

Issue 195

**PS**

1968 Series

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY



BOY, WE  
WERE GOT A  
WELL-DONE  
ON THAT  
OPERATION!

YEAH? NOW  
WE GOTTA CLEAN  
AND LUBE IT  
ALL OVER  
AGAIN!

*Bill Egan*

# TRIANGLE SERVICE

Dear Editor:

There's one idea to improve the Before-During-After operation FM on equipment. Other men like me prefer, rather than, ideas on posture, radio, cards, desks, cluttered on equipment, to use equipment—without any other—on reminders.

(W) John R. Coffey  
Knox

**BEFORE-OPERATION**  
CHECK THE STATUS OF THE EQUIPMENT TO BE USED IN THE OPERATION. MAKE SURE THE EQUIPMENT IS IN GOOD WORKING ORDER AND THAT THE OPERATOR IS TRAINED TO USE IT.

WITH TRIANGLE SERVICE, LET'S BE READY TO GO WITH WHAT WE HAVE!

**AFTER-OPERATION**  
CHECK THE STATUS OF THE EQUIPMENT AFTER THE OPERATION. MAKE SURE THE EQUIPMENT IS IN GOOD WORKING ORDER AND THAT THE OPERATOR IS TRAINED TO USE IT.

**DURING-OPERATION**  
CHECK THE STATUS OF THE EQUIPMENT DURING THE OPERATION. MAKE SURE THE EQUIPMENT IS IN GOOD WORKING ORDER AND THAT THE OPERATOR IS TRAINED TO USE IT.



IN THIS ISSUE

PROFESSOR 3-27  
TALKING 3-27  
TALKING 3-27

ARMED 3-27  
ARMED 3-27  
ARMED 3-27

ARMED 3-27  
ARMED 3-27  
ARMED 3-27

ARMED 3-27  
ARMED 3-27  
ARMED 3-27

ARMED 3-27  
ARMED 3-27  
ARMED 3-27

ARMED 3-27  
ARMED 3-27  
ARMED 3-27



JUST NO-ONE'S BUSINESS—  
P IS FOR PRESENT,  
G IS FOR SECURE.



BE YOUR OWN BOSS ON WHEELS

HO-WITZ IS A PROVED BUSINESS...

# 108-109

PART  
I



# HOWITZER

Use this inspection guide for 108H and 109H HP Howitzers to check your vehicle before operation—and before the inspector does.

Find out the weak points and get 'em corrected. That way you'll be mission ready—and the inspector won't be able to get you down even if he is a super-quick gig detector with a flashlight pencil.

1

To see you start we use this sign—PG—which means "Present, in good condition, and securely mounted." Think of all these words whenever you see the PG sign.

Start from the front of the vehicle and work over the machine and then the tank.

2





A MACHINIST'S BEST FRIEND IS HIS FRONT END!!



FRONT



**TRANSMISSION IN** — Check by either of the methods shown on page 9 of *DO-IT-YOURSELF* How-To #108 1. If you take an early design dipstick, make sure a mark has been scribed 1/4 inch above the fill mark to serve as the top mark for your operating range.



**LIFTING EYES** — Not load, wait, not drain.

**OIL FILTERS** — Service engine oil filters, universal donut, speedometer adapter housing, and fuel filter inventory through transmission screw-down. See your DO and get your friendly mechanic to help you.



**TOW HOOPS** —  gas leaks OK, headlamp gas filled



**FRONT OF HILL** — All required areas coated with light-duty compound (750 903 750 955) gets you a price.

**FRONT DRIVE** — Check locking nuts for tightness (make sure the locking wire is intact).



**TRANSMISSION NEEDS DOWN** — Not, lubricate and correct all shift linkage.  DO covers not warped (load-down tandem DR).

**TRANSMISSION** — Not all right? If shoring, shifting or drain linkage is not adjusted right, get your mechanic to work it up.

**TRANSMISSION FILTER** — You might get either of 2 types if you order a transmission filter for your vehicle. 1. A fine, paper-wetted screen filter, F38 2328 762 2328 and get listed in the parts manual 2. The filter paper-DR type F38 2328 762 2328 for the whole assembly, F38 2328 762 762 for the drive alone, and F38 2328 762 40 40 for the filter housing; you also have to order. Check either filter the way it says on page 10 of your DO.



**LENDS** — All headlight lenses positioned so lens pattern is vertical and horizontal. No lens cracked or pitted, fit or backed. All bulbs work. If possible check headlights and tailights of the same line. Looking directly into headlights, either service or W, from close up is bad for your eyes. Test by hand feeling if the lens gets hot the light is working.





REMEMBER, IT'S THE LITTLE  
COTTAGE WORM  
TRAPPED IN A  
COMPLICATED  
WEAPON LIKE  
THIS THAT  
NEED YOUR  
CONSTANT  
ATTENTION!



**LEADING SWITCH** — The low-pressure fueling switch may not last too long. If it starts and you need a new pump unit, FOM 2000-000-0000 (Part No. 100-0000), Order this same FOM the supply people may send you instead a part marked M1000000. Don't accept it. Instead of completing the circuit when the engine is running this part completes the circuit when the engine is turned off, so the reading it gives you is wrong.

**WTF**, No low-pressure vehicle — Serial No. 1023 and above — the switch is in a different location but it is the same switch!



**RIGHT UNIT** — If you calibrated the post number here's how you tell if you have the right sending unit on your vehicle...

... If you have the wrong one (M1000000) when you turn your master switch ON your recycler cooling fan will start turning. If you have the right part (1000-0000) when you turn the master switch ON the recycler fan will not move until the engine has been started and the sending unit is measuring a pressure of between 9 and 13 PSI.

**WTF**, No low-cost recycler FOM 1000-000-0000 (1000) is an old WFF's and an WFF's through which serial number 1023!



**RECYCLER** — Late production Model No. 1175 and older MOPVs have a solid state recycler, Cat #230-000-0003, not always interchangeable with the FOM 5000-050-1116 recycler still in stock. However, it's easy for your mechanic to install the new recycler as a replacement part in earlier vehicles. See Figs 120.1 through 120.4 in Ch 3 in TM 9-2790-217-20.



**RECYCLER KIT** — If you need a recycler blower motor, it's now in supply as part of recycler fan/pulley FOM 7040-000-0011 on page 12 of Ch 3 in TM 9-2790-217-20/21 (see 65).



**RECYCLER CARE** — If you find that your recycler, FOM 5000-050-1084, is always burning out, have your voltage checked. It's probably too high. Test the way it says in para 200 on page 120 of your TM 9-2790-217-20 (see 66). It could be you're turning the master switch ON and OFF while the engine is running. This will cause a surge of voltage that can burn out the diodes in your regulator or recycler.



**RECYCLER WARNERS** — If this's not positioned right there'll be a pull on the connector wires that will cause early failure. Reposition harness to get rid of sharp bends. Wrap electric tape around exposed wires. If you have problems with loose connectors at the recycler the screws can be cleaned and one drop of Sealing Compound, FOM 6020-000-0106, will hold 'em tight.



**RECYCLE W** — Access door handle **FOM**. Check alternator called for by I.B. before starting engine.



**NOTE** The oil level may drop as much as 1/2 inch over the FOM month after the vehicle has stood several months. This is normal in your 1/2 ton model.



**ENGINE ROCKER COVER** — You sometimes get oil leakage at the rocker cover gasket because of warping or loosening of the cover bolts. Tighten the cover if you need to, use a new gasket and lubricate the fasteners together before their first working pass. (This also helps prevent them from overtightening the cover.)

**AN INLET GULLY** — If you need to add oil to the engine, open the oil inlet gulle (instead of through the engine maintenance fill) Make sure the plug is screwed down tight after you finish. Give inboard support. **Ps** compatible with you head and shaft. Check for broken bar. If it's missing or broken the bar will be very floppy. Torque bar about **Ps**.

**ON THE WAY**



THIS  
ONE  
SUPPORT

**TURCHIE THE GULLY**



**FRONT SLIP** — All bolt down screws **Ps**

**BATTERIES** — Fully charged, these do their job completely discharged — it's not too late. Recharge or replace if by-charge reading is 1.175 or less. Older flooded batteries identified by a red seal while not painted on the top of the battery are fully charged at a reading of 1.275. Check daily for leaks or dead batteries. A flooded or dead battery will burn out your rectifier or regulator.

Battery supports and terminals offer in good repair condition or repaired with appropriate paint. Cap vents open, otherwise to split ring, terminals tightly ground.

Put the cables on terminals with care and not positioned so when an improper pull on it to check for tightness to pull tight instead of loosening it. Use only 7 fingers and light pressure. If you have to adjust battery cables near to finger rings and threaded ball ground bolts.

**SAFETY ACCESS DOORS** — Lock securely, hinges don't bind, seals **Ps**. Be sure the rubber seals fit properly in the grooves.



WE'VE  
GONE  
ON  
STAND  
ALONE

**NO. 1000** — locking pin and chain **Ps**. Inboard seat of 30 **Ps** if vehicle is so equipped. If seal is deficient, seal your electronics. Filter screen clean and in good shape.

**NO. 1000** — No seal we need an **NO. 1000** through seal for 100 **Ps**



**DOOR HINGES** — If the gully, transmission, and battery door hinges are not tight enough, vibration can stretch out the retaining pin bolts and you could lose the handles. You can replace these pins with wires and nuts. If necessary you can repair holes in handles and seats.



**ERRAND GULLY** — Handle **Ps** and screws **124 Ps**.

**NO. 1000** — These gullies also get lost because of the screws on the exterior before the gully is closed. Before using the gully, get all 14 of the screws and including the 7 fasteners by the exterior **1000.**



**SEAL PUMP** — If there's no water the pump should blow air which you can feel at the pump. Turning the pump over one minute across the engine is blowing takes too much juice from the batteries.

