
-10°	4	4
-20°	4	4
-40°	11	1

The big deal on cleaning a bore in sub-freezing weather is speed. Once you've finished with all the water and read out cleaned out, hurry to wipe it dry and get some PL applied on to prevent rust and corrosion.

If you're in a spot where you can't measure antifreeze agents out accurately, make this a general rule: It's better to use too much than not look.



WIPE IT DRY

Have you been treated because the barrel mechanism on your utility piece freezes after swabbing during frigid weather? There's no possible stopping the freeze-up, or at least curbing down the chance of its happening.



All you gotta do is wipe the chamber and breech mechanism dry so soon as you're finished your firing session. You also wanna remember what your ID says



...disassemble, clean and oil the breech and firing mechanism immediately after firing and for the next two days. Also oil—as a matter of prevention is better's a pound of iron.

UNSCREW IT RIGHT

Waxers and field utility guys who remove the M16 telescope mount from tripod M16 or M17 know that screw A31351 makes it a hand-screw deal.

When the mount is taken off a tripod, you've got to remove spindle B13322, which holds the mount on the tripod head.



Before removing the spindle, nut A31357 comes off, and before that, screw A31351, which holds on the nut. And there's where the rub comes in. Some guys want the

left screw removed clockwise with their fingers to get it out—and it won't give. So they

get a wrench to put on the pressure—and the screw head drops off because screw A31351 has a left-hand thread.

It's one of the few left-hand threads you'll run across, so watch out for it. It's hand-screwed from an ordinary screw. Turn a screw with a left-hand thread counter-clockwise to tighten and clockwise to loosen.

CASE OF THE MISSING KNOB

Even as you master the logic of Fibrous on the next page, take a look at the stove control knob, 2001 range finder, 08, this page on the 2001 cook.

Will there? Good on you, because a lot of them are missing.

To keep your stove, look at the screws which fasten the knob to the burner shaft. They should be covered in light and then covered with a drop of locking compound (Fibrous, Ring Lock, No. 12, 611-8-000-001).



Some of these knobs are being lost because of no locking compound. Check yours.

BY THE LIGHT...

You can take a spare along with you when you go out in the moonlight... and leave the rest back in the supply room.

There's no need for the work in the removal of moonlight and tail light assemblies on the lights used with the 2001. As you read, 2001 manuals.

Some parts have been found along the road, about the light assemblies, which disappeared overnight. You know the story. The bolts have not and the assemblies are changed. However, you just assembly and you're left holding an empty bag of... That's all changed now. The new supply manual will authorize the drawing of the light units that make up the assembly. While waiting for the manual, you can get the light (bulb) units under their numbers:



Flashlight tail light—
#000-8-000-001



Flashlight tail light—
#000-8-000-001



Tail light and stop light
unit—#004-8-004-117

BETTER TO BE SAFE

Here's your snafu's 30-and-M3? machine gun been acting badly? Have you been able to fire the gun even with the safety on?

Your trouble may be a notorious make-up-on parts like the rear, trigger and back plate. You know, a little bit here, a little bit there—all add up to big trouble. If those make-ups aren't mounted just right, the rear plate will be lifted enough to release the safety out of lock.

It's easy enough, and a smart move, to run a test before loading the piece. You should also run the test whenever the back plate, back plate lock or trigger is replaced.



YOU DO IT BY THE NUMBERS THIS WAY.



1 Lock the bolt to lock the firing mechanism.



2 Move safety to right and into "S" notch.

You've done the first two things listed above, probably in your sleep. Next...



3 Lift up the back plate. It won't move far.



4 Pull the trigger while holding up the back plate.

The trigger shouldn't have to be locked the firing mechanism. If it did, replace the weapon with a gun that does give the test, but fast.

Hang on to the gun that isn't working right. You'll soon get word on what to do with it.





