

Issue 104

PS

1988 Series

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

...THERE'S AN '88 MAN, SARGE! HE SAYS WE'VE BEEN FOULIN' UP ON OUR EQUIPMENT. BAH-LODS - TRAFFIC HELLS!

THEY LOOK
A.M.A., BUT THE
NEW JERSEY TOUGHEN
—AND COMBINATION
—ABOUT — ABOUT 20
MINUTES BY
REPRODUCTION
PLASTIC!

NEW DESIGN LAUNCHER...

STOCK

SWAP



Now that they're replaced — or soon will replace — the wooden stock on your M79 (M303) grenade launcher with the plastic (fiberglass reinforced) stock . . . M79 (M303) — OK, here's some steps to help you get the best out of it.

First off, make sure the stock fits OK. Could be it won't look right or might need some adjusting.

2

First step, however
If you can see a small parallel spring slot cutting into the wood fitting with the ribs of the receiver tongue, this slot is help position the metal bearing surface . . . which is fine.



Be sure to double-check that the loading hole seats without rubbing against the stock. You should have at least .002 in clearance that's a little thicker than a sheet between the top of the stock and the hole in any position. If you don't have that much clearance, get support to the left or right of the hole. If white lines show through, they may indicate the spot with best fitting wood grain material for the hole's fit.



But if you can see about all of the spring slot and the receiver's cut away up to the metal bearing surface on both sides, you'll have to get supporting surface a minor modification. Check out picture; get an early model M79, the best that has a receiver ring with an extended lower edge. This edge might keep the stock and receiver from being so tight.

Support the fit things up without losing the value of the stock by ensuring get enough points of the spot where the receiver ring interfaces with the stock. Then the stock will fit the way right against the metal bearing surface.



3



Then last drying season's the best stuff to use for makeup when your plastic stick gets scratched. However, if you can't get hold of vasel, rub a little plain olive grease on the scratcher while you're taking your MPS. The idea, of course is camouflage. The brown color on your stick may be held clear through or only skin-deep—and the white undercoat would annoy Charlie's attention.

Make a practice of checking it regularly for cracks... especially around the 2 stick lips and the sling retent breaker. If you find any cracks, turn the wrapper to fit a new stick.



While you're eyeballing it, give a look at the metal pad.



One more big point: Remember how with the wooden stick you have to be careful not to over-plate the mounting wire because you might split the stick? Well, here's a twist. With the tougher plastic stick you have to be careful you don't get the wires in so tight that you can't remove it in the field.

NEVER USE LAMPED OIL ON YOUR PLASTIC STICK... FOR GLASSPLANE OR ANY OTHER REASON... I'LL TELL YOU AND HOW TO TAKE CARE OF THE WORKS... IT'S FOR WOOD ONLY!



For cleaning the plastic stick, use a clean rag and plain water. Never use cleaning solvent or sandpaper or other stuff on the lip or wire spurs. You'll soon wear through that brown waxer if you're too the skin-deep coloring.

Sure, this plastic stick's a lot tougher than the wooden one — won't be broken by moisture and temperature and such. But it's not indestructible, so don't go heating it around.

Here's a side way to put the sack back on after servicing your weapons. Hold the M79 upside down with one



hand on the sack while the other tightens the mounting screw with your combat wrench (PN 4945-734-4111). Get it on tight so you can flip it by first snapping up the screw and then rolling about a 45-degree with the screwdriver part of the wrench.



When you don't want to sit flat on the launcher against a trench or use an unsuitable to get more miles on the road. This'll "force" the mounting screw.

IT'S IN THE BAG



Dear Staff-Meat,

Is there any kind of bag for carrying mine for the M79 grenade launcher?

WPC R. B.

Dear Sergeant R. B.,

When you want to carry a *French*, Ammunition Carrying, Universal, PN 4411-441-0051. Use Red Cap (M440770-11-A) (or M79 will be another name) — Can, Small Army Ammunition.

You can also use that case to carry 1 Fragmentation hand grenade — 5 inside and 2 on the outside, like it shows you on page 45 of FM 7-21 (Oct 79).

Staff-Meat



TIMELY TIPS



There's plenty of things to remember when it comes to maintaining your M19 machine gun and here's a couple that ought to be near the top of the list.

First, make sure you put the cylinder plunger in the butt assembly the right way — with the handle and inside the spring back the way it shows in M 1-100-124-21 (See 67).

When the plunger is in place, the valve for gas becomes loose in the front roller... and then you have rotating trouble.



Second, if the gas cylinder can't keep its position, it's a good bet that the key washer by the spring is loose. Look for the washer tabs between it as far up that it doesn't put pressure on the rim of the gas cylinder to keep it in place.

While you're at it, check the nut on the key washer for the gas cylinder retention. It does the same kind of job.



ON MACHINE GUNS



There's another one involving your M19 machine gun might set up enough vibration for the gas cylinder and front sight down to loose.

But they can get just as loose, and a lot faster, if you give your weapon the kind of hammering it gets when moved around — like onto the bed of a truck.

To handle with care, and if a vibration does happen to get loose enough for you to move it by hand, the gun is due for a trip to your support unit.



TWAIN WON'T MEET

DON'T LET JAGBOODY KID HOLD!



MFWO 9-1000-154-26 (After 48) changes the flash suppressor on the M7's machine gun to the M19M1 unit... and MFWO 9-1000-154-26/2 (After 47) means a different flash hider for the M7 in the M19 unit. The two MFWO's can't — repeat, can't — be combined because of 2 different tasks.

The 48 MFWO puts a long flash suppressor (MFWO 1000-802-0817) on the machine gun so that you can fire

through the muzzle to the M19M1. The 48/2 MFWO gives the M7's a shorter flash hider (MFWO 1001-000-2771) that won't work with the M19M1 muzzle.

By the way... make sure your support unit doesn't have behind any old flash hiders when passing new ones to the M7's in your M19 units. The old hiders can be turned into new ones.



COLOR ME BLACK

Dear Staff/Steve,

What can I say? My rifle and magazine are not the blackest when it comes to exposed M14 rifle parts. So no wonder, I'm going back trying to keep the stuff off things like the bolt, plug, screen, and the magazine plug.

BOB J. B.

Dear Thomas J. B.,

The stuff you want, no matter where you are, is Langport Black (or) Langport, type 1, color T1004, 1/2-ounce can, Spec TT-5-500, type 1, color-refillable can, 899-882-882-1000.

The Langport also used on the M161 . . . and if your rifle has any of these coatings, see us page 5-24 of TM 9-1100-2-10-14 (1 Aug 68) for a listing of it. It's also on page 1007 of TM 9-1100-2-10-14 (1 Jun 68).

The idea is to use these black on the rifle and magazine and then follow with Langport spray. The Langport's also good for marking up parts and small areas that have been worn high. (Your support people will handle the bigger whitening job.)

And remember to keep the Langport off painted parts.

Staff/Steve

NEW TM FOR M14 RIFLE

Hold it, Staff! An announcement that you. You might think you're holding on to the new TM 9-1100-2-10-14 (1 Aug 68) for the M14 and M16A1 rifle is only for a moment. Not so. It's chock-full of all kinds of dope on care, cleaning and lubing for you riflemen, too—and you'd better get with it. The new TM updates the .11 with both of its changes.



TEMPORARY PROTECTION



Dear Staff/Steve,

I've seen M14 rifles with a plastic cover over the flash suppressor. Looks great for keeping stuff out of the muzzle end of the rifle. How do I get one?

BOB J. B.

Dear Sergeant J. B.,

You don't. It's used for shipping only . . . has an FM . . . and can't be replaced.

If you did see one on your rifle, you'd be looking for a combination. Most would come loose and piece. Some get with anything else you might use to make the muzzle, especially if no air can get through.

Staff/Steve

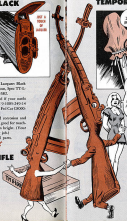
THREATENED THREADS

When you put the gas cylinder plug in your M14 rifle, be sure you don't get the plug cover threaded. That's enough to lock the plug and the gas cylinder threads.

When the plug's not fully seated because of cross-threading or under-tightening, you get a leak in the rifle's gas system. And this means a slow-acting shooter . . . or one that won't shoot because there's not enough travel in the bolt pick up a round.

Tighten the plug by turning it larger right, then back up with a slight pull on your combination wrench.

It's not very often that you'll remove the plug, but when you do—like to clean the piston and gas cylinder—be sure to hit the threads with knee cleaner, followed by a dry wipe.



NEVER MONKEY A ROUND



Any joker who looks around with arms—blatant or otherwise—is no friend of yours. Right?

Think, the guy who thinks it funny to empty a magazine into a crowd stands into one . . . or point your powder in a town . . . or point skulls, stones, throwing guns or the like in the mouth of a black cartridge as a "surprise" for you—this kind a gal you can do without.