# TRACKS AND SUSPENSION

**STEEL ROLLER**—The 7,000-P# roller gets round with the 8009-04000 and not hang quite so easily for good track adjustment. Vals is in and get the 50,000-P# groove pin FSN 4900-000-0049 listed in item 11 on page 211, of the 2 to your 18 9-20002-17-0.

## LOW PRESSURE

**STEEL ROLLER**

FSN 4900-000-0049



## HIGH PRESSURE

**STEEL ROLLER**

FSN 4900-794-0041

**TRACK**—Replaces 807 8-1/8 in. distance at 3rd multiplier from front. Replaces track 800 that is missing or badly damaged. (That should not be replaced and because it's worn down track with the above adjust the way it says on page 126 of your 10 108. Fuel should be replaced when it is no longer useful or when it works up the hoodies.

You can have either single pin or double pin track but not a mixture of both. Each system must have its own sprocket wheel and sprocket wear gear. See 10 . . .

Take sprocket wheel  
for 2000-000-000 1/4" x  
1 1/2" (2000) and wear  
gear for 2000-794-0001  
0201-000.

**SINGLE PIN  
TRACK**



**SINGLE-PIN TRACK 2000 407**

**FORGE SINGLE PIN TRACK**—The 2 self-lubricating bolts, FSN 5006-000-2021 00000000 at each end of every track shoe set, FSN 5006-000-0000 00000000, take 100-100 000's. The self-lubricating nut, FSN 5006-000-2100 00000000 that fits on the track shoe set, FSN 5006-000-0000 00000000, should be tightened to 80-215 lb-ft.

**DOUBLE PIN  
TRACK**



**DOUBLE-PIN TRACK 2000 407**

**FORGE DOUBLE PIN TRACK**—The 2 self-lubricating nut sets, FSN 5006-000-2049 00 000000 that load the track and FSN 5006-794-0001 00000000 for 90-75 lb-ft. The bolt, FSN 5006-000-0400 00-0000-0, that goes through the end connector, FSN 7000-790-0000 00000000, and into the wedge, FSN 5006-790-0001 00000000, takes 100 lb-ft. Tighten when shoes are put at 12" angle over the steel wheels. Do not tighten when track starts a change line.

**END CONNECTOR WEDGES**—Tight, not bottomed, 24 bottomed wedge is loose even though it's stuck down as far as it can go. A loose wedge will rattle when the end connector is shaken and these may be okay initial or a flapping of mud when the wedge seats between the ends of the track link pins. Both loose wedges and rattle, if the wedge has bottomed and can't be tightened, put in a new one.



**CENTER WHEELS**—Replace the track track if they're worn to within 1/8" each track of top of guide (See 10 9-2000-100-1A, page 18 102).





**CRACKED TIRES**—Replaces if rubber is cracked or separated so badly that the wheel “thumps” in use or if the metal part of the wheel is bent, broken or cracked. All tire retreading units, P/N 1210-710-0070, formerly 5110-000-0000, are torqued to 100 lbs-ft. All tire center line of sight gage. All tire sight gage screws, P/N 1210-0047044, torqued to 12 lbs-ft. Tight gages not cracked or looking around bearings.

**WORN TIRES**—Replaces and installs OYB 1000-70704100 of track adjuster mounting bracket torqued to 120 lbs-ft. Screw holding track adjuster to bracket torqued to 90 lbs-ft.



WHY ARE THE SCREW PLUGS BLOWN?... BECAUSE OF HIGH PRESSURE PRESSURE!

**DRIVE SPROCKETS**—No matter whether you have the sprocket for single pin or for double pin track, all sprocket mounting screws are the same, P/N 1210-710-0020, and their ret-acting nuts P/N 1210-007-0011 should be tightened to 80 lbs-ft. All hub bolts, P/N 1200-003-0122, take a torque of 60-65 lbs-ft.



CRACKED... FROM REPLACING IT.



**DR. RUBBER PLUGS**—The plugs OYB 100021 and 100022 used on the vehicle suspension sometimes seize in the holes and you're likely to strip or round off the heads when you try to take them out. Two special Super-rod bolts have been added to the basic issue items for plug removal. Replacement plugs will be made from high-strength steel. For now, though, be careful not to over-tighten the plugs or use the wrong tools to work on them.

**SHOCK ABSORBERS**—If a pair is damaged or leaking, after the vehicle has been run they should be warm to the touch but not hot like friction welders. If they're either very hot or completely cold they're probably not working. Have your mechanic check 'em. But, the washer and center pin **PS-2** at both ends, but torque 'em first."



#### **SWAY STOP BRACKETS**

—Tight. All 4 screws torqued to 500 lbs-ft."



**TORSION BARS**—With a father's leg try to pry up each wheel. If you can do it the torsion bar is broken, and must be replaced. Get the right one from the 4 listed on page 129 of '88 **SCANNED-207-207-1** Item 65. Never overlap production tags at any time.



## IN THE REAR

**SPINDS**—Remove bars at shop corners. If the helical extension spind spring **PS-1** 2500433-4372 gets broken or bent, cut off spind the whole car-break at the hinges when you try to replace it. Check this spring often.



**SPINDLE FORK**—**PS-1** 2500-033-4250 (1100044) 2 gets you the left-hand spind and **PS-1** 2500-033-4250 (1100043) 2 the right-hand spind. Pencil this into a year 207-1.

**SPINDLE CABLE**—Early production vehicles had a spind cable, **PS-1** 2500-033-4250 (1100044) 2 called for replacing this with an adjustable cable, **PS-1** 2500-033-4250 (1100043) 2. To keep the cable length from changing, a jam nut, **PS-1** 2500-033-4250 (1100043) 2, should be installed.

**1/2" PHTC** — Label  
**PO**.



**HOOKS, COVERS & PLUGS** — If cables are present, check bottom of feet. All covers and plugs **PO**.

**TELEPHONE CORD TERMINALS** — Use hooks, take out cardboard stand, REWIND label on.

*...you had to be there  
...you should see  
...you should see  
...you should see*

*...you had to be there  
...you should see  
...you should see*

**BASIC WIRE TIES** — All items **PO** and labeled according to diagrams in **FIG 20001** (7-10 on page 28) for MW 26 or page 280 for MW 26 for exterior door app. (See other **FIG** diagrams for interior and hull storage.)

**TELESCOPE GALILEO TIC COPIES** — All hooks, pins and chains **PO**.

**WIRE** — In high humidity areas you can expect water to condense in the night, the good thing is water the night ahead — like with a plastic bag. You are better off putting a waterproof bag over the entire storage (with one!).

**SUNNER'S WATER BOTTLE** — Latching latch and foot open latch **PO**. Turn on bar and broken, compensate for weight of door.

**NOTE**, It is not a good idea to close the door to **OPEN** position, because you might bend the cable and break the ball-socket bracket.



## ON TOP



**STORAGE BINS** — The hinges on outside storage boxes will rust and break unless they are lubed frequently. They are oil can points. Take care of them like all eyes in your **CO**.



**REMEMBER, THE CLIMATE, TERRAIN AND WEATHER REALLY DECIDE THE TYPE OF PFAA YOU USE.**

**COMMERCIAL COOK** — Ball-socket latch lock and latch lock pin **PO**. Both water and inner-looking handle **PO**.



**TRAVEL LOCK (RIG)**—Fare not burden on locking bar, affixed into restraining pin's hole, facing in good shape, steady state and wear. **PS** Travel position and hold down till allowed position.



WELL AND LOCKING



**TRAVEL LOCK (RIG)**—All parts **PS** including the lock-down strap. If your **PS** has Serial No. 99 or any serial number 94 or below, it'll have a latch-type hold down. If it has a number higher than 94 (except 99) it will have a stop-type hold down. On late model (above 99) hold down, the lock-mounting screws (P/N 5509111) mark holes because of vehicle vibration. Have these screw heads drilled and faced with bores.



SHOOT FROM THE WFF LINE AGAIN BEFORE, BUT BEGAP (DON'T YOUR TRAVEL LOCK FIRST).

WFF LINE!



**TRAVEL LOCK (RIG)**—

1. To prepare for key action "key chain" some wires have been removed the top part of the lockwork. This lets them get out of travel hole just by allowing the gas tubes from inside the barrel. These are times when the car is not ready.

2. Ready it is suddenly it just! (Firing of a few wires you can be sure that the muzzle blast will start up in unassisted travel hole. Always bring it down before firing — if you can.

**MUSCLE PLUG**—Some **PS** crew have been keeping their muscle plugs from getting lost by securing them with a piece of wire.



CHECK IT OFTEN FOR BARREL WEAR/CRACKS. WHEN YOU USE A MUSCLE PLUG.



**MUSCLE BANG (RIG)**—Check for cracks around the battery. If you have cracks larger than an inch, ask your support for a new muscle train. Keep your muscle linker looking tight in light and your muscle linker tool secure. Check 'em often you can during process in firing.



**WFF LINE (RIG)**—If your barrel or tube longer bar (guide bar) is worn and the tube will not be guided right in recoil and counter-recoil. So, to keep the key in good shape, take it after 100 rounds and check after for wear. When the longer bar has worn .001 of an inch it should be replaced. Previous experience indicates the amount of wear will occur in about 1000 rounds of firing.

THIS SHOULD BE DONE BEFORE FIRING!

**RESPIRATOR (RIG)**—Check the respirator pin. The way it says on page 18 of your **PS** and seal hydraulic fluid if needed.





**MORE EXHAUSTION VALVES** — The 2 O-rings tend to break when the evacuator is being installed. — To give you a little rest of your graphics genius or imagination abilities, the study comes in 1-off runs under P/N 30 50-250-0000.

The start cover and the recoil mechanism get damaged by the evacuator locking key and the check valve caps wearing down so check 'em during firing.



**MORE EXHAUSTION VALVES** — The main water tank can come loose during firing. Check it often and, if you can get your CO to OK the deal, have it locked.



**THE MAIN VALVE** — The main evacuator valves have to be cleaned every day after firing in both the M200 and the M201. This is important because if the valves get dirty, smoke from firing will get into the lighting compartment. The M201 always had its first valves all 4 valves are isolated and torqued to 75 lbs-ft. If they are loose or left out, the thread in the barrel will be damaged.



