

Issue 129

PS

THE SERIES

THE PREVENTIVE MAINTENANCE MONTHLY

WHENEVER YOU FEEL THE NEED TO TAKE A BREAK FROM THE DAILY GRIND, THIS IS THE PLACE TO GO. WE'VE GOT YOU COVERED WITH A RANGE OF SPECIAL FEATURES THAT WILL HELP YOU GET THE MOST OUT OF YOUR LIFE.

THAT'S THE ONLY WAY
YOU CAN BE SURE
YOU'VE GOT THE BEST
OF BOTH WORLDS.

SPECIAL FEATURE
PUBS... HOW TO GET IN

Your gear
can stay
"GO"
only if
YOU
do your
maintenance
RIGHT
and
on time...



THE
PREVENTIVE
MAINTENANCE
MONTHLY

There is no such
thing as a free
lunch. If you
don't take care
of your car,
it won't last.

Regular
oil changes
and
filter
changes
are
essential
to
keep
your
engine
running
smoothly.

There is no
such thing
as a free
lunch. If
you don't
take care
of your
car, it
won't last.

SPECIAL FEATURE
PUBS - NOW TO GET 'EM
ON THE
COVER

You've Just
Been Inspected—

WHAT DID

YOU LEARN?

The inspector has just walked out the gate.

Now it's time to ask yourself what you learned from the inspection.

Well . . . if you tried to pull the wool over his eyeballs by going heavy on spin-and-polish, you found that he knows how old sayings by heart: "Looks can be deceiving" . . . and "Beauty is only skin deep." In other words, he knows what he was looking for.

You learned whether the maintenance of your equipment is up-to-date, and when you added everything together, you got a good picture of the overall condition of your equipment.

Finding out about the overall condition of your equipment, you learned just how good your maintenance program is. The inspector showed you where you're weak and where you're strong.

If you came out of the inspection with a lot of points, you can figure you have a good operation. If you're hunting for points, it's time to take a long, hard look at the way you do things.

You also learned whether your way of maintaining your big, bad wheels meshed with the inspector's.

If you asked any questions, you found (at least you should've) that the inspector was willing to answer 'em. And if he didn't know the answer on the spot, he said he would find it for you.

In case you asked for help on lifting and restraining EER, for instance—you learned (once again . . . you should've) that the inspector was willing to pull up a chair and explain things.

The inspector probably offered some suggestions on how you might better maintain your equipment. That means he said something like, "You ought to try doing it this way" . . . and said "You will do it this day."

Another thing that you learned is that a good inspector brings you up-to-date on new you've behind-the-scenes on things like publications and procedures.

You learned, if you've given it some real thought, that the inspector—any inspector—is on your side. When all is said and done just as big a matter in things as you if the hell on your gear up. Why? Because he represents your own 1st Commanding Officer. He is in the eye and ear, for yours was OK . . . he is an division, gun, army . . . or whatever level.

If you scored low in the inspection, you learned something right then to better your self OK can be done backward about the situation.

All the learning in the world won't do any good, tho, if you don't put it to good use.



Subscription Information: Send this ad to the Editor, PS, 1000 North 17th Street, Ft. Worth, TX 76102. For more information, call 1-800-368-3777.

The INSPECTOR'S REPORTS column
is available on a separate page.

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Every pipelink distribution form has a space for an account number, and that account number is assigned to your outfit by the Publications Center after it gets the approved forms from Baltimore.



You may have the same account number for getting pubs from both Baltimore and St. Louis, or you may have a different account number for each venue.



Once your outfit gets an account number, your pipelink pubs will be mailed direct to you from Baltimore or St. Louis, except for those which are furnished through your group/branch, club, headquarters.

Whenever you send in a revised form or number Dk 12 Form, you will have to send it thru channels for approval.



By you have an account number for pubs listed on DA Form 12-6, and you want to get some pubs that are listed on DA Form 12-14. You will have to send the 12-14 thru channels for approval.

