

Issue III

PS
★
1967 Series

THE PREVENTIVE MAINTENANCE MONTH

NO BELIEF, OF COURSE, IN THAT UNUSUALY IMMENSE OF PALE VEHICLE PROMOTE DESIRES OF WIFE WHO BUILT, FORTS AND BOARDING... A VERY DISTRACTIVE PRACTICE WHICH WAS ABOUT IN ROAD OF STAYING OFF!



OFF LIMITED
BEST QUALITY SPARE PARTS



YOUR MULTI-FUEL ENGINE HAS A MORE PLEASING APPEAL THAN A 'TRADITIONAL' DIESEL ENGINE, BECAUSE IT'LL RUN ON SEVERAL FUEL SOURCE DIESEL FUEL.

There's one basic standard you differ, but facts you can use to prove modified engines:

BEST CHOICE ...

- 194-000-hp fuel
- 194-0000 series fuel oil
- 194 00-4-0001 compression ratio fuel

GREAT

BIGGEST CHOICE ...

- jet fuel 194 00-4-0001
- Commercial aviation turbines Jet A and Jet B-1
- Fuels subject 194 00-4-0001 1-14 or 1-15

GOOD

LAST CHOICE ...

- 194-0-0000 series gasoline, kerosene
- "emergency fuel," because it doesn't give us good performance as the others to the modified engine and, over long use, may shorten the life of a modified engine.

NO-NO



4 DIFFERENT ENGINES—ON THE

You've got 4 of different modified engines in your 274 size or larger trucks. There may be others in the future, but here's the only ones for now:



— 174-in 674-cu-in turbo 19401 comp tank and other to the modified body called 19401-cu-in.



— 174-in 674-cu-in turbo 19402 comp tank etc, called 19402-cu-in.



— 174-in 674-cu-in turbo 19403 comp tank etc, known as 19403-cu-in.



— 174-in 674-cu-in turbo 19404-cu-in body.

SAVE OPERATOR'S BAKIN'

One operator's manual covers both the gasoline-engine and multi-fuel-engines 274-000-074-series trucks. That's TM 9-2020-200-18 with Ch 1 (May 69) Ch 2 (Dec 69) and Ch 3 (June 67).

— And there's only 1 operator's manual for all 3 engine-type 1-ton 674-series trucks — gasoline, multi-fuel and straight diesel. It's TM 9-2320-211-20 with Ch 2 (Jan 64), Ch 3 (Jan 64), Ch 4 (Feb 64), Ch 5 (Oct 60) and Ch 6 (May 67). Forget Ch 1 — it was cancelled.

Engine Scoop

If you want to know more of the "how" and "why" of your engine, here's a copy of:

TM 9-2807-284-55 (Rev. 6-61) — L2B 407-1 engine

TM 9-2807-286-60 with Ch 1 (May 60), Ch 2 (Jun 60) and Ch 3 (Nov 60) — L2B 407-1, L2B 407-4 and L2B 407-1A engines.

By now, if you don't already know, you're "able" when this "L2B" and

"L2B" sound like. Here it is:

L
D
S

- fuel valve

- fuel temperature system

- regulated the 407-1 doesn't have a discharge pump

Filter Facts

All 4 engines are pretty much alike as far as operating's concerned. One one important difference is the fuel filter setup. All 4 multi-fuel engines have 3 fuel filters — primary, secondary and final — but the type of filter and the location is different in a couple of ways.



How...Mount Up



Click ahead. But you're not quite ready to start up your engine yet — not till you've checked 'er out for hydraulic lock. If you forget this (not nice), you could wind up with a bank of pretty serious fees in your engine compartment.



Hydraulic lock happens when there's liquid — fuel or water — stuck on top of one or more of the pistons. That's like rock when your piston runs it up against the cylinder head. It can ruin an engine — or at least heat a connecting rod.

Here's How To Check For Hydrostatic Lock

1. Switch to **NEUTRAL** and backfire the flywheel several times to get any carbon from where you parked your truck.



2. Push **OFF** so you won't get fuel splatter.



3. Turnkey switch **ON** so you can operate the starter.

4. Pull clutch pedal to floor.

5. Hold floor pedal as many times — just for 2 or 3 seconds.



Turn down and hold for a brief test to the engine's operation to see to make it starts having over and quits with a thud. It means it won't turn over at all.

Take your finger off that starter button right now if you get any one of those signs of hydrostatic lock. Your mechanic will check it out. He may have to drain fuel or water from the splasher, and that can be a job to do.

Now, Start Up!

This time you start 'er over with fuel-ON. Clutch pedal down again. No more than 10 seconds on the starter button — 10 seconds is usually enough.

REMEMBER: MAKE SURE YOU'RE ON FUEL-START POSITION.

... so you don't have that die switch and maybe cause trouble in the winter to boot.



Wait at least 2 minutes if she doesn't take off — do it over again. If your multi-fuel engine won't start in 5 tries, give it up and call a mechanic.



Never pump the accelerator pedal on a multi-fuel engine truck. It doesn't do any good and it can do a lot of harm.

Also, when it's trying to start, a multi-engine truck by starting or pushing. You might have noticed some signs of hydraulic lock. Towing would force your engine and could hurt it. Be sure jumper cables if your engine needs a boost.



A Warm 'Er Up

Idle for 3 to 5 minutes on small engine heat reaches 120°. Engine speed should be above 800 RPM but under 1000 RPM. Idling too slow can up vibrations that'll loosen some parts and even break others. This warmup helps the whole engine, but it's especially important for your "turbocharger" (turbo-supercharger). Exhaust gas spins your turbocharger at about 50,000 RPM at idle speed and up to 60,000 RPM at operating speed. Idling gives oil a chance to get to it at low speed. Never stomp on pedal on over-speed engine.



Watch your oil pressure gauge close for the first 20 seconds of idling. If it doesn't get up to 15 PSI at 800-1000 RPM, shut down quick and bother for a mechanic—you've got a sick engine.

Engine coolant temperature should be up to 120°F before you think about hitting the road. It'll move up faster when you get rolling. But take it easy even then, until your engine temp works up to between 170° and 200° before giving 'er full throttle and full load. And never operate with your hood side panels open—you'll jam good up the way cooling air is supposed to be directed through your engine compartment.



Heavy, black exhaust smoke? Engines popping and misfiring? Power juddering out? These're signs your air cleaner filter element may be clogged up and needs cleaning—period! Check your air cleaner indicator—the red flag up over halfway means your filter element's in bad shape already. Shut down and clean it.

In dusty country your filter should need cleaning every day.

HEY! YOU GOT A COMPRESSION AIR HOSE READY?



HOW IS
CARE WITH
AN AIR
HOSE



TOP CARBON
FILTER OF YOUR
HOSE ... AIR
ELEMENT



WASH IS
NECESSARY
FOR WATER
WASH CARBON
OR AIR HOSE
"WASH AIR."



Don't wash your air element.

Check your other gauges and indicators. Make sure your air pressure warning light hasn't lit quite there could you miss it? before you —

More Out



DON'T ASK
IN PROPER
SEQUENCE!

Search this as your shift or pedal is on your pedals. If you have to, but remember — **FIRST** gear first. You don't want the name of "Luggie" Luggie.



Lugging is that vibration, shuddering and shaking you get when you're operating your vehicle in too high a gear for the speed you're traveling. Lugging — in any gear or any speed — is close the worst thing you can do to the drivetrain (piece of machinery under your hood). **Clutch** up, under Tech Talk, is a special chart on RPM limits.

