

Issue 45

PS

1956 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY



You own it



WEARING OPTICS

But the real reason for the couple's divorce is happy: He discovered the wrong wife today. Of course, the authors for *ES* derive Mattel's choice in *Estimote*—why they introduced the couple at a certain point.

Next time someone comes up to you and asks—"Where's the fun in that you're drinking?"—don't just shrug and look away. Come right out and tell him it's yours—48 760-5 (24 hrs.)

Page 9 of this RR makes opinions and even holds persons responsible for their vehicles. It makes equal, certain and precise kinds responsible for the operation of vehicles in their community and it makes each and everyone, non-communally responsible for seeing that the vehicles in their community are properly cared for and used.

Also, the main responsibility lies with you—the driver as operator. So, as long as you're the one responsible for everything that happens in that vehicle, you can just go ahead and assume that it's yours—every nut and bolt of it. Please treat it as such. For one, hold

✓

PSYCHOLOGY

100

Published by: The Department of the Army, by the issuance of organizational instructions and supply personnel. Each Station is made through normal publication channels. Station instructions of publishing, other necessary for station and Direct Test Personnel Maintenance Agency, Station Agency, Washington, New Jersey.

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P1: Negative results mean there are no connections, and is just the opposite of a question. Just make it: Is it that Mary P1: Negative results mean there are no connections, and is just the opposite of a question. Just make it: Is it that Mary

[illegible]



9. Insert
valve right
on power's
right mount.



10. Insert right side of the valve in the right side of the engine. (If there's enough play in the right side, the valve will be put in the right side of the engine.)



11. Let the valve right
side in the right
side and leave it there.



12. Now turn on the valve right side, adjust
you're done working and it's already on. Turn
up the valve right side right side.



MAKE SURE
VALVE SWITCH
IS OFF



13. If the valve right side is not in the right side of the engine, the valve right side should be in the right side of the engine. If the valve right side is not in the right side of the engine, the valve right side should be in the right side of the engine.



14. On the right, the valve right side is not in the right side of the engine. The valve right side is not in the right side of the engine.

Now there's where you're going to be careful, because that valve right side has a lot of power. Some guys have the valve right side of the engine, then engaging the valve right side when the valve right side is not in the right side of the engine. Naturally, this pulls out the valve right side in the valve right side of the engine. When you're doing, keep the valve right side engaged all the time.

Hint: never throw the valve right side when the valve right side is not in the right side of the engine.



If you've done everything right so far, flip on the rate switch and she's ready to roll. Be sure the rate switch is the last thing you turn on. If it's on and you hit the manual handles as you sit down in your seat or as you move around, the mount'll be whipped around like a dart in a wind storm.

For manual operation, you've got only five steps:



1. Push the lever switch to OFF position.



2. Lower the drive controller and move locking-lever.



3. Put on the ring sights, making sure the ring-sights are tight.



4. Twist the azimuth and elevation handwheels, and push both interlocks in to engage gears.



5. Unlock the azimuth and elevation-levers, and she's ready for manual operation.

You've also got to keep your precious mountaineer on the ball in other ways with the "Dancer's" mount. Keep the mount free of dirt and moisture.

Remember that the gas mount, seal cylinders, and equilibrium need exercising to keep in shape. At least once a week exercise the compensating sight.



By rotating the gas knob at 100-RPM



Twisting the direction of light knob manually



And turning the fine-adjustment screw to its maximum in both positions

Don't tamper with the compensating sight or try to open it for service or for adjustment. She's too delicate for that. Just keep her exercised.

SCOTCH THAT SCORCH!

Even doing top rubber roofing with your M-12 twin-tilt. Then you know how your metal lead gets stuck in the flutes of those nasty engine exhausts. Right?

Well, the idea people have been cooking up is doing away with the roofing of under skirts, under trailers, or anything else torched by the "Damon." It's a modification to fit over the tail pipes with twin deflectors which shoot the scorching flames up instead of back.

Design your "Damon" head-up with the deflector, use your Oshkosh support unit. They'll have K-14 modification, Osh Truck No. G115-770093, containing two deflectors, two U-bolts and two clamps.

Inside the M-12 a few other items are needed for this job. These are to be had through regular supply channels. 1 Bolt, 1/4" Dia. 180C-2, Std Bush No. 800-447541, 4 Washers, Std. No. to 800-702271, 4 Washers, plain, No. to 800-344041.

They go on like this:



1. Attach the U-bolt, using washers and nuts. Run the U-bolt and slide bar over the tail pipe.



2. With the bracket up, and about 45 degrees toward the center of the vehicle—attach the deflector between the U-bolt and the tail pipe.



3. Slide the deflector forward on the tail pipe U-bolt, with the bracket end upward at a 45-degree angle toward the center of the vehicle.



4. Run all pipes up to secure the work. It's tight! The nuts on the bracket-mounting pipe you've got it will cover the underside of the deflector, so it'll hold tight.

M48 TANK GENERATOR CIRCUITS



Here's one to watch if you're working around the wiring circuit of your M48 tank.

The generator has two controlling circuits—the field circuit and the generator equalizing circuit, sometimes called the paralleling circuit. The field circuit is No. 1, and the equalizing circuit is No. 47A. OK—as long as these are hooked up right you've got no problems.

These leads plug into the main distributor plug in the cranny of your engine wiring junction box. The field circuit, No. 1, is on pin B of the plug, the equalizing circuit, No. 47A, is on pin A of the plug, and pin C of the plug is blank.

Now, watch this. Back at the bulkhead wiring disconnect, these circuits also come through a three-wire plug. But they are *diffy*—on pins. The field circuit uses pin B and the equalizing circuit uses pin B.

As long as you leave this harness alone, no harm is done. But sometimes you may have to make up a new harness, or replace a plug.

This is *quite* OK, when they go ahead and connect pin A at one plug to pin A on the other. This sounds logical, but it's not right. If you install a lead hooked up A to A and B to B by mistake, you get trouble, both on a burned-out generator and for regulation.

This is more confusing than usual—but look at the right-hand side of the diagram. Fig. 400 in TM 5-780, and you'll see. Just follow circuit 1 and 47A from the bulkhead wiring disconnect line out to the right, and you'll see how jump wires.



Saves That Bogie

SUSPENSION WHEEL DEAL

Funny thing about track suspension: the width of the flat wear area will tell you how many people seem to think the rubber used on the wheel is about the only thing that needs to be machined for wear.