But, how about yourself?

If you're careless with your weapons, magazines and cartridges—there 's no down in mud or sand and example 's no better thing—the flaming joke's on you.

Save 'half, richer way, an explosion's being set up the next time your M14 rifle or M16 machine gun goes bad.

When these foreign bodies—put there jokingly or seriously—get powered by that powder, the impact's gonna hurt somebody.

So, belated yourself 2 ways:

1. If you spot some guy looking around with arms, remind him gently or otherwise that that's easy to get shot. This is a War's thing. Also, a note of one up who thinks and act like an idiot.
2. Handle your weapons and its ammo with great extreme care . . . at all times.





TRY THIS FOR SIZE

More better.

When it comes to changing a Huey (UH-1H, B, C) main rotor hub and blades in the shortest possible time, normally in the matter of an hour.

That's why we come up with this fixed measurement tool made from a 15.3-in length of flat steel and a couple of brackets and nuts.

You set the guide along blades to a length of 15.3-in between centers of the bolts in the lower retainer and the upper hole in the universal bearing on the 15.3 blades, and you have the tool . . . works like a charm.

GRAPH TO CO.
MILWAUKEE

Old Man — Good going. Of course, for UH-1H D Model blades the tool holes would be spaced 15.3-in apart. The tool should be plainly marked to identify the blade length it goes with.

HEYMAN!

COOL, BUT I'VE GOT SOMETHING FOR YOU!

SHINY TOOL

HEAVY METAL HANGUP

GET NEW HUEYVAC HOOK

Mail-order shoppers now come equipped with a new blade-hitch assembly designed for the main's job when rigging a hook.

This new-eye hook assembly replaces the safety pin variety used in older Hueys. If you need the hook for replacement, or to update your old rig-up, call HMM 1-800-878-6083, P/M 281-870-1017 or go out of state 81-281-8700. You'll find it listed in TM 11-1120-210-281-1 (Aug 67).

FOR TWO-WAY
UP TO TWO



THEY NEED LOCKWIRE

Dear Windy,

The instrument electrical plug comes out on our helicopters they were not secured with lockwire. This came off in one because the connectors are easily available for a tightness check during inspection.

My buddy disagrees, he says the one source should be satisfied.

What do you say, Windy?

194 A. R. G.

Dear Specialist A. R. G.,

It's true that the connectors are accessible during inspection but they are often overlooked. The result has been altered rotation and accidents.



LOCKING MECHANISM THROUGH AN ELECTRICAL CONNECTOR FOR SAFETY.

TM 11-489-5 (12 Jul 68) para 158d(2) has the gump on securing of electrical connectors. In a very little nutshell, you should use lockwire on all electrical connectors in engine sections, areas of high vibration (except those on shock mounted equipment) and in areas which are not accessible in flight.

However, using lockwire there about connectors, they can't be checked in flight.

Windy

SAFETY — IF YOU LIKE

Although the Huey (UH-1) para don't call for safety wire on the emergency release handle of the pilot's and co-pilot's door a commanding officer can authorize it to prevent accidental jettisoning. One strand of .003-in top-grip wire LW75 211 should be used so that it will break under hand pressure.



DEKORAY'S FREE AIR KIT...

NEVER SEAL WITH STEEL



Dear Wholy,

We're having a problem with that old kit seals. We ordered five of the best seals, FSN 2282-291-2282, and expected to get 'em with 316 or 317 AMS single crimped copper wire. Instead the seals come with steel wire. Did we use the right FSN or did supply send us bogus seals?

BOB M. C. D.

Dear Inspector M. C. D.,

Somebody in supply is playing loosey-goose with your seals 'cause you used the one and only authorized FSN. Send your request back thru supply and add this note—**IB**—in block 22, DA Form 2705. This will let supply know that you'll accept no substitutes!

Hold on, too, before you run away from steel wired seals. They can still be used.

First, the steel wire gets the seals run treatment. Then use FSN 2141-231-9904 and 93 seals to get a pound of unannealed 316/317-copper wire that you use with the left-over seals. You'll have a fail-safe backup seal that'll work as advertised when you nick your knuckles or slip a shishoo... or wooo.

TE 55-1105-208-21 14 Aug 571 tells you how to rig the wire/lead seal combo.



102 1970 1017

Always

A MINI-LENGTH LIMIT



Dear Wendy,

I've found an easy remember that catches your eye: **not use more than 4 inches of multiconductor cable wire between terminus points unless otherwise directed.**

ENR 10-100-2 (2nd Ed.) says nothing like this. Could you give me a reading?



Dear Sergeant P. B. B.,

Your job-proper and money-savvy instincts are both wired in. **Minimum One** steps.

Military Standard No. 15740 (4 May 73 w/changes) is the general guide for safety wiring. Even 4 says that **lock-wiring will not be used to secure bolts, nuts, screws, etc., which are more than 4 inches apart.** Exception:

If you use the wire that terminates on adjacent parts that will **prevent the lock wire from being more than 4 inches**, you can use a longer piece of wire.



Here're a few more inhibits on safety wiring:



Use 16 double twist safety wire (not 17 to 19 twists per inch). Length will be 1/2 to 3/4 inch long (3 to 4 twist).

Twist safety wire tight enough so that the loop around the bolt head stays put and will not slide up over the head.



When assembled nut and related, tighten the nut to the low value of the torque range — unless otherwise specified — and tighten until a 100 degree angle with the bolt. Always put over safety wire.



GEAR BOX "SPECIAL"

Flying teams (C/NH) mechanics take note! The main, intermediate, tail cone and cargo loader gear boxes take a special diet of lubricating oil. Get MIL-L-24669. TSM 04 18-045-8000 will get you a 10-gal drum, according to the pump in the new TR 11-9110-200-25 (11 Sep-87).

A SPINNER WINNER

Good news for slick-think Semtech O-level customers. A new gear spinner—done assembly—with matching ballhead for the U.S. fleet is in the supply queue. OPI approval and PPN 0418-041-8704, P/DOC 1808 get a spinner, and ESN 0418-041-0271, EYN 01571-28 finish the ballhead. No mixing/matching these parts with any other Semtech spinner/ballhead because they just won't fit. Since the prep comes off before the new spinner goes on, ask your support unit for help.

EMERGENCY FUEL

Using emergency fuel in your carrier-powered Armybirds will do 2 follow-up actions. You pull a special engine inspection, and you make a note on Ext Form 1488-15 about the which in Turbo-Boost 30's manual this has to, some day's. TR 11-9110-200-25 (11 Sep-87) has the latest word.

DASH 10CL LAW

Learn word for the Boeing (L/A) and Dassault (L/L) pilots' takeoff/landing checklist in the 10CL's. Because, if your birds have the commercial checklist in the binder above the windshield, take 'em out pronto and use only the right ones in the 10CL.

NUMBERS GAME

All air-delivery equipment parts—TM's, TF's, and BW's—in the 10,000 series are getting a new number. This works on personnel and cargo parachutes, slings, bags, covers and webbing items, etc., is changing to the 50-series.

HEAD INBOARD



Dear Windy,

How about it, Windy. Is it OK to leave the 2000 (20-0A) rudder hinge bolt, P/N 1140-000-0007, with the head facing inboard?

With the bolt not facing outboard it's easy to get the 20-000 in-the-ranger and loose the center pin. You can also spot the center pin right-side-up as an inspection.

SPS A, W, S.

Dear Specialist A. W. S.,

The steel production blueprint shows the bolt head inboard but it doesn't matter which way the bolt goes.



MAKE
NEW



So, for easier maintenance, put the bolt in with the head facing inboard.

By the way, when you inspect the nut and insert the center pin a slight application of the wrench should turn the bolt. This means you've met the requirement for a free-rotating bolt.

Windy

ZIPPER FORWARD



The next time you see the zipper of your Motorkraft 6000-LI focus on the control with a second. The lower foot assembly, P/N 1140-000-00-1, should be located so that the zipper foots forward as the LI critical position. An air-facing zipper could hang between the side and clevis side stop and restrict such movement. . . . right!

FOR EXPENSE

A TATTLETALE

TIP

GOOD—DO YOU THINK A 1/4-1/4 TYPE WILL FIT ON IT?

I FOUND IT... I FOUND IT!

How Windy?

We've looked everywhere for the F2N or F2N for the wing tip navigation light reflector for our Brewster B2F-1. Can you help us?

Dear Specialist M. W. S.,

You're looking for F2N 4210-789-734, F2N 42N411-2. This phosphor reflector shows up in Ford Co. Catalog II (1 Jul 57) and the ML has the price at 12 cents.

This new light pipe still is for the U-1A, but Brewster can't get one authorized for the B2F-1. You might want to check off the reflector before you put it on your Brewster, and you'll get a better reflection if you shove off the forward side of the lens cap.



