

Issue 57

PS

1957 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

CAMP
MUSHATHA
FOR BOYS



"500" gada row maha usar la India Territory"

When it comes to
maintenance and supply...

A SHARP JOE KNOWS

HIS UNIT'S TOE

(Table of Organization and Equipment)

Right on time.

And better on track.

Your unit's TOE is your unit's birth certificate.

... plus its birth records.

A few quiet moments spent studying your

TOE'll make you a better man.

The better you know your TOE, the better

you'll understand your unit's mission.

... and its equipment.

After here, you need everyone else.

... from the commander on down.

... to into the unit's structure.

Any maintenance or supply man

works his patients and issues

orders like TOE backwards.

forwards and upside down.

The TOE tells, for example,

your unit's job responsibilities,

the brand and amount of equipment authorized,

what technical service facilities will be used,

and the kind and number

of men who'll be doing it in the field.

Now you do a better job.

If you know what you're getting,

what you're supposed to do with it

and what'll be helping you do it.

Check over your unit's TOE today.

It'll help you do a better job.

★ **ACTON's** published in *Unit Monthly* a lot

to see you want to find out what it says.



THE
PREVENTIVE
MAINTENANCE
MONTHLY

Issue No. 37

1987 Edition

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If you have ideas and contributions, we'd like to consider your suggestions. Just write to: **Ed Bell**, PS, Service Branch, Attention, New Army Service and Information, Box 101, Carlisle, PA.

Quantity of the articles in this issue is limited to the number of copies of this issue that will be printed. The total number of copies of this issue is 10,000. If you have an idea for an article, please send the original and a copy to the Editor, **Ed Bell**, PS, Service Branch, Attention, New Army Service and Information, Box 101, Carlisle, PA. The original and a copy of the article should be sent to the Editor, **Ed Bell**, PS, Service Branch, Attention, New Army Service and Information, Box 101, Carlisle, PA. The original and a copy of the article should be sent to the Editor, **Ed Bell**, PS, Service Branch, Attention, New Army Service and Information, Box 101, Carlisle, PA.



TRAILER



Lots of good companies drivers try all towing trailers. The way they design and operate, you'd think it was KQ or some thing. And then when someone just "you down to it, they were off control, and suddenly was up the trailer, or down up the load.

When, putting a loaded load is no-ways. Just a little care and common sense when you're loading and backing up, and you'll have no trouble at all.

LOADING

Basic principles of good truck loading apply to your trailer, too.



You want the load well distributed behind, with the heavier items at the bottom, of course.



When pushing a load too far toward the front, the trailer is off-L, and upward your load drifting.



The only difference when loading a trailer, you must pay more attention to the front end of all load area. Your trailer should always balance so that it has even weight from side to side. You should be approximately 10 to 15% percent of your total load. 10 to 15% pounds on the front end.

Never attempt to pull a trailer that is balanced or it pulls up on the hitch.

TOWING



Carafol

Since the mannerly program made others, some of your trailers will not have the rear supports, or safety jack. So, to prevent a possible upset while you are loading, but you support it, or secure, a trailer can't slip backwards while its hooked up to the truck.



Loads that do not fill the trailer bed should be lashed in place, and of course the same rules apply to the tarp and harness trailer-mounted trucks. A slipping tarp will sure lead you to a clean door.



HOOKING UP

The first way in towing a trailer is hooking it to your prime-mover. This must be done carefully and done right. Improper hitching can cause damage to the trailer, or the frame or axle, or cause loss of load while running. At the very worst, it can cause the trailer to break away on the road, possibly obstructing that same poor guy coming the other way.

You open your vehicle so that your plate, hook is as close as possible to the lower of the loaded trailer. A guide is potentially essential to get you opened right. (Remember when loading trailers or to lower them that the towing vehicle can get in or hook up and can pull out automatically. You don't want to have to make a loaded trailer moved by hand.)



Now get a new tie help you lift the brackets into the pinhole lock.



Be sure the pin's head is fully seated and working freely.



Insert the safety pin to lock the pinhole lock.

CAUTION: If the safety pin is missing, get a new one, or make one up from a large safety pin or a length of welding rod bent like a safety pin. Don't operate a trailer with an unsecured pinhole lock.



Now you connect your electrical cables and the air lines from the larger trailer.



Watch to keep your hands from getting pinched between the trailer hitch and the spindle bearings when towing. (MSF's Reg PSE-1) gives a pretty good fix to prevent pinched hands.)



Now secure your trailer safety chains. Remember, the purpose of safety chains is to keep your trailer following your vehicle until you get stopped if the hitch should come away. This will probably never happen to you, but you'll never forgive yourself if careless hooking up caused your trailer to go wild and run a school bus, Christmas. NHTSA's TR 9-8714-1 (1 July 84) removed the safety chains from the 14,000 trailers, but authorized you to keep 'em for operation in states where the law requires safety chains on trailers. Be sure you're legal where you're towing.

So Now You're Hooked Up



Lock your lights before you move off.



Make an initial check of your trailer lights *immediately* when you start up, before you take your place in the queue or leave the loading area.

(The easiest way to be sure your trailer lights are working is to have someone watch your trailer) wheels while you roll about slow, and hit the brakes hard on road or hard ground. You'll shake the wheels, or at least they'll drag a little after which you stop. If you happen to have a combination equipped with a separate manual trailer brake control, be sure to check that, too.)

DRIVING

Driving with a trailer is neither difficult nor dangerous. A little thinking ahead will make it real simple.



Except when actually spotting the trailer for loading or unloading, try to avoid situations where you'll have to back up.



Remember that your truck is pulling an additional load, so you'll need a little more time to get rolling, and a little more space to stop it.



Also, you'll need quite a bit more space when passing another vehicle.

If you have a truck with a hydro-boost transmission, you'll want to use F4 for hills that might not need it if you aren't pulling.



In the trucks with a manual transmission, you may have to go down one more gear to get over the top.

Take out your feet from all extra space on the right side for right turns.



In making turns, you'll need a little extra swing, but you don't need to go way out and clutter up the whole roadway.



Take left turns as usual.



Your eyes view mirrors are most important when pulling a loaded load. You should have 'em swung out as far as possible, and set so you can see the back corners of your trailer. This lets you keep an eye out in for sway, wobble, shim, and in general be sure it is crawling along-OK. Just about the only way you'll ever get in trouble driving a trailer will be overloading it. If you can keep off this book, you shouldn't ever have to worry.

