

Issue 223

PS

PSI Series
June

THE
PREVENTIVE
MAINTENANCE
MONTHLY

SPACE
SAVING
EQUIPMENT

THIS ONE'S
REALLY HOT!

NOTHING
BETTER
WITH THIS
ONE!

YOU EVER
THINK OF
USING YOUR
TEST
EQUIPMENT
?

DIRECT
EXCHANGE
BRING 'EM
FIX 'EM

DX
HERE

Ed
Eiser



Who's Dropping

It's a great game some equipment users are playing.

They admit OPE's legal equipment insurance.

Technicians and engineers work out details on timing the equipment work books.

The long spans elapse or modification bills — and users usually win "em.

After that, all together, the alliance grows declining.

Like a period, the MWO application reports on OPE from 1987 some in MWO bills they filed and work or grow steady and steadily in equipment fees.

THEY'RE NOT ASKING FOR MORE MONEY.

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the MWO Ball?

Sometimes, the equipment shows out with a suit — or even goes to another suit — while support still has its MWO on.

It's a frustrating, costly and sometimes disruptive business game.

An MWO is an order — and so are the recording and reporting orders that go along with it. Some have that word spelled.

Let's get those MWO's spelled, recorded and reported.

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THE NATIONAL EQUIPMENT INSURANCE
 GROUP INC. 200 WEST 24TH
 ST. SUITE 1000
 DENVER, CO 80202
 (303) 733-1500

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Call it what you will: 30-AMP RP, 4.8 Amp gen, XE180, Fusion air drive system, V42S.

Value all Over our Deadly, Dangerous, Mechanical.

Put the emphasis on the low-over-mechanical. That way, the others say mean.

So how do you emphasize the mechanical call? With maintenance. R-1-4-11-1!

Here's some help:
Tuning the Mysteria in the BOB, the ANTIPLD radar can, is operator responsibility. The radar's on page 101 of Ch 2, page 2-11, RM TM 9-2190-800-10.



If the Mysteria's not adjusted properly, the BOB won't radars ... and who needs maintenance won't radars!

The radar can also drain the critical calibration system battery ... which means the battery could stand about a half hour's charging after each session with the BOB, so how-charge it until the connector drops below 10 amps.



10 AMP TO BE ACHIEVED BEFORE BATTERY IS AWAY

PLEASE ASK PH...

KEEP IT DEADLY!



DO BOMB NOW!



And be sure to read the radar's power outside of before you wear the engine or the APC. Loose threads of the several inches to prevent slip through.

Screws on the BOB antenna panel should always be removed with Phillips



USE A PHILIPS SCREWDRIVER ON BOB

or weight-based screwdriver. You'll back out and make a bracket for rappers.

The screws need a special, slant-tip screwdriver, P/N 11-20474-0111, Part No. 2047-01. Screws in question are Part No. 914-1183-01 slant-tip hex jns (P/N 11-20474-0111).

The radar power-supply wiring requires a special tool when you're adding the chassis back to the case.



DON'T PUSH THE WIRE

The wiring can pop beyond the edge of the frame panel ... and you can cut or damage it. A good indicator that the wiring is damaged is that current in the Mysteria is not 100%. The Mysteria doesn't work, or works irregularly ... which can up the power supply for best charge.

Using the stick while for a Mysteria can put it down, but good, because easy



DO NOT PUSH

gag, locking or stopping it. Though odd?

Caution on the calibration/battery, especially at or near the terminals.



DO NOT TOUCH TERMINALS

can cause the battery to fail. If it's bad enough, it could cause an explosion by blocking escape of cell gas.

To keep the battery maintenance-free, for periodic checks and cleaning instructions, consult TM 11-61-60-200-11-1 and 11-61-60-200-11-2 (1 Dec 69).

Condemnation, burning inside the engine covers, runs the battery—



you let it. Two ways to prevent rust give the battery a life span of 1000... and because the gas vents are dry when you put 'em on.

Tuning of the carburetor when loading the engine is important, and the result is in good luck. TM 11-61-60-200-11-1. Big underlines point to the two crucial like the TM says. Be sure to allow the star (carburetor) gear while screw (screw screw) in the slot of the timing lock.



Special tip to operators: Leave the hood on the gas. If you put it back wrong find you out, if you don't know what you're doing you put it out of

time. In which case the gas jams.



Considering that there are 4 timing points, and that only 1 has to be out of time to cause a jam, it makes good sense to keep heads off.



Turns out that the battery (the star) has a quite a bit on your mind. But when you're done, check in case, gas, and the screw only with the engine running or when you've got the APU hooked in.

If you must use the screw with battery power, recharge the battery right now... or you'll have it when you

good fit. And remember the warning about keeping the power switch off.

All cable connections must be tight ... and that goes double for the slip-ring cable connector under the drum ... which vibrates loose.



If it does come loose, you'll either get erratic turret movement ... or it won't turn at all.

Check all welds on the turret drum support brackets as often as you can ... especially after hard surface driving. Welds crack at stress points.

When the weapon is in transit, cap the gun ... by sliding the white mark-



er. The capping prevents damage to the XM81 sight.

Slight pressure — is all it takes to activate the J hand controls on the control assembly. Too much pressure can crack the parts or shear the switches.



Double-check the position of the turret seals on the right turret generator.

The spacers on each seal should lie on the horizon ... to keep moisture from seeping into the generators.



Make an occasional check of the screws on the air cleaning and muzzle adjust knobs of the right turret generator.



The screws work loose, the knobs slip ... and adjustments go off.

Keep 'em snug!

If you get interrupted hours during firing, chances are the capacitor in the A1 time delay unit of the distribution



box have vibrated loose. Have your support crew check 'em out. A dash of acetone should get 'em back on the job.

Like every tough guy, your Redeye buddy has a few weaknesses, but a sharp genius can cover them with maintenance steps.

Take that M42 engine you see on this. You can prevent the gyro inside by keeping the engine on your desk.



RED EYE'S HAS HIS OWN SPINNING ENERGY (MAYBE IT'S HIS)

for about 30 seconds until spinners stop at the end of each firing cycle.

The gyro's frame, coming through the suspension indicator, will use it's still spinning frame. In any circumstances as this case will stop the gyro from its last step.

That gyro can be broken into the steps at full speed, too. If you move the center around too fast during gyro operation. This kind of treatment can ruin the gyro.

THREAD THE ICE

The speedy genius who joins a battery container with (BCL) from his M42 launcher, or a multi-usable heavy line his M42 engine, while slipping out the plastic threads into the launcher. This can keep the BCL or battery from eating itself properly inside the magazine. Result: mission aborted.



REDEYE RAPS



What's happening in you're making up plastic threads on the BCL and being with metal threads inside the magazine. This means the weaker plastic threads are on the loading side if you forget to line up the beginning of both threads before you gently raise the battery chamber and set up into its magazine.

TRICK #1, PLAIN

The old and of most often or a handkerchief is one the way to clean the entire head window, from cleaning it out is the only good hand-free wiping material.



If you open all or great opens on the window, you will see five drops of liquid cleaning compound in the lines. Then wipe the window completely dry again. For this job you need:

Less Paper \$50 75 00 75 00 00 00
(package 200 sheets)

Optical Lens
Glass \$100 00 00 00 00 00
25-4000 00 00 00

TRICK #2

Substituting a screwdriver clip for finger pressure may be easier for you, but it can damage the magazine container's air pressure relief valve. With the valve out of operation, there's nothing to stop the flow flow of moisture into the container. So please use just your finger—always.



TRICK #3, OPT. 02

Touch-up painting is part of regular maintenance. Don't limit your air work to the straight launch side and from cover whenever you see a

patch of OD wiring. The rest of the weapon is off limits to paint.



DIRTY OR PURGE?



You can add dirty war plugs to the list of things that don't need hot water. Cold or lake-water wash and soap will do a fine wash job. And please remember to dry them off good before sticking them in their cavities.

Little things can cause a lot of trouble if you ignore them. And that's the name of the game with your Boleyn GM system.

NITROGEN PURGE POOP



"If the left hand don't get you, the right hand will . . ."

A line from a song!

Not exactly. We mean the left hand threaded adapter P/N 4728-000-8153 fits W-10 x 1.57 and the right hand adapter P/N 4728-000-8154 does not.

These 2 little beauties are in the Army Materiel Item File, and now you can get either one if you need it. You could need them if you have a straight purging kit with the hose assembly and regulator threading not compatible.

They may be issued with straight purging kits, but you don't need to wait.

COMBO**TIPSY-33 STORAGE**

DO I HAVE
BEING THE CONTROL
BOX? (ASK?)

NO!
I GOT A BETTER
IDEA.

How often.

In PS 214 I gave a note to AN/SP3-33 radio operators on controlling the antenna beam before starting it.

This is good, but what about after you receive your control box?