That's so. These wheel mount disks have flange area (Fig. 1) that's not exactly radial, tapered and rounded by your track center-guides. The flange wears down eventually, and, if it wears too far, the wheel is shorter than large.

However, by keeping an eye on this wear, and knowing what to look for, you can have a worn wheel in the wheel while it's still in shape to salvage.

The simplest way to do this is take a stock scale and measure the width of the flange wear area (Fig. 1). Since the original flange surface is rounded,

indirectly—how much of the flange's thickness has been worn away (Fig. 1).

Now, if you know how wide the wear area should be when the wheel's ready for service, you've got to have those bogie land support rollers, fillers, and

So now your first eye on the flange wear chart. The first three columns identify your wheel's width. The fourth column tells you at what point (wear area width) the wheel should be turned in.

Oh, is there and you see the wheel—and a shoveler stands at highly desirable depth. For it was harder and the wheel works good down the drive.

That's this and a lot of additional drops on track and other suspension items in the new revised EPB (Fig. 1).



FLANGE WEAR CHART

TRAILER HOOK NO.	TRAILER	ON TRAILER HOOKS	MAX. WIDTH OF FLANGE CONTACT
4405-5405-440	Support roller	800 Carriage (34 mm gap)	7 1/2 in.
4405-5405-447	Support roller	800 400, 801 400, 801 1 Carriage, 807 Carriage, 841 Carriage, 842 CPL, 844 Trailer 40-mm gap, 844-40mm CPL, 844-40mm CPL, 847 Tool, 848 Tool, 848 Trailer (gap)	7 1/2 in.
4405-5405-449	Support roller	101 400 CPL, 101 400 Trailer, 848 Tool, 848 Tool, 848 Tool, 847 Tool, 848 Tool, 101 Tool	7 1/2 in.
8104-8008-807	Roller roller	848 Carriage, 84 Tool	7 1/2 in.
8104-8008-808	Roller roller	848 Carriage, 84 Tool	7 1/2 in.
8011-8008-809	Roller roller	801 400, 801 400, 101 400 Trailer, 848 Carriage, 847 Carriage, 847 Carriage, 848 400 Trailer 40-mm gap, 844 Trailer CPL, 844 Trailer CPL, 844 Tool, 848 Tool, 848 Trailer (gap)	7 1/2 in.
8101-8008-801	Roller roller	848 Carriage, 847 Trailer (gap)	7 1/2 in.
8101-8008-802	Roller roller	101 400 CPL, 101 400 Trailer, 848 Tool, 848 Tool, 847 Tool, 848 Tool, 101 Tool	7 1/2 in.



DO NOT REPAIR WORK
ON OR TAKE TO
FLIGHT. LEARN
TO USE.

YOUR TIMING LIGHT

Now that not everybody is please use just here to use that new Ford Timing Light, 6629-17A-17A, that's showing up in the second edition tool box.

If you're used to the old cone timing light (Ford Stock No. 411-14481) or the pistol-shaped commercial timing light, you may get quite a surprise when you first meet the new one. But, you don't have to take that steel box down into the engine room with you. The lamp itself isn't any larger than the old cone type and isn't as big as the commercial type. The box you can leave on the trailer or away on a work stand.

But you'll find that this new light is many times brighter than the cone light was. Also, since the principal source of power is the vehicle battery, it has no tendency to cause the engine to miss.

In the box is a voltage switch which has positions for OFF, 24 volts, 12 volts and 6 volts, in that order. You set it for whichever voltage you are using, according to the vehicle and accordingly whether you're using one or two batteries. (Now you can use not only the underhood battery on the MORGAN, or only one of the MORGAN's batteries if you choose.)

IT WORKS LIKE THIS—



Two battery leads, a high tension lead and the lamp lead all come out of the box. You hook the battery leads to the vehicle battery,



either directly or to the nearest terminal, whichever is more convenient.

The high-tension lead goes directly to number one spark plug on non-distributed ignition systems, or goes to the spark plug adapter from the Advance 8-16 (Ford Stock No. 17-A-17104) which you install in number one plug on the distributed or overtopped vehicles.

Now, here's where you plug in. The battery current leads a power supply cable to the box which is adjusted to afford light the gas valve lamp, for use again.

Then, when the number one spark plug fires, a small portion of the high tension current from the ignition causes up the high-tension lead to a little wire or grid which is wrapped around the outside of the lamp. This provides a path which opens the battery, and the lamp flashes. Transmits the high tension current on 'works' like the pull on a tapered down a battery.

This very slight draw on the ignition current is what gets you away from any tendency for the plug to miss, as they sometimes do with cone lights.

Now: When hooking up the battery leads, the red terminal clip goes to the positive terminal. If you hook 'em up backwards, you have a tendency to double flash on the light, which can upset your timing necessary, and in case you'll have the power unit.

So here's how you use the light. First, under your vehicle TM for the location of the timing marks on your particular vehicle, and for the timing instructions.



1. Red cable goes directly
with the red cable to
right and then 'em with a
TM



2. Now connect the timing
light being used to go
to the battery lead on the
positive grid.



3. Connect the black
battery lead
wherever it leads

4. Now you have the right plug adapter. If needed, an adapter can easily plug into almost the three-pronged female head or it already is the right plug if you're lucky.



5. Now, before starting your engine, take a look at the adapter you're going to stand outside the engine to use the timing marks clearly.



6. If your engine is such that you need it a little, where a possible failure heads into the long run and will find the hole of a new engine a lighter mark up there clearly.



7. If you are not the adapter could be the wrong you're using to power the light.



8. The engine engine has it at all, and that is the timing light.



There's a classic breaker inside to protect the mechanism, but sometimes operation, say on 24 volts with the unit out for 6 weeks, will occasionally head over.

Now your lamp will be flashing on and off with a brighter blue-white light. When you direct this light to your timing marks, the flashes will have what is called a strobeoscopic effect. This is a fairly way to say that the line pulley will appear to stand still, as you cannot both the fixed timing marks and the one on the pulley.



As soon as your timing light is on, the two marks come together, and then right the change. That's all, you have a new fixed.



But, since this light is much faster than the old one, there is one other check you can make at this time. After determining that the marks appear to be together at full speed, rev up your engine briefly to about 2000 R.P.M.

The centrifugal timing advance in your light should advance your timing, and the effect will be that the timing mark on the fan pulley appears to move counter-clockwise away from the fixed mark.