Remember that your trailer is an unbraked unit behind your truck. As long as you are steering straight on a smooth road, it will tail right along.

But if you brudder like a shaggy dog just as fast as your truck can make it, your trailer is going to kick out as you get to the end!



Also, take a close look at what's coming as well as behind you. Suppose you brudder a wheel against a rock or a curbstone, the car can flip her load over two wheels for one Texas assembly! And nobody expects you on that curve won't take



headly to your trailer 'plains' push-a-boo out from behind your truck wheel. But, if you'll stick off just a tick on the curve, no sweat.

Driver Pulling M39 Radar Van's Note:



The load in the radar van is off-center to the left, so be particularly careful when turning that van to the right. When proceeding great country or unpleasant, try to negotiate all hillides straight up or down, not slanting across, and on rough ground keep ahead before turning right.

BACKING

Backing the trailer is what scares most people away from driving vans. It is difficult, not dangerous. But it is not hard, and after a little practice you'll do it by instinct.

Think a minute. If you had a light trailer to back up and spot by hand, you'd have no trouble.

You'd swing the hitch around just like the handle on a lawn mower and draw it right where you wanted it, wouldn't you?



OK, so think of this, and you can track quite close instead of your hand. This'll give you the general idea of what you intend to do to back the trailer.



Of course, it isn't quite that simple, because the turning radius of the truck is greater than that of the trailer, so if you cut too short, you don't straighten up again, but that's the general idea.

To have the trailer to the left you may steer the handle to the right or vice and your truck steering to the right.

But when your trailer was and has started to swing left, you cut your truck steering left so that it follows around.



Notice, the swing to the right is started just the opposite, by steering your truck's nose to the left.

Whenever possible, approach the loading dock or trailer parking line so that you can swing your trailer back to the left to park it. Backing left lets you stick your head out and watch your trailer yourself instead of being wholly dependent on your ground guide.



However, you still need a ground guide to tell you whether you're behind, and when to stop and also keep you from backing the trailer away by jacking it.

Four wheels, such as the M10 vans, are loaded up by low men and no boys at all. It can be done, by experts, but it's very tricky. Your best bet is to open the van as close as you can sliding forward, and then get the section to maneuver it into place.

Paint The Paulin!

Some people can't tell the front from the rear on the paulin for the M10 and M105-series 1 1/2-ton, 2-wheel trailers and they're making 'em spin the way that gets their cargo mighty wet on a rainy day.

Now we get out on straight, we painted the front wheel on the inside of the forward flag of the canvas.



The trick was that the front flag overlapped around the edge of the side of the canvas — so water just drip down through the edge.



The other flag, on the back, we keep tucked underneath the side and tied ... and repainted it.



GENERAL TIPS

Here's a few pointers to keep in mind when using trailers. First, whenever possible, match your trailer to the towing vehicle as to tire size. That is, pull only M104 trailers behind M104 and M104 trailers, and pull only M100 trailers behind M111 and M30 trailers. This way you can use the track spare tire for the trailer if needed. The pressure won't be right, but it will do to finish the trip. (And, if you should lose two or three track cleats from bad luck or enemy action, you can still bring the track home on the trailer since having only the trailer and motor is fine as you can't get over the track.)

Parking

Your M104 and M100 trailers have a habit of rolling backward in the front of the beds when parked, due to the forward tilt of the bed when the trailer is resting on the front wheel.



Some people have been getting around this by sliding drain tubes in the front corner of the bed.



Others are just careful to park their trailers on a slight grade with the tongue down hill. If you do this, be sure to check your wheels! This will let 'em drain, no sweat. (You could block up the front about a few inches if no grade's handy.)

Of course you know that you park the older M100 trailers by turning 'em upside down and blocking the tongue in the air. The new ones have drain valves—block 'em so they can drain.

Lanettes



USE THESE Pliers

Some of the M100 lanettes got out of the factory with the retaining nuts screwed down too tight. The springs were completely compressed—the coils touching each other—and there was no give. These lanettes will not return properly in their housings, and since the plastic bush on the 14-size tracks is not a swiveling type, you get trouble.

Check your M100's, and if you have these tight springs, loosen 'em up and there is some space between the coils of your compression springs. In fact, you'd better pull the lanette clear apart and clean any rust off the top, grease it and reassemble. It may be that you'll have to drill a new center key hole to get the correct adjustment, but you want to be sure your lanettes fit in or run.



USE THESE NUTS

Got A Broken Frame?



Level

A quick look on the underside of your M100 M-ten trailers will tell you whether you have crooked or set frames. There are some trailers that have crooked frames—with most of the damage being done just above the shock absorbers.

Somewhere along the line, the shock absorbers for these trailers were changed in production—to make 'em stronger and stiffer. But, a few trailers with weaker shocks escaped into the field before the change was made.

So, look over the frames of your trailers.

That's about all the news. Keep these few points in mind and your trailers will work for you and give you and your folks like.



Types all about the West by 1-800-768-4100 with the new kind of book by 1-800-768-4100. Use it up to 1000-04-10-1000 1000-04-10-1000.



HOLD THAT TIGER



This vehicle you drive may roar like a lion, but it's a tiger, brother.

You may be known as "Old Lightning Pete," or "Thunder-Cluck Charlie," but the best way to keep from becoming money clumps on the track in front of you is a seven-syllable word: Good brakes. Use maximum time and brake rates.

You've probably seen it somewhere before, but to keep your legs and yourself off pavement dentures, it's good to remember... It takes a driver with normal reaction time four to six seconds of a second to get his tongue from the underpass under his hood.

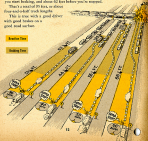
At 30-MPH you're gone 11 feet, or almost twice the length of your truck before you start braking, and about 52 feet before you're stopped.

That's a total 35 feet, or almost four-and-a-half' truck lengths.

This is true with a good driver with good brakes on a good road surface.

Braking Time

Stopping Time



We weather and winter driving, double the odds on stopping distances.

With good brakes you can avoid you get about to be so far on a shoulder or emergency stop, and up to 30 times as far on snow and ice.

We weather, average road surface, good brakes, 30-MPH... Estimate the length of your track with nothing to spare.

So? Well, brother, you bet' keep 'em' along.



"OK," you say, "how do I keep from getting bounced off the track in front of me?"