SPC NO. 01. 5.

KEEP AN EYE ON IT. IT'S HARD TO FIND. IT'S HARD TO FIND. IT'S HARD TO FIND.

These units make their reflection from wing phosphors. If you do, be sure it's not too thick, say maybe 1/4 inch, and round off the bottom so you'll get no in-flight vibration. You'll find the right thickness of phosphor in file, F2N 1548-KM4207, P/N 84883.

Always

MR. FIX-IT FOR APUS

Your auxiliary power unit getting too much wear, vibration, because you don't have a TR in there?

Like maybe you have generator no. F2N 4211-220404 or F2N 4211-411-0925, which have an intermediate plate?

All is not lost, Birdkeeper. TM 15-1170-105-01 (Apr 56) has the blueprint on a plate for those you are still on the generator no. F2N 4211-220-1116. All have the same power plant... 2 cycle, 3 cylinder, 1000-CI opposed LYBE engine.



MAKE THE DRIP CHECK



DO NOT USE IT.

If the engine in your Brewster F2-11 is not pouring like a lemon and you suspect the supercharger drive shaft's seal is dead, here's a water-leak check.

Take the supercharger fuel filter cover off and open the area for an oil-wet leak. If more than a teaspoonful (about 60 drops) of oil has been siphoned into the blower after engine shutdown, the seal's bad.

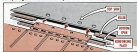
The seal change goes in TM 15-1170-204-01 (17 May 60) Chap 5, Sec II, para 3-59. It was a general supply check, tho. Check with your direct support because TM 710-991-1, Item 18 on page 18 says it's their baby.

NO AILERON BIND, PLEASE!

On your new Bird Dog F2-11 Pterodactyl take a good look at the aileron hinges. Could be that they're mounted on top of the wing, between the reinforcement plate and bottom skin, or on the bottom of the reinforcement plate. If so, "bind" where they're supposed to be, sealin'-em!

A hinge in the wrong place pulls the skin down over the filler strip and puts your aileron hinges in a bind for real!

Aileron hinges should be mounted in the trailing edge of the wing between the top wing skin and the bottom spar.



NO MORE BOOT SNAGS



Dear Editor,

There's a metal flange on the left side of the 200-70 cockpit that sticks out in a little bit back of the instructor's right seat control panel. If his boot slips past the panel stop, it can get caught between the flange and the right panel, which will cause the bird to crashdown in a heartbeat and, mighty dangerous!

So, we took a photo-headed hammer and beat the bottom 1/2 inch of the flange forward so it wouldn't snagging the pilot's boot . . . works like a charm.

CWO Robert B. Bannerman,
Fort Ft Belton, Alabama



Old Note—Good going! Your production aircraft are coming thru without the protruding flange.

RESTRAINT EQUIPMENT FORM

Dear Reader,

TM 22-258-2 (Jul 64) on maintenance of aircraft systems says restraint equipment has a time limit of 90 months . . . page 112.

My buddy says we should carry this equipment on the DA Form 2408-14 but I say it should remain where it has always been, on the DA Form 2408-15.

Who's right, buddy?

Bob G. B. B.

How to complete and file (continued)	TM 22-258-2	14 Nov	Form 15
How to complete standard issuance supplies	TM 22-258-2	14 Nov	Form 15
Procedure used to file supplies	TM 22-258-2	14 Nov	Form 15



Dear Sergeant B. B. B.,

The DA Form 2408-14 is used for listing hourly time change and condition items given in TM 22-258-2. Restraint equipment is carried by a restraint equipment desk.

When it comes to inspection of aircraft components at intervals not com-

patible with airplane operating time or aircraft inspection intervals you use the DA Form 2408-15.

The answer is in TM 22-258 (May 67) page 4-70, para 4-18b(2). You record scheduled replacement of components on a calendar basis — on the 15.

Always

ON THE
IN...

NO

**SHORT-SHAFT
SHORT CUTS**

STOPPUM! SOLVENT
NO SOLIDUM CORROSIVO-
PROBLUM!

CRISP RIGHT!
USE ONLY A
CLEAN DRY CLOTH
ON YOUR MULE'S
SHORT-SHAFT!

Using a cleaning solution, JF-4, AVYOL, is solvent as a short-cut on a Thor-Steel short-shaft cleaning job is playing Russian roulette with a smoking. A solid short-shaft could give your able Army Arlene a Spanish One can of pocketful!

Here's why you can only clean dry cloth for this messy job.



First, some solvent leaves a film on metal that keeps the lubricant from doing its job. Your short-shaft comes up pitted, burned, Complex failure is possible.

Second, there's a jillion oxides, acids and crannies on the short-shaft when solvent plays hide-and-go-seek. Getting it out during a PE is no child's game. In fact it's almost impossible.

But when the shaft's spinning at 6000 RPM the solvent are kicked out of killing. They mix with the coupling grease—forming a sludge and breaking up the molecules. Its preventive lubricating value goes to pot. Fact and you've got a real hot iron riding straight!

On your next PE make with plain old garden variety cotton grease, clean cloth—maybe with an extra from small cotton swabs on slides, major depression, or pop-it's sticks—and patience. That's good PM and it'll take care of fresh repairs, too!

FOR THOSE WHO WANT TO GAIN...

Cable



May be you call it a power cable . . . or low-voltage cable . . . or just plain electrical cable. Makes no difference when it comes to care and maintenance — when you do it properly the same for all of them. Here's how . . .

— Explain wiring that seems so easy so possible to someone that, one day, like you, though, that you keep the advice from sliding to the job and make mistakes.



— Use, explain better in wiring that seem alike. With one wire it's a short wire and get hot and noisy.

— Keep the cable so that it and its connector don't become along the ground.



— When the cables are connected, use a flat screw on the connector. Flat connector to get a flat screw on the connector when the cables are hooked up.



— Use it show when you connect the cable to the connector so that you don't get the threads around some possible for that screw.

MAINTENANCE



— Remove the cable by getting a good grip on the connector. You don't want to walk or twist the cable or thinking to loose the assembly.

— Remove quickly, keep the cable in a place where it won't be so easy to available.



— Keep an eye on cable handles, troughs or platforms to make sure they're good shape.



— If your cables use an equipment that moves, check the connection after handling. They could be loose.



NOW GET A GOOD GRIP ON IT...

LET'S GET SOME THINGS... WE DON'T WANT TO BRING THEM DOWN!

When you remove the cable, lift up on it to take the weight off the connector. This helps to keep the pins from getting bent and takes the stress off the last couple of threads holding the connector to the equipment. It's also a good idea to support the cable as you remove it.

Cables with connectors that can be pulled on the equipment, instead of threaded, ought to be supported to keep the weight of the cable off the pins.

I DON'T TRUST DA SCOTTA CHECK!

— Are you prepared to make the owner see front light, or are a window? There's no one there. It depends on your particular piece of equipment.



— I look to the insulation for some advice can be needed with electrical tape. When types of cables need the same level of your support unit, you're not sure that your job did you OK.



— You want to clean the radiator grid? There's this great new product, without being much as the usual. It's called "Radiator" and is available in a 100-gram jar, for \$1.99. It's also available in a 100-gram jar, for \$1.99. It's also available in a 100-gram jar, for \$1.99. ... and it's also available in a 100-gram jar, for \$1.99.



— It doesn't last any to take a consider off to compare one and again to see if there's any maintenance. Just check the reading component in a consider.

— You don't get the getting rid of grease, oil and other from a cable in any and more water. There's also a product and other that will do a good job.



If you're working with nuclear items, be sure to follow the instructions in the book manual for your specific system.

LONG AND SHORT OF IT

It can be done, but it's bad—real bad.

Putting one 24-10010 battery in your 400/1000-6A or 60 maintenance, that's what.

When you use one 10010's, they show the battery case down so that the case pushes against the front cover. And this shows are the contacts.

To use the right battery—one 10010's and one 1100's.





KEEP YOUR CABLE UP

Caution! Caution!

No, not potato chips . . . That's a caution on your CG-1175A's antenna cable assembly left dangling where big feet can get it out of whack.

Sure, you have to take your RT-110 or J60 receiver-transmitter out of your vehicle soon in a while, but take the CG-1175 loose, too, and stash it away in a safe place.



Of course, if the cable's capped by clamps, covers or some other device for protection, and you can't take it off, there're a couple ways to save the connector.

Like, remove a mounting plate out on the RT-1005 mount.

For the CG-1175 here performed clamp-wrap, FMN 1620-793-0000.

Remove the strap to the mounting plate hole and replace the nut.

Or, you can just tape the cable to the mount to keep it up out of the way until the RT's back in its mount.





That's not a standard coin you're feeding there, AN/TBC-001 radio terminal coin operator-type.

No, go easy with the 1004-002 and 1005-002 combination units when you pull. You use all the steel cage of the 002-001 carrier assembly.