Any time you need more, less, or none of the pubs you're getting that are on pipelink, you change your distribution by sending through channels a revised DA Form 12-14 with number that applies.



Remember, once your outfit gets an account number, it stays with the outfit even if you change location. And, if you do change your location, be sure to notify Baltimore and St. Louis of your new address. The forms will go there.

In order for a staff (for a bandstand or engine, for example) to get their pipelink pubs, the DA Form 12-14 will have to be sent to St. Louis and Baltimore, and an account number will be assigned.



You'll find blank space on the placemat forms. You can't write in requests for other pubs unless you have the word from the Pub's Owner; they'll tell you when to put in the space.

Army National Guard placemat distribution is currently limited to the present TOE unit of authorized ARNG civilian maintenance shops and units. Other branches exist. All other publications are handled by the state AG.

Army Air Reserve units use an placemat for civilian pubs. Your Reserve shops headquarters put out the word on other pubs.

FORMULA DISTRIBUTION

Show for the pubs you don't get on placemats. How do you get them?

There's a distribution formula in each of these publications that'll show you as to who gets what. If your unit isn't listed, you'll get that particular pub from your local publications section ... if you need it. If your TOE is listed in

REGISTRATION NO. 1007 1987
U.S. ARMY CORPS OF ENGINEERS
COMMUNICATIONS CENTER
ATTENTION: PUBLICATIONS SECTION
3700 QUARTERMASTER BLDG
FORT MONROE VA 23030



the formula but the pub office feels you don't really need it, he won't send it to you. The pub office can also get and give you any pub you

need even if your TOE isn't listed in the formula. You can find all of this in pages 68 and 70 of AR 300-1.

Extra Copies

DA Form 77 is used to ask for additional or replacement copies of pubs. When you get your placemat distribution and find there aren't enough copies, then you send the DA Form 77



to its local or business, depending upon the publication. It has to include your account number and statement explaining why you need the extra copies. That'll get you extra copies in a certain time; it won't change the number you get automatically by placemat.

Your local publications section will tell you how to get additional or replacement copies of pubs that are on formula distribution. This is usually covered in a post course or bulletin. If you don't know, make it your business to find out.





SHOULD YOU
REPAIR IT?

OR
SHOULD YOU
BUY?



WORTH THE EFFORT

Next time you're pulling a assembly screw on your Hawk Scanner—and every time from then on—take the time to pull the cover plate from the three aluminum switch housings.

Then take a close look inside and see if you can spot any rust, especially on the part of the arm that revolves around the post. If you can't see any, get rid of it with some coarse cloth.

Run on the part of the arm that revolves could keep the arm from moving and closing the microwave the way it ought to, as a finishing touch.



Use a little QAL (International Lubricating oil) at the point where the arm rotates around the post. Be sure a new gasket is installed each time the cover plate is removed.

Of course, if you can't see more rust than you can handle, then it's time to ring out for your support people.

1000
100
500
1000

TENTING TONIGHT



Do the men for your Hawk CW radar and BGR radar flap in the breeze? Or worse . . . do the men look like they came out on the short end of an argument with a man guided?

Either way or both of these things could happen if you have the wrong man. And the wrong man are those without guy lines.

The right man is you—the one that has guy lines and guy used with CWA, LPI and the BGR radars—in listed under FSN 8340-811-0001. It's in Section II—the basic item frame list—in the -12971 TM for each radar.

And to complete the picture, make sure you have a copy of TM 35-8340-201-249 (Rev. 62) on hand.

READY... AIM... FIRE!



THAT'S THE WAY TO GET THE GULLIVER PACKAGE INTO THE HOUSE.



You can throw up a round-the-clock armed guard... or you can... leave in the city... and have men on hand. But that's an expensive way—in men and equipment—to keep mice, birds and what-have-you from getting into a Mike-Macroeve minute by way of the guidance system access door.

True... when the base assembly used for installing the guidance package is removed, the door has to be open. And everything and its brother and they can get inside the missile.