QUARTERMASTER



PLUG 'ER UP

Dear General,

Here in Japan, we've been having a little trouble with oil leaking from the transmission case on the Clark Model 48 Planloaders. The leak seems to be where the transmission case and clutch housing join together. All you need to do to stop the leak is replace the transmission plug.

But you know how busy your guys get. The plug is hard to get out—well because the snap ring (PN 1548-164-1150) around the plug can't be removed without a lot of trouble. As a result, some men never replace the plugs. They try and keep it from leaking by coating the plug with petroleum. That still doesn't stop the leak completely, and we've already had a couple of burned out transmissions.

If we could get the snap ring out, removing and replacing the plug would be easy. The water-purged transmission case has only a Meritor case iron disk cover. When some men use a screw driver and hammer away at the snap ring, they sometimes break off the ring pieces on the transmission case. These cases cost too much to have to send to salvage.

What we need is a snap ring with holes in each end. Then, when we want to remove the ring, we could insert steady pieces of wire in the holes, give it a squeeze and pull the ring out with no trouble. After that, getting to the plug would only be a formality. What do you think?

PTC 74 3

Dear FIC No. 5,

There's something wrong with your thinking, lad. You've got a good idea and you'll probably be happy to learn that there is such a snap ring—both and all-in supply right now. Here's the correct nomenclature for it:

Ring, snap, retaining, internal, 1.625 bearing diameter, 1.561 from all angles.

You'll find its listed under FIC 15-49-151-6075. That's not all. This ring'll fit all these transmissions (and listed below):

FIC 2020-164-0714, Case, used on **998 59**

FIC 2020-164-0871, Case, used on **998 61**

FIC 2020-258-0021, Case, used on **998 71a**

FIC 2020-258-0024, Case, used on **998 71b**

and **998 107**

FIC 2020-258-0025, Case, used on **998 71c**

and **998 108**

FIC 2120-104-4074, Case, used on **998 111,**

998 140 and 998 149

FIC 2120-111-0071, Case, used on **998 144**

and **998 111**

FIC 2020-211-0024, Case, used on **998 107**

FIC 2020-211-0021, Case, used on **998 108**

In all cases, you'll find that the snap ring can be inserted in the No. 10 deep ring groove without any trouble and you can seat it right.

Looks like you can solve your problems at once by getting this new ring. First off, it'll make the plug easy to get on. Then, of course, will allow you to keep a close tab on the leaking oil. Also, you won't have to be salvaging cheap transmission cases every time you turn around.



CHEMICAL

TE 5-376
TE 5-357
TE 5-316
TE 5-377
TE 5-378
TE 5-379

WCS

WORLD OF WARE
EXPERIENCE
EXCELLENCE



Here's A How-To

FLAME THROWER FUEL TANKS

When you flush the fuel tanks of your M1A1 portable flame thrower make sure you've got the right kind of cleaner. If you don't, you might end up with an injured weapon.

The cleaner for gurgling these tanks is dry cleaning solvent.

You'll find it listed on page 8 of 500 10-1-5880, dated 29 Aug 58.



500-
1-588
8-10
8-10



Carbon tetrachloride's NOT for this job. The stuff'll rot your tanks fast good. Take a look at the mess-up fuel-tank plug above. It'll show you what carbon tet can do to a tank's innards.

So if you won't forget this caution, make a new reading: "Mix on Cleaning Tanks With Carbon Tet." Clip it on page 50 of TM 5-536, "M1A1 Portable Flame Thrower." The stuff'll remind you to watch for the right cleaner when you're getting ready to flush up those tanks.

Carbon tet is really unfriendly stuff. Not even the Chemical Corps experts, with all their special know-how, tests and equipment, are authorized to use the stuff when cleaning or reconditioning the flame thrower tanks. So please keep the stuff away—far away—from your feet, gut.



Done Divided

From now on you're going to not notice when it comes to removing the chain guard from your track-mounted Deere (M141's and M142's).