Your best bet's to get a firm grip on the pull ring and swing weight out with the coin.

Otherwise, one of those copper coins could drag against a coil wire in it and damage the contacts on the R1 and R2 relays, or make the 10, 11 and 12 slide switches go kaput.

An extra minute of patrolling is necessary to see that combination unit can't get aggressive! down there in the 11.

1004 (RADIO)



TURN FOR THE WORSE

It's supposed to move free and easy — the universal slide ring on your PP-1700 (PPB) radio detector charger.

But some guys take a wrench to the nut that's on top of the ring and tighten away until the nut won't budge. Trouble is . . . this kind of pressure can hurt the connection between the charging terminal and generator.

No connection, no charge . . . so please to let that ring move around.



FINISH FUZE FUSS



How tall are you?

Who or what is right?

The best guess on our 1-800-333-3333 calls or calls for double diameter hoses. But the facts listed in ENR 11-2820-222-222 (and all other connections). They're FORD (FORD 2222-222-222) and Ford (FORD 2222-222-222).

When an engineer finds these wrong facts, he gets stuck up and we get a job. ENR 11, 2.

Dear Engineer W. E.,

I don't like to knock heads with an engineer, but he's wrong. There've been when a publication might slip up with its copy, but this is not one of them. So keep using the facts in that -JOP.

Half-Off



It's not what you'd call comfortable — the way you slump on the deep-lens leads to keep from clattering your skull in the dither for your ANYGRC-66) calls whappowher on.

And while you're trying to keep your head out of trouble, you want to remember to do the same with your feet or back side when you get near the J-2000' GRC interconnecting bus. These connections going into the bus can't take a lot of weight or kicking around.



...the

THE

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JOE'S
DOE

**THE BIG
GAIN-LOSS-
TRANSFER
REPORT**

**STOP...
HOLD ONE!**





THE SHIP-IT IS THE KEY. BOTH THE SHIPPING AND THE RECEIVING SPTS EACH HAVE BUY-A-NEW FROM-OLD-ONE PULL IN EITHER BLOCK (BOTH) - BUT NOT BOTH.



HOW ABOUT A COMBAT LOG??

GOOD QUESTION... YES, THE UNIT REQUESTED THE LOGS BEFORE A TRIP LOOSE TO THE ARMY HEADQUARTERS - NOT THROUGHOUT.



BUT IF THE WORD SHOULDN'T REACH THE REP ON A SHIP'S EQUIPMENT ITEMS DON'T HAVE TO BUY A REPLACEMENT. IT COULD BECOME AN ISSUE MADE OF NEW REPLACEMENT EQUIPMENT FOR YOU ONE OF THESE DAYS! SO YOU SEE, THE SHIPMENTS CAN BE TOO GOOD IF IT'S NOT DONE RIGHT!

BUT COME, WE'VE APPROX EQUIPMENT IN A UNIT WHERE THERE'S NO PROPERTY BOOK?

WELL YOU WOULD HAVE RECEIPTS WITHOUT THE LOGS?



ALRIGHT I'VE GOT THE PULL-UP I'LL SHOW YOU HOW GOOD IT WORKS!





Joe's Dope Sheet

Table 11. "Gains or Losses" Data

- Federal Income, State Income, Capital
- Capital Income, State Income, Div Income
- Federal Income, State Income
- Federal Income, Div Income
- Federal Income

APPLY THE APPROPRIATE SIGN TO THE GAIN OR LOSS FROM EACH SOURCE IN TABLE 11.

Table 12. Investment Base Data

- Transfer Tax (non-qualified annuity or other source, 1975-81)
- Capital Gain
- Storage Tax (Storage Adjustment)
- Loss (in 1975)
- Loss (in 1976)
- Loss (through 1974, 1978 and 1979)
- Federal Tax
- Capital Gains Tax
- Dividend (Dividend Tax)
- Dividend (Dividend Tax)
- Other Taxes

Use the plus sign (+) for gains and the minus sign (-) for losses. Use the plus sign (+) for gains and the minus sign (-) for losses. Use the plus sign (+) for gains and the minus sign (-) for losses.

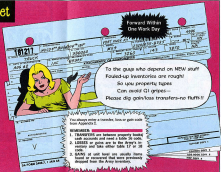
Table 13. Investment Base Data

- New (for use in the 1975-81 only)
- Old Tax
- Substitution of 1975
- Investment Adjustment
- Investment Base Storage Operation
- Acquisition or Retention Data

Use the plus sign (+) for gains and the minus sign (-) for losses. Use the plus sign (+) for gains and the minus sign (-) for losses. Use the plus sign (+) for gains and the minus sign (-) for losses.

1975-81

Public for sale under control by Co 1, TM 56-715.



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

IF YOU WANT TO DISPLAY THIS ADVERTISEMENT ON YOUR INVENTORY BOARD, OPEN CONTACT, LET IT GO! AND FOR US!

HERE'S HOW IT WORKS...

THE
LIFE
STORY
OF A
TRUCK

ONCE UPON A RAINY MANUFACTURED
TRUCK ARRIVED AT A TRUCK
DEPOT... MANUFACTURER HAD BEEN
CARELESS. HERE TRUCK #1234567

WAS
STUCK
IN
A
MUD
HOLE



AS THE
MUD
SANK
THE
TRUCK
IN TO
INVENTORY

TRUCK DEPOT



WE'VE GOT A
REQUEST TO SHIP
A TRUCK
INVENTORY...

WELL... WHEN THE
1-800 NUMBER
GETS HIT, LET'S MAKE
OUT A CHECK WITH
A GOOD VENDOR
FROM TRUCK
TO...



CODE
1-77

HEL, IT'S A TRANSFER FROM
SUPER OFFICE, SO THEY'LL USE
THEY HAVE 7 TO SUBMIT
REPAIRS AND THEY'LL USE A
NEW SHORT REPORT
FOR RELEASE.



SHORTLY
AFTER
ITS ARRIVAL
OVERSEAS...

IF THE NEW
REPLACEMENTS

GET ME A
COPY OF THE
FORM FROM 7.

THE
BUREAU!

NOW, WE PICK
THE UP AND
PROPERTY 1000

THE CENTER
COPY OF THE
FORM 7 GOES TO
OUR WORKING
FILE SO THAT ONLY
ONE 7-5 REPORT
CHANGES CITY.
THE LAST COPY
GOES INTO THE
FILE SO THAT THE
CITY CAN BE
TO OUR USE.

RIGHT NOW, AND I'LL FORWARD
THE NEW COPY TO THE
OFFICE OF THE
DIRECTOR, BUREAU OF
PROPERTY, AND THE
OFFICE OF THE
DIRECTOR, BUREAU OF
PROPERTY, FOR THE
WORK FROM 25.



... THEN,
ONE DAY

THEY WANTED
TO REPAIR
A BUS IN
THEIR LAST
ACTS

REPAIRS A BUS
BEFORE THEY WERE
TO GO AWAY
FOREVER

... BUT A
WEEK LATER

BOSS WERE
BUS, HE
REPAIRED
THE TRUCK

OK... WE WERE
IN A HURRY
WOULDN'T YOU
DOE IT TO

... AND
EVEN
LATER

BUT THE
BUS WAS
REPAIRED
THEY
WANTA
TRUCK
WERE

OK, MAKE OUT A
CHECK AND TAKE
IT TO NUMBER
ONE DEPOT

LATER...
AT
SUPPORT

THIS TRUCK
CAN'T BE REPAIRED
IT SHOULD
NUMBER 24

AND TELL THAT
GUY TO MAKE OUT A
CHECK AND TAKE IT
ONE AND I GUESS IT IS
YOUR RESPONSIBILITY

0045-00

THIS VEHICLE
REQUIRES REPAIR,
LET'S SALVAGE
IT!

WELL, THEN, THIS IS FROM
A WISE GUY, THE ARMY,
THIS VEHICLE SHOULD BE
LOANED TO AND
"WORKED" OUT!



SIMPLE ENOUGH AND
QUESTIONS, SEE FROM 4-9
OF THE REPORT IT'S ALL
THERE AND IN THE NOTES
UNLESS YOU
WANT TO IT AND BE



Steel frame repair is a job for your direct support. But how do they go? To know your G10-series M3-series tank has a bad case of "rivettitis" unless you will "test."

As you walk close and check out those frame rivets. Look for loose or cracked rivets. Try to wiggle 'em with your fingers. Give 'em a light tap with a hammer. Maybe some are even missing. If you spot an empty hole, look at the same place on another vehicle—maybe there's supposed to be a rivet in there.