A suggestion is to raise the beam with the control box mounted, set your control of course and note the azimuth or what the *D* screen or white dot after ... and write it down. In this, of course, at the start of your mission.



Then, when you return to that network, your antenna beam is aimed ... and you can put it in the case with no problems.

SP4 John W. Hill

AF3 Joe Pennington

Old Note—Now, that's what I call initiative, large. And like you also pointed out, you don't have to drop the control box back to the transmitter, or pull it out from its partner. And, you can dilly dally in a derry, if necessary.

THAT SOLID C

If you've got an olive M-800TU microphone that needs a part, the word is still "canalrhizer" and sure as if canalrhizer doesn't pay off.

However, if the trouble is in an olive microphone channel, you can go for a replacement channel under PPN 1904-211-1800. Your authority is TR 700-211-1 (Mar 70, Item 2-6, page 8).



A FEW WORDS

TT



This means you want to keep the chain cover in place... and clean the chain and disc from your whopper after it when you need to.

BE-BEV LIGHTLY—On your TT—has one less mark.

If you overtake your TT-4C, you'll be wearing a hat for a while in gaffer and grid away. You'll have that late wobble against you with all that dirt in it.

Most of the decorative scabbles of misapprehension can be washed back in one wash dirt and too much oil. Either way, it's rough on TT-4s, you can better riding back.

For specific tube info, also see what is TR 11-0800 204, 201 (Feb 68).

THE MUCH BERTS—Your TT-4C) you get along the window covered the back rotating. Turn only the more your TT will talk to you.

Mostly, TT operators notice their looking in the automatic dial, range-finder, motor speed changer. If there's any other tuning required, turn to your maintenance shop.



MORE ON THE

-4



lucky event, you need to set the plane lock, carriage lock, keyboard lock, and maybe the thinking plane.

Anything that's over-taken could be pretty well brought up by the end of the ride, especially if you've covered my real distance on my real rough roads.

On short-distance tracks, you can get along with securing the plane lock, carriage lock, and keyboard lock, and worrying about the thinking plane. On an distance track, make that thinking plane, too.

FINGER FEEL IT—When you adjust the motor speed on a non-automatic TT-4C), take it easy with the governor adjustment wires.



No pilot, of course. Make the finger handling grade whether you're possible in the room to speed up the motor, or pull it out to slow 'er down.

A theory based on the motor could be set in a linked governor wire spring, and that splits "lapper" for the air locking.

For a check on motor speed, tap your timing belt on the pins of your hand to release it, then apply one of the discs on the governor target. If the disc is moving to the left, you want to increase motor speed. If it's moving to the right, a decrease's in order.

If that's like the door's move, make an adjustment.

One thing, though: Remember to let the motor wires up by a couple of inches before you make the timing belt check.

You'll take a good view through the main window of your TT-4C) if you



keep a few pointers in mind. Like so: No damage the window shut.

No lock handle to close it.

No auto the window for an auto-stop. One tap! you'll crash the timing piece, but who knows?

Plugging is also valuable to pencil grooves, scratchy rings, wrong cleaning solvents, and sharp pieces of metal.

Don't close of valves for auto-ride. Don't cleaning. A damp cloth'll do the job all right, and solvents can damage the glass.

HERE'S YOUR
SOLUTION FOR
KEEPING YOUR OLD
TRACK-47 RUNNING.

TRACK 47 TRICKS

KEEP ANYTHING
FREE OF CORROSION
PERMANENT TIE AND WASH
ALL JOINTS
REGULARLY.

Once upon a time there was a beautiful speaking man AN/TRAC-47 made out. It was simple, reliable, sturdy. Everybody loved it. It gave you TAC.

Then one day upon a time. Today there came Track-47 to fill around. Here up Old Hand to get your tin. More, it made TAC.

Some very best metals, being sure should be checked at connectors and cables. Don't scratch 'em, scratch 'em, scrape 'em, push 'em or drag 'em.

If corrosion kills it, or there just ain't none, allow your mechanic before you call in a replacement...

... and get familiar with the various practices and height adjustment graphs (page 14 of TM 11-213-50). The kind of adjustment can really perk up your old tin.

SOME
PEOPLE DON'T
EVEN KNOW THE
SIXTH AND
THIRD
PARAGRAPHS ARE
OF THE TIN
UNDER THE POOP
ON THE BEHIND.



BEHIND
BEHIND
MAY!



Exhaustion

Your exhaustor needs maintenance by direct support when critical rate T3 is replaced.

Also, if you check out rates by the maintenance manual, don't leave a new rate in a socket if the original works OK. You're getting a real good thing with the original, which could last for additional years, but the new one is an exhaustor quantity.



GO WITH THE
GOOD OLD TINS



THINK
THE
BIRD
THE
TALK



IT
LASTS
A
REASON
WHY?



CRYSTALS



FUNDAMENTAL OPERAL FREQUENCY KHz		
<i>(Operating)</i>		
PRODUCT No.	TRANSMITTER	RECEIVER
108-15	PTX.	RR11.5
108-16	PTX/AMM	RR11
108-17	PTX.	RR11.5
108-18	PTX.	RR11.0
108-19	PTX.	RR11.5
108-20	PTX/AMM	RR11
108-21	PTX.	RR11.5
108-22	PTX/PTX	RR11.5/RR11
108-23	PTX.	RR11.5
108-24	PTX.	RR11.5
108-25	PTX/PTX	RR11.5/RR11
108-26	PTX.	RR11.5
108-27	PTX/PTX	RR11.5/RR11
108-28	PTX.	RR11.5
108-29	PTX/PTX	RR11.5/RR11
108-30	PTX.	RR11.5

OPERATING TIPS

Some operation tips that'll keep your set out of the repair shop include:

Transmit with the minimum power that'll give you good communications. Like, after you start the power amplifier, set the power output control to minimum by turning the R.F. output to the left.



Before you go to the shop with transmittal problems, disconnect all telephone lines and use the field phones connected directly to the receiver input.



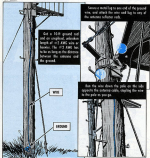
Then, choose a set of operating frequencies which are free from mutual interference.

If that doesn't work, call in your supplier.





If your A&E 5 antenna is mounted on a wooden telephone pole (as most are), do this:



Get a 10-ft ground rod and an insulated antenna length of 100, 200, 300, or 400 ft. The 100-ft rod will be as long as the distance between the antenna and the ground.

Remove everything to ground of the ground wire, and attach the wire and leg to any of the antenna surface rods.

Run the wire down the pole as the cable supports the antenna wire, staying the wire in the pole as you go.

Attach the wire to the ground rod, and cover the top of the rod with dirt.



If your fence wire antenna is mounted on the pole, attach a ground wire to each ... but connect them all to the same ground rod.



If the fence has concrete footing, do this. Drive down a 1/2" ground rod within 1 foot of the concrete footing.



If the antenna is mounted on a metal pole or mast, you don't need a ground wire ... unless the pole is coated in concrete.



Drop an all-brass copper strap from the ground rod to the metal pole above the antenna. Cover the ground rod with dirt.

A PANEL DISCUSSION

If you test your T-199/DIESEL transmitter with your friend's headphones — maybe' personal FM — it'll get you there when the job's tough and rugged.

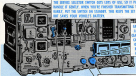
There's lots important FM points on the transmitter panel. Shows 'best title' a look at them! —

A **FILTER CLAMP-UP** could mean mechanical circuits and otherwise show up the inside of your transmitter.

Inspect the filter daily to see if it's getting clogged. If so, start your cleaning chore by tapping the filter against your palm to help loosen the crud. Then, clean the filter with a strong soap solution or a solvent, and rinse with clear water.

MOVING YOUR T-199 ON, have the filter around in its respective position.

If it ever wiggles, wags-around while the transmitter's given' out for work, you run the risk of stored tubes, transistors, or filter circuits.



THE **SHIELDING** FILTER CAPACITORS MUST BE KEPT IN PLACE, OR IT MAY BE DAMAGED. IF SHIELDING CAPACITORS ARE DAMAGED, REPLACE THEM IMMEDIATELY. PUT THE CAPACITORS ON THE BOARD, THE BOARD THE SET WORKS, AND CAPS FROM SHIELDING CAPACITORS.

KEEP ON THE **SHIELDING** CAPS — THEY CAN BE BENT OR BROKEN BY ROUGH HANDLING.

CAPS ON ALL TUBES MUST CONNECTING TUBES OF SET OR BENCH TEST.

A **SHIELD** OF SHIELDING CAPS MUST BE KEPT FROM MOVING OR CONNECTING WITH THE T-199'S. KEPT ON SET CIRCUITS.



THE RIGHT DEVICE... SAVE FACE...



Save Face!