But the base door's here to be hooked up when you're not installing the guidance system. It takes the easy way out when you're not using the base for loading by disconnecting it and closing the guidance system access door.

There's one thing to remember, too. The scraper end of the base has a base



valve that's designed to provide a lead to run the scraper and is accidentally disconnected from the missile. The lead is needed, of course, to keep the Movers from having out of the scraper door break loose.

So... don't take the base off the pipe assembly because you'll take the base-valve out of the picture if you do.

Closing the access door when you're not using the base assembly to seal the guidance package helps take care of your problem. But you're still left with the problem of what to do when the base is hooked up to the missile—leaving the access door open.

The answer, in a couple words, is nothing much. Maybe it'll help you to know, too, that the people with the state valves are trying to come up with an answer or two.

IT'S IN THE TM



TM 9-1480-110-2011 (Feb 81) and TM 9-1480-110-2012 (Feb 81) . . . they're the TMs that have the scoop on painting Nike-Hercules equipment.

The TMs talk about using gray primer for working on missiles and containers in the BC and EC vans and the like. And the guide gives you a run-down on such numbers for the gray primer.

But some Nike systems use a light green primer on the missiles and containers. So what do you do?

Why you turn to page 18 of TM 9-1480-110-1111 (21/1) (20a-60). You'll find what you want there—1 pint of luminous green enamel listed under P/N 8014-944-0071.

WATCH THE HOOK

Dear Staff Sergeant,

On page 24 of PT 111 you answered a question about rusty chains on the Nike-Hercules portable launching unit.

Does the answer also apply to the hook with the launching unit?

Sgt. G. L.

Dear Sergeant G. L.,

Yup.

And the same deal goes with other hooks—like the ones on your rocket motor-cluster joint beams and the hook on such vehicles as the M52 wrecker.

That is, there's a coating on the hook

that turns brownish with age. The change in color doesn't mean a thing.

But if rust does show up on the hook . . . then you take heed of what it says in TM 9-511.

High Speed

CAUTION: TOXIC MATERIALS WILL BE SET OFF BY THE USE OF ANY OIL-BASED PAINTS COULD BE USED TO PAINT.



HER THREADS SHOW



Was the small compensating ring on your 44-man rifle looked bare when you sent it to support for its first 500-round adjustment?

And it came back wearing threads?



No, now you wonder if it's safe to fire!

Don't blame you for wondering. Your rifle's pub (TM 9-2008-209-11, Mar 19, with Change 1) doesn't say a thing about its looking different.

But, not all. Threads should show after support's made the necessary adjustment.

This adjustment, like it says in para 38, returns the muzzle velocity to nominal condition. This means, though, that the weapon'll have a small upward motion when you fire it—something it'll lose the more you use it . . . all it'll have no-motion. Then, after a while, a new forward movement will be in and you'll be back where you were—needing another adjustment.

Feel better now?

THAT BIG FAT

BUT

OK, now, let's get those corner pickin' corners straight so you don't rub the blued or polished bearing surfaces on your small arms.

Yes, in a tight field situation, you can use laundry soap for cleaning your great rifle, you can't get hold of more here cleaner, BUT . . .

Only if you immediately dry your weapon good and take it even better to keep it from rusting.

No, you can't get steel wool or any other cloth to get rid of rust stains,

BUT . . .

Your weapon has an iron finish let's a special treated type who won't rub off the protective finish, like you've got to or hold up critical weapon dimensions.

Yes, you only use the cleaning materials and procedures spelled out in your weapon's TM or FR. And always follow this cleaning bit with a thin coating of the recommended preservative. That'll keep your weapon healthy and your old gig proud.

LOCK 'ER



It's enough to hold you ... when the folding beam lock on your HOIST launcher falls just as you're unloading an Heavy Job.

The lock bars separate the beams. They fly back with an awful "whomp," and most of the power—including the hoist—takes a powerful beating.

Who's to blame? What can you do to prevent it in the future?