REMEMBER — THE MORE EXHAUSTION VALVES MUST BE CLEANED EVERY DAY AFTER FIRING.

# INSIDE THE VEHICLE

**LOOK-STRET FOCALS MESH** — Look-stret joints (both looking toward and looking away each side) work in both looking and unrestrained positions?



**OWN CHILD SEAT** — If your MINI-MINI is so-equipped, pump-and-toil (P&T), if it looks like messy water solution to find the leak and repair it. (When the fuel/air canister and mount are scheduled for removal, the gas shield seal should be removed and not replaced.) Fig. 100 in the 52360-207-002 has the details.

**COVER PLATES** — The 2 rear tension bar anchor cover plates can get lost up when you load/unload when you cover 'em with wooden blocks or rubber pads.



**PERSONNEL WEIGHT** — Check operation. If spitting air drops (small or fast), you have a fuel leak. Call your mechanic. (Heater protective access through? Forget it. It was left off at BMW's starting with vehicle 021. For identification, it's Item 5 on page 100 of TM 52360-207-002.)



**AIR CLEANER FILTERS** — Clean, serviceable, no leaks or rips. Filter element is P/N 2440-207-1000 for old type and P/N 2440-207-0000 for new type that you clean without taking apart. With the new type you don't need your special.



OLD TYPE

NEW TYPE



**RACE ENGINEER** — Order to 81-28470.

**SLIP RING ELEMENT** — Contact bands, steel, not plated, no accumulated dirt or grease, should be completely dry.

**NOTE:** On 66 you MUST have 112 on steel, there's only one option, 66 112-117-0211



**REAR AXLE ASSEMBLY**

**TRAVEL SELECTOR LEVER** — Check that mainshaft/wheel selector lever and speed selector lever. In the power-train selector, the rear (left) position is **NEUTRAL** and the forward (right) position is **POWER**. In the speed selector the rear (left) position is **LD** and the forward (right) position is **H**. If the selector levers aren't engage freely, never force them. Slowly rotate the handlebars in either direction and lightly push the lever until it engages. See Fig. 23 in Ch. 7 to your '66 kit.

**SPRING SELECTOR LEVER**

**WIPER BRUSHES** — Check and replace before they keep slipping over blind rather than slightly under-filled. If it is slight over-filled the worst that can happen is that you will use water or oil oil. If it is under-filled, the wiper-blade can be too fast and you can crack a shaft or even break-lock control rack. It will also rub the cam roller whether the cam path.



**WIPER BRUSH**

**WIPER BRUSH**

**SPRING RACK**



**THE EXHAUST-PIPE SEAL** — The head fire extinguisher is sealed into the control head, not at either of the pull handles. (The handle is in the driver's compartment and can swing on the fuel.) Don't let anyone dig you for bits of steel on the handle — you shouldn't have 'em.



**WASHER PUMP** — It can get damaged if it's not secured in its bracket design when in use.



**MINI BACK PIN** — Some areas such like the wheels up during vehicle movement because there's not enough tension on the spring (FR 200-254-874) Order on Item 26, Fig. 26, is 26 2 21 262 67 06 8-200-257-209-02. Replace weak springs as necessary and if you bend a little curve in the pin it is less likely to break off.



**PIN**

**EQUIPMENT-TO-DO early production** — Always for both ground dogs and long-stroke, the way it shows you on page 162-164 of your '66 kit, the later model 66 20's there's no equipment for ground dogs.



**GROUND DOG**

**GROUND DOG ASSEMBLY**



**WIPER**

**WIPER BRUSH**

**WIPER BRUSH**

**SUSPENSION ASSEMBLY**



**PLUNGER SCORING** — The walls of some accumulator cylinders are becoming scored, which allows air to bypass the piston. To prevent this, use clean hydraulic oil in accumulator system and in dusty climates. Keep a rag over the relief valve so dirt won't get in there.



**SET UP BATTERY** — If you fire the MISS at elevations over +80 degrees, the booster will hang out of battery 1-3/4 to 1-1/2 in. This is normal and nothing to worry about. The booster will return to battery as it is depressed to the loading position.

ARE YOU CERTAIN IT'S ALL RIGHT TO FLY AT 100° ELEVATION?

OH, YES — WHY NOT?

**GUNNERY HANDLE** — With power switch ON, move gunner's control left and then right but without "pumping" the magazine handle. If this makes the cut rotate, the handle is not working right. Test your mechanic.

**NOTE:** In normal operation never let go of this gun's handle control until you have finished elevating or traversing and the handle is back in a control position. If you let go of the gun's handle control with the handle at a float it could damage the handle control.



**RECOMPRESSOR INFO** — Check also on intake repressor the way it says in your LO on page 13 and add hydraulic fluid as needed. (This is a daily lubricating service.)

**NITROGEN PRESSURE INFO** — Check the main accumulator nitrogen pre-charge pressure the way it says on page 100 of the SCSA-11-08. If pre-charge pressure is less than 500 PSI or more than 550 PSI, tell your support maintenance.



# WITH THE DRIVER

— JUST RETURN THE DASH, BEFORE PROCEED.

**PANELS**— Check mountings and connections on both portable and driver's control panels. Ask your mechanic to inspect all systems necessary and don't find any broken or defective. Keep the portable panel inside the vehicle when the gas is being filled.

**1. Water temperature**— 175° (231° maximum).

**2. Oil Pressure**— 30-70 PSI at 1,500 RPM, 20-30 PSI at 1,000 RPM (30 PSI minimum). **WARNING:** If you get a reading below 20 PSI at idle with key, stop engine and check oil level.

**3. Temperature of engine**— 220-270° (maximum 300°).

## NORMAL READINGS—



**4. Temperature of pressure**— 5-10 PSI (minimum 10 PSI at 1,000 RPM).

**5. Battery Voltage**— In green (charging) zone with engine at normal operating temperature. **WARNING:** Stop engine and find out what is wrong if voltage does not go into the green.

**6. Fuelmeter & Speedometer**— Operate without malfunctions before or after.



**COLD WEATHER OIL** — The disadvantages of your M1 (5W/30) work a high life rate, especially in cold weather. For normal operation use for 5 minutes at 1,000 RPM when starting. During cold weather when idling for periods over 30 minutes, set the idle at 1,200-1,500 RPM if it's hot cold, and you idle for periods over 30 minutes, adjust to 1,000-1,200 RPM.



**SEATS**—Slope seats without pulling the vehicle to either side. Parking brake applies correctly and holds vehicle on an incline.



**DRIVER'S SEAT**—Catch on driver's door safety lock works? If this door will not hold in open position the driver must get back out.



**STARTING ENGINE**—Before you start make sure all radios and night lighting systems are turned OFF. Some radio tubes and night lights have been blown off because they were left ON ... So now you know.

**ACCELERATOR PEDAL**—If you're not getting enough power, do need to park and pull the power pack. First check the accelerator pedal. If it is hard you won't be able to push it all the way down so you won't get full power.



**STEERING CONTROL**—With steering wheel centered vehicle should not wander or pull to one side. Steering response should be uniform throughout entire range of wheel.

**FUEL SHUT-OFF**—With air intake grille open, shut off all parts of fuel shut-off control. Make sure it works right. Otherwise, you'll have to open the air intake grille every time you want to shut off your engine.



**SMOKE SIGNALS**—You can make like an Indian and get the news from smoke signals. If your engine does not smoke at all that's good.

**Black or gray smoke**—Is it oil black or gray smoke or does something sound bad, too much fuel or improper fuel distribution.

**Blue or black smoke**—Fuel or lube oil not burned in cylinder.

**White smoke**—Wrong grade of fuel, low compression or wetting cylinder.

See PG 156 for Part II of the 20000-400000. It will cover ...

- ★ ENDS AND TURNS
- ★ CHANGE GEAR
- ★ FUEL CONTROL
- ★ FOR YOUR RECORD

# TAP NO MORE

Some like your guys are forever thinking of something to... or ... drink. And bad around a well-oiled M107 or M110 because when you're establishing the oil circuit using the vehicle engine.

You know where it taps in your ROM(s) of Ch 4 as THE 5-0000-04-10 that you should tap the compressor oil lines lightly to see that it's working OK! Well, stop tap it straight... like it was a log of beer!

Remember a hangover-pain or lacerated injuries like shored-off rock gear teeth. Another M107 must be used for the dip, another M107 or M110 out of action. And ready... mission-and-dollar-wise.



Come out the woods in your ROM(s) and wipe 'em from your mind. The word went out to all major commands in U. S. Army Weapons Command Msg 15440 on Jan 68.

If the oil index won't move out like it's supposed to, you know it for... and will your support guys to look into it.

## THE TRICK IS IN

Also, it means that some guys're running into snag with the use of the oil circuit that is your ROM of Ch 4, especially where it calls for using the electric-driven hydraulic pump. This can get pretty tricky, please.



**OKAY, NOW  
LET'S DO IT  
BY THE  
NUMBERS!**

**1** With the camera in battery position, press the release switch.



**3** Pull the extending control-rocker handle to **DOWN**. This will vent the air pressure held up in the gas head.



**2** For the gas, take off your wrist ink.



**4** Now you need take a peek at the oil index. The gas should pop out. If it does more out, fine. The oil camera's scale-labeled only if the amount of time needed for the index plate to move from the lowest position to the fully extended position is finished.



For now get the extending control-rocker handle to **UPWARD** & **DOWN**, turn off the P.T.A. switch and that the engine starts. End of show.

### WORKING THE ELECTRIC PUMP

However, if the index plate won't move out, it means the nitrogen pressure in the recuperator is over 1000 PSI, and you're got to use the electric pump to get away all pressure in there. First thing to do is to locate a handle to raise the pump switch for you. Usually this is on the left side of the desk.