What point the engine the light the marks should now lock together. If you don't get the effect, the light should go back to Delco for technical aid, or to the distributor.



There's another advantage to this new light over the old one, too. It's bright enough that you no longer have to point the timing marks. If you run away out in the light, you can see 'em in this light. And by the same token, you have enough light to see the marks run working outside on a bright day. Measure timing off the shop light or working under a microscope is dark. (Well, you'd better see the vehicle in the timing marks are on the steady side.)

Now, this light will also serve as a low impedance load engine. In tanks or low-voltage equipped engines, etc., you use the same procedure as for tanks. In many cases, having a timing or other light with an battery, you take either a 4- or a 12-volt battery over to the vehicle and use it to power the light. In this case you'll get the best results if you never jump from the battery negative post to the frame of the engine to provide a return for the secondary current.



Now in moving the leads to the timing-light box. Some people have felt that it was too crowded if they started both leads and the lamp, clips and so on down into the storage space. Could be, but if you call the leads knowledge from



keep on top of the power unit and then move the clips and lamp down to the storage space, you'll find you have lots of room and no sharp bends to strain your arm when.

Little 5-ton Church

WEEP
NO
MORE



Do you 5-ton churches have a wall and a moon-coming from around your transmission every time you take your 42744 5-ton rig for a stroll? If so, here'll get you and you've got a Film-Diamond church store.

Been lots of talk about the 5-ton church burning itself up. And, a lot of poop's come out on the deal. Just on't you know the latest, here's the TIR's and MWR's which are aimed at fixing that church problem. If you carry out this fully and are still having troubles, TIR's say is order—and quick.

First, there's TB 9-837-5 (17 May 1965), "Prevention of Church Failures." It is done now listed the four common causes of church failures and how to fix them up in the 5-ton.

TB 9-837-5
TB 15-754A-137

ANY TECHNICAL DRAWING
OR OTHER TECHNICAL DATA

FOR THE ARMY AND NAVY CATALOGUE

INQUIRY THE CIRCULAR, TIR



To fix up that "transmission from church-pedal area," you use your TM to make the right adjustments—that's TIR, 9-837-5, and you'll find that proper adjustment on page 106.

THE CAUSES

WASH TRANSMISSION OIL LEVEL



If you've got too much oil in your transmission, lubes will get by the clutch-bearing seal and into the clutch bearing—give it a slip and bearing. The right oil level is one inch below the filler hole on your early models and up to the filler hole on the later production models.

To get that filler hole in line on your early models, see MWD Card Q244-W4 (27 Aug. 5-6)—the MWD which goes for your early model only. This MWD applies to those models which have the expansion filler and inspection hole above the pressure-oil-off plug. Before you do anything, measure from the center of the drain plug to the center of the filler plug. If it's 6 1/4 inches, then you've got a late model truck and you don't have to do a thing. But if you get a measurement of 7 1/4 inches, you have to do like the MWD says and get a new transmission oil filler hole in there.

By the way, the right amount of oil to put into your transmission on all models, according to LS-148128 (14 Mar. 55), is 22 pints with PTO and 26 pints without PTO.

FAILURE TO REMOVE OUTSIDE-MOUNTED DRAIN-PIEG



"Failure to remove the clutch-bearing drain plug" also feeding forward is the factor of the clutch bearing, which will never let the flywheel and throw against the clutch disk. To stop this, remove that drain plug from the flywheel bearing and keep it in your shop compartment. You'll use it only when you're getting ready for bearing. But right after you load, out she'll come again.

PREHEATING OF OUTSIDE-MOUNTED



"Overheating of the clutch-release sleeve" causes your clutch to slip, which brings on burnt disks and burns the pressure plate. To do this up, you remove the pressure lining inside the clutch-release sleeve and replace it with a

1/4-in. square-head pipe plug (MWDs Q280908). Once that plug is in, you'll keep grease out of this sleeve. It'll get in there of lubes when your clutch is released or overhauled. 

TR 9-837-6

This TR tells you how to get on your governor to your engine won't over-speed and get you back on track as well as how to use it.

The right RPM for your 5-cyl truck is 2000-RPM. When you're going downhill, you'll get so far carried that your engine doesn't let you and you'll end up with 2500 RPM. When going downhill, you should pick a right gear range and use your governor to keep that engine from revving up over 2000-RPM.

You'll see you'll get a little push up and get in the gear before you start to move. You should also, like it does in the TR, the engine can be a danger machine, with its high speed against the 2000 RPM limit, you can get a good amount of the engine.

TR 9-837-6

Diagram of the new Governor Engine



MWO Ord 6744-W15 and MWO Ord 6744-W16

There's not much you can do about the MWO's except get your work back to Ordinance. They're higher in the air, but they're changed in weight and they're done right away and not again.

MWO Ord 6744-W15 (11 Sept 54) and MWO Ord 6744-W16 (11 Sept 54) and MWO Ord 6744-W17 (11 Sept 54) will be changed to put more power in your clutch release later in the year on the first week of August and deal up the last week of the year.

MWO Ord 6744-W18 (1 Nov 54) and MWO Ord 6744-W19 (1 Nov 54) and MWO Ord 6744-W20 (1 Nov 54) will be changed to

put in a better way that'll keep the clutch from going into your clutch housing and taking up the work. Once that oil and grease get on your clutch, the old boy burns and burns and burns.

There's a, except making that clutch right while driving. Once you get that TR and MWO's carried out, that you're not doing more than doing the riding the clutch and your clutch is still lagging up, there's only one thing you can do—deadline the thing and get a LER (Form 400) off someone. When that's done, you can do back—you've done your work and it's now up to Ordinance.

TRICKY THERMOSTATS

"Degrading" is the word for those Vancomber thermostats you'll find mounted on your Q740 114-mm truck. Unless these babies are checked out right, they'll give you the idea that they're done and ready for the junk pile.

This Vancomber is a solid expansion-type control that is not adjustable. Sure, you'll find an adjusting screw on it, but if you'll notice this screw is labeled "service" it's only used for an initial adjustment at the factory. That again the adjustment range for this thermostat is only about two or three degrees. In, just the way the thermostat reacts to you is the way you're supposed to use it.

Another characteristic about this thermostat is open in the opposite way from the other type thermostats—in other words, it opens against water pressure. The installation of this control is important, to follow the installation instructions to the letter.