Remember, when you take off from a standstill, there's no other choice for a forward gear but **FIRST**.

Now engage your clutch smoothly and easy while you feed 'er fuel. This is no fixed, diagonal or sports car. You're get somewhere from 10 to 20 mph or more to move out — depending on whether your truck's loaded or light.

Be no clutch-popping — in any gear.

Foot Trouble?



Now, experienced, get your big apple machine' from off that clutch pedal and leave it off — until you've got some good reason for working the clutch. No operator uses the clutch pedal for a footrest.

Clutch-riding is the same as not having enough clutch free travel. Parts of the clutch that're supposed to be sliding will not glide' like craps all the time and wearing out long before they should. And you're not getting good, solid contact between your clutch and engine — a less-than-besting job on your clutch lining. It — is clutch-riding.

Gear-For-Speed



If you've got a tin-tot and a wooden leg, or you don't know what your engine's logging, then pay close attention to your speedometer and your dash plate on transmission gear and manually set range for speed.

First-time, say you're doing' about 15 MPH in a 2H-ton modified job. And you've got 'er in 4th gear, high range. Man, then you're going' up!

Because your dash plate says you should be in 3rd gear at that speed. But you should be able to tell just by the feel of your truck — shuddering and bucking and rattle' to shake itself to pieces.



You can go too far the other way too — driving at high speed in low gear. That makes the engine run over a lot faster than it has to. Your engine won't breathe as pure like a kitten — or even a tiger — but you can tell the difference between a nice, steady rumble and a howling' ruck.

Foot power on a hard pull could mean your fuel injection pump's on the fritz, your support will have no strength 'er out.

Tech Talks



YOU WERE JUST UNDERLOAD FOR BOTH 2-TON AND 5-TON SALES, THAT'S IS NOW OVER. THAT'S A WARNING—YOUR EMISSIONS HAVE RISE. YOUR DANGER FROM TODAY HAS IT'S TAIL AT 2400 RPM.



There's a new necked RPM limit for your multipler. Maximum no-load RPM is 2800. Check yours—with transmission in NEUTRAL. Bring 'er up slowly to full throttle. If your tach goes over 2800 RPM, get your support to redirect your fuel injection pump to top RPM between 2800 and 2900 RPM.

Here's the "what" and "when" on RPM limits under-load (approximate—see chart) for 2-ton and 5-ton multipler:

| WARNING FROM RPM INDICATOR BY OPERATOR | | |
|--|--------------|--------------|
| | 2-TON | 5-TON |
| A | 1200 | 1400 |
| B | 1400 to 1800 | 1800 to 2200 |
| C | 1800 to 2200 | 2200 to 2400 |
| D | 2400 | 2600 |

A - Lowest engine RPM for operating under load—this's when your engine's pulling steady to make your track travel.

B - Lower RPM figure is level for dismounting. Never dismount when your engine RPM is over the higher figure.

C - For normal working operation. Between these 2 RPM figures, will give you the most miles per gallon of fuel.

D - Absolute top RPM for operating under load. This's about what you'll see your engine up to when you're loading a heavy load up a steep hill. Never dismount for a red MAJOR warning on your tachometer—then give up the tail right at this RPM mark. You're about the trouble if you let your tach needle slip past the owner's limit. FAX: 800-999-1907.

DOWN, UP, DOWN

What's gonna happen when you're down a hill?



You shift to a lower gear for an up-hill job to get more power, right. You engine turns your faster (higher RPM) and you don't get lagging—if you shift down soon enough. Get the feel of your track as you shift down before the heavy lagging. And watch that RPM limit (Column D in the chart) for down shifting.



Dismounting by dismount knowledge get a drag on your speed. Here's where a real operator shows his fine tuning. Here's when your RPM can get away from you if you're not hot on the ball. Keep an eye glued to your tachometer. Stay in into the right gear range and control RPM by using your levers.



But Give 'Er A Break

Use your foot brake to hold back your downhill speed—downshifting isn't enough. Brake lining is a heckuva lot cheaper and easier to replace than your engine and other parts that can be wrecked by over-speeding. Turning over at too high an RPM can make your engine just fly apart inside. Those heavy machined parts in your fuel injection pump will go to pieces. Your heavy flywheel could blow up like it was blasted with TNT.



WHAT'S A FEW SHOCKS WORTH YOUR CAR? GIVE THE PRICE A SHAK!

But pump your brakes when you see you're going downhill so you don't overheat the brake linings and brake drums. Brake "a" line pistons out of a wheel is kind of a hint that you want to stop on your brake pedal.



PUMP UP YOUR BRAKES TO MAKE THE BEST OF YOUR BRAKE SET UP!

Downshifting is real important, too, when you go to your transfer case range to get more gear ratios. Shifting your transfer case from HIGH to LOW range doubles your engine RPM without changing your truck's speed. This means you've got to make sure your engine RPM is down to 1,500-1,800 when you shift from HIGH range to LOW range. So you've got to get your foot brake into action to slow down enough to shift.



TEAM UP SOMEONE AND DOWNSHIFTS—... THAT'S OPERATING, BABY!

But, job done, no downshifting to slow down for a stop. Even if you don't happen to overheat your engine with this kid stuff, you throw your 10 or 20 tons of truck and cargo weight on your engine and clutch. No good.

Get up on the gas when you see you're going to have to stop. There are already pistons on your brakes to come to a stop. No brake pumping here, though—you won't have to worry about overheating your brakes if you let the truck slow itself down some before you go to the brakes.

Let off slipping the clutch when you've stopped on an uphill grade. It's even worse than rolling the clutch. Some truck-drivers keep 'er in gear and then hold the clutch pedal gear way down so the engine will keep the truck from rolling back. Clutch slipping—no good.

Idling And Shut Down



Keep your engine running—idle between 600 and 1000 RPM—for short stops. Figure a short stop is anything up to 30 minutes. You don't do your multi-fuel engine any favors by shutting down and starting up again all the time. It wears faster and runs longer under steady operation.

Before you do shut down, always run your engine at the same idle speed for 7 minutes. Shutting down too soon doesn't give your cooling system a chance to take the top off that scorching engine heat. Fast is, a quick shutdown will make your cooling system's normal operating heat and pressure shoot up like a rocket!

Idling before shutdown is important for your turbocharger too. It's lubricated by your engine's oil system. A quick shutdown cuts off the oil supply while the turbocharger's still spinning at about 80,000 RPM—it could burn up at that speed without lube. Idling gives it a chance to slow down.



Remember The Switch!

No, that's right, there's an ignition switch on your multi-fuel engine block. Your engine STOP cuts off the flow of fuel to your engine—with no fuel, there's nothing to burn. If your STOP control looks out on you and won't cut off the engine, here's an emergency way to stop your engine:

With breaks ON and transmission in highest gear, let out the clutch and stall the engine.



TURN OFF THE ACCESSORY
SWITCH WITH
SWITCH DOWN!



But remember that accessory switch when you shut down. Turn it off. Forgetting to turn off the accessory switch is one of the main causes of hydraulic lock. Your in-tank fuel pump keeps running and pushing against fuel in the lines. This can push fuel past your manifold heater valves and on into your cylinders—a perfect setup for hydraulic lock.

Besides, if you forget to shut down your electrical system, you'll likely find your batteries popped out when you're ready to go again.