Bring out to your support if you find any rivets loose, cracked or missing. They'll replace 'em with bolts, nuts or washers. Here's what it would take to replace all the frame rivets:

M — Bolt, 7/8 x 1 1/2 in.,
PN 1000-100-1001

N — Bolt, 7/8 x 1 in.,
PN 1000-100-1002

D — Nut, 7/8 in. self locking,
PN 1000-100-1003

H — Washer, 3/4"
PN 1000-100-1004

ARMY

Specs to 75-40-10-1



WITH
BOLTS
AND
NUTS

FOR M35A1 & M35A2, TOO

What's this flap about steel flaps for M35A1 and M35A2 2 1/2-ton cargo trucks? They use the same as for the M30—Flap-Away, PN 1000-100-1001, on page 181 in TM 9-2110-200-200 (Jan 87). Except for their engines and a few related parts, these trucks are practically triplets.

These items aren't in supply publications. Requesters should specify Drawing Identifier Code 828—for the U.S. Army Tank-Automotive Command.

TM 9-2110-200-200 w/Ch 2 (Aug 84) gives your support the steps on how to replace rivets with bolts.

EXTRACTOR SET, SCREW Light type, spiral flange with right-hand edge, with lead 1/8 in. to 1/4 in. depending on length.

FOR USE WITH

- FOR SCREWDRIVER 1/8 in. to 1/4 in.
- FOR SCREWDRIVER 1/4 in. to 1/2 in.
- FOR SCREWDRIVER 1/2 in. to 3/4 in.
- FOR SCREWDRIVER 3/4 in. to 1 in.
- FOR SCREWDRIVER 1 in. to 1 1/4 in.
- FOR SCREWDRIVER 1 1/4 in. to 1 1/2 in.
- FOR SCREWDRIVER 1 1/2 in. to 1 3/4 in.
- FOR SCREWDRIVER 1 3/4 in. to 2 in.



FILE, HAND American type, 1 to 20 in. double-ended faces. One end is flat.

FOR USE WITH

FILE, HAND American type, 8 types. One end beveled faces, opposite beveled edges, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, double-ended faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, one end, 1 to 20 in. double-ended faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, with faces, opposite one faces, opposite one edges, 12 in. best to 20 in.

FOR USE WITH

FILE, HAND American type, 4 types, 12 in. double-ended faces, double beveled faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, 12, 12, 20, 24, 24, 24, 24, and 24 in.

FOR USE WITH

FILE, AND RUBBER, HYDRAULIC SYSTEM (when introduced use FOR PROJECTS ONLY)

FOR USE WITH

FILE, AND RUBBER, HYDRAULIC SYSTEM

FOR USE WITH

FORMING TOOL, PLUMBING THE WORK (when used for the addition)

FOR USE WITH

FLANGES, FIVE HAND saw cuts tapered like top, for 1/4 in., 3/8 in., 1/2 in., 5/8 in., 3/4 in., 7/8 in., 1 in., 1 1/8 in., 1 1/4 in., 1 1/2 in., 1 3/4 in., 1 7/8 in., 2 in., 2 1/8 in., 2 1/4 in., 2 1/2 in., 2 3/4 in., 2 7/8 in., and 3 in.

FOR USE WITH

FLAT TOP, FINISH CONTROL (same face, 1/2000) tool

FOR USE WITH

FLAT TOP, FINISH CONTROL (same face, 1/2000) (round face FOR SCREWDRIVER with extension)

FOR USE WITH

FRAME, TOOL MAKING type B

FOR USE WITH



FRAME, HAND American type, opposite ends 1/2 in. to 2 1/2 in. double-faced, 1 in., 2 1/2 in., and 3 in. (3 in. double-ended)

FOR USE WITH

FRAMES, 1 flat top, 1 to 2 in., 2 1/2 in. to 3 in. (2 in. double-ended)

FOR USE WITH

FRAMES, 2 flat top, 2 to 3 in., 2 1/2 in. to 3 1/2 in. (2 in. double-ended)

FOR USE WITH

FILE, HAND American type, 1 to 20 in. double-ended faces. One end is flat.

FOR USE WITH

FILE, HAND American type, 8 types. One end beveled faces, opposite beveled edges, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, double-ended faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, one end, 1 to 20 in. double-ended faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, with faces, opposite one faces, opposite one edges, 12 in. best to 20 in.

FOR USE WITH

FILE, HAND American type, with faces, opposite one faces, opposite one edges, 12 in. best to 20 in.

FOR USE WITH

FILE, HAND American type, with faces, opposite one faces, opposite one edges, 12 in. best to 20 in.

FOR USE WITH

FRAME, HAND American type, opposite ends 1/2 in. to 2 1/2 in. double-faced, 1 in., 2 1/2 in., and 3 in. (3 in. double-ended)

FOR USE WITH

FRAMES, 1 flat top, 1 to 2 in., 2 1/2 in. to 3 in. (2 in. double-ended)

FOR USE WITH

FRAMES, 2 flat top, 2 to 3 in., 2 1/2 in. to 3 1/2 in. (2 in. double-ended)

FOR USE WITH

FILE, HAND American type, 1 to 20 in. double-ended faces. One end is flat.

FOR USE WITH

FILE, HAND American type, 8 types. One end beveled faces, opposite beveled edges, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, double-ended faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, flat top, one end, 1 to 20 in. double-ended faces, 20 in. best to 24 in.

FOR USE WITH

FILE, HAND American type, with faces, opposite one faces, opposite one edges, 12 in. best to 20 in.

FOR USE WITH

FILE, HAND American type, with faces, opposite one faces, opposite one edges, 12 in. best to 20 in.

FOR USE WITH



SAFETY OFF!

HOOKS, when attached per **FIG. 100-00-000**.



FIG. 100-00-000

HOOKS, per handle type, individually tapered, 500 lbs. capacity, 2 1/2 in. x 1 1/2 in. x 5/8 in. wide, 1/2 in. diameter, 2 1/2 in. to 3 1/2 in. to the hole, made, as shown, made, and 7 inch dia. for 200-00-000 and attached.

FIG. 100-00-000

RULE, 600 CLAMP, six-foot, x-1 pattern, 1/2 in. x 1/2 in., 7/16 in. girth.



FIG. 100-00-000

FOOD, BARS (200), each, two, full and extended brake springs, replaceable 2 feet, a metal end plate and handle, 2 1/2 in. x 1/2 in.



FIG. 100-00-000

PLATE, REINFORCED, 600, one ring formed for



FIG. 100-00-000

RULE, MECHANICAL, gear setting, standard girth, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

PLATE, MECHANICAL, gear set 1/2, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

PLATE, CLAMP (200), gear set key, 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

PLATE, MECHANICAL, gear set key, 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

PLATE, 200, MECHANICAL, gear set, two, with handle type, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000

FIG. 100-00-000 1 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 2 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 3 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 4 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 5 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 6 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 8 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 9 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 10 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 11 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 12 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 13 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 14 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 15 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 16 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 17 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 18 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 19 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 20 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 21 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 22 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 23 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 24 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 25 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 26 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 27 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 28 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 29 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 30 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

PUMP, 6000, SURVIVAL, 6000-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

PUMP, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000



FIG. 100-00-000 1 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 2 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 3 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 4 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 5 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 6 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 8 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 9 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 10 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 11 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 12 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 13 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 14 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 15 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 16 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 17 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 18 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 19 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 20 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 21 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 22 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 23 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 24 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 25 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 26 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 27 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 28 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 29 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

FIG. 100-00-000 30 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



FIG. 100-00-000

SMALL, 600, SURVIVAL, 600-gallon, 2 1/2 in. dia. gear, 7 outer jaw 2 in. x 1/2 in. spread, 2 1/2 in. dia.



SPRINTER, 200, 400 WATER.
SPRINT BURN 1 requires, requires
 military material, and type org.

FOR 200-00-000



SHARP, BEST TRENCH 1 blade and 2nd,
 w 2 sharp pointed black ends.
 22 in lg w/s

FOR 200-00-000



SHOCK, SHOCK WRENCH 1/2 in. range
 1/2 in. 1/2 in. point cutting, deep edge.

FOR 200-00-000



SHOCK, SHOCK WRENCH, 1/2 in. power tool
 after 1/2 inch long, 1/2 inch, FOR 200-
 00-0000 is no longer required, then turn
 this on.

medium frequency

FOR 200-00-000

FOR 200-00-000

FOR 200-00-000

FOR 200-00-000

FOR 200-00-000

FOR 200-00-000

1/2	1/2
1/2	1/2
1/2	1/2
1/2	1/2
1/2	1/2
1/2	1/2
1/2	1/2

SHOCK, SHOCK WRENCH 1/2 in. range,
 22 of approx.
 deep edge, w/1/2 in. 1/2 in.
 1 in of the following:

FOR 200-00-000



Easy to

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

FOR 200-00-000 1/2

SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000

FOR 200-00-000

FOR 200-00-000

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



SHOCKING FOR SHOCKING 1/2 in. 1/2 in. the
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.
 1/2 of the, w/1/2 inch, 1/2 in. 1/2 in.