Now, here's how to check out these thermostats. If you don't do it the right way, you'll get the idea that your thermostat is on the loose whether it really is or not.

Take a container, at least one gallon in capacity, and fill it with water. Put the thermostat in the water so it's about three quarters of the way below the surface but not touching bottom.



Just heating the water so the thermostat will be brought up to the temperature at which it's supposed to open.



While the water's heating—and this is a crucial important step—you have to keep stirring that water. This keeps the temperature of the water the same throughout the whole container, so you won't get different temperatures in different parts of the container.



Without this agitation, the thermostat may open while the thermometer shows a temperature below or above the one at which it's supposed to and you'll junk it, whether the way good or not.



The thermostat should start opening at 175 degrees and be fully open at 185 degrees. If the thermostat fails to open after you let it sit awhile at 175 degrees, then you'll have to junk it, and you'll get rid of it.



For more tips on thermostats,
see T99-2815 (Jan '7)

When it comes to safety —

DIG THAT K-R-A-Z-Y COLOR

You MHI worker wonders how you can keep your poor guy from stirring blowouts on up your hauler?

Hey, for example, you have your wrecker stopped on the highway, all set up to take out a job.

It's late—maybe a little dark and foggy—and here comes Joe Blower with nothing on his mind but the scenery. Then after dash of the wrecker down's down, much light his way, and before he knows it—he's draped over the hood and the rear end of his car is sticking out the tail pipe of the wrecker.



All that's been changed now by ASB T80.100.1 Q9 Dec 1974. This low-off-the-press ASB says that in para 19: "When authorized by the appropriate commander, stripes of a contrasting color may be applied to certain vehicles and equipment in non-tactical operations, which due to size, construction,

or function present a possible safety hazard, to permit them to be more readily visible to drivers of other vehicles."

Watch those words: non-tactical operations. This means that marked TCM vehicles should have no safety markings on them at all. Those vehicles have to be kept ready for combat.

So, the way it breaks down is like this: day marked-type vehicle used administratively may be safety color marked if you get the OK of your CO. But vehicle in a tactical unit can and can be safety color marked.

The AR says you shall your safety-labeled piece of equipment up by using stripes. "These stripes are normally applied only on the rear of such vehicles; however, they may also be applied on the front and even around side surfaces when conditions so warrant."



The kind of paint you use for these stripes depends on the color of your vehicle. If your vehicle's painted Q9 or any other dark color, you'll use gloss yellow (Ms. 114B). If your vehicle's painted yellow or any other light color, you'll use gloss black (Ms. 1771).

BRIDGE THE GAP

Before your 2012 9th/10th student a gap in the bridge you should have the average vehicle classification number on your vehicle.

2014年12月10日



That means that your full, when it's fully equipped, tow safety must include the vehicle's classification, specific of supporting the vehicle.



There's another thing you'll get to remember too—

You'll have to add the classification number of the vehicle you're testing to the classification number of your MCO, then check the bridge to make sure it'll take the total weight.



The current classification number for the 2002 Wysocki is reflected in a change to F01-16, Heavy Recreational and Classification Code 202.

In the event the bridge agency is not paid, you should seek the advice of your SE, who is best equipped to help the Engineer Office bearing responsibility for costs and fees.

A NUTTY PROBLEM

When those nuts that anchor the propeller shaft between the transmission and the transfer case start dangling, you can be pretty sure something's going to happen before too long if you don't fix 'em up.

With your 14-ton, 21-ton and 3-ton 40-series trucks with a box shaft for a time, and its nuts and bolts will goin' away as the flange bolts and get them out of shape and over-size. Jaws, vibration and wear make those box nuts lose their grip.

1

There are six ways to work that up the rear for one flange and four at the transmission's companion flange.



2

If you need a standard wrench, 14 in. or 16 in. depending on what kind of truck you're working on.



3

If a good die is stuck there use for tightening every 1000 miles if needed—and tighten if necessary.



4

If you find that the cross-bolts are out of shape on your 40-ton trucks, remove the nuts, washers and cap screws that hold the flange plates to the companion flange.



5

Get yourself some of these new tapered bolts (Ford Truck Co. 661-1-001-1740) and tighten the flange nuts and the flange with these bolts, and the old nuts and washers. Torque 'em up to between 20-25 foot pounds, use 11 P-402-11 1/2 inch 1/2 size.







[illegible]

WITH REPORT NUMBERS IN YOUR OWN ACCOUNT REPORT NUMBER. THIS NUMBER IS COMPOSED OF THE LAST TWO DIGITS OF THE CAUTION YEAR, ITS TWO DIGIT SUFFIX AND IS ISSUED YEAR.

THE TROPHY CASE AND
STRONG'S IS AN AMERICAN
PRODUCTION AND
IS AVAILABLE ON
CASSETTE AND
VIDEO.



You'll receive 88 ways to gift us. The more you send on items you got from Supply Room—plates, bowls, tumblers, mugs, etc.—the more packages, etc. But to the info you're sending about... where the supply originates (like the country of origin), give info on major items. Don't send too much.

[illegible]

USERS ... CHECK ONLY THE BOX THAT APPLIES ...
WHAT THEY ASK HERE IS THE NUMBER OF JARLS
HOURS OF RUNNING OR HOW MANY ROUNDS
FIRE BY PUMPON BALL, PEROL, ETC.) BEFORE IT
PAUSED. ALSO THE TOTAL WEIGHT OF THE PUMPON
AND THE PUMPON BALLS. (NOTE: THE BALLS

[illegible]

11

OFFICE CHIEF OF POLICE
COMMUNALITY OF THE CITY
MONTREAL, QUEBEC

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[View all posts by Dr. David M. Williams](#)

IF WE HAVE CONTACT AFTER YOUR JOURNEY, OR
TO THE DEGREE, WITH THAT SOCIETY.