HERE'S AN EASY KILL TO REMEMBER:

When following another vehicle on good roads, and you have good brakes, say in back of him at least twice the distance in yards as the road speed shows on your speedometer. In other words, if you're going 20-MPH, you'll stay 40 yards in back of the vehicle in front of you. If you're going 40-MPH, you'll be back 80 yards. That'll give you a good, safe margin.



In reverse, your speed and interval will be set by the heavy commander.

All right, you're a hog on brakes and make sure they're in good shape all the time. Brakes you use use and fix, but here about reaction time?

That was determined when you were used and licensed as a driver. If your reaction time was more than average, you wouldn't be driving.

Well, reaction time gets long, too. Things that'll slow it down are fatigue, mental outside and physical illness. Remember after when you're tired, mad or sick.

Although it's good to be able to stop on a dime, the guy who is always braking rather it is had a driver as the one who can't find the brake pedal. Quick says you can't wear seat-belt reflexion, injured passengers and shifted loads. So, say to avoid 'em.

YOU'VE GOT A STAKE

In clearing your 30-foot light machine gun, you need the driver head bearing on your 30-foot light machine gun. But don't roll your head to remove the bearing, that's an option for you. Instead, No. 10 ... now when you can get all the steps right here —

First off ... you're not supposed to clean the bearing on your own head. To clean and replace the bearing you've gotta consider and make it with your equal leader or company someone keeping an eye on the job you're doing.



1 Tap the tools you need on the hammer and water pistol — from the hammer, and you're off.



2 Now ... let's adjust the bearing. See where the bearing head is raised into the barrel jacket?



3 Oh ... with the point of the point in the spot between the head and also in the barrel jacket ... adjust the top ... adjust the hammer.



4 Because the bearing will not just be on the left in the hole, it will be on the right by hand. There's usually no need for removing the head. If you want it, then it's all well ... working like a professional.



5 The important thing is to make sure the screw is positioned in the hole. As usual, you don't want the part of the bearing that's been against the barrel head to break and replace the bearing.



6 It's not likely to happen, but if the head of the screw is protruding from the bearing, it's likely you'll be stuck with it in the bearing. Use up with the metal screw in the barrel. The screw on the other side of the barrel will be up automatically.



7 Now the bearing against the barrel jacket ... with the point of the water pistol in the hole ... with the top with the hammer. There's a bearing again.



8 When you replace a broken head, it's not so easy to fix. Some of the bearing will now have a way to adjust the barrel jacket ... adjust the bearing that the screw of the driver head will be up with the screw. There's a bearing ... adjust the bearing. There's a bearing.



9 In your case, machine gun is like the one in the picture, you also make sure the screw head is up on the job. For this, you will make the second head with the other one — by working on the length.



10 This also means that the bearing will be in the hole. You'll be up with the job. For all the other things, you'll be up with the job ... and the bearing.

LOOK, MA... NO WHEELS

You've gotta have wheels to move fast and avoid a craft's artillery blasts—that's for sure.

Blow's new guy, the, has been driving a prime mover when he felt a sudden tug. Seconds later... a single wheel, or maybe two, rolled by.

This kind of treatment is rough on both the weapons and the legs. Even if the wheel-blown's come off, some wheel-blown can mean damage to the wheel track. And loose rim ring nuts can give the rim ring nuts a headache.

It means a great or two or so, but that's both kinds of nuts about now a month.

Rim Ring Nuts

On weapons with removable legs—the Skyweeper—remove the legs from under the gun. This takes the weight off the legs and makes the job of tightening the rim ring nuts a lot easier and safer.

When you try to tighten a rim nut on a leg loaded with air, you're putting against the outward pressure of the air in the tube. The air could get vented... let go... and take the nut, steel and all with it.

To alter pressure the legs, follow the take-down ball nut, then the high pressure is out of the tube don't need tightening the nut of one spot and work your way round the wheel.



When you're tightening components of the top-up leg—the go to the leg nut on the opposite side of the leg. Follow the instructions book assembly line...making sure that the leg is not making any people with out a final test.



Weapons moved by coverings, like the Skyweeper, are something else again since you don't remove the legs from the coverings. It's no problem, the 4-1 you've gotta be a bit up on the coverings but enough to take the extra weight off the legs.

Weapons don't have a difficulty too. The nut is the nut. It's in the air of the tire when tightening the rim nut and a few other bits.



Wheel Stud Nuts



Wheel stud nuts are another thing. The tighter you get the nut on the tube and the the loading ground, the the nut on a other one, nutted don't hope that the ground will be.

Another thing... some guys think they have a wheel because it's on the wrong side of the leg or covering. No, it's not. The wheel nut's come off if they're covered and they need more tightened-up means when wheels are taken.

Course... if the tube and drums are retained around, common group and go give loading can lower the ones. That'll damage the tube and probably mean fail of a wheel since the balls on the right side of the coverings have wheel nuts with left hand threads—and vice versa.

Connie Rodd's

"WHAT'S NEW? NEW!"



Tools for your 424

Get a water pump and some drill bits!

OK... you're all set to fix the rear-view mirror and on your vehicle so the water will drain out of the area instead of building up and creating rust.

Buy the one is mounted with the strutting bolt running horizontal.



Get a hole with the water pump at the point shown in the first panel and then drill a hole in the outside of the case with a 1/16 inch bit.



If the strutting bolt is vertical you go through the water pump, but using a 1/8-inch drill. The correct panel shows you where to drill the hole.

Tools for your 424

Your mechanics may be having rough time doing work on the Model 424 (RSC 24) rear axle and platform axles because you can't find the right tools.

You'll need a tool for removing, replacing and adjusting the rear wheel bearings; a tool for installing and tightening the cylinder heads; and a tool for removing and replacing the axles.

You'll have to get the wheel-bearing wrench on local purchase like it says in DR 715-11000-12 June 64. The wrench is Ram-Moon J-5071.

Next, the wrench for the cylinder heads — you can use one found in the annual selection special tool kit, Set A (Cord Book No. 41-T-1160-160) or in the annual selection special tool kit, Set B (Cord Book No. 41-T-1160-160). It's called Wrench (cylinder head hole), Cord Book No. 41-W-2984-700. You have to use this wrench with Wrench 41-W-5644.

Last, you can find your axles wrench in the same tool kit. It's listed as Wrench (axles; steering knuckle) Cord Part No. 67066J.