FOR 200-00-000



WJ29, SAFETY ELECTROLYTE SOLUTION (per 100 cc. of electrolyte add protective coat on integral part, especially gravity range 1.20 to 1.25). Weight 10 to plus 15-oz. 1 liter range, automatic and other.



FOR 100-114-01

WJ29, CUBIC COMPRESSION (short type).



FOR 100-114-02

WJ29, RUBBER COMPRESSION (LONG) (as mounted) for testing manifold vacuum and fuel pump pressure 0 to 10 inches and 0 to 27 in. vacuum. general range, measuring coil.



FOR 100-114-03

WJ29, (LONG) RESISTANCE (plus), tests for wire type tag, weighing scale type, circuitly operated, high and medium, marked in oz. 0 to 50 or range of gram. 1 cc. standard in-circuit.



FOR 100-114-04

WJ29, GENERATOR AND VOLTAGE REGULATOR, AUTOMATIC, measurements of voltage and amp. in the low function circuits of 0-10-24 or feet, converter 0 to 10 to 20 volts, 12 to 0 to 20 amp. 0 to 0 to 100 amp. and 100 to 0 to 100 amp range, converter 0 to 10, 100-100, 0 to 20 cc and 100-100 range, 0, 10 in. 10 cc. or a 10 in. h. for general purpose use, measuring coil.



FOR 100-114-05

WJ29 SET, TACHOMETER-REV. PER 1000, tachometer scale 0 to 2000 rpm range of numerical markings, cc. 20 cc. standard increment and 0 to 500 rpm range of numerical markings, cc. 100 rpm standard increment, dual scale scale 0 to 50 deg range of numerical markings, cc. 1 deg standard increment, tachometer, 0 to 50 deg range of numerical markings, cc. 1 deg standard increment, numerical scale 0 to 1 cc. 0 to 1 cc. 0 to 1 cc.



FOR 100-114-06

WJ29, SET, WPI, die and 3 pin standard die, standard in all parts.



FOR 100-114-07

Die, standard setting,

0 to 100

FOR 100-114-08

10 to 200

FOR 100-114-09

20 to 300

FOR 100-114-10

30 to 400

FOR 100-114-11

40 to 500

FOR 100-114-12

50 to 600

FOR 100-114-13

100 to 1000

FOR 100-114-14

Standard, 0 to 44 in. size by top. Standard setting, 100 to 100

FOR 100-114-15

10 to 200

FOR 100-114-16

20 to 300

FOR 100-114-17

30 to 400

FOR 100-114-18

40 to 500

FOR 100-114-19

100 to 1000



WPI

THROWING SET, 2000' of split steel, 1/4 inch I size of the following:



FOR 100-00-000

THROWING SET, 2000' of split steel pipe, 1/2 inch I size of the following:



FOR 100-00-001

THE AIR COMPRESSOR AND GENERATOR USED WITH THIS TOOL KIT ARE IN YOUR JOB.

For Special pricing,

reference:

- FOR 100-00-000 1/4" 2000'
- FOR 100-00-001 1/2" 2000'
- FOR 100-00-002 3/4" 2000'
- FOR 100-00-003 1" 2000'
- FOR 100-00-004 1 1/4" 2000'
- FOR 100-00-005 1 1/2" 2000'
- FOR 100-00-006 1 3/4" 2000'
- FOR 100-00-007 2" 2000'
- FOR 100-00-008 2 1/4" 2000'
- FOR 100-00-009 2 1/2" 2000'

Wholesale, for 100-00-000

to:

- FOR 100-00-000 2" 20 in 50'
- FOR 100-00-001 2 1/4" 22 in 50'

For Special pricing, Plug

type plug, size:

- FOR 100-00-000 1/4" 2000'
- FOR 100-00-001 1/2" 2000'
- FOR 100-00-002 3/4" 2000'
- FOR 100-00-003 1" 2000'
- FOR 100-00-004 1 1/4" 2000'
- FOR 100-00-005 1 1/2" 2000'
- FOR 100-00-006 1 3/4" 2000'
- FOR 100-00-007 2" 2000'
- FOR 100-00-008 2 1/4" 2000'
- FOR 100-00-009 2 1/2" 2000'

Wholesale, for and reference,

see left top heading,

reference to:

- FOR 100-00-000 No. 10 in 50'
- FOR 100-00-001 1/4 in 50'

FOR 100-00-000

For Special pricing,

- FOR 100-00-000 1/4" 2000'
- FOR 100-00-001 1/2" 2000'
- FOR 100-00-002 3/4" 2000'
- FOR 100-00-003 1" 2000'
- FOR 100-00-004 1 1/4" 2000'
- FOR 100-00-005 1 1/2" 2000'
- FOR 100-00-006 1 3/4" 2000'
- FOR 100-00-007 2" 2000'
- FOR 100-00-008 2 1/4" 2000'
- FOR 100-00-009 2 1/2" 2000'

Wholesale, for 100-00-000

to:

- FOR 100-00-000 2" 20 in 50'
- FOR 100-00-001 2 1/4" 22 in 50'

For Special pricing,

Plug type plug, size:

- FOR 100-00-000 1/4" 2000'
- FOR 100-00-001 1/2" 2000'
- FOR 100-00-002 3/4" 2000'
- FOR 100-00-003 1" 2000'
- FOR 100-00-004 1 1/4" 2000'
- FOR 100-00-005 1 1/2" 2000'
- FOR 100-00-006 1 3/4" 2000'
- FOR 100-00-007 2" 2000'
- FOR 100-00-008 2 1/4" 2000'
- FOR 100-00-009 2 1/2" 2000'

Wholesale, for and reference,

see left top heading,

reference to:

- FOR 100-00-000 No. 10 in 50'
- FOR 100-00-001 1/4 in 50'



THROWING SET, 2000' of flat, straight type bars, 1/2" of the following:



FOR 100-00-000

For Special pricing,

the size:

- FOR 100-00-000 No. 10 2000'
- FOR 100-00-001 No. 10 2000'
- FOR 100-00-002 No. 10 2000'
- FOR 100-00-003 No. 10 2000'
- FOR 100-00-004 No. 10 2000'
- FOR 100-00-005 No. 10 2000'

Wholesale, for 100-00-000

to:

- FOR 100-00-000 No. 10 2000'
- FOR 100-00-001 No. 10 2000'
- FOR 100-00-002 No. 10 2000'
- FOR 100-00-003 No. 10 2000'
- FOR 100-00-004 No. 10 2000'
- FOR 100-00-005 No. 10 2000'

Wholesale, for and reference,

see left top heading,

No. 10 in 50'

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000



FOR 100-00-000

FOR 100-00-000



FOR 100-00-000

Wholesale,

- FOR 100-00-000 No. 10 in 50'
- FOR 100-00-001 No. 10 in 50'
- FOR 100-00-002 No. 10 in 50'
- FOR 100-00-003 No. 10 in 50'
- FOR 100-00-004 No. 10 in 50'
- FOR 100-00-005 No. 10 in 50'

- FOR 100-00-000 No. 10 in 50'
- FOR 100-00-001 No. 10 in 50'
- FOR 100-00-002 No. 10 in 50'
- FOR 100-00-003 No. 10 in 50'
- FOR 100-00-004 No. 10 in 50'
- FOR 100-00-005 No. 10 in 50'

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000

FOR 100-00-000



FOR THE INFORMATION OF CUSTOMERS, LISTED below are the following:

FOR INFORMATION

1

FOR 100-200-0000 100-200-0000, 100-200-0000
 FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000



WEIGHTS (PER CUBIC FOOT)

	Grain in	Total in	Lb. in	Weight in lbs.	Weight in lbs.
FOR 100-200-0000	1/2 and 1/2	1/2	1	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2
FOR 100-200-0000	1/2 and 1/2	1/2	1/2	1/2	1/2



FOR THE INFORMATION OF CUSTOMERS, LISTED below are the following:

FOR INFORMATION

Continued on

FOR 100-200-0000 100-200-0000, 100-200-0000
 FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000



FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000



FOR INFORMATION

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000



FOR INFORMATION

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000



FOR INFORMATION

FOR 100-200-0000 100-200-0000, 100-200-0000
 or 100-200-0000, 100-200-0000



FOR INFORMATION

2

WRENCH, END, regular offset slide top type, 12 in. length.



FOR 3/8-IN.-1-1/2-IN. SIZES, 12 in. length.

FOR 1-1/2-IN.-2-1/2-IN. SIZES, 18 in. length.

WRENCH, END, alternative slide top type, 12 1/2 in. and 15 1/2 in. length of range, 1 1/4 in. height.



FOR 3/8-IN.-2-1/2"

WRENCH, END, half round offset top type, 12, 14, and 16 in. length of range, 1 1/2 in. height.