[illegible]

Table 1. Summary of the data used in the study		
Variable	Unit	Range
Age	Years	18-85
Gender	Male/Female	1/1
Education	Years	12-18
Income	US\$	10,000-100,000
Marital status	Married/Single	1/1
Health status	Good/Bad	1/1
Religion	Christian/Muslim	1/1
Occupation	Student/Worker	1/1
Family size	Number of children	1-10
Household size	Number of people	1-10
Household type	Urban/Rural	1/1
Household income	US\$	10,000-100,000
Household expenditure	US\$	10,000-100,000
Household assets	Number of assets	1-10
Household liabilities	Number of liabilities	1-10
Household net worth	US\$	10,000-100,000
Household debt	US\$	10,000-100,000
Household equity	US\$	10,000-100,000
Household wealth	US\$	10,000-100,000
Household poverty	US\$	10,000-100,000
Household inequality	US\$	10,000-100,000
Household sustainability	US\$	10,000-100,000
Household resilience	US\$	10,000-100,000
Household vulnerability	US\$	10,000-100,000
Household risk	US\$	10,000-100,000
Household opportunity	US\$	10,000-100,000
Household challenge	US\$	10,000-100,000
Household constraint	US\$	10,000-100,000
Household barrier	US\$	10,000-100,000
Household obstacle	US\$	10,000-100,000
Household hindrance	US\$	10,000-100,000
Household impediment	US\$	10,000-100,000
Household setback	US\$	10,000-100,000
Household hindrance	US\$	10,000-100,000
Household obstacle	US\$	10,000-100,000
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Household hindrance	US\$	10,000-100,000
Household obstacle	US\$	10,000-100,000
Household impediment	US\$	10,000-100,000
Household setback	US\$	10,000-100,000
Household hindrance	US\$	10,

THE INFORMATION IS MOST IMPORTANT. IT'S HELP THE GOVERNMENT FIND AND PLACE THE HIGHEST-TOTAL MARIJUANA—AND OTHER DRUG-TRAFFICKING BARONS AT THE TOP OF THE LIST AND MAKE THEM BE PLACED IN THE COUNTRY.

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HOW MANY WENT THERE, OR TOTAL NUMBER OF DAYS OF WORK, REPORT THAT THEY ALSO TELL HOW LONG IT HAS BEEN IN USE (UNTIL RECALL), AND THE PLACE AND DATE OF REMOVAL. IF YOU CAN GET THAT INFO.

THE THE NATURE OF THE SAME KIND OF
FALLACY, YOU'VE HAD BEFORE THAT YOU'VE
ABOUT THAT IN YOUR OWN

DATE OF RECEIPT
OF INVOICE
12-20-2011



DON'T
FORGET THAT
YOU CAN BE
SAFE IN A FIRE
NEVERMORE YOU
HAVE A SPECIAL
ADVANTAGE OVER
THOSE WHO
FORGET.

[illegible]

11. **How did the factory
change things for the poor?**



ONE OF THE BEST YOU CAN GET! HELP THE PEOPLE WHO NEED IT! A \$100,000 LIFELINE TO A BETTER LIFE. FOR EXAMPLE, LOTS OF MEDICAL TREATMENT COSTS CAN BE PAID OUT AS A RESULT OF THIS. DON'T MISS IT!

2. **THEORY**

Joe R. ...

REMEMBER



**FILE IT
OUT IN
TRIPlicate**



KEEP ONE COPY AND SEND TWO COPIES TO THE TECHNICAL SERVICES DIVISION WITH THE CASE REPORT. YOU'LL ALSO GET A NEW MAILING LABEL IMMEDIATELY.



THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

MEDICAL ITEMS
that require action

FOODS
that require action

THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

THIS IS A COPY OF THE CASE REPORT THAT YOU'VE JUST FILED.

EMERGENCY ITEMS





LO SITTING

Dear Half-Mast,

I was in for a bit of a surprise the other day when I tried to get a new half mast for my vehicle. I was told in no uncertain words that I was only authorized one LO while one I got when I first got my vehicle.

This took me kind of aback, as I got out my copy of Otd 7 ENL and checked there it. Sure enough, the Otd 7 doesn't list any replacement LO's. What a catastrophe!

Now listen, Serge, if a guy uses his initial distribution LO long enough, it gets dirty, beat up and practically unusable. Is there any provision at all a guy can use to replace a new LO, or do we just do without one?

Cpl M. E. R.

Dear Cpl M. E. R.,

Things aren't as black as they seem. You can get a replacement LO for any publication if you need it, and all you have to use is a couple of quonks from AR 318-20 (1 Sept 71).

First of all, it would be a good idea if you were in your unit's library or

your post's publications office and looked at a copy of this AR. Get familiar with what it has to say, and you can probably solve many publications problems that arise.



In connection with this LO problem, the first part of the AR you'd be interested in would be para 3. It says "This Chapter will be made by commanders on a 'need-to-know' basis." "Need-to-know" is defined in the case of a small unit commander (company, battery and similar size unit) as—

"(1) Publications that place a responsibility upon or require an action by a company or battery commander."

Bottom line: your company or battery commander has the responsibility for the books and other equipment in your

craft, it's a good bet that he wants you to maintain this equipment the right way. If publications such as LT's, TM's and the rest help you to perform this maintenance, it's another good bet that your CO wants you to have them.

Now, turn to page 16, and you'll see that you obtain your revolutions on DA from IT. An RPM or tachometer (these types of instruments is usually set up by a point or installation commander, it'd also be a good idea to become familiar with your local RPM).

That's it. Do these things and you shouldn't have any trouble getting an EO—or any other type of publication you really need.

Half-Mast

TACHLESS TACTICS

Dear Half-Mast,

Since the RPM tach has no tachometer, you need to do some good estimating of your engine speed now and then.

Your main guys are using the main engine generator warning light to get an indication of the right RPM for normal idle. They set the generator auto on—and the warning light auto out—at about 850-RPM.

Is this a reliable method?

SPT M. E. L.

Dear Specialist M. E. L.,

No. Leave me much to chance.

The RPM at which that warning light goes off will vary with the condition of your batteries, electrical wiring

and the generator itself. Also, some EOs are equipped with 500-amp generators—most use three bulbs (the warning light'll go off at around 600-RPM).

Your best bet's to practice judging engine speeds, and get the "feel" of your engine.

Normally, you'll use the electric tachometer from your introduction mail set when adjusting your carburetor for low idle (600-RPM). It can also help you get acquainted with the other speeds you need to know.



It'll provide you and you can tell just where to set your carburetor warm-up or high idle (about 1000-RPM). Like your TM says, never let 'em run long at low idle. Fresh your plugs first.

And while the tach's hooked up, set up to around 1500—the right RPM for your magnets checks—and learn how the feels at that speed.

Good, and that's the best we can



now, except we wish the best to you.

Course, to check your engine without a tachometer, you'll get best results by using an "outside" man. Whenever he'd his best ear to the exhaust for signs (and sounds) of misfiring, as you flip the mag switch to the fire-on bank and then the other.