Trucky Levels

Once made the adjustment on front rear-hack tilt-adjustment screws you'll find in the rear of the rear adjuster mechanism in your GMC 1400 or Model 4200 trucks and 1400 or Model 500 Chevy pickups.

If one of the screws gets adjusted a little tighter than the other, or if the frame anchor bolts aren't drawn up enough, a "rubber back" of the truck can mean things "buckle" loose.



Here's how: The rear-hack frame doesn't tilt separately inside the head of the adjusting screws and bends the back sideways, which puts a strain on the chassis supports. The supports usually break at the welded spots, as well as anywhere else along the chassis. So, keep those screws adjusted to the same height, and keep those anchor bolts tight.

But, if the damage is already done, do this:

1. Remove the rear suspension and axles which connect each rear axle assembly to the axle base. Fit the base of the rear frame and take the rear assembly out of the job.



2. Peel the splainway back away so it won't get harmed. Then, bend up the front or broken support end, with a pair of pliers, toward the back back over plate.

3. Inter-weld the plates along the chassis where the spot welds were broken and any other broken spot. If 1/4 inch bar, weld it in the back end area too. If the frame isn't bent enough, get a small piece of angle iron and weld it to the support for added strength.



Keep those frame adjusting screws not removed up or down, break off by making those back ends good and tight.

Easy let down

Come across a couple of hangup-up tailgates on those 14-ton MBI crane trailers—and it isn't too hard figuring out what's happening.

Rolls down to the same old way—no matter how good the equipment is, it's going to get hung up if you don't take care of it. Now, here's what I've seen on this particular trailer:

A guy would come along, unlatch the tailgate and let it drop. BAWO—that tailgate sticks against the lifting struts in the rear-axle mounts. They don't operate faster than you can figure.

Wouldn't it have been a whole lot easier and less damaging to hold over that tailgate and put 'er down any-like? You bet your life it would've.

Lookin' glass case

Are you umpire lookin' around an MBI whosop in your pocket, because a carrying case never came with it?

Well, just because there's no Oed T out on this MBI whosop and you can't order a case for it, no reason to fret. Instead of losing the lens get scratched up—or taking a chance of losing that lookin' glass—just tell third whosop you're shy on the lens. They can order it by asking for IBM 1270-500-1106.

Third whosop won't have trouble getting this case, because it's part of the maintenance equipment for the MBI given in Oed B SWL F-109 (4 Nov 52) . . . and part of the sign-in' equipment for the MBI and WED .10-01 umpire' rifles given in Oed B SWL B-21 (20 Sept 51).

Get a longer life



Dig this information that has to go on your Model 424 114-ton GMC motor and platform trucks. It's important, so up the lens.

Because the truck's original tail pipe let some exhaust fumes creep into the cab, MBI's Oed 1270-707 1 1/2 Oed 100 now gives you a longer and safer tube. Instead of the regular kind of tail pipe, this MBI tells you to put this tubing on your truck. This tubing, by the way—40 inches of it for each truck—has to be bought locally.

Instead of the pipe being right near the driver's window it is now, it extends toward the rear of the truck, so guys will be able to blow exhaust fumes into the air well to the rear of the cab.



This MBI is an organizational maintenance job and is marked urgent. You know what that means—get it on your truck pronto.

JOE'S DOPE

THE
BIG BULLY
OF
DISPATCHES
SINGS



One upon a time on an army post
just this side of a well-known hill...



Here lived a kindly old dispatcher
whose test of duty was up.



It so happened that a sweet young
princess of the corps was passing
thru and she was assigned the task of
helping fit the new man into the old
man's shoes.



But when the new man ("Slim" Durckle)
arrived they found...



"I'LL
NEVER
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DISPATCHER
I CAN'T
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PROBLEM."

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SITUATION."

1

What makes **TYPE** a good driver? It's his **EXPERIENCE** and **KNOWLEDGE** of the road. He's been driving for years. He's a **PROFESSIONAL** driver. He's a **MODEL**.



2



Put in the **MODEL** and **TYPE** of the **PROFESSIONAL** driver.

3



Put in the **MODEL** and **TYPE** of the **PROFESSIONAL** driver. He's a **PROFESSIONAL** driver. He's a **MODEL**.

4 & 5



Here, put the **MODEL** and **TYPE** of the **PROFESSIONAL** driver. He's a **PROFESSIONAL** driver. He's a **MODEL**.

BASE DISPATCHING RECORD OF MOTOR VEHICLE

PLATE	DRIVER'S NAME	DRIVER'S GRADE	TYPE OF VEHICLE	BASE	DISPATCHING RECORD NO.
22-104	LT. E. FLAGG	Sgt. R. POST	Co. B	114	T-2000
22-105	Capt. W. F. GANT	Capt. GANT	Co. A	573	T-1000
22-106	Capt. R. HARRIS	Sgt. J. W. SEARIST	Co. A	581	T-1000
22-107	LT. H. Mc DANIEL	LT. Mc DANIEL	Co. A	582	T-1000
22-108	Capt. L. HARRIS				
22-109	LT. M. E. BAKER				
22-110	Capt. H. CODY				
22-111	Capt. H. BAKER				

When you have a **MODEL** and **TYPE** of the **PROFESSIONAL** driver, you can **DISPATCH** the **MODEL** and **TYPE** of the **PROFESSIONAL** driver. He's a **PROFESSIONAL** driver. He's a **MODEL**.



When you have a **MODEL** and **TYPE** of the **PROFESSIONAL** driver, you can **DISPATCH** the **MODEL** and **TYPE** of the **PROFESSIONAL** driver. He's a **PROFESSIONAL** driver. He's a **MODEL**.

Joe's Dope Sheet

The dispatcher's a wizard at that,
 He does more'n pull tracks from a hat.
 His magic derives
 From form 935,
 His slick, cause he's got it down pat.



UNIT INFORMATION		UNIT INFORMATION		UNIT INFORMATION		UNIT INFORMATION	
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	...	1	...	1	...	1	...
2	...	2	...	2	...	2	...
3	...	3	...	3	...	3	...
4	...	4	...	4	...	4	...
5	...	5	...	5	...	5	...
6	...	6	...	6	...	6	...
7	...	7	...	7	...	7	...
8	...	8	...	8	...	8	...
9	...	9	...	9	...	9	...
10	...	10	...	10	...	10	...
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12	...	12	...	12	...	12	...
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WE HAVE THE WORLD'S BEST EQUIPMENT... *Take care of it*

7 "I want to see the new telephone exchange in the city. I'll be there at 10:30."