FOR 3/8-IN.-2-1/2"

WRENCH, END, ELECTRIC



FOR 3/8-IN.-2-1/2"

WRENCH, OPEN END, ADJUSTABLE, open end type, 12 to 1,000 in. range, 21 in. height.

FOR 3/8-IN.-2-1/2"

WRENCH, OPEN END, ADJUSTABLE, type 2, 12 to 1,000 in. range, 21 in. height.



FOR 3/8-IN.-2-1/2"

WRENCH, OPEN END, fixed, open end type, 24 in. length.



FOR 1/2-IN. SIZES

FOR 3/8-IN.-1-1/2-IN. SIZES, 24 in. length, 7 1/2 in. height.

FOR 1-1/2-IN.-2-1/2-IN. SIZES, 24 in. length, 7 1/2 in. height.

FOR 3/8-IN.-2-1/2-IN. SIZES, 24 in. length, 7 1/2 in. height.

WRENCH, PIPE, end, jaw type



14 in., 18 in.

FOR 1-1/2-IN.-1-1/2-IN. SIZES, 14 in. length, 10 in. height.

FOR 2-1/2-IN.-2-1/2-IN. SIZES, 18 in. length, 10 in. height.

WRENCH, STRIKER, end, hook type, fixed jaw type, 12 in. to 17 in. length of jaw, 12 1/2 in. jaw hook.



FOR 3/8-IN.-2-1/2"

WRENCH, TORQUE, rigid frame end slide type, 1/2 through 1 1/2 in. fixed jaw adjusting for range, 1 1/2 in. range up to 100, 17 1/2 in. jaw, 10 in. height.



FOR 3/8-IN.-2-1/2"

WRENCH, TORQUE, adjustable end slide type, adjustable jaw adjusting for range, 1/2 in. range up to 100, 17 1/2 in. jaw, 10 in. height.

FOR 3/8-IN.-2-1/2"

WRENCH, WIRE, open end, standard socket, 24 in. jaw length, 21 in. jaw height.



FOR 3/8-IN.-2-1/2"



BE THE FIRST TO...!

WANT TO KNOW
ANY MORE ABOUT
THESE ITEMS AND YOU'VE
GOT SOMETHING BUT
TWO MORE!

Wire

ROPE AND CABLE

A heavy cable weighs 2,000 lbs per foot up a 250,000' crane, doing a whole Englishman's platoon, maybe load-haul a couple of hundred of gas-gauge straps... small ones, big trouble.

So have an eye on your crane hoist, winches, MERR, or snub and see how that cable is doing. Look at:

CHURNS—Crane binding, not allowing cable to run easily under strain pulling cable out of sheave under load, wear grooves forming cable, broken groove sheave cutting cable, twisted sheave bearings, taking pulley and causing cable to burn and fray.



BEARINGS—Distorted, worn out, frozen and binding up wire or rotating in same hole on block plates.

SHOCKLIPS—Not attached right (hook on working side of cable or slippage between sheave, causing steel end to slip, slip, slip and rub too long).

BE THE FIRST TO...



WRIRS AND STRANDS—No load, cable with wear-off metal and most individual wires breaking more than half the wire is any single strand broken, strands separating, frayed-out sections or fraying after coating under load, sheave, wire burned or oxidized out of shape (to mention).



When you can't see, the case, is probably calling if you find lubrication bad. The case is a cushion and spacer and vibration killer. It's not an oil with an "emulsifier" that oil is it good there to keep the case healthy.

Plenty of stress, break all in the strand for the whole cable... not cold weather oil, wire, and used all extension connections that will show up the wire and run out the case.

AND ALL THE FIXTURES

Now see what's doing with your cable's near neighbors.

END CONNECTORS—Wire broken from vibration or slipping, hairline cracks, is connector open, excess wear from vibrating under load.



COILS AND BLOCKS — Loose piles sitting strands, deep dents or sharp edges rubbing on strands at lines.



... YOU
HANDLING
THE
JOB
RIGHT?

IT'S NOW FOR ME TO

... YOUR
OPERATION
SMOOTHER?

A LOOK
AT YOUR
BLOCK PERFORMS
OR BLOCK MOST
CALLED COULD
TELL YOU!

DO YOU
JUMP LOADS UP?
— MAKE SURE CHANGING
OR DIRECTION? STOP
SUDDENLY... DROP
STUFF CRASH!

DISSECTION — Cable kinking, strand separation, wire breaking, stretch marks, all these signs indicate an overload. Replace by TMI strand wire.

TIE-DOWNS/EYES — Rip-weld strands fused while they get solid metal.



CALL THE DRUM

The way your cable winds on the drum — be it cross, random, or whatever — has something to do with its good health, too.

If your cable is wound on the strands from top to the right as you look down it, it's Right Lay. If they go left, it's Left Lay.



A Right Lay cable breaks over the right side of a drum that turns as if it were a barrel you were rolling along, and the cable comes in under the bottom. On such a drum, the cable breaks on the left side of its left lay, and that kind of spooling-in is called Under-wind.



Overwind drums, which spin on the cable over the top and turn the opposite direction, take left lay rope fastened to the right side, and Right lay fastened to the left.

That's done so the cable won't tend to unwind itself as it goes on the drum, and wind in tight doesn't come loose. It helps keep down kinks, too.

Like best of good things, this deal has a catch. The catch is, you don't want to put more cable on a drum than you'll need, because winding a second and third layer can start cause crushing, grinding, and such. If you do need a long line, don't do either . . . get it and buy it.



LOOPS II

There come situations you hit with called slings, when you need something that helps nobody, too.

STORAGE—Slings left in damp areas, instead of being up on racks, banded and banded lines of all sizes stacked together.



USE—Using the steel or too small diameter for a job, breaking slings from scratch blocks after use, slings not taken after use.



The loop-rough slings isn't you don't even have an angle over 45° at the hook or lift eye. That sets down strains and ball-ups.

And if your sling hits an sharp corner, use pads to protect the sling. Extra sling loops can help—only load 'em equally to share the weight and stay level.

APPEARANCE—Just stay off and don't intend it stands, loops left to form kinks, strands broken, close on ends of made-up slings or wrong 10 or more of the wires in one strand broken, rusted, crushed.

LOOK AT THE HOOK

Naturally the business end of your hole or vent-hole comes, so have a gander at the hook block or hook and eye, whichever —

HOOKS — Measure mating to cable and create to select hole or socket.



HOOK — Much greasing from overhead or jacking work, cracks in base of eye, excess wear at friction points, bending and distortion.

BOG-BEAGIN' TIME

But there comes a day when you do have to change out cables. Then be sure you install it right. The idea is, you don't want loops and kinks.

Jack up big supply spools — drums with a rim or an old cable-wheel with the line off the bottom, unless you've a helper to act like a brake on the reel. In that case, your helper can keep one track from spooling off by holding tension on the line, and you can reel it off either bottom or top.

Use small sections, shut down free ends and moving the coil like the wheel is good. If you do catch a loop forming, hand-straighten.

And if you can get fingers on a copy of TM 3-729, Rigging, sleep with it under your pillow. When you're not sleeping, read it.

NO BLANKET

Which way can't you stand under cover work — or covering the drum with canvas or such. Make sure under the cover will condense — and soon you're got nothing but another canned-meat can of rope.

For winter that'll have to do with weeks or months, CW Inherent heat-OR. You'll want Fed Spec FF-1-111, Type II, which has some anti-condensate stuff. Fed Cat 204644 (Dep 47) gives RMA, ammonia* to quantity you need.

Just when you put the CW on, give the cable a scrub-down. Wire-brushings and wipe-down will do, but if it's coated with grease or dirt, more cleaning is needed — just do it out good before you haul in the CW.



NOT NECESSARILY SO



The oil pressure gauge on your 5-cylinder Aachen or Chrysler model rough-terrain forklift may be lying to you. The gauge may read "in the red" when the engine's killing, and yet the oil pressure's not too low.

The engine oil pressure increases as the RPM increases. As a rule of thumb, you should have 14 pounds of pressure for each 100 RPM.

With 4 strokes and the oil temperature, viscosity and a little speed (700 RPM), the gauge should read between 12 to 18 pounds.

To keep this in mind when you do your daily PM service, borrow TM 18-5958-102-11 (Older 88), says normal engine oil pressure for your forklift is 48 to 58 lbs. But that's only with the engine running at the governed speed of 2800 RPM.



TENT PIN DRIVING AID

Dear Editor,

Here's a tent pin driving aid we use when we drive our pins in hard ground. We've found that we don't have to replace broken pins as often when we use this aid. You can make it by welding a scrap iron cap on a 2-in. piece of 3-in. OD galvanized pipe.

Here all you have to do is place it over the pin and start pounding.