Several times in *WJ Magazine* you've shown pictures of a "safety cap" to be used when inflating tires other than tire lock steps. We want to make one of these caps, but we'd like to be a little safer than safe... that is, we want to be sure the cap itself can take a 30-psi ring blow-up.

Do you have any specs for making a tire inflation cap?

NOV. 8, 1978

Dear Mr. G. T. W.,

I had never seen any specs until I looked into the National Safety Council's Data Sheet 411, which includes Commacon Detail Sheet No. 1 for a "Tire Safety Bank." Data Sheet 411 also includes a pamphlet, "Mounting Heavy-Duty Tires and Rims," with a lot of good poop on handling big tires all the way up to air-and-tire jobs weighing 67½ tons. Your local Safety Office can get these poop sheets for you.

Of course, anybody working with steel should work up the links in TSM 1-26 (1-268.36) (Jan 77), *Personnel Ties and Loose Ties*. The TSM makes it clear that carbon tire inflation can kill a guy.

AND HEAD!



The way most tire safety precautions call for running the nitrogen away from you while inflating the tire—and away from everybody else. You reach through one of the air lines to put the air check on the air valve. Then you have to go by the tire ring-side down on the ground. You can still save safety by wrapping a heavy chain around the tire and ring to strap the ring if it blows loose.



WEAR THE CHAIN TO YOUR SAFETY



RING A SAFETY CHAIN

Even the tire inflation caps (caps) offer complete protection. They have been rated as guys getting hit by "blowups" when the ring blew off and landed face-plant against the face of the cap.

So you may want to put more tread-ery into your tire inflation operation by taking a tip from Article 1-4, TSM 700-081-0 (Jul 69), and put a lock check and 10-16 protection on your inflation hose. With your safety officer's backing, you can use AB 700-30 as our theory to find purchase a commercial.



LOCK

type check with just one look over the valve. Or you may find one that screws into the rim.

Then you'll have:

1. No, the safety usually looks up.
2. Big old ring from operator.
3. Operator handling inflation valve and guys a safe 30 feet away.

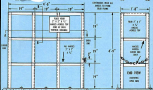


STAND BY THE FRONT!





HERE'S THE NEW WAY TO MAKE BENTONITE SANDS CONTROL SWELLING UNDER SLABS AND RAISE IT FROM DEFLECTION CRACKS.



PROCEDURE FOR USING THE BENTONITE SANDS

1. WITH THE SAC BLEN MIXTURE ON HAND, APPLY BENTONITE SAND AND BRUSH TO FILL CRACKS AND GAPS OF 1/8 INCH.
2. FOUND LAYING SAND TRAYS INTO PLACE FROM FORMS.
3. SLOTT THE SAND INTO CRACKS AND GAPS WITH THE HAND TRAYS.
4. TRAYS COME UP END OF BRAM.
5. BRUSH THE SURFACE OF THE SAND FROM LAYING SAND.
6. BRUSH THE SAND BRUSHING BY HAND MIXING.

SLAB WITH BEAMS 1-1/2" ON 1'-0" AND 1'-0" ON 1'-0"

WALSH



KDOOF - YOU BET

KDOOF means **KLEP DIRT OUT OF FUEL**. That's what you tell them down in sandy, dusty places.

One way of making the job a bit easier is to use an adapter, PSM 208. With 1-211 on your own fuel drums. You can then operate your engine for a longer time, and you won't need to fill the fuel tank as often because you get the fuel direct from the 15-gal fuel drum or a 5-gal fuel can.

Before you use the drum or can for your fuel source, be sure the drain valve in your generator is closed.

When you use the adapter with the drum you use both sections of the tube. You only need one section for the 5-gal can.

Make sure your drum or can is at least 15 feet from your engine. The drum or can should not be located more than 12 feet below or above the base of the engine.



CALL TODAY
FOR THE BEST SERVICE
FOR 276-066-1001

WARNING: Before you do any maintenance, always wear eye protection, or wear eye caps from eye hot machines. Be sure systems are de-energized and the engine system cooled to the "OFF" position.

You remove the protective cap from the auxiliary fuel connection on your engine. Use an open-end wrench to attach one end of the fuel hose to this connection.

Be careful not to strip the threads of the connector or the coupling on the fuel hose. If you strip these threads you can get fuel leakage or loss of vacuum, and that's dangerous for you.

Next, remove the cap from the top of the fuel drum. Insert the fuel drum adapter through the opening in the top of the fuel drum. Press down on the clamping lever to keep the fuel drum adapter in place.

Attach the free end of the fuel hose to the coupling on the auxiliary fuel drum adapter. Use an open-end wrench. Here too you want to be careful not to strip the threads.

Then operate the 3-way fuel valve located on the side of the generator set to auxiliary.

If you're not going to use these cans and drums, then keep 'em with PB-1 preservative oil and store 'em in a clean, dry place. When fuel, especially gasoline, is stored for a long time it gets contaminated and rancid. It's also a fire hazard. You can get a 5-gal pail of PB-1 by ordering Lubricating Oil, Engines, PSM 2100-1-11-5100, or a 15-gal drum, PSM 2100-111-5200.

LIGHT-GUNNING 3 lead type, 7/16 in. 100 yard, color-balanced, reticuled scale, 50% mag. x 27; in. w x 4 1/2 in. h x 1/2 in. d with back, 20 in. by 10 in., mag. and 4 battery units; 200 slip type lens



FOR 2000-20-040

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR 2000-20-029

FLUX-MECHANICAL gas and oil, 200-400 psi

FOR SOLUTION

1/4 in. tubing

WATER-MECHANICAL FLUXES

	Qty	Scale	Mag.
2000-20-081	1	5-1000	20
2000-20-082	2	5-1000	20
		and	
2000-20-083	1	5-1000	20
		and	
2000-20-084	1	5-1000	20
		and	
2000-20-085	1	5-1000	20
		and	
2000-20-086	1	5-1000	20
		or	
		20-2000	



FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length

FLUX-MECHANICAL FLUXES

	Qty	Scale
2000-20-087	2	5-10
2000-20-088	2	20-200

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length

	Qty	Scale
2000-20-089	2	5-10

FLUX-MECHANICAL MECHANICAL

	Qty	Mag.	Scale	Length
2000-20-090	1	500	100	1 1/2 in.
2000-20-091	1	500	100	1 1/2 in.

FLUX-MECHANICAL gas and oil, 200-400 psi

	Qty	Scale	Mag.
2000-20-092	1	5-1000	20
2000-20-093	1	5-1000	20

FLUX-MECHANICAL gas and oil, 200-400 psi

	Qty	Scale	Mag.
2000-20-094	1	5-1000	20

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION



"I THINK YOU TRY ANYTHING BEFORE YOU BUY."

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

FLUX-MECHANICAL gas and oil, 200-400 psi, 2 valve gas, 2 in. dia. control range, 1 1/2 in. length



FOR SOLUTION

STEEL, SPIND RESISTANT, 1/2" DIA. 1/2" DIA. TYPE 1/2", CRIMPING WIRE TYPE, MANUALLY OPERATED, WITH HAND OPERATOR, MODEL # 20. 2 1/2" DIA. RANGE OF GAUGE 1 TO 20 GAUGE 1/2" DIA.



FOR ORDERING INFO



THREADING BIT, 1/2" DIA. 1/2" DIA. CRIMPING WIRE TYPE

FOR ORDERING INFO

CRIMPING BIT BY FOLLOWING

DR. THREAD-CUTTING

	DR. DIA.
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"



DR. THREAD-CUTTING BIT

DR. THREAD-CUTTING

	DR. DIA.
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"

DR. THREAD-CUTTING BIT, 1/2" DIA. 1/2" DIA. CRIMPING WIRE TYPE, MANUALLY OPERATED, WITH HAND OPERATOR, MODEL # 20. 2 1/2" DIA. RANGE OF GAUGE 1 TO 20 GAUGE 1/2" DIA.

THREADING BIT, 1/2" DIA. 1/2" DIA. CRIMPING WIRE TYPE

FOR ORDERING INFO

CRIMPING BIT



DR. THREAD-CUTTING

	DR. DIA.
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"

DR. THREAD-CUTTING BIT, 1/2" DIA. 1/2" DIA. CRIMPING WIRE TYPE

DR. THREAD-CUTTING

	DR. DIA.
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"
1/2" DIA. 1/2"	1/2"

DR. THREAD-CUTTING

	DR. DIA.	1/2" DIA. 1/2"
1/2" DIA. 1/2"	1/2"	1/2" DIA. 1/2"
1/2" DIA. 1/2"	1/2"	1/2" DIA. 1/2"

DR. THREAD-CUTTING BIT, 1/2" DIA. 1/2" DIA. CRIMPING WIRE TYPE, MANUALLY OPERATED, WITH HAND OPERATOR, MODEL # 20. 2 1/2" DIA. RANGE OF GAUGE 1 TO 20 GAUGE 1/2" DIA.