Just switching the pump **ON** will do it for the thin breather because it has a lower pressure requirement in the recuperator, but you'll definitely have to use the pump's **OVERSHOOT** for the 175-PSI gas.

### WORKING UP, MEN!

This is where it gets real tricky, so make sure you and your buddy are on your thumbs. Ready? OK.



to the **OH** (Only When the OH switch).



### OH THE **OH** (When the OH switch)



Next, if the **OH** switch doesn't budge the pin on the **OH**, you use the **OVERSIDE**.

You go through exactly the same deal as counting between "Go" and "Stop." Only difference is your buddy puts his finger on—kings it on—the **OVERSIDE** instead of flipping the switch. This **OVERSIDE**'s spring-loaded and requires steady pressure.

This should combine your oil source. Now your buddy can let the pump switch return to the **OFF** position, and you can put the retaining control-valve handle in **NORMAL** or **HOLD**, turn off the **PTO** switch and shut the engine down.

Remember this, though, if the intake pin fails to come out at all, don't fuss around with it. Get your **ES** people on it quick.

### **PTO IN ACTION CASE**

That intake pin will stay out as long as the oil source's up to snuff. Check it daily and especially before and during firing.

Incidentally, you'd be smart to keep an eye on the control lengths when firing. Para 11.2 in Ch 4 has a chart that'll guide you on this.

And watch this in your crew's handbook: Any time your system fails to return to homey or the intake pin won't budge (without rapping, watch) is the right time to whistle for **ES**.



# PUBS

THE NEW UNIVERSITY OF THE SOUTH EAST  
OF ENGLAND IS INVITING APPLICATIONS FROM  
MEN AND WOMEN FOR THE DEGREE COURSE  
IN POLITICAL SCIENCE. THE COURSE IS  
DESIGNED TO PROVIDE A SOUND KNOWLEDGE  
OF THE POLITICAL SYSTEMS OF THE WORLD  
AND TO DEVELOP THE STUDENT'S ABILITY  
TO ANALYZE AND EVALUATE POLITICAL  
SITUATIONS.

FOR FURTHER INFORMATION AND APPLICATIONS  
PLEASE CONTACT THE UNIVERSITY OF THE SOUTH  
EAST, BOX 100, CANTON, KENT, ENGLAND  
ME10 2SS. TELEPHONE: 01622 550000. FAX:  
01622 550001. E-MAIL: [enquiries@uofse.ac.uk](mailto:enquiries@uofse.ac.uk)  
OR VISIT OUR WEBSITE: [www.uofse.ac.uk](http://www.uofse.ac.uk)  
THE UNIVERSITY OF THE SOUTH EAST  
IS AN EQUAL OPPORTUNITY EMPLOYER.  
WE WELCOME APPLICATIONS FROM ALL  
QUALIFYING CANDIDATES REGARDLESS OF  
AGE, SEX, ETHNIC ORIGIN, RELIGION,  
OR DISABILITY. WE ARE COMMITTED TO  
CREATING A DIVERSE AND INCLUSIVE  
LEARNING ENVIRONMENT. FOR MORE  
INFORMATION ON OUR COURSES AND  
SUPPORT SERVICES, PLEASE CONTACT US  
ON THE ABOVE DETAILS. WE LOOK  
FORWARD TO HEARING FROM YOU.

THE UNIVERSITY OF THE SOUTH EAST  
OF ENGLAND IS INVITING APPLICATIONS FROM  
MEN AND WOMEN FOR THE DEGREE COURSE  
IN POLITICAL SCIENCE. THE COURSE IS  
DESIGNED TO PROVIDE A SOUND KNOWLEDGE  
OF THE POLITICAL SYSTEMS OF THE WORLD  
AND TO DEVELOP THE STUDENT'S ABILITY  
TO ANALYZE AND EVALUATE POLITICAL  
SITUATIONS. FOR FURTHER INFORMATION  
AND APPLICATIONS PLEASE CONTACT THE  
UNIVERSITY OF THE SOUTH EAST, BOX 100,  
CANTON, KENT, ENGLAND ME10 2SS.  
TELEPHONE: 01622 550000. FAX: 01622  
550001. E-MAIL: [enquiries@uofse.ac.uk](mailto:enquiries@uofse.ac.uk)  
OR VISIT OUR WEBSITE: [www.uofse.ac.uk](http://www.uofse.ac.uk)  
THE UNIVERSITY OF THE SOUTH EAST  
IS AN EQUAL OPPORTUNITY EMPLOYER.  
WE WELCOME APPLICATIONS FROM ALL  
QUALIFYING CANDIDATES REGARDLESS OF  
AGE, SEX, ETHNIC ORIGIN, RELIGION,  
OR DISABILITY. WE ARE COMMITTED TO  
CREATING A DIVERSE AND INCLUSIVE  
LEARNING ENVIRONMENT. FOR MORE  
INFORMATION ON OUR COURSES AND  
SUPPORT SERVICES, PLEASE CONTACT US  
ON THE ABOVE DETAILS. WE LOOK  
FORWARD TO HEARING FROM YOU.

THE UNIVERSITY OF THE SOUTH EAST  
OF ENGLAND IS INVITING APPLICATIONS FROM  
MEN AND WOMEN FOR THE DEGREE COURSE  
IN POLITICAL SCIENCE. THE COURSE IS  
DESIGNED TO PROVIDE A SOUND KNOWLEDGE  
OF THE POLITICAL SYSTEMS OF THE WORLD  
AND TO DEVELOP THE STUDENT'S ABILITY  
TO ANALYZE AND EVALUATE POLITICAL  
SITUATIONS. FOR FURTHER INFORMATION  
AND APPLICATIONS PLEASE CONTACT THE  
UNIVERSITY OF THE SOUTH EAST, BOX 100,  
CANTON, KENT, ENGLAND ME10 2SS.  
TELEPHONE: 01622 550000. FAX: 01622  
550001. E-MAIL: [enquiries@uofse.ac.uk](mailto:enquiries@uofse.ac.uk)  
OR VISIT OUR WEBSITE: [www.uofse.ac.uk](http://www.uofse.ac.uk)  
THE UNIVERSITY OF THE SOUTH EAST  
IS AN EQUAL OPPORTUNITY EMPLOYER.  
WE WELCOME APPLICATIONS FROM ALL  
QUALIFYING CANDIDATES REGARDLESS OF  
AGE, SEX, ETHNIC ORIGIN, RELIGION,  
OR DISABILITY. WE ARE COMMITTED TO  
CREATING A DIVERSE AND INCLUSIVE  
LEARNING ENVIRONMENT. FOR MORE  
INFORMATION ON OUR COURSES AND  
SUPPORT SERVICES, PLEASE CONTACT US  
ON THE ABOVE DETAILS. WE LOOK  
FORWARD TO HEARING FROM YOU.

## Not in a Bind?

Have you included the latest check number for the double strap of the M17470 and M17081P rubber maters?

The new FBI is 444444-4444. Use this in place of the deleted check numbers, 104 1040-100-1001 (working strap) for the M1747 and 104 1000-400-4002 (working strap) for the M17081P.

Don't sweat it if you see the old check numbers still in the old books. They are being changed to pick up this info.

**JOE'S**  
DOPE

**BIGGEST  
MAN  
IN THE  
OUTFIT**



EVERYONE IN THE  
OUTFIT WANTS TO GO  
OUT ON A MISSION WITH  
SMITTY — OR, AT LEAST SOMEBODY  
ALWAYS FEELS BETTER, WHEN  
HE'S ALONE!



WHY?

'CAUSE HE KNOWS  
WHAT HE'S  
FOR!

MAN, THAT'S  
JUST CAUSE YOU  
GOT **EXPERIENCE**  
AND ANYONE  
CAN GET THAT  
IF HIS ARMS  
LONG ENOUGH.

MAN, THAT'S  
JUST THE POINT  
... IN THE  
BUSINESS THE  
BOOK IS TO  
**BE**. ACCORD  
TO **CHIEF**

OH, SO  
WHAT'S THE  
SECRET  
INGREDIENT?

LEADS,  
BABY,  
LEADS!



NO, TELL IT  
LIKE IT  
YAS...

WELL, GRIFF  
WASNT  
UP  
WITH  
AN  
OASIS!

... AND RIGHT ABOUT LIKE HE  
SAID, INSTEAD, THAT HE THOUGHT  
BY THE END SCHOOL HE LEARNED  
BACK AT SCHOOL ...

SHAME  
WE GOT COULDED!  
AN' PEACE SHAMED  
ON ME!

LOOKS LIKE  
THE LIES YOU BEEN  
LIES' COME OVER.  
A GRASSY PT,  
GRIFF!

BOY, I'VE  
BEEN LURED  
E' JUST LIKE  
I DID IT BACK  
IN THE  
STREET!

NOT ENOUGH  
GUT SPIES... THE  
MAY BE  
DIVER CONDITIONS  
REQUIRE SOME  
LIFE, MORE  
OFFER!



WOULDN'T THESE  
SQUADY JACKS TAKE  
MESSAGE?

NO, SQUADS... ON OTHER HAND...  
SQUADRY SPENT TIME WITH THE TWO... TWO...



LIKE... HE'D READ AND CHECK  
THE PROBLEMS... SQUADRY TAKEN  
LIKE THEY WERE THE  
GOOD... GOOD...



BEFORE LONG HE BEGAN TO DEVELOP  
A SORTA... SORTA... SORTA... SORTA...  
LIKE HE WOULD BE...  
WANT... WANT... WANT...  
LIKE, YOU KNOW...

HE  
LOOKS LIKE  
COMBAT...  
THAT... THAT...  
THE... THE...  
THE... THE...





Dope Sheet

# BE AN 'INSTANT' EXPERT



Be a "Big Gun" in your outfit - get to know what is wrong when your equipment won't go! The man who is smart knows his "T" Chart. Read your "T" chart before you!