182 George A. Blalock
 Co. 8, 10th Street St.
 WARNO



Tent Note—If you use a 1/2-in. thick piece of carbon steel plate, 182-17078, Class A, Type 1, for welded, TEM 815-115-1125, on that galvanized pipe there is less danger of steel chips flying from the cap. Cut the plate so 1/2 inch of it will go inside the pipe and 1/2 inch will be sticking out the top. Then weld it all the way around so it will stay put.

SEE-SEE, CRAFTING!
DESIGNING TOOLS

WELDING

HELP

SEE-SEE BOOK-UP



Dear Editor,
You've finished a real beauty tool for cutting and
grinding stainless steel and aluminum welds. It also
handles mild steel, cast iron and brass. High speed
steel, copper and brass work.

The tool works exceptionally on oxidized surfaces
chromium and high-pressure air to weld and fabricate
using the old weld. And, it changes long, heavy
beats of hard work to minutes of fast, easy work.

Mr. E. Colton, 4802 G. Loring



4-4-4 To make the tool we used:



1/2" pipe drilled to size

A standard electrode holder
with a hole drilled near the
front end of one of the metal
legs to take the 1/2" pipe.

A brass drain valve, 1/2" x 1/2"
Part # 200-142-0048 w/1/2"
threads on both flow ends.

A pipe coupling, 1/2" x 1/2",
200-1-071, Type 1 Part # 200-
200-047.



Approximately 15-20 #14 in
square tubing Part # 200-001-
743, Part type Part # 200-
001-743.



See flow

Includes, standard, with
the top, 1/2" in with Part
200-001-0401.

OR

See flow
Part # 200-001-0401, Part #
200-001-0401.

See flow Part # 200-001-
0401, Part # 200-001-
0401.

They end of the tube, bore on both
sides, pass through the hole in the
holder's jaw to the air line tube where
the electrode starts the work. The tube
extends above the jaws through the hole.
The tube should be extended in place if
it's not a snug fit.

The other end of the tube is attached
to the front of the drain cock, which
serves as a shut-off valve.

The coupling is attached to the back
of the drain cock to take the line from
the air supply.

The air line attachment is taped or
clamped to the handle of the electrode
holder. The tool can be used with an
air compressor or a welder's air system.
It can take 40-100 PSI.

The tool must be used from left to
right and the welder must always wear
goggles.



200-100-001
Part # 200-100-001

200-100-001
Part # 200-100-001

200-100-001
Part # 200-100-001

200-100-001
Part # 200-100-001

LEARN MORE:

These PARTS will give you further tech
being various electrodes

Part # 200-001-001, Part #
200-001-001, Part #
200-001-001, Part #

SEE-SEE—Good deal. The home-made air-line attachment can also be used with
a Miller "back burner" electrode holder. See Part # 200-001-001, 18 May '73.

ALPHABET SOUP



Dear Bill-Mont,

What symbol do you use for the next information entry in block 14 on DA 2000-I daily? It's all explained away to me. **THE L. I. E.**

Dear Private L. I. E.,

Easy, next block 14 on DA 2000-I daily is used to help you coordinate the next information with the next periodic PM service due—whenever that's possible within the authorized 10 percent variation.

So... if a lubrication (based on hours or miles) falls due before the next periodic PM service (by more's 10 percent) use L in block 14. But if the date can be coordinated with the periodic PM called for in the equipment TM, use the letter that stands for the service.

For equipment that has only S (semi-annual) services, use S for a date that falls due before the service—S when the date and the service are scheduled together. For equipment that has only Q (quarterly) services, use L for a date that falls due before the Q and Q for a date coordinated with the Q. You'd also use L or M (and sometimes L or W) in a similar way if the equipment

DATE	PERIODIC SERVICE	PM SERVICE
1/1	1/1	1/1
1/2	1/2	1/2
1/3	1/3	1/3
1/4	1/4	1/4
1/5	1/5	1/5
1/6	1/6	1/6
1/7	1/7	1/7
1/8	1/8	1/8
1/9	1/9	1/9
1/10	1/10	1/10
1/11	1/11	1/11
1/12	1/12	1/12
1/13	1/13	1/13
1/14	1/14	1/14
1/15	1/15	1/15
1/16	1/16	1/16
1/17	1/17	1/17
1/18	1/18	1/18
1/19	1/19	1/19
1/20	1/20	1/20
1/21	1/21	1/21
1/22	1/22	1/22
1/23	1/23	1/23
1/24	1/24	1/24
1/25	1/25	1/25
1/26	1/26	1/26
1/27	1/27	1/27
1/28	1/28	1/28
1/29	1/29	1/29
1/30	1/30	1/30
1/31	1/31	1/31

1/15 1/16 1/17 1/18 1/19 1/20 1/21 1/22 1/23 1/24 1/25 1/26 1/27 1/28 1/29 1/30 1/31

USE "L" WHEN LUB IS COORDINATED WITH PERIODIC PM SERVICE.

DATE	PERIODIC SERVICE	PM SERVICE
1/1	1/1	1/1
1/2	1/2	1/2
1/3	1/3	1/3
1/4	1/4	1/4
1/5	1/5	1/5
1/6	1/6	1/6
1/7	1/7	1/7
1/8	1/8	1/8
1/9	1/9	1/9
1/10	1/10	1/10
1/11	1/11	1/11
1/12	1/12	1/12
1/13	1/13	1/13
1/14	1/14	1/14
1/15	1/15	1/15
1/16	1/16	1/16
1/17	1/17	1/17
1/18	1/18	1/18
1/19	1/19	1/19
1/20	1/20	1/20
1/21	1/21	1/21
1/22	1/22	1/22
1/23	1/23	1/23
1/24	1/24	1/24
1/25	1/25	1/25
1/26	1/26	1/26
1/27	1/27	1/27
1/28	1/28	1/28
1/29	1/29	1/29
1/30	1/30	1/30
1/31	1/31	1/31

1/15 1/16 1/17 1/18 1/19 1/20 1/21 1/22 1/23 1/24 1/25 1/26 1/27 1/28 1/29 1/30 1/31

USE "L" WHEN LUB IS COORDINATED WITH PERIODIC PM SERVICE...

has M (monthly) or W (weekly) periodic PM services. That's what your 4-0400-01 in TM 34-750 means.

Also, when you use L for a lubrication based on miles or hours only, you'll have to estimate the date that it'll fall due (block 14).

Happy New Year!



Conroe Road's

BRIEFS

DO YOU HAVE
A MAINTENANCE
PROBLEM?

IS NOT A
MAINTENANCE
PROBLEM!

Maximize Your Working

It makes a difference which 20' trailer you use. If you have one of the M2 180T (like an M2M2 tank) you load it with the same built-in double loop loading. If it is an M2S (like an M2S tank) you load with the open side of the tank down and the single loop loading. This is the latest design regardless of what you may have seen in FS or any other place.

M2S1/AS Tension Rest

Make it FS# 4750, 406, 875P for them, or check our ad out, you see on page 4 in the 4/2000 issue of FS (see ad). Then you'll get the right item—the lower air pressure hose for your M2S1/AS controller's pumping engine.

40' Battery 75%

Hey, all you owners of FS's 204, 208, 218M and 220M—here's plain old 20' LONG BOW battery design generator sets—on your 24-volt electrical system, the 41M battery FS#s changed. It was FS# 41 48-000-4084, it's now FS# 41 48-000-3428, in Ch 2 (Aug 87) to 50-000-4048.

Apply M2S 87R Safety M2S0

What happens when somebody makes a mistake and connects the fire extinguisher lines with the fuel lines on the M2S tank recovery vehicle?

Somebody could get killed. Is that happen.

That's why M2S 9-2008-200-8042 (Ch 27) was written.

If your tracked vehicle equipment hasn't already got this M2S on your M2S see that he does it—fast please.

The M2S averages the fire extinguisher and fuel line quick disconnects so you won't make a mistake in hooking them up.

Alcohol For Diesel

Diesel fuel systems get extra cold protection with alcohol. That's the word from BATAACON in TWO 1-2000 (22 Jan 88), Page 41, Ch 1 (Feb 88) to 1M 9-201 is changed to delete the section against alcohol. You can 7% plot of alcohol per 10 gallons of diesel fuel below 50°F. It's Alcohol, denatured, Grade 1B, FS# 48 10-245-7413 (1 gal), FS# 48 10-245-0907 (3 gal), FS# 48 10-200-0904 (24 gal). Remember to add the fuel on top of the alcohol.

Would You Stake Your Life ^{Right Now} on the Condition of Your Equipment?

PLEASE

TURN OFF
YOUR RADIO
SETS BEFORE
YOU START
UP YOUR
ENGINE

...**AND** TURN OFF YOUR RADIOS
BEFORE YOU TURN OFF YOUR ENGINE!