Wrap-Up

YOU'RE
NOT HOME
YET!



Pulled on a slight
brake valve turned
into the work, if there
is one, or make up a
log in front of the
wheel.



Always. Never leave in its gear. If your
truck gets nudged, she could start up and
run off.

Check your oil reservoir.



Roll back up to the 100
mark. This sets down an spacer
in the tank where water can
condense and foul your fuel.





This's a good time to check your clutch lever travel. Do it at least once a week—it's easy and takes only a second if you've got your clutch pedal chain marked. Lever travel has got to be at least 1½ inches but no more than 2 inches. Just a fraction off these limits can mean a rust and rattle death for your clutch. If your clutch lever travel's off, get a mechanic on it quick.

Lost Minute Walk-Around Check



ENGINE OIL LEVEL

WATER COOLANT LEVEL

BATTERY ELECTROLYTE LEVEL

ROCK GUARDS BETWEEN TIRES OR OVER WHEELS?

THE WHEELS WERE MOVING?

THE PARKING

Make this ten-minute walk-around check a habit. It could be a life-saving habit—not just for your truck's life but for your own. You may have to roll out in a hurry and never see last. When you're way out in the middle of nowhere and things are hot is a bad time to find out your vehicle needs something you should have given it before you took off.

Now, man, are you just a truck driver or are you a real pro—a

MULTIPLE ENGINE TRUCK OPERATOR!



WHEEL

You can recognize each of the three different kinds by the letter A, B or C stamped on their heads.

The chains in this chart are across chain (also listed in TSM 9-2100-115-20F [Jul 81]), which are to be used until exhausted.



With these new chains, a driver wearing a 60 lb type helmet can repair a broken or worn cross chain in less than 1 minute. Just unlatch the outside chain to allow enough slack in the worn cross chain for you to insert a new hook in



both side chains. Now insert the new cross-chain to both side-chains by reaching across the slot — drawing the chain tight — and latching up the outside end of the worn chain. That's it! The outside chain is done and you're ready to roll.

So long, tight! Give 'em your No. 1 maintenance advice.

BRAKEDRUM PAINTED?

HURRY BOYS!
WE DON'T WANT
TO BE PAINTED
ANYMORE!



Paint on the inside of new brake drums for your metal wheeled vehicle is nothing to sneeze at. It's a primer-epoxy paint put on to prevent the metal during which it hangs. What's more, if you get a chance. Otherwise, forget it — it'll wear off in operation.

TAKE CARE OF IT

HOLD ONE...

AN/DR-44 RADAR
ELECTRONIC
SET OPERATOR—
TYPE



Before you throw the J-55B interconnecting line's main power switch to OFF be sure the line 40ma. hook's turned to 0 reading.

And remember when you're working around the J-55B with the TT-75 super-hunter-examiner interprocessor shell pulled out, eye those cables for loose and frays.



Otherwise, the current surge when the switch is turned on can add stress up to the CR1 selenium rectifier in your TT-75 interprocessor.

These current flows will have that unhappy life for repair log before its time.



To keep from wrapping or pinching lines while you're putting the shell back, grab a handful of cabling and gently lift up... and don't rush back until the shell lock has clicked in place.

PERK PM POINTS

GET YOUR
SPARE
CONNECTOR
KIT OFF

Trooping through ponds, puddles and dry puddles in Bessie'sland proves the way for needed PM on that ANY PERK-21 or -27 radio set.

Like, Freneman, when one of the radio connectors on the RT-205 connector-assembly is gunked' all the way, he uses the cover to cover the other one, or temporarily covers it with waterproof tape if cover is missing.

NO!
NO!
NO!
NO!



Another thing ... never carry the RT-205 by its AT-205 antenna. The antenna can pull the base of the antenna apart and put a big dent in your communication.

Your best bet's to pick it up by the case, or better yet loop it in the harness.

Incidentally, don't panic when you find that portable Perk you have made up to be an ANYPERK-27, (See TM 11-1820-202-12 (Jan 67)). It's still the

Perk-21 but with transistor/amplifier — which means much more life than that BA-205 dry battery.

Speaking of the battery, there's a couple of things you'd better know when you install it so the battery plug won't get loose or the battery connector doesn't get cracked or broken, making the power pack worthless.



After taking off the CT-2562 battery lead and peeling out the lead battery, install the RT-205 on its handle.

Set the new BA-205 connector on the RT plug, keeping the battery lead until it's needed.

Trying to screw up the connector and plug at an angle will damage one or the other just about every time.

Replace the CT-2562, lock the case straps, and you're back in business.

LOOSE LOOP FOR A LUG

JARVIS: SEE HE'S
SPOOKING THAT LUG
FORGOTTEN—LIFE, THE
TIME?



When that No. 1 signal on your AN/PBC-29 radio suddenly fades to No. 10, don't be perplexed . . . it could be in the AT-504 (FON 1408-000-0000) antenna.

Like, if happens, when an instructional tag pulls the terminal lug from under the AT-504 antenna support, or the instructional shows the tag and the antenna wire in poor company.

A little slack in the wire will keep the mouth on a higher plane . . .

. . . And, here's how:

After setting up the loop-wire antenna, make a loop about 6 inches back from the tag.



MAKE A LOOP AND
TIE IT TO THE
HORIZONTAL.

Then, tape the wire to the Park's guard handle.
This way the tags will take the tag rather than the lug.



MOVING OUT ON MODULES

Just a *conspicuous*, *discreet* or *obvious*, *blend* . . .

Take care when you're packing defective FM radio modules for transfer to your support. When they get back to depot for evaluation and repair they could be just as much back fiddling around.



As a reminder on the modules you are supposed to turn in for repair, take a look at Pages 7 and 8 in Change 1 to TM 11-5120-401-10 (Dec 61) for AN/PBC-13 series radio sets and pages AP-6 and -9 in Change 1 to TM 11-5120-104-11 (Mar 65) for the AN/PBC-29 and -27.

KEEP TIPSYPY FROM FLUBBIN'



You say your AN/TDS-11 or -11A fails not grounded not after you had a headache at the controls in the CF-444 TDS-11 or CV-607 TDS-53 frequency conversion processing?

Don't make sure the headache, especially the same one in the CR-181 or



CR-181 is back in place that a missing headache can be that up there, thank you so.

SPY
HEADING
NOT
ONLY FOR
SIFT
BE SIFT



FSN'S FOR REEL ITEMS

Coming along looking around for heavy cable clips and clips for that BL-172A/D reel machine?

Don't sweat it . . .

FSN 5948-101-8108 will get an electrical clip as listed on page 4-8 in FED CAT C0948-11-A (Aug 66).

And, FSN 5971-721-8008 is for the reel electrical cable clips. It's on page 4-8 in FED CAT C0971-11-A (May 67).

FSN 5971-721-8009 for the block electrical cable clips is in the same catalog on page 4-28.



SCREWS TO CLIMB BY



...HEY, SAGGEWAGON,
I'M JUST LOST AN
ADJUSTMENT SCREW!

Dear Sall-Matt,

We keep finding these tiny adjustment screws on the 17-048/9's climbing to the 70-07 Bowman's equipment kit. Their missing are liable to trouble and under a complete overhaul will close. We need a separate stock number for this screw.

There should be a way to order by part number and straps separately, too.