Like to use the lock failure was caused by one of two things. Either somebody (not you, of course) made with an uncontracted welding repair on the lock. Or, somebody (you, maybe!) didn't make sure the locking pins were fully engaged when he locked the folding beams in lifting position.



Here's what you can do to avoid a bad repair performance:

1. Keep your contracting hands off repairing any of the lock components. That's strictly for repair men.

2. Get your support guys to take each lock group apart continuously. Get 'em to inspect the components for cracks, fractures or other defects, and get 'em to replace any parts that need replacing.



3. You inspect the handle lock for proper adjustment and engagement of the locking pin before each and every firing session. If you find there's not enough tension in the lock group to prevent movement or play of the loading handle, get your attention to increase the tension by adjusting the position of the lock bolt—the it's outlined in Para 12 of TM F 1011 100-21 (Mar 74). These instructions'll be replaced in the next change to the DDM, (once authorized).

4. And you make mighty sure the lock's locked good when you put the handle in firing position. You are told a delight by locking and other such by locking the end of the doors.

If the user's dumb, it's locked OK.

But if the user makes out even a H lock, it's not locked.

Use M!

Now, it's gonna take quite a bit of pressure to overcome the over-center feature of the lock and to engage the lock pin (by pushing the handle out straight—even when the lock's adjusted right).

But, whatever else you do, DON'T use a hammer or any other tool to help lock it. Finger or hand pressure should be enough.

ABOUT YOUR M13 BALLISTIC COMPUTER



There are times when you may think you're hyp on any situation, but it may not be true. Take, for instance, when you're using the M13 ballistic computer in your M4B tank.

Unless you're sure you know just



IF THE LOCKING PLUNGER WON'T ENGAGE—IT'S BROKE.
IF IT ENGAGES (W/—IT'S NOT BROKE.

which crank, or handle, or knob does what, then maybe you'd better ponder a bit.

You could run into a parcel of trouble if you use the maximum range correction above 4400 when you have the range indicator on HIF T1423 and the range correction above +5. It hits the minimal stop and something's got to give, and more likely it will be some of the gears. So—double-check that range correction to see that it's not above +5 before you adjust HIF T1423.

ONCE A WEEK'S FINE

Dear Half Man,

Somebody told you how to fill a gun (Doctor of Maintenance) so how you can you diagnose this and prescribe a treatment? Our M105 tank's 120-mm gun developed a terrible leak in the hydro-pneumatically equilibrater and we can't figure out why.

No repairs, that's for sure. In fact, it's not been used at all lately, except that we exercised it quite some time ago while obeying what THE GUN DO says about exercising it at least every six months. And the gun's been parked in several tanks, too, like it's supposed to be.

Sgt. R. A. C.

Dear Sergeant R. A. C.,

Ahh-hi, how we go again. Quite a few of those M105's are showing this symptom after standing in one place for a long time in travel lock.

Being parked in travel lock's one the problem, though. This raises the pressure off the coils, so keep parking it the way,

keep it leaky.

The exercising bit for equilibrater assemblies mounted in the M105 120-mm gun tanks is prescribed in Para 10 of THE GUN DO, like so:

Elevate and depress the gun and raise throughout the FULL operating range at least three or four times. Got it?



But the reason is simple, and any maintenance practitioner'll tell you the crew's even simpler.

What happens is this: The elevating piston O-ring seal dries out and dry-rot from lack of lube. Then you have a leak.

The best cure is prevention. If you'll periodically exercise the equilibrater system once a week by crew operation, you'll lube the rubber in the O-ring and

And now, Sergeant, you diagnose this one for me. Why is it that because the THE GUN DO says in Para 10 that the equilibrater's supposed to be exercised at least once every six months so many guys to expect this to mean it can't be exercised any other than that?

Maybe what we need are signs for people who can't read!

Half Man

THE NEW BREED

YOU WANT MORE DRIVE, MORE POWER, MORE CONTROL? THE NEW M11 PERISCOPE HAS IT ALL. IT'S THE ONLY PERISCOPE IN THE WORLD THAT'S BUILT TO LAST. IT'S THE ONLY PERISCOPE THAT'S BUILT TO LAST.