1/2" DIA. 1/2"

WILL A GOOD SPRAYING JOB IN
 1988 BE A SIGN OF A GOOD
 SPRAYING JOB IN 1989? IT
 DEPENDS ON THE TYPE OF
 SPRAYING JOB YOU'RE DOING.
 IF YOU'RE DOING A
 SPRAYING JOB THAT'S
 1988, YOU'RE DOING A
 SPRAYING JOB THAT'S
 1988.



ADVERTISING

ADVERTISING IN THIS ISSUE
 IS AVAILABLE TO ALL READERS
 OF THIS PUBLICATION. IF YOU
 WANT TO ADVERTISE IN THIS
 ISSUE, PLEASE CONTACT THE
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MWO of the MONTH

You mix spilled fuel and battery spills at your peril. And that's just what you're doing if you're using 1500-gram fuel battery neutralizer 811M4 with a serial number from 1 thru 113 and haven't had your 88 apply MWO 1-3330-373-08/1 (Oct 88). It releases the battery and battery box. Free that MWO on a 5th thru 708-1 for the serial and send a 24 hour 200 MWO request to your 88 now.

Order Your Parts

If you need any chemical equipment parts, better get your needs down on 04, Form 13-28 (Dec 78), so you'll not miss 'em. 56 Circular 310-4 (Mar 77) gives you the word.

Better get hold of revised 5A Form 13-80 (Feb 77) so you can send a list of your needs for some parts to the St. Louis 40 Parts Center.



JOE'S DOPE

THE EXCESS

GIVE ME AN ORDER!

HE!



THIS CHARACTER OF MINE
SOME PARTS YOU'VE NEVER
HEARD!



WHERE DO YOU GET THE
MONEY TO BUY THIS
KIND OF CLOTHING?



EVER SINCE I
STARTED TO
BUY IT!



BUT I DON'T WANT
TO GO TO THE STORE... IT
TAKES TOO MUCH
WORK! ADDITIONALLY...
I DON'T WANT
TO GO TO THE STORE
HERE!



AND YOU DON'T
WANT TO GO TO THE
STORE?

WELL
THAT'S
NOT!

WELL, THE
REAL TEST
WOULD BE
TO SEE IF
YOU CAN
KEEP THEM
FROM
GETTING
THE
SECRET.

LIFE, SOME OF THE OTHER
AGENTS ARE WORSE THAN THEY
SEEM. IF YOU WANT TO KNOW
WHAT THEY ARE UP TO, YOU
MAY WANT TO KNOW
THEIR
MOTIVES.



BY
THE
WAY,
IF
YOU
WANT
TO
KNOW
THE
SECRET,
YOU
MAY
WANT
TO
KNOW
THE
MOTIVES
OF
THE
AGENTS.

TWO
THOUSAND
AGENTS
WERE
USED
IN
THE
GENERAL
TEST,
FOR
DISTRIBUTION
AND
CONTROL.

WELL, BUT I DON'T
WANT TO KNOW
THEY
MOTIVES,
I
WANT
TO
KNOW
THE
SECRET.

NO
SECRET
IS
WORTH
THE
TRouble
IT
CAUSES.
THE
SECRET
IS
WORTH
THE
TRouble
IT
CAUSES.



I
WANT
THE
SECRET.

NO
SECRET
IS
WORTH
THE
TRouble
IT
CAUSES.
THE
SECRET
IS
WORTH
THE
TRouble
IT
CAUSES.

WELL, BUT I DON'T
WANT TO KNOW
THEY
MOTIVES,
I
WANT
TO
KNOW
THE
SECRET.

THEY
WANT
TO
KNOW
THE
SECRET.





EVERY, OF COURSE, YOU
GIVEN THE APPROPRIATE
GUY WITH YOUR FRIENDLY
DSM TYPES.

GUO TO GET THE... JUST BE
SURE THEY'RE CERTIFIED... AND
A TAG ON THE FRONT SIDE
SO WE CAN IDENTIFY THE
TAGS.

ARE I
WONDER
IF THE FUTURE
YOU NEED FROM
THE ROCKET
WILL GET TO
ONCE.

ARE!



HOW ABOUT
TAGS
TAGS?

DO
I'M
REQUIRED?



HOW ABOUT
TAGS?

THEY
MIGHT
USE THE TAG
AS AN APPROPRIATE
WELL IN YOUR
CASES DO
THE TAGS.



THE
MIGHT
USE THE TAG
AS AN APPROPRIATE
WELL IN YOUR
CASES DO
THE TAGS.

THE
MIGHT
USE THE TAG
AS AN APPROPRIATE
WELL IN YOUR
CASES DO
THE TAGS.



WELL, AND
MIGHT BE
NEEDING TO
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NEEDING TO
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NEEDING TO

WELL, AND
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NEEDING TO



WELL, AND
MIGHT BE
NEEDING TO
MIGHT BE
NEEDING TO
MIGHT BE
NEEDING TO



YOUR FRIENDLY BLOODHOUNDS



MY HEAD-
LIGHTS WON'T
SHINE.

I GOT A
PROBLEM.

WE
TUNE.

SO YOU
S.

MY
BATTERY
WON'T
START THE
ENGINE?

COOL, IT
WILL.
O-O-O-L
IT...

BEHOLD!
Here come—**GREEN!**
proceed in a **RAVING**
mood! They will **WAVE!**
YOUNG! **FOUR**
Thousands. And by
the way, **THANK**
YOU! **THANK!**









1. Doesn't diagnose equipment by guessing.
2. Keeps good components off the scrap heap.
3. Doesn't lay down the buggy hatch by installing unnecessary parts.
4. Doesn't waste support's time checking out good parts.
5. Plans equipment downtime to a minimum.
6. Saves money, time and space.
7. Provides elements of safety and good housekeeping.
8. Gets a good estimate for O&M's.
9. Improves maintenance of the outfit's equipment.
10. Is respected as a man who knows his job.

HERE'S THE TEST EQUIPMENT AND KNOW-HOW
THAT'LL PUT YOU IN THE GROOVE . . .

**LOW-VOLTAGE-CURRENT TEST
SET SET, MONITOR AND
MILAGE INDICATOR**

FOR 495-265-7121 OR 495-274-2766

Specials

Test Set _____ No. 1 (supplemental) SC 495-
265-823
No. 2 (basic) SC 495-265-
2627



Full Story

It's Used _____ ON 1-495-265-7121 Models
10000 and 19-1000
ON 1-495-265-7121 Models
1000, 1000A and 27-1000
ON 1-495-265-7121
Models 10-01
ON 1-495-265-7121
Models 10-02
ON 1-495-265-7121
Models 10-03

Equipment - 20 Year Warr.
ON 1-200-254-20
Factory 90 Training
Mfr-4-2004



Used For _____

Testing the voltage output, and
amperage draw of the alternator,
battery, generator, alternator,
and voltage regulator on all
internal combustion engines.
When used as 12 volt voltage
and current system, 20 amp
or 100 PSI 495-265-7626 is
needed.



Test Process _____

Essential replacement of
generator, generator, alter-
nator, voltage regulator, vol-
tage meter and other charging
system electrical components.



**GAUG, THE PROUBLE, SELF-CLEANING,
FOR 495-265-7179**

Specials

Test Set _____ No. 1 (basic) SC 495-265-
2624
No. 2 (basic) SC 495-265-
2627



Used _____ To check and adjust
fuel pressure in
port-injected dies.

Full Story

It's Used _____ ON 1-200-254-20



Test Process _____ Rating fuel flow.



ILLUSTRATED
FOR AEE-EE-LETS (CONFORM TO THE
REPORT NUMBER
FOR AEE-EE-LETS (CONFORM TO THE
FOR AEE-EE-LETS (CONFORM TO THE
FOR AEE-EE-LETS (CONFORM TO THE



Found In

Test Sets No. 1 Answer—C, #10-11.
 Q-879
 No. 2 Answer—C, #10-11.
 Q-877
 Upgrade 700 Plus

Used For Testing and checking of and of
 settings, test settings, test
 settings, alternative, large, cable
 connections, status, wiring
 harness, etc., for continuity
 tests or short circuits. Also to
 test and check the resistance of
 various electrical components
 and circuits.



Test Uses

It's Used See 1-1000-104-12
 17-1000-102
 18-1-1000-104-12
 100-1000-100
 Equipment 20 10 100 100
 100-100-100, Section 10
 Training/10 10-100

Test Problems All of the mentioned items have
 being removed or faulty when
 they are not.



LETS (CONFORM TO THE
FOR AEE-EE-LETS

Found In

Test Sets No. 1 Answer—C, #10-11.
 Q-879
 No. 2 Answer—C, #10-11.
 Q-877



Test Uses

It's Used Tester's equipment—10 10 10
 10 10 10 10 10 (page 100)
 Training 10 10 10

Test Problems Necessary changing of distri-
 bution points, spark plugs, test
 the will and even wiring harn-
 ess.