## TROUBLE SHOOTING CHART

PROBLEM	CAUSE	SOLUTION
1. Rifle will not fire	a. Empty magazine	1. Load magazine
2. Rifle will not fire	b. Magazine not fully inserted	2. Push magazine fully into rifle
3. Rifle will not fire	c. Magazine not fully locked	3. Push magazine lock down
4. Rifle will not fire	d. Magazine not fully seated	4. Push magazine fully into rifle
5. Rifle will not fire	e. Magazine not fully locked	5. Push magazine lock down
6. Rifle will not fire	f. Magazine not fully seated	6. Push magazine fully into rifle
7. Rifle will not fire	g. Magazine not fully locked	7. Push magazine lock down
8. Rifle will not fire	h. Magazine not fully seated	8. Push magazine fully into rifle
9. Rifle will not fire	i. Magazine not fully locked	9. Push magazine lock down
10. Rifle will not fire	j. Magazine not fully seated	10. Push magazine fully into rifle
11. Rifle will not fire	k. Magazine not fully locked	11. Push magazine lock down
12. Rifle will not fire	l. Magazine not fully seated	12. Push magazine fully into rifle
13. Rifle will not fire	m. Magazine not fully locked	13. Push magazine lock down
14. Rifle will not fire	n. Magazine not fully seated	14. Push magazine fully into rifle
15. Rifle will not fire	o. Magazine not fully locked	15. Push magazine lock down
16. Rifle will not fire	p. Magazine not fully seated	16. Push magazine fully into rifle
17. Rifle will not fire	q. Magazine not fully locked	17. Push magazine lock down
18. Rifle will not fire	r. Magazine not fully seated	18. Push magazine fully into rifle
19. Rifle will not fire	s. Magazine not fully locked	19. Push magazine lock down
20. Rifle will not fire	t. Magazine not fully seated	20. Push magazine fully into rifle
21. Rifle will not fire	u. Magazine not fully locked	21. Push magazine lock down
22. Rifle will not fire	v. Magazine not fully seated	22. Push magazine fully into rifle
23. Rifle will not fire	w. Magazine not fully locked	23. Push magazine lock down
24. Rifle will not fire	x. Magazine not fully seated	24. Push magazine fully into rifle
25. Rifle will not fire	y. Magazine not fully locked	25. Push magazine lock down
26. Rifle will not fire	z. Magazine not fully seated	26. Push magazine fully into rifle

LEARN TO SPOT TROUBLE ... AND KNOW WHAT TO DO ABOUT IT!

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

IF YOU WANT TO DISPLAY THIS CONTROVERSIAL ON YOUR COLLECTION BOARD, OPEN IT UP, LEAVE IT OUT AND PIN IT UP.

THAT PARTY  
LEADER'S SCOUTING  
TRIP?

YES!

HE LEARNED THAT ASSISTANCE  
IN THE FIELD IS AFFECTED BY  
COMM. POWER... LINE UP IN THE WOODS  
WHERE THE AIR HAS BEEN TRANSMITTED  
DOWN... AND PERRY DROPS.

WELL, SURE, THAT'S  
THE LIFE LINE  
UP HERE!

AND HERE  
IS A LIGHT  
LIFE APPLIED  
FROM ANY OTHER  
DIRECTION OTHER!



BUT, DOWN IN THE WOODS...

AS THIS  
BOBBY STRAYING  
WOMEN FALL OFF  
INTO LINE AND  
CONSIDERABLE IT,  
SHE, WE GO TO  
BE EXTRA CAREFUL  
ABOUT LINE  
MESSAGE AND  
CLEAR LINE  
UP!

THAT  
MAYBE!



BEFORE LONG HE WAS THE  
COLLECT ONE IN THE FIELD...

HEY!  
SHOWING!  
ANOTHER  
DROPPED  
BOMBARD!

DOWN AND  
THREAT CHANGE  
BUT UP IN THE  
EXTENSIVE  
STEEL OR AIR  
LEAVING IN THE  
DIRECTION  
DROPPED OR IN THE  
TERRIBLE BOMB!





IT'S NONE OF  
YOUR BUSINESS, SMITTY!

YEAH ... AND YOU BEEN DOIN' DIRTY AMMO ... GOT AN ACCIDENT AND HAD TO RUN OUT THE BOUNDS OF THE CAMP!

GENUINE!

WELL ... JUST FLUSH COMMON SENSE AND KNOWLEDGE!

DIG IN!  
WE HUNGRY-CRABBLE IN THE FOODY WOODS!



WELL, I GOT A  
COURTESY MILE,  
**SMITTY!**

LET'S  
GET IT!



HEAR!



... EITHER THE BEAR'S  
BAPTIST BURST ON THE BEAR  
BATCH OR THE OPERATING-  
DUTY BAPTIST WOULD COME!

NOTHING WOULD DO IT





LEAVE IT... GRAB  
I'LL HELP! WEATHER WEAPONS!

LET'S  
GET  
IT... WE  
DON'T  
WANT  
SOME  
THING  
THAT  
COULD  
KILL  
US!



NOPE... FIRST OF ALL WE DON'T  
HAVE THE TOOLS... SECOND, WE  
DON'T HAVE THE TRAINING FOR  
THIS FIC... LET THE AIRCRAFT  
AND OUR SUPPORT FIC IT...

THEY MEET



I DON'T KNOW, BUT  
EVER SINCE I'VE BEEN  
HERE... WE'VE BEEN HEARING  
A REGULAR SPOKE OF  
THEY'RE AT THE BACK

I CAN  
SEE  
THAT!

THE CASE OF THE SWITCHES ...

**-TWO IN ONE**



Don't want the likes of us at vehicle shows when you expose a vehicle light switch. You just install what you get and make sure you know how it works.

There're two versions of the light switch used in tractor and combine vehi-

cles, and you may get either one under **FON 5930-587-8833**.

Yes, they look the same, and both must be installed to get to **STOP LIGHT**.

But, you'll find this difference.

On one switch you'll get to switch before you get from **STOP LIGHT** to **SERVICE DRIVE**. You do this by lifting up the **UNLOCK SWITCH**.

On the other switch, you move from **STOP LIGHT** to **SERVICE DRIVE** by merely turning the **MAIN SWITCH**.

SEE THE  
SWITCH

SEE  
THE  
SWITCH

IT'S  
EASY TO  
CONFUSE!  
THE IMPORTANT  
THING IS TO  
TRY OUT YOUR  
SWITCH  
BEFORE YOU  
WHEEL AWAY!

SEE THE SWIT

# FINGER TIGHT IS RIGHT

Your vehicle's wheels are the most vulnerable parts of the car's drivetrain. Proper wheel bearings and ball joints are essential for safe driving.

Worn-out ball joints can cause a vehicle to pull to one side of the road. Worn-out wheel bearings can cause a vehicle to pull to one side of the road. And the same goes for the steering system.

First, you can let your fingers do the work. Bearings were adjusted too tight or too loose. A quick check is easy.



Look at the vehicle.

Try wiggling the wheel "left" for a steering movement.

Shaking and shaking indicate a ball joint.

## WHEEL BEARING ADJUSTMENT

In this part, you better had our you're in a hurry. Check this 10-step plan.

1. When you're checking bearings, tighten the bearings to 20 foot-pounds. Don't forget to check the other.



2. Inspect the wheel for a few hours. Make sure the bearing is working.



3. Once you look at the bearings of the bearings, you'll have a better idea of the bearings. Tighten them with your fingers.



## HOW TO YOUR BALL JOINT

If you still get the cramped-up feeling, it's time for a new ball joint.

Your 30 TM, year 1980, with you don't have more than the allowable 1/2" to play in the lower ball joint, replace it. You'll have to measure with calipers to get the true picture. First with weight on the wheel and then with weight off the wheel. The difference should never be more than the allowable play.



IF YOU DON'T HAVE CALIPERS, USE A TOOLS KIT. BUT BE CAREFUL! (DON'T OVERDO IT.) IN-TOOL KIT. DON'T OVERDO. HERE'S A SIMPLE TOOL YOU CAN MAKE!



Get two caliper-like parts from a piece of aluminum. Push yourself to the left, using a ruler and wing nut.

Try these things when you have nothing to do. Push down to see enough to the "width" in the hole. Push down.



FOLLOW THIS ADVICE AND YOU CAN SOLVE YOUR WHEEL-BEARING PROBLEMS!

GET FIXING YOUR MINDS ...

## SNAP OUT OF IT

You're a hero if you and your team member fix the road with a wrecker!

YOU'VE GOT  
BEST PROPELLERS  
AND SWARTS...

WATER  
CONTROL

MEDIUM  
CHAIN SYSTEM

DO  
WEAL-ACROSSING  
FOR LIVES!

YOU CAN BE A  
WINNER, BABY... JUST  
FOLLOW THIS STEPS IN-40  
AND IT'S IN PLAN  
LIKE THIS!

1. Center the skidder and lower hydraulically and fully extended over the rear of the vehicle.

1. Lower boom supports  
to their tracks.



2. Move the hydraulic pump control lever to **DOWN**, the clutch control lever to **DOWN**, and the power brake lever to **RELEASE**.

2. Attach the lifting sling to the cable hook and to the front winch rope take up. Raise the cable hook to remove all slack from the sling.

AND HERE IS  
WHAT THAT'LL  
DO FOR  
YOU!



Inward  Forward  Controlled  
 Back  Reverse  of vehicle.

## INS AND OUTS

HOW DO YOU KNOW WHEN THEY ARE IT?

SIMPLE, COMMON SENSE... ONE CAN CLEARLY HEAR THE CLANG OF THESE MATED TUBS, MATS, COVERS!

CLANG  
CLANG  
CLANG

OK, you're in it often and cars are changing all around your vehicle when you're "just married" or it's New Year's.

But, man, you're out when you don't have taillight shade covers on your cargo trailer. Unnecessary noise can make you a real gaser.

So, get into the right swing of things. How?

You got Deck, covers, 1000 mats—170-8716, and have your support make shade covers that'll muffle that noise.



## STOP STARTER TROUBLE

It's designed more than it should be . . . and that's too bad because checking the mounting bolts for your engine's starter is good PM.