Half-Mast

SWITCHES SWITCHED

Dear Half-Mast:

How come they eliminated the circuit-breaker in the headlight circuit from the New Trucks? Fig. 311 in TM 9-58311 (Nov. 1914) shows two breakers left of the door switch. What I'm having lots of damned-up trouble on these buggies, and I feel that if they still had a circuit-breaker it would save time and money.

Capt D. D. P.

Dear Capt D. D. P.,

They eliminated that dashboard-mounted circuit-breaker in the late-production Ross, but the headlight circuit is still protected. The new switch, Del Switch No. 01749 T168762, has a circuit-breaker incorporated in it.



Now watch this one carefully, an someone you're gonna have to fight with some supply people, buddy. On someone your switch is in the Del 8 060, G-742, 0170 by is the new Del 7 G-742 when that comes out, and it's already in the Del 7 G-741.5 that,

the SNL's all try to issue switch No. T129084 and make it released, then issue switch No. T129080 and that is used up, and then issue switch No. T168762. This is fine if your truck has run circuit breakers on the forward, just to the left of the generator regulator.

But if you have one of the new trucks with only one circuit-breaker, you gotta have switch No. T168762 or you won't have any protection for your headlight circuit. So be sure you get the correct switch. Or, like he tells you in para 246, page 309, TM 9-58311, are your God-damn people.

For interchangeability of these switches see TB Del 163.

Half-Mast

POT LUCK

Dear Half-Mast,

Somebody's going bug-happy around here, and it may be me. Every time I order a replacement for an M41 A50, I'm issued one for an M41 tank instead. They try to tell me these interchange, even though the TM's show 'em with different model and serial numbers.

What's the story?

SP4 H. G.

Dear Sergeant H. G.,

Somebody like somebody somewhere's got their jugs-tossed.

Those cuffs listed for the M41's are designed for supercharged engines, and

Gaslet getting

You Hydramatic man will be glad to hear that from now on you'll be able to order that transmission repair kit (Old Stock No. 6749-7411450) as a separate item.

Up till now you could only get that gaslet by asking for the transmission repair kit (Old Stock No. 6749-7411450). And even then you couldn't be sure of getting it, because the kit's a third-refusion item.

But, things have changed. The gaslet now is a second-refusion part, and the revisions to your 6749 S&L's will show it as such.



Whee-dee-dee-dee, Jeep

When something goes haywire in a vehicle, usually the little things made it that way.

Take that steering in your Jeep. Unless those controls are taken care of just right, there's a good chance a guy driving the vehicle will find himself up a telephone pole. And those controls can't be checked right unless a little preventive maintenance is given to that steering ballcock pivot shaft.

You'll find this shaft just back of the first transaxle in the Jeep. It has a self-locking nut and a clamping bracket with hole. This nut and hole have to be good and tight or that steering will get loose—in loose, in fact, that you'll think you're riding on the wrong end of a backing horse.

It's a good idea to tighten up on this nut and hole every time you take your ballcock—every 1,000 miles (or service). If the self-locking nut has lost its grip on and just backs off the hole, bring your vehicle back to Chrysler and have them look it over.



Tool, tool

I'm really surprised at some guys. They know that TM 9-1870-1 on power tools does come out in February of 1991 and that's the manual they're supposed to be using for wheeled vehicles that is in need of TM 11-280-4 (p. 41) which has been replaced by DA Circular 710-28 (25 May 19).

But because TM 9-8814 (p. 100) on the G745 14-ton forgo, TM 9-8008 (May 90) on the G741 14-ton trucks and TM 9-8008 (June 91) on the G743 14-ton trucks all say to use TM 11-280, they're using it. Just makes a little better sense.

The next time those three manuals are revised, they'll tell you to use TM 9-1870-1. But, meanwhile, why not make a note where it says TM 11-280 under item 27 of the Organizational Handbook or Maintenance Card C and D (Personnel Maintenance Service codes of these manuals) to refer to TM 9-1870-1.



The oiljet is a mislabeled

When you go to make the Fueling-to-Combustion Test off both the G742 and G743-series 17-ton trucks, be extra careful (critical) that the Fuel Filter system doesn't deliver any air into the base of the carburetor from a check leak.

The oiljet system (Oil Jet No. G742-75-20-000) is used to keep fire shut and get out of the carburetor. It's used at only 10-lbs because of its size.

If you should happen to lose any, get your order in to supply—the quicker the better, because it's a higher-pressure part and may take some time reaching you.

Oh, yeah. Although the same Fuel Filter system is used on both the G742 and G743 carburetors, these carburetors aren't interchangeable. For G743 vehicles, use carburetor G743-741 (284); for the G742 trucks you can use either carburetor G742-740-001 or carburetor G742-740-071.



Hydra-Matic Automatic

The things that turn an amateur into a pro are those little extra details. Some thing holds true when driving your Hydra-Matic 203-ton truck—you can either be an amateur or not professional by noticing certain things.

For example, get into the habit of counting the changes of gears as the transmission shifts itself. From now on, you'll be able to feel these changes—from first

to second, from second to third and from third to fourth. (When making these runs it's best to use minimum throttle pressure.) If you make any of these changes, you know you've got a safe transmission. A number of things could be wrong, so let your unit mechanic check it out. If he can't fix it up, he'll send the truck back to Ordinance.

WHEN BEING TOWED, DON'T FORGET TO:

FOR SHORT HAULS



1. PUT BRAKES ON FIRST WHEN STOPPING



2. ENG TRANSMISSION FIRST BEFORE STOPPING



FOR LONG TRIPS LIKE 10 MILES OR MORE ALSO ...

1. DISCONNECT BRAKE LINES WHEN NOT TOWING



2. DISCONNECT TRANSMISSION FROM REAR DRIVE SHAFT WHEN NOT TOWING



3. DISCONNECT TRANSMISSION FROM REAR DRIVE SHAFT WHEN NOT TOWING



4. DON'T LET SPEEDOMETER RUN UP OVER 15 M.P.H.



ARMAMENT

Your BAR up to PAR?



A guy who's up-to-snuff on keeping his Browning Automatic Rifle number-one knows there's one place to look for a lot of trouble—the gas-cylinder-assembly.

The "winder" and "finder" in this assembly work accurately because of right-facing lock pins.