Used For

Testing and setting (probe) test-
 ing of test generator system.
 General the tests made when the
 engine runs and probes.



LEAK, TRIM, MAINTENANCE
FOR 470-725-3400

Specialty

Test/Info No. 1 Supplemental—IC 470-725-3400

Full Size

It's Good Equipment 20 30 40 50 60 70
IC 470-725-3400

Good For To test, set and recheck valves depends on dual-system gas valve engine.

Test Procedure



Replacing good spark plugs, carburetor, wiring harness, magnetic points and reset the magnetic field.



TEST SET, TROUBLESHOOTING & OIL LEVEL
FOR 490-725-3400

Specialty

Test/Info No. 1 Supplemental—IC 490-725-3400

No. 2 Supplemental—IC 490-725-3400

Full Size

It's Good 20 30 40 50 60 70
Training 20-4-07-00

Good For All gasoline engines to test or set the gas valve carburetor/magnetic points and the engine RPM.

Test Procedure



Draining and distribution, spark plugs and other parts of the ignition system accurately.



TYRONE, COMPRESSION GAGE
FOR 490-725-3400



Specialty

Test/Info No. 1 Supplemental—IC 490-725-3400

No. 2 Supplemental—IC 490-725-3400

Full Size

It's Good 20 30 40 50 60 70
IC 490-725-3400
Training 20-4-07-00

Test Procedure



Testing all gasoline engines' cylinders for the right amount of compression. If 150 psi, 1500 psi cylinder has bad rings, valves or leaky gasket.

Test Procedure



Testing and draining the carburetor, distributor, fuel pump etc., continuously when engine cranks but fails to start due to low cylinder compression.



SPARK PLUG TYPES AND CHOICES
CALL 800-321-5288

Found In

Test Sets No. 1 Supplemental—(S) 4916-
 21-2-470
 No. 2 Common—(C) 4914-91,
 5-487



**Tell How
 It's Used**

No. 1—4916-21-2-10
 Model 470
 No. 2—4914-91-10
 Model 4914(9)
 No. 2—4915-428-10
 Model 1275
 No. 2—4916-209-10
 (C)Complete 4916(9)-series



Test Presents

..... Testing every good and bad 12-spark plug distributor with left in them.

Used

..... In test and clean spark plugs and inspection copies.

IGNITION CONNECTION BUNDLE (S&S CYCLING/FUEL PUMP B&B)
CALL 800-321-5277

Found In

Test Sets No. 1 Common—(C) 4914-91,
 2-474
 No. 2 Common—(C) 4914-91,
 5-487
 No. 3 Supplemental—(S) 4916-
 21-2-470



Tell How

It's Used No. 1—4914-91-10 and every
 vehicle (S&S),
 Testing Set 1-2124



Used For

..... Testing the engine manifold
 vacuum and fuel pump pres-
 sure. It's a trouble-shooting aid
 to gas-pilot quality engine
 maintenance like fuel head per-
 mit, valve adjust, bleed valves,
 ring, gear, carburetor, and
 valve timing, valve relief, leaks
 or leaks manifold, clogged fuel
 filter and air filter.

Test Presents

..... Pulling and switching the carburetor, fuel pump, spark plug, distributor (because
 you hold the bundle in to these components).

TEST, SPRING REFERENCE
CALL 800-321-5230

Found In

Test Sets No. 1 Supplemental—(S) 4916-
 21-2-470
 No. 2 Common—(C) 4914-91,
 5-487

Used For

..... Testing the pull function re-
 quired to open distributor
 points.

Tell How

It's Used Models (S) 10,

Test Presents

..... Applying good distributor
 pull/return only spring tension
 track adjustment.

NEW! NEW! INFORMATION!
FOR 4000-07-0200 *FOR 4000-05-1410

Benefits

Tool Sets No. 1 Cannon—(C) 4910-05—
 C-874
 No. 2 Cannon—(C) 4910-05—
 C-875

Tool Size

It's Used 18 1/4 IN. (457.00 mm)

Used For

Testing for specific gravity (battery charged or the electrolyte sulfate acid and water solution) of lead-acid batteries. Can you know which cell is bad, and when the battery needs charging.

Tool Features

Working on replacing parts on the equipment's charging system when the battery is difficult. Loading a low-charged battery can't be cold to freeze. Grouping good batteries.



NEW! NEW! INFORMATION!
FOR 4000-44-4000 *FOR 4000-05-1410

Benefits

Tool Sets No. 1 Cannon—(C) 4910-05—
 C-876
 No. 2 Cannon—(C) 4910-05—
 C-877

Tool Size

It's Used 18 1/4 IN. (457.00 mm)
 18 7/8 IN. (476.50 mm)
 Manufacturer's instructions on website.

Used For

Testing specific gravity of electrolyte and water solution in engine having a liquid-type cooling system.

Tool Features

Lighter, loading up or block cooling in below freezing ambient temperatures.

Combination battery and engine hydraulic



Benefits

Tool Sets No. 1 Cannon—(C) 4910-05—
 C-878
 No. 2 Cannon—(C) 4910-05—
 C-879

Tool Size

It's Used 18 1/4 IN. (457.00 mm)
 18 7/8 IN. (476.50 mm)

Used For

Testing and adjusting wheel hub vehicle's front wheels, rear axle or forward load rear wheels on the 4040 Series Truck.

Tool Features

Adjusting tires, load, steering

CALL, MAIL, ADDRESS!
FOR 5000-02-1000



EXPTWIKI MAIL: TESTS TO-FIELD
FUN 621-216-8574 OR 621-831-0544

Send to **BT Test**

Call Now

It's Good **TR 11-625-216-12**

Send for Testing and measuring capabilities of electronic tubes used in receivers, low powered transmitters and other electronic equipment.



Test Comments Showing every good tube. Testing into perfect circuits when only a tube is faulty.



EXPTWIKI MAIL: TESTS TO-FIELD
FUN 621-866-0544



Send to **BT 11-623**

Call Now

It's Good **TR 11-625-832-12**

Test Comments Showing every good battery that has many more hours of useful life. Helps you from making out on a mission with short-life batteries.

Send for Testing the batteries used in these models: M1 PRC-4, 5, 6, 8, 9, 10, 11, 12, M1 PRC-8, M1 PRC-1.



Be battery number they are: M1 PRC-4, M1 PRC-5, M1 PRC-6, M1 PRC-7, M1 PRC-8, M1 PRC-9, M1 PRC-10, M1 PRC-11, M1 PRC-12, M1 PRC-13, M1 PRC-14 and M1 PRC-15.



Some of the BT's listed may not be the same for the items a year supply ending as listed in the ADL. That's because these items were tested long ago but are still good. You don't need to replace 'em all they are no longer to be repaired commercially.

There's a crew night working on test, measuring and diagnostic equipment. They want to hear you. So, if you've got problems, questions or suggestions on FARM, write to: Commanding General, U.S. Army Program Command, ATTN: ANDREW-TRENE, Rock Island, IL 63306.



A LONG DAY



Dear Wendy,

We have a difference of opinion knowing how about how long a Daily Inspection is necessary without having to pull another one.

My buddy says we have to do a FRO and fill out a new OI Form 3408-11 after an aircraft has been into several days. I disagree. I say there's no time limit on the validity of the Daily Inspection . . . and even the Daily is done if it's good until after the aircraft completes another day of flying. What's right?

SP-1 P.



YOUR
RIGHT,
SP-1 P.

DATE	TIME	LOCATION	INSPECTOR	STATUS	REMARKS
01/01/98	08:00	101	SP-1 P.	OK	
01/02/98	08:00	101	SP-1 P.	OK	
01/03/98	08:00	101	SP-1 P.	OK	
01/04/98	08:00	101	SP-1 P.	OK	
01/05/98	08:00	101	SP-1 P.	OK	
01/06/98	08:00	101	SP-1 P.	OK	
01/07/98	08:00	101	SP-1 P.	OK	
01/08/98	08:00	101	SP-1 P.	OK	
01/09/98	08:00	101	SP-1 P.	OK	
01/10/98	08:00	101	SP-1 P.	OK	
01/11/98	08:00	101	SP-1 P.	OK	
01/12/98	08:00	101	SP-1 P.	OK	
01/13/98	08:00	101	SP-1 P.	OK	
01/14/98	08:00	101	SP-1 P.	OK	
01/15/98	08:00	101	SP-1 P.	OK	
01/16/98	08:00	101	SP-1 P.	OK	
01/17/98	08:00	101	SP-1 P.	OK	
01/18/98	08:00	101	SP-1 P.	OK	
01/19/98	08:00	101	SP-1 P.	OK	
01/20/98	08:00	101	SP-1 P.	OK	
01/21/98	08:00	101	SP-1 P.	OK	
01/22/98	08:00	101	SP-1 P.	OK	
01/23/98	08:00	101	SP-1 P.	OK	
01/24/98	08:00	101	SP-1 P.	OK	
01/25/98	08:00	101	SP-1 P.	OK	
01/26/98	08:00	101	SP-1 P.	OK	
01/27/98	08:00	101	SP-1 P.	OK	
01/28/98	08:00	101	SP-1 P.	OK	
01/29/98	08:00	101	SP-1 P.	OK	
01/30/98	08:00	101	SP-1 P.	OK	
01/31/98	08:00	101	SP-1 P.	OK	

01 3408-11

Dear Specialist L. P.,

You are. That's the group in TR 01-1308-100-21 (Title 70).