800 W. E. H.

Dear M&G W. E. H.,

You've got a real hot item. Form 5008 condition on 500 11-4-7480-800 (Just 600 these, Sarge. But for a right-size solution, your supply support can pick up these even lighter adjusting screws by following AR 175-20, Chapter 11, para 5-20.1. The screws come under manufacturer's part number 9815 and can be procured from:

Redington Manufacturing Company
28 South Street
Highland, N. Y. 11944

As for the pads and straps, SC 4150/48-E, (May 68) and SC 4150/48-0E, (May 68) list them as—

SC 4150/48-0E
Strap, Climber, Type
\$1.75/pair

SC 4150/48-11E
Pad, Climber Strap
for all straps
\$2.25/pair

SC 4150/48-0E
Strap, Climber, Jumbo
\$3.00/pair



GOTTA BAD XENON BULB?

Yeah, a brand-new Xenon-type searchlight lamp's about as useful as a headlight at high noon on a cloudless day. But, don't throw it away. Take the engineers' word to take a gander at the definitive 1.2-KW Xenon lamp. (959 4154-012-0077).

If the connector assembly's missing, pack 'er in plastic or paper to prevent scratching the quartz envelope and use a shock-absorbing material with a steady shipping box or container. Send 'em to Commanding General, Greater City Army Depot, ATTN: A80000M-P (JOHNNY), Greater City, Illinois 62045.

CUT OUT CRAZY CRANKIN'



Are you the guy who jockeys the new TR-551CB radio frequency tuner to the old SC-335-B antenna tuning unit's frequency control controls like you're back-boss for breakfast?

Like P.T. Barnum, when it's cranked up with a T-50017UBT radio transmitter?

When you've cranked most to the top or down magazine (BNC) limits on the frequency dial go crazy with the tuning.

Unless by you, those are rider wheels riding the edges of the LH or LH balance or frequency loading coil. They'll get hinged up when you bang 'em against the stops.

Next thing you know, the hinged up rider wheels will jump the track and throw the tuning unit off freq . . . or worse.

ENERGY FOR AN EMERGENCY

I'D HANG FOR A BATTERY
POWER - AND I DON'T WANT
NO BATTERY FOR ME - THE ONLY
ONE WHICH TO RUN BATTERY!

Are you high-flying type models' dry battery EMERGENCY replacement for the city line ACB RT-10 emergency radio set?

Don't sweat it.

You'll find the battery, ERM #1 50-050-0014, for the set's RT-10 in the BEE in TM 11-5830-440-01 (May 67).

The battery's a Model' cousin to the BA-1507, ERM 6125-000-1405, for the AN/URC-10, the fractional twin of the RT-10.

BLOCK ARCING SPARKS

As you're about to join up one of these lines, Don makes one final note. Like Education, the ANPTBC-0001, -110 or -111.

It'll hold out before you flip switches, turn knobs and push buttons to get the set geared up to snaffle power. You could wind up with arcing or transformer damage in the 240V-48 power supplies circuitry.

Turn the drive level knob on the Mytron panel to reflect the power drive to Mytron coil output drive in below 100 watts.

Then, shove the beam switch to the OFF position.

After doing this, just follow opening tabs to your TM. This bit of circuit-riding pump is being added to the new revisions in changes to the TM's covering PWT 01.

HERE'S HOW TO READ IT OFF!



BURY 'EM DEEP

When it comes to creating roadways with massive rubble, you can go over or under. If your choice is under, be sure to bury that rubble beneath several inches of dirt. This keeps vehicles from rolling the cables.

In frozen ground or permafrost, they best can shove out real cream bits by bit to help you pick and shovel your way through the roadbed.

**JOE'S
DOPE**

**SOMEBODY
UP THERE
LIKES
YOU**



**This is the tale
of ER McFarr.
A fixer of tanks
or a gun or a car.**

**MAN, THAT'S A COOL
BOY! AN AWESOME
MILITARY STRATEGY
THAT COULD SAVE
THE WORLD. WE SHOULD
GIVE HIM THE
TOP JOB!**

**A man with ideas to
better a truck...
A man for whom this
medal we've struck.**



**WHY DON'T THEY
SHOW THEM
BOLTS...**

**YEARING
IS THERE?**





POSSIBLE... I
WON'T BOSSHER
TO USE IT.

WELL, THE 58-750 SHOWS YOU HOW TO
FILL IT OUT — AND WHERE TO SEND IT —
IT'LL ALSO TELL YOU WHAT THE
VARIOUS CATEGORIES (LISTED
IN THE BOX) MEAN.



FROM NOW ON YOU HAVE THE SHEET
AND DON'T HAVE TO BE A
BUREAUCRAT, JUST WRITE IN
ANSWERS... FROM A COLOR INDEX OR
BY USING A PHOTO TO SHOW WHAT
THE MAN, IF NEAR BY,



OK, I DID THAT FOR
EQUIPMENT... BUT WHAT
ABOUT FOOD...
SOMEBODY I SEE
WORKING — LIKE IN
MILITARY STAFF —
THAT WOULD BE OK.

THAT YOU
DON'T WANT
EIGHT?

RECOMMENDED RANGE TO BE MAINTAINED



BUT BEFORE HE
GETS INTO THERE,
LET'S FORGIVE HIS
MIND...

Joe's Dope Sheet



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

IF YOU WANT TO DISPLAY THIS COURTESY OF OUR FRIENDS AT BULLSEYE BOARD, OPEN DISPLAY, LEFT OF BUY AND FOR US.





WELL, ONE OF THEM SAID I'LL GET AWAY TO...

OK, OK... YOU SAY YOU'RE NOT SATISFIED... TELL YOU WHAT YOU'VE GONNA DO...



I HAVE, HERE, THE FABULOUS DA FORTI BREAD? BECAUSE AS THE JAGGY FORTI... THAT GIVES MY CHEEK... OR BECAUSE YOU DON'T SERVICE THE FABULOUS JAGGY?

I HEAR YOU THINKING!

REMEMBER THIS



LIKE, IF YOU FIGURE OUT A WAY TO DOING AND OPERATIONAL MATTER, BETTER OR CHEAPER.

HOW NOW ABOUT THAT?

APPROXIMATE A "WALL OF SERVICE" MAY BECOME TO HAVE CREATED.

A SAFETY DEVICE OR METHOD.



ANY OF THEM, IF ACCEPTED, WILL GET YOU AN AWARD IN GREEN... BUT YOU EVER CAN GET AWAY OR IN AN ACCEPTED SUGGESTION THAT CAN'T BE MEASURED IN DOLLARS SAVER?

I SUPPOSE THE AMOUNT OF THE FINANCIAL BENEFIT OR HOW MUCH MONEY IT SAVES!



YES... BUT EVEN IF YOUR IDEA ONLY SAVES MONEY FOR... YOU STILL GET SOME RECOGNITION... A LETTER OF APPRECIATION... THAT'LL LOOK GOOD IN YOUR RECORD.



So sing out praise for ol' McFarr,
 And all those troopers near and far,
 For the gun you shoot or the track you wheel
 May be the result of their ER.

MAKERS

SCOOP ON NEW POOP



Your 100-MM self-propelled M100 mortar (working serial number 1124 or higher) OK, this message is for you.

Your baby takes equalities, one shrouding cylinder assembly P/N 10047000—which doesn't show up in TM 9-2300-117-10P/12 (Rev. 84). It needs a couple maintenance and operating methods that're different from those in your 10 TM.



SHROUDING CYLINDER ASSEMBLY

The shroud pressure is 100 PSI at 70° F.