Get those M16 M16-7 (M16-7) . Also the job of keeping

carbon out of the "winder" gas holes in the assembly and the cylinder-body.

Be careful with that lock-pin "winder" it's

easy to damage. To drive it in, use,

pliers, the barrel, and gas valve against a

solid rest and put the point of shaft

of the gas-cylinder cleaning rod on charge.



Tap her out firmly but don't yank, because

once your gas gun back it's too good.

If you don't have the cleaning rod

(Dist 7 M16-4-4), don't use a nail or sharp

instrument that could spread the lock pin

and ruin it. Get something like a small brass punch.



Other important thing about cleaning the gas-cylinder assembly is not to

do it badly. It's fast, quick, and immediately after firing, and get rid of

all the carbon. When you're not firing, keep the assembly lubed lightly

like the rest of the weapon. Let carbon build up

in the assembly and it'll clog up

the gas ports and eventually choke the

plunger. The wall's easy to clean up right

after you fire, so that's when you do it.

With the gas-cylinder disassembled, look

for carbon and sand in these spots.



2. Next part, the gas ports in the

gas-cylinder-body, and rest in the winder, and

in gas-cylinder-body is the gas-cylinder-body.

If that winder is the winder is plugged, a few

parts of winder will open it, the point of shaft

on the cleaning rod for the gas ports.

2. Cylinder-body-rest where the gas gun

If carbon builds up and blocks in the hole, you'll

use the winder-rest of the gas-cylinder cleaning rod

to clean her out, but be careful that winder is

there for too long you wear down the inside of the

cylinder-body. Don't make the gas gun a loose fit,

which means some of the gas that's supposed to drive

the plunger backward will escape, cutting down your rate of fire.



3. One of the plunger and winder-plunger rings

keeps the fire with the front spring edge of

the cleaning rod. Use the point of shaft between the

rings. Again be careful of wear and tear

caused by continuous rod cleaning.



4. Gas-cylinder-body. Look a shaft in here clean

and it is in the middle of ring. Put it

back and back in the hole.



Use rifle bore cleaner (brown spray

water or aerosol cleaner) on valve carbon

and depends all all parts of the gas-

cylinder-assembly. When they're clean,

wipe 'em dry and oil lightly.

Maybe you're asking more of that

M16 like it's your very own, and the

oil won't get you into the big ones.

When the rifle is "way off from the 500

rounds per minute don't suppose to put

out on the fast cyclic rate of fire, the

assembly's usually with one or both of

two things—worn-down plunger rings or

gas-cylinder-body.

That could be you're looking trouble

with the body don't impossible to figure

out. You see, a couple years ago there

were thousands of brand new cylinders

leaking flaming around that were a fire

thousand of an inch too big for the

plunger. What happens? The plunger isn't

going enough high in the rifle for

proper seal because gas escapes

around it. When too-long cylinders-

bottom were supposed to be replaced,

the worse of them still might be around,

and could be your first one of them.

The same thing can happen if the

plunger-rings are worn. Not enough high,

not enough plunger movement for good

seal. If you suspect your BAR's got

either of these troubles, get it to your

Ordnance support unit. They have

gases to check the cylinder-body and

plunger. It's a good bet that when cyclic

rate of fire falls off, the first sign is the

gas-cylinder-assembly or the plunger.

DIKE NOTES



PLUG TROUBLES

Getting ground power plug Y005, B000112 on the Mike sports its backwoods is like stepping on the gas when you want your car to stop at a red-light - a ballroom. And it's much easier to do.

A reverse plug enter rate, an always double-check before making it in. To make things easier, put a dot of grease on the male and female plug connections and then wash up the dot when you're putting the plug in.

Don't also give that plug a check for internal corrosion, which allows articulation of the base where the pins and springs are anchored. Sometimes when the plug is being filled with DC-4a, electrical insulating compound (E-C-5000-790), it may only fill the bottom part of the back of the receptacle area. Sometimes it doesn't penetrate to the springs and pins because of the bakelite blocks which fit against the inside of the receptacle.

To make sure the DC-4a fills the ground power plug correctly, use gun assembly, compound ignition mating (J005-8105721) and fill the entire plug with DC-4a through fitting 1401. Loosen the index rods and depress the contacts until the compound comes out around them. Then tighten the index rods. Service the plug with DC-4a each time a new module is installed on the rail. After each servicing, check and double-check before putting the plug in.

5 5 5 5 5 5 5 5 5 5

FOR EACH OF THESE
WIRE AND OR LAMP
END OF WIRE PLUG



ON EACH
GROUND AND
"WIRE" (2)
END OF WIRE
AND (WIRE) PLUG

NO AIR FILTER LAUNDERING

The latest in cleaning air filters—Ford Truck Co. F342-7007044 air-cleaning equipment system of the Nike guidance and control equipment makes for better preventive maintenance and calls for less work by you. Sounds easy, but it's true.

Here's the "When the "Dumps" are dirty, just throw 'em away and get a new one. They're cheap, and you're unbothered enough to keep new ones on hand. A new filter protects equipment better than a used one that's been cleaned.

It's all in laundering "Dumps." If a filter must be cleaned because you don't have a new one on hand at the moment, use a vacuum cleaner.



On The Nike Launcher

GIVE YOUR AIR BRAKES A BREAK

Ever happen to watch the gal friend's house for a long time and then try to go things started the way they used to? When you start operating again, she doesn't believe the same way.

That's the deal with the air brake equipment on the base of the Nike Launcher. When the launchers are stationary for long stretches, lack of use could cause the brakes to fail when they're operated again.

If the launcher is going to stay operational for a long time, work over the air brakes like it says on the right to keep them ready for action.

Before the brakes are used again, check 'em out by making sure the drums and components are clean and in good shape. Remove the emergency relay valve diaphragms and look it over for cracks and excessive wear—replace it, if necessary. Then bleed and adjust brakes as required.



1. Turn the air control. Release all lines on line of members, and then close the stop valve. Turn these settings and do connections with no-hydraulic type.

2. Remove brake lines and brake components and check out. Check valves for leakage, make sure, cut, or remove.

3. From the air control between each cylinder, take 'em off and tap the cylinder with no-hydraulic type. (See 100-100-1000)

4. Inspect brake lines for cracks and bad wear.

5. Turn larger working cylinder (100-100-100) on the working plate surface and all attached parts, inside of brake drum, and surface of brake shoes. To keep with the plate, don't use too much—only the top edge of the brake drum.