Remember, too, the revision to para 4a(1) says in the event the aircraft is not flown for an extended period of time the maintenance officer will insure that the scope of the flight readiness inspection is adequate to insure safety of flight (para 5b).

Course para 5d requires increasing the scope and/or frequency of inspections during unusual conditions of environment, utilization and periods of inactivity.

No updated form is needed, either. When you've prepared a new 3408-11, it remains good until after the aircraft is flown again. Turn in the form at the end of a days flying.

SEE THIS CONSOLE 10-10 PM FRIDAY AND MON...

HIGH,

WIDE

AND

HANDSOME

THIS CONSOLE HAS THE BEST COMFORT WITH THE LATEST DEVELOPMENTS TO KEEP YOUR COMFORT UP TO 100%!



NEW CONSOLE 100-100

Now on the edge of modern ship design, these eyes have been using IBM 1001-1001-1011 console in front of the new ones. The old console has 1 score.

Course the ship-console is inside the water protecting the engine inlet. The water can become loose, due to lack wire leakage, and get weakened by the 1001 light... an engine change due to through-water damage.

You want the new electrical console



1001-1001-1001-1001-1001

1001-1001-1001-1001-1001



1001-1001-1001-1001-1001

1001-1001-1001-1001-1001



1001-1001-1001-1001-1001

see, IBM 1001-1001-1001. If your ship your ship doesn't have the new console 1001, 1001-1001.

Make use from the old console by disconnecting the 1001 console inlet clamp and installing the console glass panel of an unbreakable anti-eye console.

If the rubber cover of a console console will get the console shell to prevent rusting, here's the list. Cut the rubber off so that only 1/2 inch remains past the console shell. Then the decorative plug will run.

LOW POWER

When that T11 in your hand is not producing the power you should expect "normal" (operating) the fuel control without first going thru engine trouble shooting. See Tables 1-2 or 1-3 and 1-7, of the organizational maintenance pub—depending on which bird model you have.

The gas producer limit for each engine is based on the limit set during acceptance test. The control is adjusted to give maximum power with minimum fuel.

Now, increasing the compressor rotor military/maximum speed by turning the adjustment screw can give you more power. You're adding fuel to the fire and you'll get higher rotational speeds. The result is, you may exceed the EGT limits and reduce compressor life . . . it's not worth it.

Troubleshooting may be needed after a fuel control change. Do the appropriate job, when you know your stuff, according to the group in the maintenance pub.



Use the power availability chart to outline a low-power writeup. The troubleshooting chart lists many causes such as—fueler tipping, compressor FOD, excessive bleed air leakage, clogged fuel manifold inlets and a stuck fuel control. It tracks down the real cause of a power loss.

CLEAN THE ENGINE

A dirty engine is the most common cause of a gradual power loss. What with the dirtying stick and fan, the intake guide vane and the compressor blades and vanes get coated. The airflow is changed and performance is going, going—gone!

You want to see the intake guide vane and compressor during the Daily Inspection.

Know how to spot a dirty compressor right-off!



Lift the hood, bend a smidge and eye the blades. If you notice a brown, jelly-like deposit like the gunk on a piston, the compressor needs cleaning — MOP.

It may take a half-dozen cleanings to get the engine's innards clean but stick with it. The preferred cleaning kit, using dry-cleaning solvent, P-D-699, is right in Chap 5 of TM 11-5230-211-20 (Aug 79).

HOW'S YOUR HOP?



When you lift straps and supplies in a fire load, don't let your mouth get so close the dust kicked up in the hoist. Give gusting from the compressor some really good oil the blades, in time. The compressor will lose efficiency and the engine won't put out.

You can't always find a clean landing pad. But you can make sure you've got PDP or some other hard surface going for you at home plate, to cut down on the dust.

BE YOUR OWN

If you're lucky enough to get the new, improved M1 connector, FM 2004-430-5336, on your engine you'll find it stands up well to engine vibrations. It has an improved lock back positioning and new torque adjusted lock switches . . . no lock switch adjusting screws to mess with during rigging.

It's on JAN 09-1700 and later loads and will go on all models as the old connector wears out.

One point, tho'. When you get your one only "right" connecting link, FM 2004-214-4186. You can't rip the connector correctly with the old link because it has a spring inside it. The details are in TM 11-1320-207-20 (Aug 79).



THINGS & MESSAGES

No upright work would give life/limb the shaft on purpose, right?

But that can happen with lock-able engine transmission quill shafts. Identify 'em by part or stock number before you try to put 'em in your load.

You can use quill shaft, P/N 101-5-508-0497, in the A and B Models for the preferred shaft. A P/N 101-5-761-8990, 1/2" outer plated anodized an Ologon® hold later in the spline area for longer part life.



Before you replace the shaft use TM 11-1320-209-20P (Nov 76), ITC class you, for example, that to get proper spline loading you can only use shaft, P/N 101-5-508-0497, in the C Model with the T911-TC engine.

180° CONING UP

Some engine transmission assembly areas have to be conical or even scrapped because of wear/shading that you can prevent or, at least, stop.



The fitting areas down wear from the transmission mounting/brags outside diameter in line with the output shaft ... that's the rail!

To get clearance you have to trim the air side of the screw-down like so:



180° CONING

If you're not fighting dust in the dry season it's worse in the rainy season. Corrosion, especially on exposed suspension parts, is the result.

Clear and touch-up-paint the more local corrosion, for example. That'll knock off the villain.



You don't have to dump your load in the South China Sea before repacking if handling gear wheel bearings is needed.

The water in any oil that possibly will wash the grease out of those bearings, also as you please.

In a few days, you will learn and you worry as the bearings. If the area Perdicle is not the right way you can't wait for the scheduled packing. Grease wet bearings NOW!

USE THE "DOORB WAY"

When you carry gear out, all we want find reinforcements on board, more than in the "gondola box." It's more than a year for the left door gunner.

Tool boxes and other small tools and equipment should be stored in it.

Secure all larger gear with 5-gal water cans and secure boxes by lashing them to tie-down rings.



Place your supplies above your angle along the walls, sides. The longer cord will hold 'em as fast but during rough weather they'll sure lose interest!

Would you believe one of transmission bearing had to be scrapped because it had run rings were drop into the soft magnetism?

It's usual these crews were having their nations as it. That's never needed!!

There're other magnetism parts that take a bearing and shouldn't.

One favorite storage place is the magnetism panel forward of station 103 (at the ramp) along the floor area on the left and right sides.

Oil can wear rings into the panel and during DECOM the panel has to be changed. That's no way to treat a lady.



There's no doubt about it—keeping The Hawk clean will save maintenance costs and downtime. You'll help prevent corrosion from forming, cut down on part replacements and slow metal aging. It's a MUST before storage or shipment.

Take the plastic flaps at the ramp stacking points.

This builds up and puts pressure on the flaps. After outside, the flaps will fall.

Cover the bay with a high-pressure hose, if you're lucky enough to have a water truck with a pressurized water supply. If not, use your imagination, mate!

You'll find the Fuelage cleaning pump in Chap 1 of the maintenance book, backed up by TM 15-1100-204-25.1 (Apr 70) on general maintenance.



REMOVE TAPE

The masking tape on the pilot tube and instrument made part openings because any water getting in you will give bogus readings and finally automatic flight control operation. Make sure you REMOVE the tape after a tank job.





Unless you also want to keep cleaning solution off transparent plastic, if possible, blow off any spills before the solution dries . . . prevents the plastic from being etched.

Use water sparingly when working down the tunnel area. A nondrinkable mechanic will tell you that water can get inside the hollow eye bolts and give your hand many ailments.

For that reason it's a crime to leave the tunnel covers open when you take a work break.

If the power tools on your body are up after a work job, or a heavy rain, check the shafts for water.

Clap 2 in the maintenance job will have to get rid of the water using an ordinary air and water sprays with a 2-foot long, 1/2-inch inside diameter hose. You don't have to remove the shafts.

In addition to water in a shaft, here's some concrete causes of excessive vibration that you should consider.