The slope adjustment of the equalizer (also in Fig. 11, page 104 of your 10 TM) doesn't apply to your version with the P/N 10047000 assembly.



The mortar will fire equalized shrouding medium fire to fire set at 10 degree DMI with elevation before you adjust the equalizer pressure for equal elevation level zero shot — not zero degree. See 8 steps in Fig. 11, page 104, of your 10 TM.



Except for these changes, you operate and maintain the system the same as always.

Vehicles under 1124, of course, take cylinder P/N 00001000 which is simply covered in the guide.

WE'VE
THINK
WE CAN...

FIRING

SCALES

WELL, YOU KNOW THIS AND HELP
PROTECTING YOUR INVESTMENT... WE'VE GOT
A READY-TO-GO TO TELL YOU WHICH
WIRE CONTROL AREA DO WITH YOUR
EQUIPMENT!



| Model | Scale Capacities Range | Scale Capacities/ Range (kg) | Scale Capacities/ Range (kg) | Accuracy, for Range/Resolution and Model |
|----------------------------|--|---------------------------------------|--|--|
| 11-1000 Model Scale | 11 100-4000 kg FX 100-4000 1000000 | | 11 100-4000 kg FX 100-4000 1000000 | 1000000 FX 100-4000 1000000 |
| 100-1000 Model Scale | | 100-1000 kg FX 100-1000 1000000 | 100-1000 kg FX 100-1000 1000000 | 1000000 FX 100-1000 1000000 |
| 111-1000 Model Scale | 111-1000, high range, precision kg FX 100-1000 1000000 111-1000, low range, precision kg FX 100-1000 1000000 111-1000, high range, with kg FX 100-1000 1000000 111-1000, low range, with kg FX 100-1000 1000000 | 100-1000 kg FX 100-1000 1000000 | 100-1000 kg FX 100-1000 1000000 | 1000000 FX 100-1000 1000000 |
| 11-1000 Model Scale | 11 100-4000 kg FX 100-4000 1000000 | | 11 100-4000 kg FX 100-4000 1000000 | 1000000 FX 100-4000 1000000 |
| 111-1000 Model Scale | 111-1000, high range, precision kg FX 100-1000 1000000 111-1000, low range, precision kg FX 100-1000 1000000 111-1000, high range, with kg FX 100-1000 1000000 111-1000, low range, with kg FX 100-1000 1000000 | 100-1000 kg FX 100-1000 1000000 | 100-1000 kg FX 100-1000 1000000 | 1000000 FX 100-1000 1000000 |



I FEEL FOR YOU
You just can't measure the value of these little items when the scales weigh. In the case of you... accuracy, keep them clean and protected against the weather and rough handling. Put 'em in their case or bag when you're not using them... and keep the case and bag clean too!

Also, eyeball 'em every time you go to use them to see that they're not warped, or bent, or hard to read, or stuck. If they're banged up, get new ones pronto.

You can't operate as a proff without 'em!



WARRIOR SCALES
Here's the pain that makes these items:
Copyrighted being stolen, use and abuse... 100 9-1000-1000-1000 (14 Feb 80). The 1000 items will be in the next edition.

Producers—For the 10,000 more for the 1000, look in 10-1000-1000-1000; for the 1000, 1000-1000 and 1000, refer to Supply Catalog 10-1000-1000-1000 (1st ed).

IS ANY
MACHINE-OUT
WITH THE BEST
SOUND... YOU'LL
KNOW YOUR
JOB. CHUCK
MACHINE-OUT
SOUND. YOU
KNOW IT. YOU
KNOW IT. YOU
KNOW IT.



WALK TIME

LINK CHUTE

SHOOT OUT



First, fix the chain to make sure the individual segments are seated up OK—watch the 1 strap and 2 fingers of each one seated right.



pull one of these slides back to pull the segments apart.



Check the chain for tears and carefully fix all any you find, building up with excess chain. Tears near the back end of the chain are 'especially likely to cause jamming.



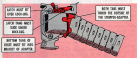
If one of the segments is seated



wrong, you may be able to fix it with a nail but you might have to make a



Then lock the chain to the chain stripper along the way it shows on page 2 (EN of 10 P-100-100-100-100).



If there's a weld in the way that prevents the teeth or the teeth being fixed, get your company mechanic to remove it.

If your chain or chain adapter is too far gone to fix, order EOM 1000-001-2004 (EOM 1000-001-2004) which will bring you the whole chain assembly.

Lock the chain to the link stripper adapter before you mount the machine gun. When you move the gun, two plate make sure the end of the chain is working one of its jobs.

A flashlight might help you see what you're doing on the loading line if you can't see a light. Finger feeling will have to do.

One last thing that will run down on the chance of a link jam—turn your camera back on the link feed through the machine gun with the single loop end of each link going through the machine gun first.

To keep the slides and brass from jamming around that would possibly don't build up.



Just the camera, it's a good idea to see what you see, so the camera don't build up.

TANK PERISCOPE DOPE

If you have an M4C, M4D, M4E or M4F periscope in your M35-series tank, M48A1 tank or M109-CR, then go . . .

Some of the 1.5-volt power supply components are falling on this list of periscopes.

If your commander goes, don't bother getting a new one but replace it with a 1.5-volt C dry battery, P/N 4455-120-100.

Once as long as you're getting good service out of your commander, here's a dose.

If you need to replace it with a battery:



There's a simple tip to get better service out of your battery.

Turn the periscope 180 degrees with the CRP position before you start the engine and any other time you can tell there's going to be a sudden change in power usage.

When you have the battery installed, keep the switch out of the 24-volt position because a voltage surge might damage the power supply.

Keep an eye on the battery and replace it if it looks so corroded.

If the vehicle is not going to be used for an indefinite time, take the battery out of the power chamber.



First turn the CRP switch to 01.

Remove the power chamber cover, take the connector out of the metal sleeve. Then use these steps to install.



Slide the battery in the sleeve with the connector end of the battery plug in last.



As a little safety tip, use the 24-volt switch to force the power chamber cover and then cover the power lock as open.

NOT OPEN

Turn the CR power switch to the 1.5-volt position and check out the CR viewing system the way it will be in the -10 TM for your particular vehicle. This info is on page 3-79 of the M35/M35A1 manual and page 3-106 of the M109 manual. If you have an M48A1, see either of the other manuals and this info gets printed in a Future change to your own -10 TM.



LET ME TELL YOU SOMETHING! YOUR GUN IS ONE OF THE MOST IMPORTANT THINGS YOU HAVE... TAKE CARE OF IT! DON'T LET IT GET DIRTY! DON'T LET IT GET DRY! DON'T LET IT GET OLD!

CUES

If you really know it, respect it and love it right, it'll be ready when you need it.

Here're some reminders from another veteran— ideas they'd like to pass along to you to keep your M16A1 battle-ready. Listen: 'em — not 'em — and you won't get caught short!

FROM GUYS WHO KNOW!

1 Keep your weapon and magazine in clean condition, if possible. The only part of the magazine that gets any dirt is the spring — and you get only a very light touch of dirt. Oil it up and grease barrel for travel.



2 Insert your rounds when you load the magazine. Never load-and-shoot. Remember, load only 18 or 17 rounds.



3 Check your rifle more than you get — 2-3 times a day, and be after it some more. Cleanliness is a must — and it fits you, your rifle.