A minor change has done away with all that wrestling with the propeller shaft when you have to get at the Deere's pump chains and sprockets. You'll now be able to remove the chain guard in a matter of minutes instead of hours... and without even touching the prop shaft.

The new-and-improved wing fit slices off the bottom end of the chain guard. The cut is made straight across at the center of the prop shaft hole.

New **MMF Owners** now come with the chain guard fit already applied. For a few early model M141's went to the field before the change was adopted. If you've got one of these M141's it's eligible for the fit, too.

Take a look at the drawing and see how the front and back pieces of the motor that's cut off are welded back-to-back to form a complete loop.



Welding brackets are welded to the outside of both the upper and lower sections of the chain guard, forming then the missing brackets back the two-piece chain guard in place.

It's a real improvement. The pay-off comes every time you go to inspect the chain and sprockets, grease, repair or replace the chain. You simply walk off the front covers and there you are.

All you have to do to get the fit is let your field maintenance support outfit know your Deere needs it.

Do Better a Fewer

On page 28, PG 43, change the address on the envelope made up for a LER on a Chemical Item to read like this:

Commanding General
Army Chemical Center
and Chemical Supply Material Command
Army Chemical Center, Maryland
ATTN: ENCLER-2-23





ALWAYS REMEMBER TO TAKE CARE OF YOUR TOBACCO IN THE MIDDLE OF THE WORKING DAY.

AVOID WASTING

Dear Sgt. Stone:

We've got a bit of a problem with one of the Clark Bros Model 100 5-hp air compressors we're using. The safety relief valve won't reset properly. And when it does reset, it leaks. Got any idea what the trouble is and how we can cure it?

CWO J. C. H.

Dear Mr. J. C. H.:

There's no doubt that the valve assembly you're talking about needs to be repaired or replaced. Here's what happened.

Some of the compressor units that had the air motor fabricated were had the welding splinters or slag removed from their inside. As a result, when the safety relief valve was adjusted, steam came welding splinters and slag was carried by the air stream through the air outlet line.

This caused scoring and surface damage to the valve seat. Now the valve won't reset properly, and this causes a loss of reserve air pressure.

Activities using the Clark compressor ought to prepare a work order for the supporting Engineer First Maintenance Shop, asking them to check the inside of the motor for evidence of welding particles or slag. It's easy enough for them to add a hook on to the inside walls of the motor.

They'll take off the cover plate from the inspection port of the air receiver and take a look around. If they see anything or metal particles, they'll get the receiver removed and cleaned out.



Sgt. Dough



WORK TO A "T"



Dear Sgt. Stone,

We found a good solution to our problem of priming and lubricating the small centrifugal pumps we use for fertilizer and insecticide spraying.

We just install a pipe "T" with a pipe plug in the branch opening in the pump's inlet line. The short stem of the "T" installed as a Model W A T Single Marine Pumper. We can remove the plug and pump to water to prime the pump. And every so often, we run in a little oil to lubricate the inside of the pump.

For Engineers

Yukins Firing Center, Wash.

Dear Yukins Post Engineers,

Sounds like a good idea to me, and thanks for the picture.

Sgt. Dough

SPARE LIGHTS

Dear Sgt. Stone,

We found a solution in embarrassing situations a couple of times when our headlights burned out the 12-volt attachment trailer that goes with our crane. When the headlights burn, the air brake safety system kept us from starting a recovery, but we did tie up a narrow mountain pass for several hours until we got a new battery. Halleluiah me, this didn't make the local people too happy.

As time we made it a point to carry a spare battery whenever we're operating off job. It saves a lot of time and serves as good insurance.

CWO J. B. S.

St. Louis, Wash.

Dear CWO J. B. S.:

Can't see any reason why you shouldn't carry a spare battery. Your unit's authorized to carry one, so you're just putting it to good use.