PERISCOPE'S NEW DESIGN IS A REAL ADVANCE. IT'S THE ONLY PERISCOPE THAT'S BUILT TO LAST. IT'S THE ONLY PERISCOPE THAT'S BUILT TO LAST.

Next time you brought the M11 periscope on your M16A1 or M16 tank, check the scope to see if it's suffering from parallax. And if it is, fix it yourself, using a suitable screwdriver.

What's that? You say you have more orders to keep your cross-hairing screw-driving units off'n all periscopes? You've had to lamented once you that parallax adjustment can only be done manually at higher velocities?

Well, you're right—as far as other periscopes go.

But the M11's different. It's equipped with a slot in the eccentric shaft that allows for this essential adjustment. And there'll be a whole new breed of periscopes in the future with this same feature.

So, you might as well get hip to it right now.

There's how to make that check. Set the display scale at the (display) zero position of the periscope while you're plus or minus 1.75 degrees.

Then rotate through the periscope at some tempo in the distance—say, 1200 meters—and note your head up-and-down and sideways. If the center marking of the target area is correct, don't worry. If not, that's right—you "won't" get parallax. M11's NEW TANK IS IT.



Turn the locking screw in the eccentric shaft housing and while you're passing into the system, slide your screwdriver into the slot in the eccentric shaft and turn it till you get rid of the parallax. Then tighten the locking screw.

Normally parallax's no problem on M11 periscopes. About the only time you may have trouble with it is when you replace an unscrupulous head assembly. But check it whenever you're screwdriving.

This is the big message to write in redink behind your ear, though: While you're screwdriving by Change 1 (May 61) to TM 9-2550-201-18, no screw around with the M11 periscope parallax adjustment, don't get caught dead with a screwdriver around any of the other periscopes now in the field.



LOOKY HERE!



Can't do a good job on your MEET or BILCO's accessories without the right tools, right?

AN ICE PICK FROM THE OFFICE
TILL YOU GET TALKED TO BY
MR. ASSISTANT TO YOUR BOSS
FROM THE LEFT!



6 INCH WRENCH FOR MOUNTING ELECTRIC BOX

Sturdy, casted steel, 5/8 in square
drive, 5/8 in square socket end . . . PN
123456 1710



6 INCH WRENCH FOR MOUNTING THE BATTERY BOX

Sturdy, square, casted steel
1/2 in PN 123456 1711



ONE HALF INCH HEX HEADS FOR ELECTRIC BOX BOLTS

Sturdy, blue zinc, 1/2 in x 3/4 in
1/2 in post length . . . PN 123456
1712



Sturdy, blue zinc, 1/2 in x 3/4 in
1/2 in post length . . . PN 123456
1713



Sturdy, blue zinc, 1/2 in x 3/4 in
1/2 in post length . . . PN 123456
1714



Use the 10 point
and your wrench.

SHOOT AND SCOOT POOP

M108
T801

M107
T801



M109 T801

Want the best out of your M109 (M107, M108, M110) and a lot of ammunition? **Check!**

Well, even in this morning and you won't be missing . . . Elevation quadrants M109 with serial numbers 1001-1009 don't always give an accurate reading on the elevation counter dial.

So, before you fire, be sure the reading is right by checking it with gunner's quadrant M1 or M1A1 . . . that way your round will go where you want it to instead of somewhere in the new money.

M109 elevation quadrants with serial numbers above 1000 are OK. But if you have one numbered below 1000 always check it with the gunner's quadrant . . . This won't be forever because they plan on fix the bad counters. But, for now, check before you fire.

GUNNER'S
QUADRANT

SOFT FIRE
BEFORE YOU
CHECK THE
READING WITH
THE GUNNER'S
QUADRANT!