If the bolts come loose, you'll get trouble—the kind you get when the gears get out of alignment. That is, jamming or hanging up of the gears.



## MWO FOR 1/4-TONNERS

Make sure your support gives you a break—a dependable parking brake, that is. They'll apply 8990-5-21108-218-9076 (just do) to your M154L, M154LBC or M114 with the cross-axle-type hand brake lever. Then, when you tip up the driver's seat, you won't accidentally release the brake.

WITH WOOD-GLUE

# SECRET IS: LOCK-TIGHT GLUE

HERE'S  
WHAT I WROTE  
"DEAR HALL MARK,  
OUR WIFE WANTS  
TRAILER'S TANK  
MOUNT BOLTS  
LOCKING AND  
NOT LOSE.  
KNOW A WAY  
NOT DO?"



Dear Sergeant G. C. H.,

Thank you.

You use all the standard mount parts except the 4 mounting bolts and lock washers. You show me.

Here's the fix:

1. Buy the standard  
bracket with 1/2" x 3/8"  
x 14" lg.

2. Make a steel spacer  
by cutting a 1/2" x  
1/2" long with 1/2" hole  
center for mounting  
bolt.

WASH  
BY 1/2" HOLE

3. Cut the spacer except for the upper  
deck mount (1/2" x 1/2" x 14"),  
then space (1/2" x 1/2" x 14") over  
lower mount (1/2" x 1/2" x 14"),  
with 1/2" gap under the lower bracket.

4. For the two bolts  
and 1000-114-4-100,  
cut threads with  
bolts equipped  
with 1000-114-4-100  
for 1 bolt, and equip  
with 1000-114-4-100

5. Drill a 1/2" hole  
in frame brackets and  
vents with at 1/2"  
length of bolts  
with 1000-114-4-100  
per space in each part

LOCK WASHER

If you ever have to take the fix off, use thread locker on both threads. But even a Chem-Lok will do deep weather conditions' bridge 'over' solution.

NO. 2 COMBAT  
TOOL...

## ABSENT WITH LEAVE

Dear Staff-Head,

Can you tell me why GI 1 (May 47) to GI 1984540477 took the Adjusting Tool, Valve Tappet, and the Coliper, Side Clearance Over Insides, out of the Automotive Maintenance No. 2 Common Tool Set?

According to the MTR, we need these tools for adjusting valve clearance on certain engines and for working dies.

REG C. B. JR.

Dear Sergeant C. E. M.,

When you've got a screwdriver and the right size hex end wrench already among your tools, you don't need that special tool for adjusting valve clearance. The screwdriver-wrench method is just as easy and saves you from having to keep track of a special tool.



And as for the clearance measuring coliper, it's been decided that measuring the tire circumference is good enough for matching sizes by size. You've got Taps, Measuring, FSM 1200-224-1875, in your No. 2 Common Tool Set. Part 17 (Working Thread) in TM 9-1076-1 (Feb 51) will give you more.

*Very Respectfully,*

## HOT POTATO RUMOR

Dear Staff-Head,

I got word of a change: No more national markings on tactical vehicles to get over our own ones. Is this correct?

REG F. J. JR.

Dear Mr. F. J. Jr.,

No... drop that idea like a hot potato, Sir. AF TM 9-1 already says the national symbols will be marked on all tactical and combat vehicles. Only for security, a reminder of a major Army command may cause markings.

*Very Respectfully,*

ALL MOBILITY

WELSH, WASH  
GOOD IN THE  
ON THE BIRD!

## SUPER SNOOPER

# MOHAWK

Your Mohawk 107-11 does a first-rate job of making you Charlie. Like any experienced lady, she, she needs regular attention from someone and exclusively to stay in the pink.

### CRACK UP!

When you strap yourself in or unbuckle, never flip the safety lock into the C-1000T 100V automatic pilot light controller or you might break the window and shatter the bird. These lighted window panels don't come cheap, either.

Replacement windows have a metal guard—no more.



To prevent excessive burn-out and shear pin breakage, disengage the autopilot before rolling the bird out of the gate.

How come? Well, if you roll over a bump with shear pins spinning the stock out, be enough to knock out the autopilot, for real!

DON'T  
USE  
MILWAUKEE  
WELL!



It's not a good idea to fight the autopilot, either.

You can get the same type of damage in flight—either situation or shear pins—if you override the autopilot without first hitting the release switch on the stick.

RELEASE  
SWITCH







SOMEbody IS OVER-TRUSTING MY SHORE.

Now, you turn the roll control knob in either direction to get a 45-degree bank. But if you don't get exactly the same bank in each direction, never use controls to force the bank past the mechanical stop.

Using these controls one just against another and before you know it the gear will slip, the bank turns 180-degrees and you lose the descent to enter the bank. Your autopilot is now a wheel.

Put in, it's just about impossible to equalize your turns. This is no real problem.

Now, suppose you engage the autopilot while you're in a turn. Then you level off and wind up with a wing low, despite the fact that you've got the roll axis control turned all the way to the maximum. Using much less than that body either . . . more limited equipment !

Instead, leave the trim where it is.



Engage the autopilot.



GOD IT TALKS AWAY!

Turn the trim to the maximum in the opposite direction which will give you additional trim control.

Then engage the autopilot and turn the trim in the original direction to bring the wing-up.

The behavior of the flight controller in these instances is normal—as big book write-up needed . . . more however trouble-shooting time and other gains by your friendly aviator's equipment.

Even an experienced pilot doesn't see an unimproved airport from the air! It's an class like this, without your tools and maintenance facilities, that a fly-away kit comes in mighty handy.

For one, those ground steel plates corrugated landing areas play hell on tires. You're rolling along and—*poof!*



One fix: change coming up.

You can pull off the runway and change that tire in a matter of minutes with a kit containing items like this: a spare main gear tire, nose gear tire, 18-ton jack, small bag of corner keys, screwdriver, pliers, nut-and-bolt-size wrench and hardware.

Don't overlook including a couple of cans of MIL-L-7808 and MIL-O-7808, either.

The baggage compartment in the A16 is ideal for a good storage place for the kit.

One point, tho'. Remember that Chap 13 of TBO 11-15.10-204.18 says that this compartment is designed for a maximum weight of 40 pounds.



### [TIPS FOR BEGINS]

It's first-thing-out when your bird comes in to rest after a mission.

Use the tail cover.

Nearby Cherokees and other choppers can roll up—quite a chest ache!—to protect the engine from FOD by putting in the engine door plugs. When you pull your after-rotation check make sure you eye the bird for back damage.

When you touch a fueler hole, never take it for granted that it won't shut thro' without damaging any vital parts. Remember that the fueler will be do-



forced from a straight path as it hits the debris and equipment . . .

Search the bullet path as you can get all the damaged parts repaired or replaced. It would be mighty embarrassing if a critical tank, oil or hydraulic line let loose in flight!

After you finish a repair job be sure you pull up the area. Tracks left behind will tear up an engine, for real.

Speaking of tracks—you know those engine-driven generator and diesel generator self-locking sets that are hard to get on with an ordinary wrench? You can't loosen the two hidden nuts on a generator design without using special



wrench. **ITEM 154771005.**

If there aren't enough wrenches to go around, make one up. Just heat an 8' x 10-inch flat wrench and grind it down to a thickness of 1/8-inch. Weld on a handle shaped like the broad end and you're in business.

Before your help is returned for flight give 'er the necessary fix instructions. If you've mentioned close to safe water remember that operating out in safety has several drawbacks and risks, especially in albatross and other coastal waters.



Never let oil and dirt collect because this is the breeding ground for corrosion. Try to wash your link or link once a week.

When corrosion develops follow the pump in Ser II Chap 1 of TM 11-404-5 (1 Jul 64) for treatment.



Keeping your bird clean will also extend the life of bird parts.

Take the exposed landing gear pinion. Tar and oiler are cleaned up by the wheels in some of those trouble-strip take-offs.

Upon landing the main compressor will fill and cut into the hydraulic fluid seals . . . you get more leaks that way!

Close rubbered disc off these pinions by wiping them with a rag saturated in hydraulic fluid. MEL-11-1400.

Now, stand back and eye your bird.

Treatments, she's had her PM and is ready to do better.

## EYEBALL NEW TB



Look for TB 11-1500-207-25 (7 Jul 68) when you birdman check out the list of parts that require maintenance management and historical prep on TM 11-78-78 items. It takes the place of TB 42N 2545.



LESS

*GATE*

No need for you bird dog TB-11 spots to do a doubletake when you spot a filter on the engine maps. It's there to cut down on water contamination from the engine system. TM 11-7812-200-20 will have the maintenance prep on this optional setup.

## NO GUESSING, PLEASE!

There's no need for you birdman to use guesswork when righting hardware. Bushing torque values are given in Table 5 of TM 11-401-2 (11 Jul 65) on aircraft hardware. Special torque values are given right in the text of each bird's maintenance job.

# LET'S KEEP THE RECORD STRAIGHT



AMM MUNTS  
RIGHT IN  
THEIR  
ARMS—  
WISE!

YES,  
BUT  
ARE  
YOUR  
RECORDS  
?



NOTE

DA Form 2407-2 (prev. ed.) was revised to the following level MFD's applicable to the DA and DA-2 through our deliveries. Other numbers of official records, DA Form 2407-2 (prev. ed.) was revised to the following level MFD's through our deliveries.



Take a bow, mate, if your bird is up-to-snuff MFD-wise.

To make sure your log book, DA Form 2407-2, agrees with the poop at the Aviation Systems Command, the better eye the IIR and Maintenance Digest regularly for any MFD that wasn't applied . . . or was it?

Like maybe you got it done OK, but the completion info was lost in the shuffle and never got back to the finished.

So, if the serial number of your bird appears in the IIR Digest as being delinquent and the work was done more than 3 months prior to the date of the Digest, here's what you should do:

Dig up your file copy of the DA Form 2407 that shows the work was done.