8 "I'll be there at 10:30. I'll be there at 10:30..."

9 "I'll be there at 10:30. I'll be there at 10:30..."

10 "I'll be there at 10:30. I'll be there at 10:30..."

NO.	STATION	TIME TO LEAVE	TIME TO RETURN
10	AREA 70	0745	0730
21	MESSENGER	0745	0730
27th	POST LAUNDRY	0750	0800

THESE YOU WILL BE WHEN THE VEHICLES READY TO ROLL

11 "I want to see the new telephone exchange in the city. I'll be there at 10:30."

12 "I'll be there at 10:30. I'll be there at 10:30..."

13 "I'll be there at 10:30. I'll be there at 10:30..."

NOTE: THESE ARE THE ONLY VEHICLES THAT WILL BE AVAILABLE FOR USE AT THE TIME OF THE EXERCISES.

NO.	STATION	VEHICLE TYPE AND NUMBER
1	742 905 77	ARMORADA R.C. No.
2	2006 715	ELUMINATION A.C. No.
3	410 9 707	MARSHALL R.C. No.
4	4 874 730	FOODY R. No.

THESE ARE THE ONLY VEHICLES THAT WILL BE AVAILABLE FOR USE AT THE TIME OF THE EXERCISES.

TAKE THE TIME TO DO THE WORK YOU MUST DO!



THE MORE YOU KNOW, THE MORE YOU WANT TO LEARN!



When the soldiers get back to the motor pool, you know the motor pool the driver's filled in the log sheet the way he's supposed to. You're that's where you get the rest of the info for your dispatch report.



17 JAN 27			1950
J.L.B. Co. Sgt.			
0700	0700	15	
0700	0700	40	
0700	0700	10	
"	"	15	
0715	0715	20	
"	"	26	
"	"	25	
"	"	24	
"	"	25	
0800	0800	30	
0740	0750	4	

BEST TO CHECK THE TEXT
YOURSELF. CALL US AT
0800 11 11 11. WE
WILL BE GLAD TO ASSIST YOU
WITH ANY QUESTIONS
THE VALUE OF ANY
REPAIRS WILL BE
CLEARLY
CLEAR IT.



...AND WHEN YOU RECEIVE
A DELIVERED CONFIRMATION
OR RECEIPT FROM US, YOU
WILL BE ABLE TO CHECK THE
VALUE OF ANY REPAIRS
AND WE WILL BE GLAD TO
ASSIST YOU WITH ANY
QUESTIONS.



AFTER THE OFFICIALS
HAVE BEEN ADVISED
THAT YOU HAVE RECEIVED
YOUR REPAIRS, WE WILL
BE GLAD TO ASSIST YOU
WITH ANY QUESTIONS
THE VALUE OF ANY
REPAIRS WILL BE
CLEARLY
CLEAR IT.



...AND WHEN YOU RECEIVE
A DELIVERED CONFIRMATION
OR RECEIPT FROM US, YOU
WILL BE ABLE TO CHECK THE
VALUE OF ANY REPAIRS
AND WE WILL BE GLAD TO
ASSIST YOU WITH ANY
QUESTIONS.



and so, having thus tricked young
"Shir" Dorella... the princess (Comic)
said, "try on these shoes now..."

...AND WHEN YOU RECEIVE
A DELIVERED CONFIRMATION
OR RECEIPT FROM US, YOU
WILL BE ABLE TO CHECK THE
VALUE OF ANY REPAIRS
AND WE WILL BE GLAD TO
ASSIST YOU WITH ANY
QUESTIONS.



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VALUE OF ANY REPAIRS
AND WE WILL BE GLAD TO
ASSIST YOU WITH ANY
QUESTIONS.





CHARGE - WITH YOUR CAPS ON

Dear Half-Wast,

What's the deal when charging batteries. Do I leave the caps on, or take 'em off?

Cpl P. B.

Dear Cpl P. B.,

You leave the caps on your batteries when charging them, even as the caps are on while the vehicle generator is charging the battery. When the gases in your military battery build up to a pressure of half a pound per square inch, the float valve in the caps opens and lets off that pressure. On commercial batteries, the caps are always vented.

Keeping the caps in place prevents the bubbles of gas from throwing out droplets of electrolyte and messing things up. Makes for a cleaner battery deck.

Half-Wast

LOOSE NUTS

Dear Half-Wast,

On some of our earlier-model M44A1 Jeeps, we've noticed that the brake backing plates are coming loose. As you drive, the bolts hold that plate in place. Do you have any idea as to how we can keep them tight?

CWO J. L. P.



Dear CWO J. L. P.,

All new production M44A1's coming off the line have two nuts (Ford Stock No. 1001-4127801) and one type ball-nut (Ford Stock No. 1001-1027141)

holding these backing plates. If you're having trouble keeping your nuts tight, why not give them a try.

Torque the nuts to 28 to 35 foot-pounds and check your axle shaft end play. It should be .003 to .007 of an inch.

Haynes

LEAKY JEEP SEALS

Dear Haynes:

We've got some Jeeps that're dripping leaks out through their steering knuckle oil seals. Some try to fix them these compress up by putting pressure on 'em. What do you think?

Might J. M. S.

Dear Might J. M. S.:

No dice, kungo. If that pressure gets into the seal's grooves, it stops the seal spring from seating the seal-rubber lips'll get past the seal.

One good thought, tho, is to put some forkie fluid on that seal before putting it in. This helps the seal to seat itself properly in the seating groove.

A little grease around that oil seal is OK, especially when you use a composite seal. That composite seal takes a while to wear in—oil the damn, you'll get grease seepage.

If you're sure that it is leaking, check out a few things:



Use 3-in-1 on these steering knuckle seal ends.



Overfilling the axle differential seal seal lips riding into the axle housing — then not mount the steering knuckle. Keep it below the filler plug.



Check for captured seal-rubber oil seals.

Haynes

BIT O' KENTUCKY PLAY



Dear Mail-Box,

How can you measure end-play without a special tool? Talking about THE B&W 2 (See No. page 116) will call for .001 in .001 inch end-play in the B&W Jeep's rear axle shaft. THE B&W 2 (See No. on the other hand, says measure "end" it for the B&W 2 Jeep.

Figuring a guy can't measure this end-play without a special tool, you say the end-play isn't too important . . . or is it?