4 Be sure to clean under and between those brass-rubbing legs. Pay attention both here and to the gun.



5 Never be worried about taking for cleaning materials when you load 'em. They're available. Get 'em and use 'em!

6 Check your extractor and spring often. If they're worn or broken, get new ones ASAP.



7 Take your rifle along (M16 only) to the next. It might not get on with you after cleaning is good. Working parts need grease application after the cleaning. Use only a light coat after cleaning.



Worry a little more about your rifle... like, being in a bit of a mess when you're out in the bushes, be careful where you put it down, and how you use it down. Always drop it in mud or water or sand. Just keep in mind that you may have to use it before you get a chance to clean it.

IF YOU'RE THE ONLY GUY IN THE LINE — KEEP IT CLEAN!



PUTTING

MAGGIE

TOGETHER

Here's the easy way... gently.

1. Slide the bolt end of the follower into the hole of a K-Spring until it reaches the inside edge of the body.



2. Push the other end of the follower into the body.



3. Pull enough of the spring into the mag so for an H-p.



4. While one the prongs on the flap plate is on the outside. Slide the plate in this way. Use your finger to push the spring down with your thumb, but make sure the flap plate goes under it 4 into, too.



HERE'S AN IMPORTANT TIP:
If the spring should accidentally get separated from the follower, turn the magazine over to your armorer! DON'T try to fix it yourself. Looks bad, sure, but without the right tool, you'll damage the spring... and end up with nothing to show.

PROTECTING YOUR MAG



PROTECT ALL YOUR GEAR FROM THE GUY!

Now say, that's fair enough, when you're working around and over puddles or in heavy rainfall. Normally clean water itself is not harmful. Breakable water—that's another story. But the real harm comes when you don't do anything about it after your stuff gets wet.

Here're some ideas that might help.

1. When loading, try to keep your mag as dry as possible. The more loading you do, the more you get wet. If you can, keep the mag with the cover closed the whole time.



2. Keep as you come out of the rain — if that's not working, walk — take the mag out and shake it, or get a couple of hours to get rid of most of the water.



3. Wipe at the feet first — when you're out there, it's not unusual — mag and mag cover, wipe it dry inside and out with your shirt or coat and then down both the cover and the magazine.

TIP: A lot of guys had a plastic bag — like the kind used for mail — which makes a great container for magazines in wet weather. Just don't forget this could lead to mold, so, even though they're protected, empty 'em every so often and wipe both the cover and the mag. Right?



Finally, never put all of my kind — including L&A — on the cartridge or inside your magazine. Like your ammo and other gear — could leave you helpless in a fight. This mag is coated with dry lubricant. It doesn't need any lubing except for the spring — and that only very lightly, with L&A.

Take care of your magazines — and hang on to 'em. Sure, there's plenty of 'em in supply — even in war — but they could go mighty scarce in your own store. So, protect 'em from dust (lubricant can't make tough treatment) — and especially, remember to bring those "computer" back. The one you care but might save you some day.



PLAGGED BY EXTRACTION PROBLEMS? TRY THE REPAIRING FORMULA!

CLEAN... INSPECT... REPLACE

PAGE 62 (1992)

Chamber and Bolt Locking Surfaces

Don't use after every day's firing. If you can, the great chamber-cleaning brush P/N 1000-999-1-020 is my standard tool—brush like the 20-, 40- or 20-cal or 7.62-mm brush. Dip the brush in bore solvent... get all the gunk out of the chamber and bolt locking areas. Then dry the areas and good 'ol, apply a light coat of LSA by spraying it with a sock dampened with the oil.



Bolt Carrier

Remove it from your weapon and field-strip it at least once a week. The bolt carrier will say how long (usually three) and attack all parts, especially behind the stop and under the lip of the extractor. Clean the extractor with your borebrush/P/N 1000-999-1-020 and bore solvent. Then dry all the parts and good 'ol 'em with LSA.



Extractor and Extractor Springs

Check 'em every day, at least. Field-strip the extractor to check on broken edges in the second file that supports the cartridge rim. Replace it if you find it damaged. Test the extractor spring by pressing on the extractor. If the spring's weak, replace it.



REMARKS

— Watch your lubing. Too much lube speeds carbon buildup in the chamber and bolt locking areas. Some thing with the carrier key, a rag or sock or even a pipe cleaner dampened with LSA will do the trick here. But not. Follow the guide on page 58-59.

ADD TO LO



The scope's not in your LO 9-0009-203-12 yet, but we've included Howr's three good points to remember with your 9000 MP 001-MM howitzer.



After every 100 rounds you fire, take out the tube toppling, PM 100-001-011 ... put the glass where the key goes with 001 ... and then get back the key.

Take off the gun that shell, PM 100-001-012 ... put the tube toppling key with 001 ... put a thin coat of 001 on the tube sliding over ... and then get back the shell shell.

And after every 1000 rounds, use GAA on all 4 gunner fittings for the howitzer mount credit bearings.



You show, with 9000 418 and 708, how this The Answer's Tool Kit, PM 100-001-001, is being replaced by the Small Arms Repairs Tool Kit, PM 100-001-001-001, 00 001-001-001. 00 001-001-001 gives you the authority to add 27 tools to your old tool kit, and more to 11 tools. In case you didn't get a corrected copy of the 00, the last 11 items listed on page 2 of the 00 are the ones you need to.



THE WORDS JUST CAME THRU **YOU MADE IT!**

You, the CF Air Force recruit, stand your colors and put you in charge. That's because you are Number-One in . . .

Commitment. You OJT you've learned how to do a first-rate maintenance job.

Responsibility. You can be counted on to see the job thru, no matter what.

Experience. Keeping up with the latest info on a field is one of your strong points . . . new performance on old jobs.

Willingness. You're willing to work whatever hours a day to keep a first number ready.

Carefulness. When the door closes on the man there you get out fast in, preventing a field from the elements so he'll be ready to go when needed.

Helpfulness. When it comes to lending a hand to others you're right there.

Longevity. You believe in quality work maintenance . . . no job is "almost right."

Efficiency. You use the right tools for each job and ready for a major overhaul when needed. You make repairs right, the first time around.

Fidelity. You know you've got a job to do and you do it to the best of your ability.

WRO MEY



Put them all together and they add up—dependability.

TOTE—WITHOUT THE JOLT!



Over Edges,

Felling Cypres, Spruce and Fir trees caused me back ground-handling wheels may be fine on a hardwood, but not in this location. It's a different story.

When those small wheels hit a low spot in uneven ground the skid stops and you have to jockey the skid around to get where you're going.

To prevent skidding caused by a bumping skid we made this wheel adapter which allows you to use the larger heavy wheels to cross the skid.

The adapter for the Ryan and Brown is made in three dimensions. For the Cypres you use the same measurements and add two eyeballs and wing nuts.

The adapter can be put on or taken off in a few seconds. On the Cypres you just back the eyeballs into the skid pins and tighten the wing nuts. Add the heavy wheels and you're ready to roll.

John Tolbach

Shasta Army Depot, Calif.



WHEELS WITH THE ADAPTER ON SKID

(Ed Note—I understand some of your adapters are already being used in COLOMBY . . . good going.)

SEMINOLE MAG DRAG



Dear Windy,

We're having some unusual trouble with the magnets—type 6A1933 and 6A1934—on our D-400-3 Seminoles/D-401 engines.

These magnets are mounted horizontally and have a solid plug in the distributor housing and a vented (ribbed) plug in the mag housing.

Could the location of these two plugs have anything to do with our problem?