Missing or loose hardware, missing balance weights, broken isolation mounts and hangers, damage to shafting or adapters, foreign objects, broken or cracked coupling plates, dry or worn adapter splines.

For example, eye the forward eye bolt adapter, EBN 1011-911-7000—the wrong size bolt has been used in it. You want bolt, PBN 1100-007-1102 . . . 2.84 inches long.

Be sure you've got the right installation. The shaft assemblies are balanced and indexed, so keep 'em together.



KEEP CLEAN! BRUSH OFF THE TRANSPARENT PLASTIC



... WASH OUT OF THE TUNNEL AREA

IF I COULD
I WOULD
GIVE YOU
ONE OF
THESE





If you have to change the entire hydraulic pump, P/N 1553-015-2000, that's mounted on the rear of the air rotary-wing drive transmission, watch your step or you may have to do it all over again.

The pump has a compressor that maintains about 3000 PSI output pressure. During engine starts the pressure increases to about 6000 PSI.

The compressor is made in 2 parts. If one part is rotated and the other one remains stationary, when you disconnect and reconnect flexible hose, P/N 11-081130-100, the pump output pressure changes.

It's not unusual for the pressure to go from 3000 PSI to 6000 PSI . . . look to cracked seals, seized shafts and even flying pumps!

The dual stage compressor housing should have a red alignment mark painted across the housing, bearing and retainer plug. Of course a broken mark means a pressure change and the pump has to be changed.

If your pump doesn't have the mark, make with a paint brush.

The same marking dual goes when you put on a new pump.



To keep the alignment mark system always put a wrench on the compressor housing as you disconnect or reconnect the flexible hose.

When you put a new pump on your worktable disconnect the bearing union and packing, making sure you hold the bearing with a wrench.

To further reduce the possibility of bearing rotation, add a 90-degree elbow on the pump. Of course you'll have to switch the elbow on each pump change.



CALL FOR 1-800-888-7766
 RETURN FOR 1-800-888-7766
 WE'VE GOT YOU COVERED!
 1-800-888-7766

CONVERTING ADAPTER PLUG

If you have power distribution panel, ECM 1488, 1491-1505, in your C Model, you can use either the brush-type or the new brushless-type AC generator.

You won't get to test here with the change, tho, unless you have the right adapter plug on the control panel. They stack up like so:

Brush Generator,
Part # 14-108-106

Its Plug,
Part # 14-108-117-446

Brushless Generator,
Part # 14-108-108

Its Plug,
Part # 14-108-109-830



14-108-109-830
14-108-108
14-108-106

AN IMPROVED HSE

Well, there's a new **IMPROVED-GUARANTEED** HSE Adapter to start it **SHARING** motor...

Take the generator through, ECM 1412-1500-1515, ECM 1412-1515-1515. Some make take them step shields off to gain access to other components and don't put 'em back again.

No, hydraulic and other fluids drip from the generator when they slip from the drive end bearing. Before long fluid slides the bearing/groove and the bearing has had it.

That's not way to run an engine.

Put the shields back.

Sure, there's times when the maintenance effort will give you the green light to leave a part off. The engine drive valve for your HSE-based Intel is one example.

The HSE needs to be "in the know", tho, for a couple of reasons.

He needs to know where the drive valve is (and that the engine only does it was removed and put back



DRIVE VALVE ON



TIP
TRACE BY
ENGINE FWD
VALVE ON
— DR. HSE
14-108-108

... might be important to make sure a complete engine (with paperwork) is shipped back for overhaul.

That is, one dozen is about do-hur without right now. On the C Model, for example, they don't come cheap. That little jewel costs 700 dollars.

If, per chance, you're part of a crew shipping T11's to overhead, look over a copy of TM 55-1500-204-25/1 (Apr 70) on general procedure.

Item 2-101 tells how to protect the engine from internal and external moisture in a mixed shipping container. . . . prevents rust and corrosion from going to work in tanks.



SAVE MOTOR-PUMP SPACE

The hydraulic motor-pump on the front of the auxiliary power unit is used to motor the APU while starting.

If the motor-pump shaft retaining ring wears loose, the drive-ppling shaft will back out—the APU won't start.

When that happens, use the dash foot for a spacer that'll keep the dash from backing out, even if the weather ring fails.

No spacers? Then make one up, yourself!

Launch over a 1.8-inch length of 7/8- or 1-inch diameter stainless steel or aluminum tubing with a wall thickness of about 0.050-inch.

Cut a slot lengthwise thru one wall of the tubing, making sure the slot is



wide enough so that when you insert the spacer, none of the gap is left.

Put the spacer in the bore of the coupling shaft, making sure that the spacer bottoms against the beveled shoulder in the bore.

That'll keep the motor-pump functioning.

WASTE—A GOOD SYSTEM

When a transmission is taken out of your bird because of suspected internal failure, your field support crewmen and fluster the system lines and hoses with solvent, P-D-100.

It stands to reason the oil flow is going to circulate metal chips beyond the transmission and contaminate the whole system.



You'll also get a dirty system when an oil filter is clogged with metal contamination and is by-passing oil around the filter element. Perhaps the oil-cooler if the filter shows signs of being by-passed.

For example, one transmission would slip back at the depot for a look-see and was found to be OK. The oil in it, tho, was not OK. That's no way to keep a bird in the blue.



ANY OF

When you draw an overhauled part from supply and the repair does exceed the limits allowed in your maintenance plan, hold on!

Depot and factory work requirements may differ from those in the field because more sophisticated rebuild equipment is used. The repairs approved on the spec by engineers vary.

So, never slip a suspect part back without first checking with your maintenance office and with you.

Keep 'em flying, knock-knock!



YOU DIDN'T GET PS?

AND OTHER PUBLICATIONS THIS



HOW ABOUT
YOUR POINT IN
THE HEAT SAFETY?

TELL HIM ABOUT
HOW TO GET PS.



There may be a good reason that you've not been getting PS Magazine (and other pubs) lately.

A lot of units have moved, unit designations have changed, commands have been reorganized, TCN's and equipment have changed.

When such happens, your unit has to notify the A3 Publications Center of any change in address, unit designation, publications needed and the like. If not, you won't get your pubs via the pin-point.

So, like you-were, notify —

USA-31 Publications Center
3300 Cameron Rd
Bellevue, WA 98004

on PS, inform maintenance.

USA-31 Publications Center
1631 Washburn Rd
St. Louis, MO 63104

on tech and supply pubs.

IT'S P.M. ALL THE WAY



Always
remember
that it's **YOU**
that's the
difference
between
you and
the rest of
the crew.
You're the
boss.

Down, under the hood, under the seat.
As P.M. in the A.M. hours, you could believe it needs a little wider track. How you can with a 30-inch-wide track shows, pre-empting checks on run, and how close to four inches more-over. What with 3000's, 3015's, 3040's, 3050's or 30-15's was so simple!

But you can't be in the field, along, on the job, like this. It'll guide you to all the tractor's under parts regardless of the make or model, even commercial rigs. Showing anything you find wrong and can't fix on your DA Form 2400.

FIRST THINGS FIRST

WHEELS — Size up your greaser like a standard weekly form. Look for all main items—blades, buckets, teeth, tracks, rollers, sprockets, pins, etc.

WORN-OUT — Only once a day you have this chance. Shake your operator for greases and chains from all, top or hydraulic locks. Check your chains and stuff ... with ...



WORN-OUT ENGINE COMPONENTS

Look for leaks, chips, spray spots, loose drive belts, tracks, a tight light in a big rig.



WORN-OUT — Check mechanical joints, looking for burn stains or carbon. Check hoses, tire grilles, body pins, rollers and axles for leaks, mud, heavy, loose, rocks.



AIR CLEANER—Check restriction indicator; if it shows red, clean or replace element before you start.



HYDRAULIC CONTROLS—Check sight glass if there's one, with engine off and all equipment lowered. Otherwise, read the dipstick. Level should be at or slightly below full mark.



RADIATOR—Add coolant (use 70-70-70, per 7L), bleed mineral-trapped and chemically-treated water—Benevise ring radiators first. Don't over fill—draw some for samples.



WHEELS—Check tires for deep cuts, exposed fabric, under-inflation, tread or metal rubbing in tracks. Kicking the front tire of the driver's side is not enough and valves should be capped.

EXHAUST TRACK—Rain cap in place, keep good track fit.



ENGINE OIL—Check with engine running or off as 7L or dipstick says for your particular tractor. Read oil-water-separator stuff to receive a deposit, engine off. If separator is too much to test the oil's appearance.



POWER TRAIN OIL—With engine running at low idle, check steering shaft, fuel gas, and transmission or converter. 7L is the right reading.



BACK BRACKET—If you have 'em —Exhausters morning, the cap should be no more than your 7L above.