COULD YOU



YOUR OWNERS
KNOWS OR YOU GET
A TERRIBLE CASE
OF THE COLDS. YOU
KNOW... YOU
KNOW... YOU
KNOW... YOU
KNOW... YOU

M107-M110 FILTER FACTS

M107 MP 175 mm gun and the M110 8-in howitzer are examples of far-getton-in, land-grabbers, long-rangers. Be good to them and they'll make bad news for the bad guys.

'That 'em tanks, never land a tankie . . . and always remember, Fuel filters help keep your tanks running'.



DON'T CALL US FIRST. JUST FIND OUT A FACTORY. JUST JUST PLEASE TALK TO US FIRST.

FOR 248-741-774—primary filter low pressure monthly.
FOR 248-741-770—primary filter low pressure direct ship.
FOR 488-741-804—secondary filter high pressure monthly.
FOR 488-741-802—secondary filter high pressure direct.

You might clip this info on page 18 of your TM 9-2080-204-20P (Jul 82) where some of it already is. Incidentally, the Fig 12 on page 18 is of a primary (low pressure) filter.

The two kinds of elements and filter assemblies we ship in the boxes waiting for your order . . . so use 'em but don't lose 'em or about 'em.

M107

M110

USE THESE FOR
HIGH PRESSURE
FOR 248-741-774
FOR 248-741-770
FOR 488-741-804
FOR 488-741-802

USE THESE FOR
LOW PRESSURE
FOR 248-741-774
FOR 248-741-770
FOR 488-741-804
FOR 488-741-802

M108-M109 SP TIP



You really do disconnect the batteries on your M108 SP (35-amp bowler) (T104E1) or your M109 SP (35-amp bowler) (T104E1).

They're negative ground like an old-fashioned Army vehicle, and they'll give you an amble . . . provided you remember that they go to ground in two places. When you're disconnecting the batteries, you disconnect the emergency bus . . . two—negative (ground) cables first.

Disconnecting just one ground won't protect you—and most soldiers love battery buses to protect it.

Instead, never try to disconnect the positive (+) terminals before you have both negative (-) terminals disconnected.

That way you'll be all right and so'll your batteries.

Likewise, when you reconnect the batteries, you reconnect the negative (ground) cables last. TM 5-2540-217, 20-00a 41a shows you the cable connections in Fig 163 on page 211.



M113 PC FILTER FACTS



WHEW! WHAT'S THE LABEL ON THAT? DOES IT SAY "FOR USE WITH THE M113 PC FILTER ELEMENT?"

THAT'S THE HIGHLIGHT FROM THE M113 PC FILTER ELEMENT—"FOR USE WITH THE M113 PC FILTER ELEMENT." IT'S THE ONLY FILTER THAT'S CERTIFIED FOR USE WITH THE M113 PC FILTER ELEMENT.

You can't tell the players without a close look. . . so this is your close-up look for the M113 PC transmission oil filter.

Maybe you wouldn't know an E.O. from the backside of a team shoe—most certainly was E.O. 88771 (15 May 61) that changed transmission assembly TX200-2, CPN 8761183, to a new model which was named TX200-2A, CPN 10910092.

This was fine and dandy like choice—like candy except that transmission oil filter part kit FSM 2112-507-8110

listed on page 91 of TM 9-1508-104-20P (Para 81) will not work on the new TX200-2A transmission.

What you need is transmission oil filter part kit FSM 2112-508-1549 which has parts on it either TX200-2 or TX200-2A transmission. This kit is in the supply system so order it if you need it.

The new model M113 PC's have the new TX200-2A transmission and so do their auxiliary vehicles such as the XA800, XA807183, XA8177, etc.

OH, BY THE WAY, THERE'S AN E.O. 88771 (15 May 61) that changed transmission assembly TX200-2, CPN 8761183, to a new model which was named TX200-2A, CPN 10910092.



WHEW! WHAT'S THE LABEL ON THAT? DOES IT SAY "FOR USE WITH THE M113 PC FILTER ELEMENT?"

POINT OF ORDER



There may be one in your world.
One what?

A point messenger, that's what.

You know the type. He needs a set of points for the distributor in a vehicle and, with supply fresh out, he takes a short cut.