Ph L. J.

Dear Ph L. J.,

Top-shan end-play is mighty important, and you don't need a special tool, either—just looking fingers. It's done like this—



1. Peeped the end of the shaft with your hand. Did any end-play?



1. If not, remove the nuts and backing plate, and install a .001-inch shim.



2. Then, put the backing plate back on and tighten the nuts, but again. If there's end play, .01 ball between .001 and .01 inch.

If there's still no end play, remove the nuts and backing plate again. Put in another .001-in shim—now take out the other .001-in shim and add a .002-in shim instead. Keep adding .001-in shims till you feel end-play. Once you do feel it, stop. You can bet your hat back that the end-play will fall between .001 and .002.

After these shims, you can get them by contacting Cadillac Mail-Box (714) 961-1100 (2420-717-4811). They're in your Opel 7-5M, 67-68 (Age 58) and Opel 7-5M, 67-68 (June 68).

Opel

FLORRER MAINTENANCE

Dear Flak-Max,

We have always been taught to keep paint off the rubber parts of our vehicles. But recently this question has popped up again, and some guys are "Doubting Flakmax."

Their doubt seems to be based on the fact that there don't seem to be any directives telling them to keep paint off rubber. Got anything on this?

Sgt R. T.

Dear Sgt R. T.,

There are just some things that good rates, laws and directives and orders that don't. There isn't any law telling a guy to come in out of the rain—doesn't have to be because that's just common sense. Works about the same way with this paint-vs. rubber problem.

There are some directives that talk around this subject, but they don't say specifically that paint will be kept off all the rubber parts of a vehicle. That's not why they should—just like coming in out of the rain is common sense, so is keeping paint off rubber.

All a guy has to do to prove it to himself is to drop a rubber band in a glass filled with gasoline or oil—it's just like putting paint on rubber, because most paints have oil in them.

The 5.2811 (Rev. 47) says on page 96: "When spraying it is necessary to cover all porosity in windows, gages, tubing, tire strings, instruments, and other parts which are not to be painted." Now, did that just say complete wipe-out of any oil, grease, etc. for a man to use his head. Although it doesn't say so, we doubt it means that rubber doesn't get painted.

Delmon's Technical Inspection 5.2002 (11 Mar 46) says that the painting of vehicles is to be by means "without the direct contact of rubber." Applied through this didn't say specifically to keep paint off all rubber parts of a vehicle, it can be interpreted to include all rubber parts.

What it looks like to us is this: Paint-poly-rubber. There are no directives telling you specifically to keep paint off rubber. If some guys want to use paint on rubber, that's their business. If the staying out in the rain business has to do with getting out of trouble, it's going to do them a lot of harm.



FLAK-MAX

GET ON THE DIPSTICK

It's a messy job the way you're doing it now. . . . But the oil level in the intermediate gear case of the 120-mm gear-shifting mechanism has gotta be checked every week.

MWFO Dvd D02-WFO1 got oil leveling and filling tube assembly 7180583 on your 120. It tells you to check the oil like this:

Plug 111050 is removed and oil is siphoned through the hole until the oil



leveling tube overflows. It's a foolproof system, because that tube's actually an overflow standpipe, and you can't overfill the case.

Like it says, the system's foolproof. But it also means that fill equipment is used just for a little oil check . . . and the oil that overflows needs cleaning up.

It's easy to see that messy job has a slick one . . . make it simple as pulling a dipstick. Less steps, less trouble, no fill equipment, no mess. Get a piece of 1/2-

wire, or exchange dipstick. Bend it on the end with about a half-inch hook.



Center this to check the oil, but take the plug out of the tube assembly, and push your dipstick up into the tube. Push it over the side of the tube just like when you put a clothes-hanger in a locker.

Unhook it, pull it out, and there's the reading.



If the case is full, put the tube plug back in and the job's done. No need to take out the fill plug. . . or to add and then clean up overfilled oil.

If the case needs oil, you can tell approximately how much by the tube reading. After adding oil a few times according to the reading, a fellow can figure how much to put in so he'll have

little or no draining or dripping.

Real simple and real easy. Especially when the mechanic's half-conscious and you don't add overfilled oil that overflows.



RIGHT PRESCRIPTION

Things have been happening on the T51 firing lock... and they've annoyed for you guys who have the M15 155-mm self-propelled howitzer. The M15 155-mm self-propelled howitzer or the M15 this self-propelled howitzer.

CAUTION: The firing lock is loading and what can be done instead of the trouble.

TIP: The safety lever screw works loose, allowing the safety lever out of position.



Q: Tighten the screw before and after firing. Keep checking the position of the safety lever.

TIP: The hammer seat screws work loose and back, causing the hammer and firing pin to get out of alignment.



Q: Keep the screws tight. If it is worn or bent, take over a new one.

TIP: The rear hammer lens, which causes the hammer nose assembly to let go when the safety lever is moved from "Safe" to "Fire."



Q: Watch the wear with an eagle eye. If you see signs of wear or a bend, get a new one.

There are a couple more things to keep in mind.

On the M15 155-mm howitzer... MWO 605-W1 explains the T51 firing lock with the T51. This MWO gives you the new firing lock but restricts you to gun position firing only.

When Ordnance's update MWO 605-W2, the howitzer will be rigged so you can fire lock electrically and by position.

With the M15 and M15, you are working but electric firing until you hear otherwise.

And you must put up the "caution flag" so you don't short out the wiring harness and recall break switches.

DON'T BOOT THE CHUTE

No matter how leveling you wish a swift kick if you can't fit the belt around the belt link chain to your M2 (Max) heavy barrel machine gun.

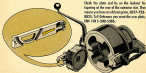
You may have one of the older chutes which need a little coating to make it fit. Your support unit'll do the job... and then you'll be all set for the job to right loading.



THREAD BURR?

It doesn't do to have threads hanging—like when the rear assembly threads are forced by the breechblock threads in the 100-cal. receiver rifle. You get the burring when you have too much play in the breechblock.

Checkers say you can blame the case plate.



Check the play and be on the lookout for burring at the rear of the receiver case. But never get into trouble again, 800-424-8000. Tell them you want the case plate, FBI 100 1-200-0000.

HONEST OPERATION OF HONEST JOHN



Blowing dust's on the elevating drive of Honest John launchers get bumped up with loose operation.