Sgt. Dough

4. FIX FOR BIR

A little ingenuity and a chainsawper's muscle will lead you to an easy way of removing the softened aluminum from the drying turret on the FRODO Bilbopping compressor.

All you've gotta do is harvest the various chains from the roller system they've got over'n TEE bars.



1 GET A PIECE OF 1/2-IN SQUARE BAR STOCK AND CUT IT TO THE END OF THE FRODO ROLL. THE FRODO CHAIN MUST FIT IN THE END OF THE ROLL OPENING.



2 GET A 1/2-INCH BAR STOCK IN THE 1/2-INCH SQUARE BAR STOCK AND CUT IT TO ABOUT 17 INCHES LONG.



But never be greedy when you're picking and scraping. That'll keep the screws at the bottom of the turret from getting damaged.



Once you have the hole rigged, stick it in the opening and run on the power. Man, you'll really have drag!

IT'S OIL RIGHT

If you've been worried about what grades of oil to use in the four fluid lubricants of the Bilbopping compressor, you can rest easy from here on in. Here they are:

When the temperature ranges in 90°F, or lower use Lubricating Oil, Grade 1000, OEM 140-0-0210-0000 0000 0000 0000 0000. You'll find that 'em listed on page 6, Index No. 101 of SM 13-1-0000, Class 0100-117 Nov 10.

When the temperature is 90°F and above, your best bet is to use Lubricating Oil, Grade 1000, OEM 140-0-0210-0000 0000 0100-114-0000, listed in the same supply manual, only it's on page 6 of Index No. 07.

DON'T LOSE YOUR HEAD



You'll probably say it'd never happen—but it could. And you might not be kidding when you tell a guy not to lose his head.

It's true enough that crankcase explosions are rare. There's hardly one chance in a thousand that your crankcase will blow up in your face. Even so, it might not be a bad idea to pull up a few bucks and invest in a couple of safety hats.

Most crankcase explosions happen when the crankcase cover's opened too soon after the equipment's shut down. It's still too hot in there to play it safe. If you have to get into the crankcase on your equipment to correct a mechanical failure—wait about 15 minutes and give it a chance to cool off. You'll be avoiding that one chance in a thousand.

A crankcase explosion often happens like this: If heating, plating, building or some other job overheat due to some kind of seizure. And you want to locate the trouble in a hurry. That's when you should wait—if you're smart, that is. If you jerk that cover off too soon, the sudden rush of air'll mix with the crankcase vapors, combustion'll take place, and you'll have the crankcase blowing up right in your face. And it sure wouldn't be a joking matter to lose your head.

Some manufacturers now put warning plates on the larger engines to remind you to wait a few minutes before taking the cover off the crankcase after the engine's been shut down. On most models in use today, though, there isn't any warning plate. So remember, think before you act.

CONTRIBUTIONS



YOU CAN HANDLE IT

Dear Editor,

MYO Civil 248-8111 saved some headaches around here for awhile.

That's the one which got two small batteries in place of one big one in the container on the front leg of the 20-man maintenance gear.

The larger battery had a strap across the top which made it a snap to lift it out of the box.



The smaller ones have no handles, so we damaged more than one battery and container trying to remove the jumbo products.

We did—and we came up with a fix. We got hold of some adhesive tape.



FOY-8111-248-8111 got you a mill one inch wide by 48 yards long. Before putting in a new set of batteries, we wrapped the tape around 'em and formed a handle at the top. We even dirty looks when you roll someone to change the batteries.

CCANT Joseph J. Bolkowski
Fort Meade, Md.

(Ed Note—Looks like a good temporary fix.)

BRACKET FIX

Dear Editor,

Here's a quick field fix for some of those E-Zedge trucks. It can be used when the accelerator bracket becomes worn out. You can't get a new bracket, because it's not in the Old 1 or 2—only in the Old 3. The fix cures sticky gas pedals and jerky acceleration by securing the bearing surface between the throttle linkage and bracket.



By securing the linkage bearing surface the bracket'll behave like a new one.