6. Inspect and oil the system with hydraulic brake fluid. (See Truck No. 100-100-1000)

LOSING ITS PRUNE?

Been having trouble with the fuel injection pump being in prime on the EX-2000 Caterpillar diesel engine? That'll happen in cases where the fuel supply tank's located below the engine. The Lima Model 800 Crank-Seal is a good example.

If the fuel injection pump loses its prime (or becomes air bound) when left idle for eight hours or more, the air leak causing the loss of prime generally occurs at one of two places in the fuel system.

Now, shift your eyeballs to this schematic drawing of the Caterpillar Model D1-9000 engine fuel injection system. If the metering pump leaks fuel back through the gears, it'll come from the three bearing covers line leading to the supply tank, past the pressure relief valve. Air will also get into the injection pump's fuel return line if it's not sealed right at the injection pump's connection.

You can get around this problem by making sure the fuel filter housing is more like—that's the way that runs from the pressure relief valve to the supply tank—is within 15% of the bottom of the fuel supply tank.

By doing this, you're not allowing any air to be drawn into the fuel filter housing, whether the transfer pump's leaking back through the pump gears or not. Instead of "leaking" air past the pressure relief valve and letting the fuel drain down from the injection pump pump, the now-submerged fuel line will allow the fuel to equalize any difference in pressure caused by leaking past the transfer pump gears.

If this doesn't solve your problem, you might wish to check all related connections on the inside return line. Also, all copper piping, Part No. 142-171505, should be replaced on all delivery models.



CONTRIBUTORS



Unless you're using your human foot, with all its your work's hard, you can't have many fingernails left for anything. It takes the very tips of your digits to dig the tide out the G-42 and G-49 2½-ton trucks. Which means your nails get clipped after the first few days' maintenance run-around.

With the safety catch chaining the gun off our hand, you've got only one thing to make the hood. If you see that on a side hood entrance, you'll only throw the trigger's too sideways. So you gotta pick it up on the corner.

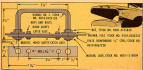
To make the seed and root get clipped, *monoculture* is a healthy practice. (Just take

a piece of 3/4-in. round stock. Bend, draw and insert the fabricated handle with the 10-LPCC-18 nut and a cotter. Locking plate is below. Place screws 'em all together with the handle on the outside face nearest of the head. Add some paint and you've got it made.

With a handle, you'll keep your joints nice and snug—and get a nice round 10.

Capital Jackson J. Kottler
Theodore J. Kottler, Jr.

Old Man-Love is a good idea for the A.M. breakfast. There's an A.M. on it, too, isn't it?



COAT YOUR CAN



Dear Folks,

Wouldn't you like to know how we solved the dreaded gas can problem?

Well...it seems we've got an extra emergency legalism can with their caps off so the remaining gas'll evaporate. This gas is full of the gas OK, but it has failed to get into the cans and form a gaseous mixture on the inside. Then when you use these vented cans, the rest gets right into your gas tank and stops up the fuel flow system.

We tried storing these empties with their caps on. This still didn't do any good because moisture seeps in through the cap's vent hole.

The idea we finally hit on was to coat the insides of the cans with a preservative oil that'd stop the oxidation from forming. The best stuff we found for this job was the same oil we use for our weapons—OK, lubricating, preservative special, **QPL Stock No. 14-B-1874-10**.

We did our coating job like this:

First we poured a gallon of preservative oil into a can, capped it, then shook

around the oil until the insides of the can were completely covered with preservative. Then we poured this oil into another can and repeated the process. We coated all our cans in this way. When we finished, we set the coated cans upside down with their caps off so most of the excess oil'd drain off.

This way we kept oxidation out of those empty gas cans for many, many moons.

Sgt. E. E. G.
AFPO 66B

*(Ed Note—Good show—you don't have to worry if some of that oil preservative gets in your gas tank. It won't do any harm to the engine. Also if you can't get oil preservative (specially, you use our Oil, Lubricating (PL-4) **QPL Stock No. 14-B-1871-17** or Oil, Lubricating (Lglt) **QPL Stock No. 14-B-1179-11**. Coat about 25 cans with one gallon—then start over with clean oil for the next batch of cans.)*



Connie Rodd's BRIEFS

Duster IR

You get on [4] hole-40 with an infrared peephole in your OVM—that some of the stuff the shrike, prairie hawk, snipe, etc.) necessary to see IR dust at night and hold your fire for a spell, huh? There's an M70 in the out-of-the-ordinary lineup with all the needed IR equipment. Watch for it.

Enough rope?

Ever tossed in your medium tank with a heated air cleaner bottle being used and found you couldn't get the bottle replaced without having the whole cleaner unit replaced? No more. Your support unit can now get the rope alone. It's Cable, rope-retrieving, Owl-truck No. C-204-BP13441.

Kate, pal...!

Even you're involved with a C5-100 or C5-150 transmission tear-down and wondering what's what with the pal, not situation—forget 'em. They're no longer considered necessary and don't have to be replaced in the field.

Batten it down

Having trouble with your M-coder truck's instrument mounting plate? Bopping in the breeze for what of a fast or retarded instrument? This instrument has now been made an authorized item, and you can get it by using P/N 3110-212-9200. Your Owl 7 vehicles will show that it's come to Rockledge, CO (P/N 3110-212-9200). Instrument cluster to instrument panel.

Fender red

You hardly ever need make your red-vehicle will be glad to know that there's a new red in supply now. Red, matching, yes, and P/N 3110-212-9200. It's 1/2 in. by 1/2 in. length. P/N 3110-212-9200.

This red's a better fender red than the old steel stuff you've been using, and away ahead of your bumper or fender wire. Also, being a 1/2 in. red, it's easier to use on the steel metal. Now get some.

Gunk must go

Always take an extra gander at the valve in the gas-cylinder tank-press on your 10-caliber rifle when you're cleaning it. Stop gunk ball, sand, etc.) left under the valve will cause it to stay open and you'll get a short-circuit... much trouble.





DOES YOUR
EQUIPMENT HAVE
THESE?

TECHNICAL MANUAL
SUPPLY MANUAL
LUBE ORDER

THAT SM LISTS THE PUBLICATIONS
YOU'RE AUTHORIZED. REQUISITION
THE ONES YOUR UNIT NEEDS ON
DA FORM 17 FROM YOUR PUBLICA-
TIONS UNIT