Operating the wrong way either causes damage or does away with safety features in the elevational ignition interlock circuit that governs the elevating drive. Don't operate this way:

This is WRONG

1



Blowing down elevator into level into or past.

2



Lowering lowering beam into the level but not past.

3



Letting the stable not stable for elevation or depression with the motor running at high RPM.

4



Depressing the power take-off safety lever by hand when the ignition interlock circuit is out of order. Note the case is ready to give water. It allows the truck to get to rest with the power take-off engaged. There's a possibility to straddle and engage the lowering beam when the ignition interlock circuit is out of order.

In abandonment all safety features designed into the ignition interlock circuit, which means the beam can move into the upper and lower limit switches, even elevation with the elevating drive locked for level elevation, and cause other damage.

LAUNCHERS



This is RIGHT

DO NOT OPERATE THE WAY:

1

Swing the level but before using the lowering beam of it.



2

In order avoid lowering the lowering beam into position on the level lock. The interlocks should be in "OFF" mode starting of the, and the operator dipping the front parachute allow the beam to be lowered very slowly onto the level lock. At the moment of contact before the stable and lift lock is tested.

3

At the start-up always with the driver use the RPM value starting to observe or engage the lowering beam. Slightly increase the RPM or check, but don't exceed 2000.



4

Engage the power take-off safety lever by hand when the ignition interlock circuit is out of order only in an emergency and with extreme care. After the case gets locked in good, driver is now outside the truck, get in to start the operation when elevating or depressing.



There is a lot of "tricks" to have the ignition interlock system inspected at the first sign of abnormal functioning.

13 Unlucky Goofs



The things guys in the rest life do to keep their out of an engine, furnace, smelter, and everything else.

Primarily, take the fact like this: keep track of the only 30 millimeter of an inch big. This would make a gun's whiskey look like a railroad tie.

The one-side legs work hard on it because they build up an engine-like seal in your hole. It wears, gets broken and built up the part.

If they didn't the whole world would be built on a small, more-rougher world wear out too compared to how long they generally live. To keep an engine running right for a long time, check the running parts have to be real right . . . and hope in good shape.

There are some other openings in an engine that can take in dirt. Keep your eye on their 13 unlucky spots. It's the best and cheapest will keep dirt on the outside.



Never pour oil into a dry



Getting dipper dirt when checking oil level.



The top gasket can be missing or not closed before starting.



Get your main bearing coated by dirty chain, compressor, operating it until it's water or better to wash the hydraulic chain compartment right.



Never dipper without second-time engine is stopped.



Be clean and correct measuring to



Keep oil from being too low, leaving oil thin spot from too long when changing filter elements.



Double take oiling without first allowing the valve cover, or looking with a filter that second.



Never make mistake, to transfer pipe, or electric gauge.



Never forget the cover, or electric gauge.



Oil and dirt can be from end of manifold cover.



Remember to look looking ground, valve cover, clearing, and seal water.



Remember not closed before starting.

LONG TAPER WORKS BETTER

Drag out an inner slip, write a few lines, and you'll have a hot date: time adjusting the hydraulic system valves in the N like pin.

The idea is to regulate long-taper adjusting screws (POM 1.505-308-0064) to adjust the float screws on the solenoid valves.

You know how it is with the float adjusting screws. A guy's almost gone home, a self-crawler's ready to start, and a quantity of a half-ton makes a big difference in the oil flow.

Long adjustment screws are different. A couple or three turns of these changes the oil flow only a little. That makes fine adjustments easier.

So fill out that regulation permit and send it to the Engineers. When you get the long screws, put them all the way in the valve. When they're loosened, screw 'em out the number of turns it shows here to start. Check elevator operation and then make the final adjustment.



PARTS LISTS: CRANES 1 & 2

Here's how changes on writing in the parts support list when there's no P&ID T & B or equipment (reference PS 54, page 44.)

1. Ask field maintenance if they have lists. If so, get 'em there.

2. If you do have to write, make the new scale letters in this address:



HARD BOLTS MAKE THE DIFFERENCE

Dear Sgt. Olson,

Our LeTourneau Model 8074 power control unit keeps getting out of adjustment. It's adjust it right and replace it up, but after a while it's out of adjust again. Got any ideas?

Sgt. F. W.

Dear Sgt. F. W.,

Better give a look inside/bolts on the drum shaft clamp-block and/or brake-shaft clamp. These bolts are supposed to be special hardened ones. Soft bolts will stretch or the threads will strip . . . which puts the unit out of adjustment.

CLAMP-BLOCK



The old "die test" test will tell you how whether your bolts are hard or soft. Run a die over the heads of the bolts with a light touch. If the die doesn't make a dent and your teeth come from the scraping sound, the bolt's hardened. But, if the



die runs a groove, replace the bolt or bolts with hardened ones. Our LeTourneau bolts and nut Part No. 179-C1087 for the drum-shaft clamp block and 179-C1019 for the brake-shaft clamp.

Better give those bolts the hardness nut—even if your power control unit's out out of adjustment. If the bolts are soft, you'll be preventing future trouble by changing them now.

Follow your TCM manufacturer's manual to make sure your PCM adjustments are right.

Sgt. Dwyer

CHEMICAL



These illustrate pressure...

Let Us Pressure Group Fix

Start this week. The pressure group (FEM 1001100000) on the M241 portable flame-thruster gun replaced as a unit only.

It's absolutely safe on replacing pressure-group parts yourself, or replacing pressure-group components plus-and... no matter how minor the leak, damage or difficulty may seem.

It's a safe in your hands because the pressure tank on that unit-mounted without pulls an air-pressure charge of up to 2100 PSI.

To handle that kind of power safely you've got to have a pressure group (pressure tank, pressure-tank valve assembly and check-valve assembly) that's been carefully assembled in operation as a unit.

Also, be sure to always apply the wrench-tighten carefully when working the pressure-group connections. That's so the threads won't get loaded up. And, of course, never touch a wrench to any part when it's under pressure.



But a solid education in operation and maintenance of the M241, you've gotta acquire it with THE 1-2% "M241 Portable Flame Thruster." And once you know all the answers you'll understand why only trained flame-thruster maintenance personnel should fill, charge or service the M241.

FLASH TO: M342 SMOKER OPERATORS DON'T. OPERATE WISE

Watch those slip-slip-like fingers on the engine-valve lockings. These polished points mean's lose their shape.