After all, direct exchange is right handy. They have rebuilt distributors with new points in 'em. And what could be easier than dropping points? Why, he doesn't even need a requisition.

Excuse this type of action in government to turn a few hair's gray at the depot, when the rebuilt distributor comes back for a second overhaul, as well as in his own mouth.

Remember that if supply is always running out of ignition distributor parts (and points included), the only property officer needs to know about it, for a very good reason.

Most parts manuals say that an increase in the quantity of an item is OK if it's justified by usage and experience. All TYS-11 (16 Mar 63), "Property Accountability," gives him the green light to increase mileage.

So, if you make a run on rebuilt distributors, spread the word, will ya?

This could mean the end, even though the National Fuel Clearinghouse has no jurisdiction in it. I'll be sure to file a requisition for a set of points for the distributor. I'll be sure to file a requisition for a set of points for the distributor.

IT'S 21...

If you want to get the best deal on your car, you should look for a car that's been driven less than 21,000 miles. That's the magic number. It's the number that's been proven to be the best deal on a car.

If you want to get the best deal on your car, you should look for a car that's been driven less than 21,000 miles. That's the magic number. It's the number that's been proven to be the best deal on a car.

Yes, it's still TM 21,000 for selected vehicle driver licenses. The TM 21,000 listed on page 285 of DA Pam 210-4 (Jul 63) is simply dry in fire fight.

BUTTON! BUTTON! WHO'S GOT...?



Button! Button! Which model has the reflector buttons on its marker probe?

Is it the M28A1 M-boat?

Not that Not that

Is it the M37 and M37B1 M-boat?

Yes! Yes! Yes! Yes!

If you look in TM 5-2030-311-209 (Feb 60), the supply bible for the M37, you won't find anything about the reflector marker probe buttons. However, it is in the supply system now under ESN 2030 542-9417 (Old No. 7911190) and you can order it.

Use it just on the M37 and M37B1. You don't need it on the M28A1.



LEAVE THEM OFF

Dear Staff Sgt.,

Can you tell me why the M37A1 and M37B1 cargo trailers don't have amber side reflectors?

There's talk going around my unit that unless a good reason can be found somebody's going to hatch on to 'em ... don't come later in the matter ... and then mount the reflectors.

SAC IN R.

Dear Sergeant IN R.,

These amber side reflectors were left off the trailers because of a problem we all have now and again, army.

And I sure would like some fun talking to keep the people in your unit from getting upset with the drill.



Handwritten signature



Dear Half-Mast,

It's been a long time since I saw the FEN or any other number for the leveling jacks on the supplier station van trailer M179 and computer station van trailer M111. They just don't seem to be listed anymore.

Can you give us a number for the whole assemblies?

CHAS. A. I. B.

Dear Mister A. I. B.,

Here you.

The leveling jacks that you're looking for are listed on page 25 of Ord 7 & B, ENL 0201 (May 82).

Of course, the ENL gives the old Ordnance stock numbers for the jacks. But when you take those Ordnance numbers and add the Federal government item numbers, you then have the jacks' correct stock numbers.

LET'S GO TO THE WORKSHOP WITH THESE ITEMS!

ASK leveling, job, or (800) 760-0002, FN 0201-70-001.
ASK leveling, job, or 0201-70-001, FN 0201-70-001.

M56 SCORPION SCOOP

SCORPIONS
TEETH... SHARPER
AND MORE
POWERFUL THAN
ANY OTHER SCORPION

HOW MANY TIMES
DO I HAVE TO
TELL YOU...
THEY ARE INCREDIBLE!

If you can't control the steering in your M56 Scorpion (SPAT) you can get killed—no one else has been already.

What happened, the sprocket mounting bush heads get sheared off because the track guide pins were rubbing against them. With the bush heads gone, the drive shaft locked off and steering control was lost.

To prevent this, put on new sprockets if yours get worn down so much the

track guide pins rub the mounting bush.