SFC R. E. R.

Dear Sergeant R. E. R.,

Could be!

You'll find the location of these plugs vary with magnet installations on different aircraft.

Generally speaking, the one the solid plug where it will keep the inside of the magnet clean and dry. Otherwise, water, dirt, and dust from the atmosphere and prop blast will clog up the works—but quickly!

The purpose of the vented plug is to facilitate heat to prevent jamming, caused by heating loss, from building up inside the mag.

So, put the solid plug on the side of the mag that faces toward the prop and the vented plug on the side that faces the accessory housing.

By the way, when you get a magnet from supply you'll probably have to crinkle the plugs.



Windy

POWER ON

Please!!

HELP
FOR
FLIGHT
SCHOOL



Drinking and drinking the main fuel filter and tanks on your Delta Executive (E350-12) takes more than a quick once-over, skip-skip-skip routine.

Like people you meet on the main fuel filter drain, wiggle under your fuel and take a sample from the 4 pump drain plus the main fuel filter drain.

Hold on, Straighten. That won't do it. The fuel filter pump has to be ON to pressurize the system when taking a fuel sample.

1. Turn the right fuel engine compartment and verify the battery.

2. Wiggle on the battery switch in the overhead console.

3. Next, wiggle on the main fuel switch on the pedestal-mounted engine control panel.



4. Wiggle on the fuel filter pump (OFF) and verify the fuel filter pump is ON.

5. Each engine now open the left fuel on gas compartment hatch, then the main fuel filter drain and take a sample the sample at the drain hole located below the filter opening.



6. Increase the fuel weight — include pilot's weight — and make the pump's output indicator.

PROTECT THE SHAFT



An ounce of prevention is worth a pound of cure.

One way to cut down on corrosion of a Boeing (737-1) main rotor shaft is to keep corrosion preventive compound handy.

Like, when you mount the main rotor hub dampers, to cover the splines



on the rotor shaft and on the damper are cleaned with dry-cleaning solvent, see 7-0-550.

Then, coat the splines with corrosion preventive compound, Permatreat (see) from Spray MIL-C-11766 Class 3. That'll do the trick.

Get OFF the drain valve.

Keep those under your fingertip, leave the 4 pump drain and get it open, but sample first only.

Check all samples for contamination, using hydrolab, 8000 8000-800-2364. All straight? How on your account, because you ain't!

| WATER | WATER | WATER |
|--------------------------|----------|----------|
| WATER IN MAIN FUEL TANKS | WATER IN | WATER IN |
| WATER IN | WATER IN | WATER IN |
| WATER IN | WATER IN | WATER IN |

Remember, close the gate to the fuel filter pump when you drain and check for fuel contamination. Keep your microscope in the pink — use on the filter!

TIME SAVER

MFWO's got big dividends — like the improved grip vibration seats on the Heavy Duty main cover beds. If your Chevrolet model didn't get 'em, via MFWO 15-2530-215-30478 (15, just 60¢), you're missing a good bet.

The mod, together with MFWO 50-120431-1-26115, (15 top Feb 47) gives you an increase in the hub special inspection class from 300 to 600 lbs.



SEE THE MFWO-BOOKS...

IGNITION COIL VIBRATOR



You can really see your coil looking for a better vibrator in your Ford model Heavy duty manual. Trouble is — it's awfully under number name now.

Like — Vibrate, ignition coil, FORD 302-000-0417, P/N 18-17009-1. You'll find it in 18-17009-1 (Aug 67) index 1875.

Rehauled from the airframe structural components, class 188, the vibrator is now fixed with already engine electrical system components class — 2025.

For you Silver and Tangle model Silver vehicles, it's a Vibrate, bearing — name FWD ... name FVW.

LATCH ON TO THE LATCHES



Dear Winky,
The 2 latches for the oil pipes don't shut down on our Chevrolet (20-47) take a beating.

So, when we ordered replacements, we got 'em straight — attached to a complete perforated edge metal fitting.
How much? We just wanted the latches.
CRG S. L. G.

Dear CRG S. L. G.,
Sometimes when a part is not in stock, supply needs the more higher assembly — in this case the fitting fitting.
But you can now get the 2 latches together in MFWO 15-1820-200-14179 (2 Feb 68) by using FWD 53-00-000-1028, P/N 18100-188.
Winky

"TILT" YOUR HUEY



Want to save time and effort, guess what increasing the ground handling weight on your Huey 535 15?

Have a couple of buddies hold the tail boom down while you jack down the wheels... no need to back off the weight!

Step up on the tail boom and gently let the weight come to rest on the wheels.

Crack you go the main cross before taking the wheels off. Lower the tail boom — jack up the wheels — take 'em off — rest up on the tail boom.

Winky? One, two, three — 662



BUSTING UP A SQUEEZE PLAY

Dear Editor,

Getting your holding a nut in position long enough to start the nut turning can be a real tongue-biting snafu—especially if you're working in one of those tight-tight-to-get-it spots on a job.

Fortunately, you're holding the alternative to the rear bellows of the T-40B—an erector for the horizontal position.

But—you can save skin, time, and temper with a tool like this.



NOTE: THIS TOOL MUST BE SUBJECTED TO ANY STRESS AND WORK, DRILL HOLES AND GROOVES TO ACCOMMODATE OTHER GEAR AND NUT SIZE.

MATERIAL LIST (M. & L. 1000 100)

- 1 EA. 1/2" Ø ALUMINUM ANGLE (60°)
- 1 EA. 1/2" Ø ALUMINUM ANGLE (60°)
- 4 EA. 1/2" 10-32 NUTS
- 1000 100 100000

Any aluminum equipment can make it out of shape in a jiffy. We can make a long hole job or a nut-hold device.

We make this plane from .001-in. aluminum alloy — which will bend a nut. You might want one that's a wee bit stiffer — so you don't mind.

(Ed Note: You have a real Good Show !!)

Steve G. Ryan
Atlanta Army Depot

SAFETY WIRING? NUT

Dear Wacky,

As 9-433-23 copies for our Steve (OH-LE) come with a request saying that holding devices (safety wire as indicated) are not required and have been eliminated from cylinder hold-down nuts.

Now, some of our mechanics want to bring safety wire thru the nuts. How about citing me the authority for not using safety wire, Wacky?

WFO A. M. A.

Dear Specialist A. M. A.,

The practice of relieving those nuts is fading out of the picture. However, until you get published authority on drop safety wire on a particular engine, keep using it.

For example, Ch 1 of Top 600 page 5 on the ER diagram, TB 710-811-071, says safety wiring of cylinder hold-down nuts on the Lycoming 0-440 engine is no longer required and the TM will reflect this change.

The same deal goes for your 0-410-21 engine. Keep an eyeball peeled for the new poop.

Wacky



DON'T LOSE YOUR COOL!

Hey Steve! Mindreport! Don't get in a new because the fan drive belt keeps breaking on your OH-13 and the engine runs its cool.

Summer down. Could be you're not getting the right belt from supply.

For instance, a whole beakful of

belt is listed under P/N 1000-120-0071. What you gotta do is order the fan drive belt by part number as well as stock number. Use either P/N 1000-12 or P/N 47-661-041-1 and all supply on Hardy's way . . . you'll keep on tubular.



TENT PIN RETRIEVER

Dear Editor:

Here's a new pin retriever we use in our outfit. It saves both time and money because we can pull the pins faster without bending them.