Duplicate this info on a new DA Form 2407, copy number 2, and send it to your Command's Data Processing Center.

IF YOU DON'T  
HAVE A DPC,  
SEND IT TO...



Continuing Office  
Leipzig-For Gen Army Total  
Leipzig, Germany 4007

If you can't locate the original maintenance report, take this route. Fill out another DA Form 2407, using the work completion info from the DA Form 2407-2. Use failure code 797 . . . No status — MFD previously completed with Serial copy number 2 to Your Command's Data Processing Center (or at Leipzig if there's no DPC).

## COUNT OFF — BY THE NUMBERS...



Hold on — before you write the serial number for your bird on a log book form. Make sure you've got it right.

What happens when the bird tail number, which is only part of the serial number, goes on a TAMS form? Wrong!

The wrong number gets transferred from a log book form for machine processing. Then when the poop arrives at a data center the computer accepts the input number. With that number, the machine "invent" a nonexistent aircraft.

To prevent the loss of good poop, make sure you use the serial number that appears on the bird data plate.

So, right now, while you're got a few minutes, check over all the forms in your bird's log book. Be sure serial numbers — not tail numbers — are in the serial number blocks. Prevent trouble when you fill out aircraft reporting forms in the future.

## CARRY TIME FORWARD

Dear Steve,

Just to keep the records straight, is that flight time counted as part of a jet-completed periodic inspection?

My buddy says it is, but I say the flight time is applied toward the next 100-hr PE. What's right?

Dear Specialist D. S.,



**YOU** ARE  
RIGHT, P.S.!

174 B. 1.

TIS 10-1180-M1-25 115 On 071 page 4611 our maintenance inspection says that periodic are normally due every 100 flying hours after completion of the last PE.

TIS AFM 11-16-28 Feb 00 on our flight time the condition number which a jet flight is required. Para 4-11.2 calls for a jet flight after a periodic inspection has been completed.



# LOSE THOSE BATTERY BLUES

Whatdays do if your ANI/APM-150 won't get to the ANI/APM-44 transmitter (or get on the air)?

Why...you sure it won't happen for him? — but before you do...

Make sure — real sure — that your set of him's been downlined by the battery blues.

Then, think of dead battery cells can cause most of the common complaints such as erratic flags, inability to hold a charge, no IP and EMERG flags, and so on.

Trouble is, most of your battery banks may not show up on the battery voltage meter.

Several methods do this...?

You see... yeah, that's right... you use the batteries before the ANI/APM-150 breaks out for higher-level repairs.

Here's how:

BE SURE MODE SWITCH IS AT OFF BEFORE YOU TEST

Take all the 4 wires from the side of the set at and connect the set from its cabinet. Turn the test set on its side, then insert the 2 cables across just above the battery compartment. This lets you swing out the battery compartment for testing.

You should test the batteries over at a time, using the 2.5-volt range (000-milliamper-ohm scale of a TR-712B/U multimeter. A good battery will read above 1.1 volts at no load. Batteries having less than 1.1 volts should be recharged in 200 milliamperes for 16 hours, then retested to have a minimum of 1.25 volts at no load.

Batteries having an output of less than 1.25 volts after recharge should be discarded and replaced with fresh batteries.

In putting back your batteries, double-check their polarity as marked on



the battery holder. If polarity is reversed, the batteries can be damaged and hence run your costs.

To get new batteries, call IBM at 616-291-5441 or direct on Page 3 of TM 11-6211-500-000 (May 65).

By making this battery check, you can probably eliminate most of your transmitter user's downtime... and the greatest possible damage to your setting set while in trouble for him!



Remove the 2 phillips-head screws at the top of the battery compartment. Lift off the top and remove the batteries.

AM/BC-111...



Be sure to use your best practices when you get back your AM/BC-111 radio set's RT-023 receiver-transmitter (see RT-023).

Never use force as you replace the RT, especially since almost any kind of forceful handling could plague you with four different pins.

Don't take it inside... and say... there... when you position the receiver-transmitter in its case.

If you don't, you could harvest a crop of damaged receiver pins, one—and lose up the listening power to your set.

Since it's re-installing the RT that racks up troubles, be sure you take it from the case only when you have to.

ASK IT'S JUST A LITTLE PIECE OF HEAD CHAIN THAT HANGS AROUND!



## WHY SNAP YOUR CAP?

Doesn't look like much to get excited about—hat, lines, man...

Some people put in two hours in an office to get their chains fastened onto their caps, connector steering caps, mounting bolts, and quite a few other things on your electronic equipment.

They mount the chains for a pretty important purpose... to keep their cap or bolt or cover right with its equipment. Cause, y'know, when the cap's on, that one's got to hold your equipment. That kind over's protection.

So-o-o, if your head-chain catches on something and snaps... get it replaced. If your cap snaps from its chain... get it replaced.

And in taking off the cover, please never use under touch.

Why, you might never snap your cap!



The AM-1149 power amplifier on your AM/FM/TA set may carry a potential load — but it could fog down, maybe as an embarrassing result, if it's not operated properly.

Watch, unless you turn it right, you're mighty liable to get hit with foliage of the C-12 plant variety on power. And don't want like that can just the Angry-105 on discussion, when it really oughtn't to be.

But make no mistake . . . failure of the AM-1149 power amplifier is not intended to just the Angry-105. If the AM-1149 is not turned right and turned right, it may think out in self-configuration as the AM/FM-2, AM/FM-12, and the AM/FM-111.

So, it's a good idea to be especially careful when you synchronize the LOAD and TUNE dials.



Naturally, you made certain that the TUNE and LOAD meter needles were in the center position (green position of the needle) prior to turning the OPERATE-TUNE switch.

Do not switch to OPERATE if the needles are not centered on the scales.

Before switching the power amplifier, turn the OPERATE-TUNE switch to OPERATE.

# DO YA RECALL THIS TUNE?

When you change frequencies on the FM-502 receiver-transmitter, you've got to return the LOAD and TUNE meters on the AM-1149 to the center position. If you advance your radio set, recheck the LOAD and TUNE meters. Re-center the needle if necessary.

This means your mind — and also throughout the life span of the tuning capacitor. The tuning procedure in page 24, TM 11-5810-220-12, has been changed to indicate that you should immediately zero the AMT LOAD and AMT TUNE controls after setting the HY RESIST switch to TUNE and before making readings with the TEST METER.

While you're eyeballing loads associated meters, you should practice tuning the AMT TUNE and AMT LOAD in the same time — left hand on the AMT TUNE knob and right hand on the AMT LOAD knob.

This will increase your proficiency and decrease the tuning time.

**CAUTION:** Before making the radio set if the receiver remains elevated for more than 2 minutes this could be damage to the FM-502/503-10.

To make sure you're tuning right, you can:

- 1. Keep your antenna lead clean.
  - 2. Keep antenna free of dirt to insure a good electrical connection.
  - 3. Check if cable for kinks or breaks.
- When you're using the Charles MA-91 double antenna, be sure it's set to the proper frequency.

If the double doesn't tune properly — even when set to the right length — try increasing the length by 1 or 2 feet.

While we're on the subject of the MA-91, it's possible to break the FM FWD switch when you turn the amplifier off.



In operating your -119 (or other configurations), the rule is: Once you turn on the primary power switch, keep it on. Turning the HY-600 SERVICE SELECTOR to the OFF position removes power from the entire AM/FM/TA set.

**FREAK  
FREQS  
THERE**

**SOMEWHERE**



PUSH IN

Check receiver in for the battery set as needed and recharging loop in for recharging.

Yes, there's this, flying loop set here you thinking your equipment is going to get used with a helping hand from the maintenance man. Take, for example, your AM/TCR-24 or AM/TCR-30 radio receiver set...

The R-4114/TCR receiver's AFC select switch has no way in the ON position until it has a good grip on the frequency beam. Then, flick it to the OFF position.



OFF



PUSH IN

Same's true for the AFC switch on the T-5000/TCR transmitter... on the wandering frequency... So, when you touch onto the frequency you want, hold it by leaving the switch in the ON position.



ON

OFF

PUSH IN

**ACTION...  
ROLL 'EM!**



Instead of coming up with a good, relaxing movie for the troops, you wind up with anti-memories... .

Could we talking case of a professor like the AM/TCR-1 or AM/TCR-21 set out side up a world where pictures showing the radio around but the professor man's.

To make sure the show is put on the scene, here's a couple or three tips that'll save the capital (dollars):

When that professor is being moved, put it in its case or under its cover, and store it in a clean, dry place.

And, if you're where the war is the winner, turn on the picture for about 5 minutes once a week, or more often, if necessary. That'll let the projector lamp's heat keep down moisture and fungus.

DON'T GET EXCITED—IT'S COMING AND AFTER THE COMMERCIAL.

After each cleaning remove the speaker plate and remove plate and clean with the speaker brush. Use it only on the T-5000/TCR-24, to which every the particles which will hang up on the projects.



Another good before-using practice is clean the lens and reflector with lens tissue (P/N 1440-143-0000). If the cleaning job calls for extra clean glass, use a bit of 3-11 special lens cleaner (P/N 1440-143-0001). Put it on the lens tissue and rub on the lens or reflector.



If yours, you must want to see water to do the job without the danger.

When it comes to grain quality, quality and volume a report of it... don't.

You best bet's to follow the guide in your FM for taking. Thus, only after 100 hours of operation or every 30 days. Be sure to wipe away any water that'll spill out.



LUBE POINTS

## MHE EMERGENCY STOP

**STOP!** You do just that if you've tripped the emergency stop on your 4,000-lb. forklift Model MEL 4 or Toyota Model MEL 604 (both are available).

Before you try to start 'er again, you'd better climb down and get back to the engine and reset the emergency stop—over there. It should be as if it's back or pointing down when the stop's done.

If you keep trying to move with the emergency stop engaged, you could damage the motor. Or, enough air could be drawn through the air-cut-off valve in the Motor air lines so that it'll try to re-ignite causing the forklift starter drive gear to chaw 'er.