As you know, these ribs are made to slip smoothly into their mating slots in the engine head and in the engine-valve ... that's what keeps the engine-valve locked in place. It's a special feature of the M342.

Rough Handling



Slamming the locking head and valve cover will distort the ribs and the slots in the head.



It will damage the locking head when it's removed.

With the ribs bent, or damaged, the M342 loses its engine-valve safety-lock feature.

Then, as the valve is tightened in place, these's danger it will turn with the lockings.

That means the valve points will slip off base.



CAUTION: Poor operation of your gas engine will back pressure locks, backfiring and danger of fire, plus damage to the engine-valve and the head.

Should your lockings ribs get damaged, don't try to straighten them yourself. Take the head assembly to the company mechanic and let him reshape the ribs to a true fit.

Self-guarding the lockings's ribs will help your M342 deliver maximum power per engine action. So make a handy note some place. No rough stuff with the lockings. It's a delicate thing.

Conrad

Boots... Boots... Boots...



Boots and bilayers always have been buddies under the tent.

And it's now friendship that's getting good.

The nice new patch, of course, is not the soap and effluvia game.

This pair goes to work on dyes, dandruff and dirt to keep your boots-shoes-oxford-tennis with socks, new, old, bilayers and various rain.

Here's how it works.

Saddle soap is a mixture of water, soap and salt in "aqueous solution," huh? That just means they're mixed with water. Which is the same as water plus upon the grass on the tent or in the tent, all and soap.

Once inside, the saddle soap cleans, peels wax and gives the soles an oiled.

Sole soap is for the tent, not your tent to work that saddle soap into the tent. Really, salt is in good to help replace some of the salt lost during wear.

Get the tent's smooth and washable. Then let it dry.



And this is our drying job that the tent and other quick-dry agents are good for. Let the tent dry in a cool, dry, shady spot.



Keep 'em away from rain, heat, hot sun, horses, hot air and wind that are expected to the tent.

One-to-one solution:

When sweeping off mud, dirt, grass and gunk in general, use only a smooth piece of wood. No, never use a knife or any kind of metal. It could easily scratch or scratch the tent.



Keeping from leather with and washable means that the tent's in contact, but who wants to march with bilayers, new tent and white tent?

When your supply company pulls you out, "What's your?" then the white.

Info, info, info, tel 800-457-1111
1-800-457-1111

CONTRIBUTIONS



BORE EVACUATOR WINCHES

Dear Editor,

Any machinist will tell you that removing bore evacuator from tank gas tubes can be a rough job.

The tube is usually carried in the barrel lock when the tank is put through its paces. The heat from the engine gets in the tube and now thing you know the graphite grease on the tube threads

melts. Later . . . the tube cracks, cracks, cracks down and before you know it you are crawling back over.

You're supposed to clean the evacuator every 100 rounds or once a week, whichever comes first. Under normal conditions, you don't run into too much trouble. But when someone is shouting at you, and you're firing back, you can't set up a schedule like that. And when you do get a chance to work on the evacuator, you've got a problem, even with a hammer and wooden block for some added persuasion.

So you need some special wrenches—wrenches that'll break the vacuum loose like no hammer and block will.

Well . . . here's the wrenches and didn't take much doing to have 'em made.



SPECIAL PERFORMANCES



This one is used as a wrench with vertical legs—like the 70 mm gear on the 647, 648 and 648A tools.



This shows you the wrench used on the 70 mm gear on the 648A tool—to remove the connector with horizontal legs.



And, if you get stuck on the 110 mm gear connector, use the 6002 648B tool, you can use the wrench shown here.

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The Gang
Abandon Proving Ground, Ltd.

PAINT REMOVER



Dear Editor,

I have a real short-sentence for you, but one that may help some guys who have trouble getting paint off those CP joints.

What we did to remove that dried-up stuff was to take some ordinary brake fluid and pour it on a rag. We then held the rag on the bonding for a short time and found that the paint had softened enough so it could be wiped off easily.

We did get a couple of stubborn spots but found that after the brake fluid sits in for a while, some good wool would take the paint right off.

Pat Bruce Kruger
Camp Irwin, Calif.

Old Mate-47's word OK, but brake fluid's not of expense to be using as a paint remover. There's something to supply that'll do the job as well if not better than brake fluid—and a lot faster. That's Remover, paint and varnish (alkali-organic-solvent type). You can get a 5-gallon can by using 331-3311.



USE OF PAINT REMOVER ...



IT'S IT ...



WIP IT ...



AND MORE

331-3311. All you have to do is put a dab on the dried-up paint with a nylon brush, let it sit a few minutes and just wipe it away with a clean rag. Then, rub the part off with water to get all the chemical off. It's powerful stuff, so if you get pleasure with some, wipe it off and wash yourself immediately.

Connie Rodd's BRIEFS



A strippliable act

Hop in the phone and ask the Ord-spare man with the spray gun to drop around to your quilt with his equipment and some plastic self-healing strippliable coating (PSC) (800-754-3807). It's what you need to keep the weather from the above-ground cables to your HCL PCL.

What's in a name?

Any time you mislabeled mention your weapon in reports and the like you want call it by its full name. Frisco... make it Mike Ujact—the new handle for Mike U. ...and Mike Sherwin—the new name for Mike B. Forer call it just plain "Mike" because it's kinda tough to pinpoint what you're after.

Just faster

When it's time to pull that green plant or your ball or the machine whether how you want and think, if the engine mounts are rattle up you're likely before you start. To make sure she'll lift out nice and easy, increase the grease on those engine mounting jaws, pins, and screws, and if you're. Lay the tube on heavy as any water in the ball won't

mean right.

Take more time

Don't mix your C's and D's next time you're checking out the engine of your GP41 4-ton truck. Save yourself some work—the compression every 4,000 miles instead of every 1,000.

Not-bubbling

Take it easy when you remove or replace the TI 401 panoramic telescope in its storage box on some of the latest self-propelled vehicles. Otherwise... you might bother the animals, elevation or counter most looks. If one is banged up when you've loaded the telescope, shoot it in a LER.

Need a number?

Do your AUSAJ look the desktop arrangement doesn't make for easy access to the transmission some plate. But when you need the serial number of the buggy's dash-box, it can be found elsewhere. Just remove the left rear ball inspection plate (the one you'll look and hand adjustment) and there's the number stamped on the rear housing—right inside the reverse hand adjusting screw.

HEY, JOE! WANNA SEE
SOME **PEECTURES?**