WHEELS—Lower roller bearings must get side before you go. On 7L Cuts, 1. Insulate roller slides. Track your 7L primer get on roller-side rollers in a track.

THE GO-DRILL

Starting up is important. The main thing to remember is you never gas the engine—the wheels make things go. Tires must go down no longer with, because it takes 7L volume in 7L volume for their bearings to get enough oil.

operator
the 7000
you, more
because
upon the
with a seal.



BATTERY—Warning or grab the plates to insure and don't normal range. In "Normal" or "Operating Range," get the 7L level for all models, battery indicator or ammeter in the 70000 range is necessary—also, don't move.



If a gauge itself is not also fitted, don't move out without recharging it.

CONTROLS—Test them out. Report jolting, shaky starts, or sluggish responses on final walk-in or attachment/blade/scraper, pan (etc. . . .) . . . By your hands, report how you probably handle that . . . and look for a 20% margin in highway runs.



In between—if you pull a scraper, be sure of your hydraulic controls, the lines between your tractor and the pan, the lines on the pan and over from . . . whatever machine, that is, the lines, lines or lines.



THEY SAY YOU CAN'T TEST FINAL SCOPS — YOU GOT TO CONFIDE.



40, 45, 50 — Look from behind or under for anything that could cause trouble. It will occur, be sure you're not lost to the ground — that's a disaster for loads, sprockets and main drives. The instrument is parking or rock, logs or high ground isn't to be feared. Use that gear and blades are up enough to clear possible ground traps, storage bins, and in lowest gear. Go 4-overs.

On site, move at a speed that's right for your needs. The enough RPM to get away from torque converter backlash — meaning as low as an RPM isn't any kind of a gear engine. It makes the powertrain lag and stagger and catches up, besides heating up. Find a gear setting for all 3 occasions, low RPM, power to move your load, and the number of miles per hour you need. It adds up to . . .

1. Keeping RPM in most efficient operating range and

2. Making gear selection in power and speed necessary. The instrument

DOWN TO EASY ALIVE

Your machine provider has either (1) all-hydraulic controls or (2) air-over-hydraulic. Manual control has little or no effect on anything much more than opening and closing the windshield.

This means your engine has to be running, or you're helpless. You can't start without power. You can't stop without power — or do the whole thing faster. Your dump controls and blades and pan won't work without power.

NO — IT'S NOT YOURS. YOU'VE GOT TO TEST THEM!



BOILING WITH YOU

Now comes your biggest PM job. You might overlook it because it sounds so simple. But this is to . . .

The way you run, the way you load, the way you handle the machine to your equipment in the home yard — or keep it off deadline — does anything else . . . water, electric, rocks, bumps, ruts, anything. To find magnitude, don't work here at yours, the most important gear in all the world is you.

There are 4 things that will help you.

40 — With this gear and instrument to be sure they stay in operating range.

45 — A long, slow, steady or any speed won't make it work. Stop and see how they're doing.

50 — Keep your operating limits. Load the machine powertrain, the speed you go and the job demands.

60 — Look after on the spot PM jobs, never let back that can't wait until getting time.

FROM THE TOP

You're either a friend or enemy to your tractor by your habits. Take—

NEED MAINTENANCE—One very costly habit is tinkering. Out in the field changes in settings or adjustments should be emergency matters only. Such items as release-valve changes and clutch-cable work are no small affairs. When, instead, do shop gearwork, can you do a small job like a big one, and usually less dirt and grease build-up on your parts. Make only the changes you have know-how and tools for.



END YOUR HUNT

WATCH RPM—Keeping engine speed up doesn't mean high-tailing around. The right gear selection does 2 things: It gives power to handle the load, and it keeps engine heat and oil heat down. Heavy operation is the worst. A day's work isn't done with one jump—it takes accidents, and more, and more....

REVS/CLOCK—It'll be going 10,000 to 11,000 RPM when you're about to cut the engine. It'll take 4 to 6 minutes to lose all that momentum. So take her at least 4 minutes to the bearings so that water will go out. Never shut down abruptly. The bill could run over \$1,000 when you do. Brakes, like fan valves and manifolds and transmissions last twice less.



WATCH—All wheeled tractors need air brakes, never engage drag shoes to control speed on a downhill grade. Forcing an engine beyond its maximum governor RPM can blow an engine.



END OF THE SHIFT

Before you leave, make your shift operation PM checks.



1. AIR CLEANER—Indicate shift passed.



2. FUEL BIKES—Adjust new Cat 600's at end of first 100/125 hours, again at 250 hours, and at each 1,000 hours afterward. Check planetary drive teeth on wheeling rig every time you get a reading on engine oil.

3. BATTERY—Inspect covering plates? Cover, cables clean?



4. FUEL FILTER—Any leaks? Drain condensation every shift. Check inside and out every 50 hours with housing fuel line closed off.



5. WASH—Wash down all dirt particles.

6. LUBRICATE—Grease any luber point that got dirt packed during the day's work.



This may seem like a lot but it's all part of a tractor operator's day . . . that is, a professional tractor operator.

EXAMINER SIGNS

Dear Staff Members,

Who signs as "qualifying officer" on the backside of the operator's permit, DF 427, AR 600-11 doesn't say.

BOB K. W. L.

Dear Sergeant E. W. L.,

You're right. AR 600-11 doesn't say, but AR 600-10, para 1-4, says "DF 427 will be administered by the examiner for each type of vehicle the license holder is authorized to operate."

The examiner's name also is found in the "examiner" column of the operator's DA Form 548. (See para 10, AR 600-10, for general qualifications of examiners—para 8, AR 600-58, on certain special purpose equipment.)



"QUICK SUPPLY STORE"



Read about "Quick supply stores" in the new issue for the Old Country Store—the over-the-counter supply operation at DF units for low-cost parts and common hardware. The name was picked by the Army's Deputy Chief of Staff for Logistics.

The winning name was suggested by LTC William App, Jr. of the CGSC, Hines National Guard. Runner-up was "The Quick Shop" contributed by MSG Jacqueline E. Spence of the 29th Surgical Hospital, St. Louis.

Will DF units have signs like Q.S.S.?

Conquest's Mini Minis

Southwest Tailgates

The right numbers for ATRSA's semi-annual tailgates are: Right seat, 734 2516-024-0742; Left Seat, 734-024-0734.

Texas Records

If you've got aircraft instrument flight meters or flight simulators to maintain, get your oils on TR 32-4952-200-12 (Price 74). It changed the records required, 24 (2488-1) daily and monthly are called, DA 2488-12 and -17 are dropped for these low-flying birds.

Commercial Auto L&M

Get commercial automotive items in your equipment bag! Then make sure you're on program! DA Form 12-281 distribution for the new 28 and Maintenance Digest for this type equipment. It's the TR 750-982 series, with 1-class distribution, as supplied.

Keep 'Em Rolling!

When tires removed from aircraft can now be returned when they pass inspection get TR 32-3226-202-12 (Price 70), 0094-02 and associated cells also to — Red River Army Depot, AFTH, Aircraft Tire Removal Program, AMOBRM, Tarrant County, Texas 75082.



WHAT TIME IS YOUR NEXT PET PROGRAM?

No 3 For 3rd

There's no symbol 3 for an aircraft tail flight as indicated in items 4-11 (227-102) of TR 32-728. The only notation symbol listed in AR 32-1 (and on DA Form 2488) when you make notation symbol number on DA Form 2488-12. It better tail flight symbol.


Drugs—But Safe

The one thing you don't want in your Home clothing is chemicals — it makes it less flame resistant, but if it does get accidentally charred, don't sweat it. A good wash in soap and water — followed by a clean rinse — will put it back in top shape.

Min-A-10 Fuel Kit

The wheel-drive shaft fittings on your ATRSA 12-Acc truck could be defective — so check. Vehicle serial-numbered 028-02148 thru 028-19548 get fittings that don't quite cut the mustard and may need to be replaced earlier than usual.

TR 3220-176-0490 gets you a free replacement kit with 8 U-joint sets. The serial number of the vehicle must be included on the request, to ask your supply support to submit an exemption type-exception.

Would You Stake Your Life  on
the Condition of Your Equipment?

GO!...OR NO-GO



Your Battery-Generator Indicator lets you know!

HERE'S HOW YOU TEST IT!

1st TEST

ENGINE OFF,
ENGINE OFF,
ALL ELECTRICAL
UNITS OFF...

NEEDLE SHOULD
REST HERE...

NORMAL
READING



2nd TEST

ENGINE RUNNING,
CHECKOUT AT HIGH
IDLE AND WITH ALL
ELECTRICAL UNITS ON...

NEEDLE SHOULD
REST HERE...

NORMAL
READING



HERE'S HOW OTHER
AIDS CAN HELP:
WITH A WARNING LIGHTS OFF
BATTERY AND CHARGING SYSTEM