To make the retriever you need:

A metal hollow bar 4 to 4½ feet long.

A 2½- to 4-in. ball with anchoring end. The ball should be long enough to go through the hollow bar far enough to allow it to slide back up the handle (see ill.).

A metal chain 18 inches long.

We drilled a hole in the metal bar about 18 inches from one end so the ball would go through it. Then we put the ball through one of the holes and through the bar so that just the anchoring end of the ball shows. It's ready to use.

Here's how you use it:

Charles E. Baker
APO 611, 0462

(Ed Note—A good idea.)

TENT MWO

Embracing cold weather now? Don't check your machine ground power unit, P/N 5528-513-7197, and see how to make sure they're been modified by MWO 15-8140-241-2631 (page 47). This MWO keeps the snow and slush from working the pipes of your gas heaters.

REPAIR CHECK YOUR ZIPPER

When you're sewing or mending, your next make sure all zippers are equipped all the way so the flaps are loose. Then you won't damage your tent.



TENTING ROOM!
REPAIRS
SOME TIPS



GENERATOR FAN DANCE



When it comes to the side doors on your generator, are you likely to close or open while running?

I say—just hold which way the fan drops the air from the radiators. If the fan draws air from the radiators from the back, close the



doors to run. If it draws air in from the front of the radiators, you can open the side doors for extra ventilation—*if* it's not raining, snowing, or blowing dirt. After all, these doors were put there to protect the air.

CLEAN, MAN, CLEAN



You're not only using your head but you start to saving it when you keep your helmet liner clean. A replacement liner may not be so easy to come by so, it's a good idea to take care of the one you've got.

Here's how —

Wash the liner with mild soap and water, then rinse and dry.

You clean the headband and neckband by scrubbing with a cloth and soapy water. They rinse well and allow to dry.



Headband, Suller's Steel Helmet Liner,
P/N 1011-102-0070

Headband,
Suller's Steel
Helmet
Liner,
P/N 1011-
102-0071



Headband, Suller's Steel Helmet Liner,
P/N 1011-102-0070

You have to match the neckband to the suspension system on the inside of your liner. The neckbands are not interchangeable.

HELMET LINER PAINT

You can cool that helmet liner paint shade puzzle. When you want to Maxell Color Designation 104173. A 1-gal pail you can get with P/N 8010-711-0010; a quart comes under P/N 8010-711-0017 . . . look in Red Cat CR000-11-A (Jan 88).

Non-restricted T8 108415-208-11 covered this subject, but the dealer's call right as matter what happened to the T8.

CLEAN, MAN, CLEAN



You're not only using your head but you may be saving it when you keep your helmet liner clean. A replacement liner may not be so easy to come by, so it's a good idea to take care of the one you've got.

Here's how—

Wash the liner with mild soap and water, then rinse and dry.

You clean the headband and neckband by scrubbing with a cloth and soapy water. Then rinse well and allow to dry.



Redhead, Soldier's Red Helmet Liner,
FOR \$11.95 (10-6476)

Redhead,
Soldier's
Red
Helmet
Liner,
FOR \$11.95
(10-6476)



Redhead, Soldier's Red Helmet Liner,
FOR \$11.95 (10-6476)

You have no access for neckband on the suspension system on the inside of your liner. The neckbands are not interchangeable.

HELMET LINER PAINT

You can red dye helmet liner paint shade yours. What you want is Maxwell Color Designation 2005/1. A legal gallon you can get with RM 803-713-6919, a quart comes under FOR 803-713-6907 . . . look in Red Car CR000-FL-A (Jan 68).

Now-avoided TM 80-8411-281-25 covered this subject, but the shade's still right to mention what happened to the TM.

RULES FOR DATES

HERE'S A QUICK-
INDEXED GUIDE FOR PICKING
OUT A DATE TO USE ON YOUR
EQUIPMENT RECORD FORMS.

If the SA 20-710 rules, and the form call
for the same type of date — like "day/mon"
to an SA 2000-11 — use that type of date,
if any.

If the form doesn't specify date type —
like column 4 of SA 2000-11 date — follow
the instructions in the TM.

If neither the form nor the TM instructions
specify a date type — like block 1 of SA
2000 or column 4 of SA 2000-11 — follow
the example in the listing that applies
to the form you're using.

| FORM NUMBER | DATE TYPE | DATE | DATE |
|--------------------|-----------|------|------|
| SA 2000-11 (SA/11) | DAY/MON | 14 | 11 |
| SA 2000-11 (SA/11) | DAY/MON | 14 | 11 |

| DATE TYPE | DATE |
|-----------|-------|
| DAY/MON | 14/11 |
| DAY/MON | 14/11 |
| DAY/MON | 14/11 |
| DAY/MON | 14/11 |
| DAY/MON | 14/11 |

| FORM NUMBER | DATE TYPE | DATE |
|--------------------|-----------|-------|
| SA 2000-11 (SA/11) | DAY/MON | 14/11 |

| FORM NUMBER | DATE TYPE | DATE |
|--------------------|-----------|-------|
| SA 2000-11 (SA/11) | DAY/MON | 14/11 |

| FORM NUMBER | DATE TYPE | DATE |
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Connie Rodd's BRIEFS



Geeze,
I GOTTA
PROBLEM!

Calibration Pad

Better keep your eyes peeled for TB-150-110 (21 Sep 67), Calibration Requirements for Test and Measuring Equipment. This includes the tools in your tool sets and kits that have to be calibrated.

Wig Welding Set Fix

On air reduction MIG welding set (TSM 2411-877-8488), models 1201-0481-001 through 1101-0481-000, the brush holder (B) will short out and the rectifier (R) will burn up. In the rectifier must be replaced with a thyristor rectifier. The thyristor, and installation instructions, are for free from: CG, U. S. Army Mobility Equipment Command, ATTN: AMEM-400, 4380 Cavalliere Boulevard, St. Louis, Missouri 63126. Be sure you give the serial number of your MIG set.

Find Your MWO

If you can't find all the modifications for your equipment, order DA Pamphlet 110-7 (19 Jul 67). It's a complete index of MWO's.

The Missing Case

You got your Automotive Mechanic's Tool Kit, FSM 2180-724-2641, but you got the socket wrench set FSM 2180-081-1107 without the case. You'll find the Case, Socket Wrench Set, FSM 2180-311-3940, listed on page 4-181 of Fed Car 01108/40-B-4 (Jul 66).

Make Sure First

The Illustrated Field maintenance items list (Chap 4 in the 10P and 10P manuals) will become part of your 50-series 10 and 11 maintenance manuals now under revision. But hold on. Typed before you tear away your expanded 7-manuals, be sure the Chap 4 prep is in your 11-series maintenance files.

The Kits Are Here

You've looked through DA Form 218-0 and its latest change, and you still couldn't find your 2180 tool kit. Don't give up—you'll find it listed in Fed Car 01108/40-B-4 (Jul 66), or its latest change bulletin. The Fed Car lists all sets, kits, and units of tool tools in the 2180 group and close.

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

THE PROFESSIONAL.

A man to be respected
for his SKILL and KNOWLEDGE

A man in a yellow jacket and cap stands with his arms crossed next to a truck. The truck is a large, heavy-duty vehicle with a prominent front grille and a large wheel. The man is wearing a yellow jacket and a yellow cap. The background is a solid color.

The Multi-Fuel Engine
Truck Operator

See Pages
2 thru 17
(This Issue)
and Learn
WHY