And, unless you take your thumb off of the master battery and the everything



else to run, the forklift will try to re-engage. Avoid—damaged forklift, fly-wheel ring gear or fork fly, or lead oil leaking up your equipment, check the lever before you touch the master battery.

## MATCH 'EM

You've made your best bet you'd better give it another look before you do it. The fast-running and slow 2-foot coils of the shock-absorber coil bushings, EM 1145-102-0071, were designed by the same manufacturer as they wasn't a regular good, bad one.

There's a manufacturer's name, coil size, or trademark on the spring and the fast coils. Make sure they match up when you assemble the bush.

Watch this, too! The wide bush legs aren't supposed to fit all the way to the bottom of the bushing lock plate slot, so don't try to force 'em.

You'll find the assembly and identification instructions for your bush bush in TM 1145-101-1. (DIA 601, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000)

## TWINKLE, TWINKLE

Link you and big ones. You can get in-between ones too for your equipment.

EM	EM (Dashed)	End of line
1945-11-2196	1	1/2
1945-11-2197	11	1/2
1945-11-2198	11	1/2
1945-11-2199	11	1/2
1945-11-2200	11	1/2
1945-11-2201	11	1/2
1945-11-2202	11	1/2
1945-11-2203	11	1/2

You'll find these EM's listed in Fed Cat. CME-4, 1145-101. TM 1145-101-1, (DIA 641) page 11, L, gives you the authority to use 'em.

APPROVE THE **PSM** FOR THE EXPERT'S CHOICE OF OUR MEDICAL SYMBOL.



## A SPIDER WEB



You can't feel the spider, but you're caught in the web. You can get uncaught if you're looking for a number-drive motor coupling spider for your M150 Assembly unit, EM 2110-100-1094. Order Coupling Assembly, EM 2000-000-0025, EM Code 11094, Part No. 90-00-15, and you'll get the spider along with the two parts of the coupling. You find this spider listed on page 64 of TM 20-5010-200-114 (DIA 606).

THEY WON'T SURVIVE TO SEE US IN THE NEXT WAR!

THANK YOU, MAM!

# NEW PB PAGE

Dear Mail-Bus,

Change 1 (page 44) on 720-22 gives us a new property book page. Old Form 1020, which supersedes DA Form 7-6778,

MSB 8 1, 5.



...DOES THAT MEAN WE GET TO REMOVE ALL THE OLD PAGES ON THE NEW FORM?

Dear Sergeant E. L. S.,

Respected

Unless your local command says otherwise, you can use DA Form 1020 as new pages are added to the property book, or as your DA Form 10100's wear out.

Meanwhile, all you do on an old form is change its face a bit, so it'll read like the new form. With ink, change the individual serial block to read "SER," add initials over the column, and if there is no unit block, add change the CD4 block to read "UNOCCUPIED ALLOWANCE" (see our form info at the top of the page and write in the new number.

And, since the old pages will go to your library, be sure to copy in AR 145.114. You can see the balance brought forward now, along with the serials in the AR's page 5-26, when you make out a new DA Form 1020.



Handwritten signature or initials.

## BOOKING EXPENDABLES

BUT, THEY'RE  
NOT TSEB  
OR TA.

I KNOW THEY'RE  
EXPENDABLE,  
DARRE, BUT  
TRIPPER LIVES  
EARLY!

THIS IS  
WHAT AN  
EXPENDABLE  
MUST BE TO  
EARN A PRIZE  
IN THE  
PROPERTY  
BOOK.

- 1. Authorized in Section III of a TCE or TA.
- 2. On hand, and
- 3. Reportable under SB 700-01.

Other expendable items are discussed for like it says in parts 1-2g (TCE), All TSE-01.

## STAMP GIGGERS

# PER INVENTORY

Dear Mail Mail,

What says I can't use a rubber stamp to make the "per inventory" and "per job inventory" entries in the property book? Does inspection get stamp over.

WFL No. 1-16

Dear Sergeant W. J. G.,

Nothing says you can't. All 700-01 doesn't do you down to a specific method. If stamps will save you work and time, all you need is the Chief Mail's OK and the price of the stamps.

Mail Mail



Remember — on the Form 2004 (document engineer), the “From” and “To” blocks take their dates from the farm’s column 2. And, do these simply cover the period that the page was used to initiate requests.

The request’s completion date, on the other hand, go in the farm’s column 1. The “From” and “To” blocks, therefore, can be filled long before most of the blocks in column 1 are completed.



## HOW'S YOUR FOLLOW-UP SYSTEM...?

Do you have an eager all the supply stores ready when you're checking follow-up dates on your requests?

Well, get this handy box and filing system. It'll help you track the status cards so the follow-up dates are easy on you.

You can make the box as long as you need it. But, it should be 18 inches wide and 2-1/4 inches high, and it should have a smooth inside bottom.

A board, to fit the inside length of the box, and 2-1/2 inches wide and 1/2 inch high, goes on each side on the inside bottom of the box.

Filing a request card on the left side makes its upper left end snug up. And, filing the lower status card on the request in the right side, makes its right upper end snug up, so its date column sticks 62-60 is easy to check. And using a paper clip in the corner of each request helps to keep the cards in their proper places.



## STRAY SPECIAL TOOLS



**Dear Staff-Desk,**

Some special tools in our shop have never been pulled up in our property book. What paper work is needed to get them in the book?

**CPT B. G.**

**Dear CPT B. G.,**

In the absence of a supply document on the tools, you can use a DA from G4, Inventory Adjustment Report, EARL.



List the tools on the IAR and give it a document number. Make up a separate property book page for each different type and which is non-expandable or expandable-reportable and put the IAR in each page.

The IAR needs the OK of the CO of the book it goes in, and a copy of the CO's IAR goes in the document file.

The document that gives you the tools goes in the authorization book of the property book page.

*May 1982*

## SUPPLY HELP

Planning a supply training session around Well, don't miss the famous Army Subject Handbook on the subject. It's Abbreviated 25-1 (from G4, Unit and Organizational Supply).

It lists the latest supply forms and identifies the jobs you'll need.

There's also DA Form 396-11-1, Inventory's Guide, Unit and Organizational Supply Procedures, and its companion handbook for the student, DA Form 396-11-1.

With the Forms you can get a packet of transparencies (slides) titled T58-11-1. They'll help you illustrate supply RCP, channels, forms records and publications. Use your audio-visual center for the transparencies.

And, be sure to check the pages and the slides with G: 1 May 82 to AR 750-10 to be sure you have the up-dated info on supply forms and RCP.



## HOT COPY ON MAP COPIERS

“EASY  
HANDLE THE  
EASY WHEN  
YOU MOVE!”

“YOU WILL LOVE THEM!  
IT'S SO EASY TO  
MOVE THEM!”

In your TMM allows you a flexible working ROOM map reproduction set, but it's all Greek!

There are a couple ways out. In COMPS, just have your support unit phone the nearest flexing office/office. They'll send a tech rep to show you the whole bundle.

Across the pond, ask any OEM

(Mobility Service Office) for Training Course No. M17-64-10, with photos and everything.

And remember you can't use that machine without the dependable supply kit. You need LHM B-4012, Reproduction, Dependable Supply Inc, 888 W 10-889-1246 in DC (810-91-11-118 [Jan 81.]

### COME WORK ON

On moving day, map a break-free way. Remember trucks and trailers can break a few . . . and your flexing set.

After you've checked and cleaned developer tray, jug, and rollers, with oil dipping tips it is held roller steady, head is a safety line . . .



That's the safety—these little rollers support with a big job keeping your glass upright in one piece. And you're just using.

Then when you've put the oil back and broken out the tray and roller, you can look for rollers . . . and the flexing set.



most rollers, head rollers, get your parts on the stock sheet list, and get your rollers about 1 inch, and you'll see the rollers waiting for a replacement.



Don't let rollers help you have hands or oily eggs on those developer rollers. Otherwise there'll be big black spots in your next map.



## Concise Rodd's BRIEFS



### *Fast Readiness*

If you're a contractor reports unit ready, see on DA Form 2702, cast an eye on O: 1 (19 Oct 88) to A8 235-1, *Unit Readiness*. It contains several changes to the AR, supersede DA Reg 83244 (21 Feb 88), with readiness condition (R00004) points of special interest on communications and intake lines and systems.

### *2016 P3X Page*

Can't remember your M161 tech manual, yep? OK, get yourself a plastic, water-tight card containing body steps on cleaning, lubing, ammo and combat fire weight from DA 9-1885-1AR.12, 0's 074 21 (12 Jul 88) and it supersedes your card dated August 1967. Use it — it can save your life! Order 'em from the Soldiers pub center.

### *21 Questions*

How does your outfit order, control and use its supplies? Good question. Your unit will be in better shape if you round up a copy of A8 708-87 (4 Sep 88), *Supply Discipline*. Be sure your supply business runs up with all the 21 questions on page 2.

### *Proven Facts - Hot Engines*


Never judge a pumped heavy T-22 engine if it boiled or you believe it boiled up. Then the experts can find out "what happened?" Test the C model engine, for example, according to the page in A8 23-1 230-230-20 (20 Jan 88) . . . page 14-88.

### *The Word On M100*

Every maintenance man and commanding officer will want to read all the new word on modification work orders in A8 720-20 (20 Mar 88).

### *For Your Legislators*

Legislator types — such as D-1's, D-1's, commanders and support outfit people (military and civilian) — will want to read a new 61-monthly magazine, *Army Legislation*. To get it regularly on point distribution, make it a written on DA Form 724 and send the form to the Baltimore Publications Center right now. See DA Circular 210-73 (12 Mar 88) for details.

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

**MAN, Y'R MURDERIN' THE CLUTCH!**



**QUIT  
RIDING  
ME!**

**FLASH:**

Your clutch pedals do foot-rest.  
Keep your foot on the floor unless  
you're using the clutch to shift gears.

**NO CLUTCH RIDING!**