Mr. W. H. Fogles
Mt. Katozin Club, Depot, Wash.

(Ed Note—You're right about that bracket not being available as second or later and its your Oxbow's support nut(s), but that's being changed. Next time a revision to Old 3 SPL 1741 hits the field, this bracket will be in it, which means it'll be available on your Oxbow's support. As soon as you get a new one, get rid of your patched up bracket.)

WRISTLING HOODS



Dear Edna,

When you go to replace the hood-side panels on the 245-ton Rex and the front makes you're in for one heck of a wrestling bout.

Getting the panel's locking-pin hood up and inserted into-hole requires five bolts just can't be done unless you've got two men on the job.

You can insert the front pin OK, but by the time you ease over to the end on the opposite end of the panel the front one's slipped out and you're back where you started.

Reason the job's tough, especially if the hood frame's been sprung, is the pins. They loosen with the space you

leave for working the panel in place. You can't line up both ends of the panel in the hood's frame at the same time. One end of the heavy panel hangs unsupported and pulls out the end you've locked unless someone's around to hold it in place.

We've eliminated this worrisome interference by cutting off the hole from the



front pin. Now we can line up the panel on both sides, insert the back pin and loose it'll stay put while we lock the front end of the panel. Getting the pin doesn't require its locking power, and the fix makes replacing these panels a no-man job.

—MAGS R. S. A.

Old Man—I'm pleased to share, Edna. You win the hood!

Hold 'Er



Dear Edna,

We've been having quite a bit of trouble with our trailer lights cables dragging along the ground getting banged up when they become disconnected.

One way to fix this is to attach some safety wire or a light chain to both ends of the connections. And just tie the ends of the wire or chain to the truck and trailer. Now, when the connection wobbles loose, it won't drag.

—FPC Bruce Kruger
Camp Irwin, Calif.

Old Man—Get a SOB in if those cables keep coming loose. That way you'll never get a permanent fix!



Connie Rodd's BRIEFS

Wrong Number

This gal sure threw you a curve when I said in PG 47 on Page 47. There is one and only one point to use on acquisition systems cables. Because other points cause radio reflection, the one without customer has to be non-metallic. Get it by ordering: Insural, synthetic, semi-glass, OD, Pkgs. 2450, 25 IT.C.000, PG 11-1-119 (Pkg. material), Eng Stock No. 20-2476.8 (1.100).

On Page 47 in PG 47, you debate the relevance to customer. The point you need to get under Ord Stock No. 7004-80278 is being replaced by a point under Eng Stock No. 20-2410.700-001; but it isn't used on the customer—it's just used for ordinary OD pointing around your systems, but not on your customer.

Crystals

Use only HITE crystals with Nike Zeus and F-40000. HITE's aren't elec-

trically interchangeable, as they're also points. Turn the HITE's in—according to regulations.

705 Lubing

The acquisition systems control unit on the Nike and Nike FC1 has been getting OIL (MIL-2-100) for a while. But that stuff doesn't provide a real lubrication. Switch over to OIL (MIL-2-100) Stock No. 140-2820-01, which has a built-in rust fighter.

Lights Out

Whenever you change a light bulb in your Nike tank's range finder—first make sure all those range finder light switches are OFF. Pulling a lamp assembly with the switches on may cause a short and short the resistors in your range finder control panel. Wouldn't you'd that, now... would not? They'll likely see a range finder dead on the subject spot.

THEY TAKE THE SAME ROAD

Your Publications
Requisitions (DA Form 17)
and Parts Requisitions
(DA Form 1546 or 446) now take
the same road to your
technical support units.



That's Right

You send word to your technical support unit
when you need PARTS... or PUBLICATIONS...

**IT'S A NEW SYSTEM...
FOR FAST ACTION (AND BETTER OPERATION
AND MAINTENANCE OF YOUR EQUIPMENT)**

(see inside front cover)