Also, don't drive if there's a chunk out of a sprocket tooth or deep shear line metal is exposed.

Another thing you can do for safety—your safety—it replaces the self-lubricating sprocket mounting bush with safety-wired bush — FN 1500-90T-9176. Wire has in series of run with 30M 1001-211-2007 safety wire.



THE ONLY WAY TO GET THE BEAM INTO THE TRUCK IS TO GET IT OFF THE TRUCK.

Is this what you do when you want to remove the horn beam assembly on your 14-cv or 16-cv model?

No wonder the supply people are climbing up the wall—what with the regulations they're getting for the installation.

You can get the beam apart with the screwdriver. But the clamps are better's even than you'll have one or more of the rubber ribs on the beam plus in the process.

You can see why. The horn beam has three legs made of hard plastic. And these legs engage the ribs to keep the beam in place. So . . . prying up the horn beam means the legs tear the ribs from them so there and gone.

There's only one right way to remove the beam. Take hold of the rubber covering . . . press down slightly to take the pressure off the metal ribs and legs . . . turn counterclockwise about one inch . . . and then lift up.

You work things in reverse to replace the beam.



WHY DO IT?

AND WHY
DON'T YOU
JUST BUY
A NEW
VEHICLE?
BECAUSE
YOUR
VEHICLE
ISN'T
THE
BEST
ONE
YET.



WHY
DON'T
YOU
JUST
BUY
A
NEW
VEHICLE?
BECAUSE
YOUR
VEHICLE
ISN'T
THE
BEST
ONE
YET.



That's right! Why do it?

There are plenty good reasons why diesel fuel should not be used for cleaning vehicles.

First, it's a monstrous waste of fuel and money.

It'll cause the paint to break down. Plastics develop when rust can get a foothold. And rust will break down

your paint job even worse.

It leaves an oily film on the paint that'll only gather more dirt to make it harder to keep your vehicle clean.

A vehicle cleaned with diesel fuel may look slick for an hour or so, but that spin-and-polish won't fool a good inspector one bit.

So why do it?



Dear Half-Man,

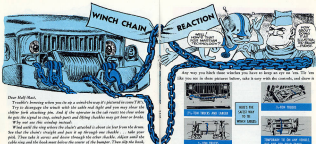
Why are there holes in the front bumper of the D10 truck?

Sgt. T. H.

Dear Sergeant T. H.,

You're not the only one that's been puzzled by those holes in the front bumper. Those holes have led to all sorts of theories.

The truth of the matter is, it was one of several ways the designer used to reduce the overall vehicle weight without sacrificing structural stability.



Dear Half Mast,

Trouble's brewing when you tie up a winchable wrap it's planned to come (T.M.). Try to disengage the winch with the cable and tight and you may clear the chapter book attaching pin. And if the operator in the cab wants the cable when he gets the signal to stop, winch parts and fitting shackles may get loose or break. Why not use the winch control?

What with the ring where the chain's attached it shows the best from the drum. See that the chain's straight and pass it up through one shackle . . . take your pin. Then take it across and down through the other shackle, slip on the cable ring and the hook over below the corner of the bumper. Then slip the hook pin down, through the ring.

Wind the cable to take up slack but don't draw it tight. Disengage the winch drum and in the drum hook pin. Result: No wear and no damage.

Dear M. E. L.,

With the winch you described, you'd doubt some possible troubles, but you'd open up the gate to others.

Many of the chains you'd find to use on an drum to make that long loop through both shackles. So sometimes you'd have to put the shackles over the cable instead of just threading the chain through.

With the hook and chain in a loop loop below the bumper, the hook will

break in rough country. And it may bounce out of the ring unless you win the chain in the ring.

Better, with that loose loop, the outer layer of the cable on the winch drum is likely to get crimped up.

And you'd have to make sure that loop stayed draped inside the bumper. (Page 124 of EM, Item 756-1 (28 Apr 58) says "no doc" on stopping it over the bumper too.)

REACTION

They say you should always wear an eye pro tector. The way like you see in these pictures below, make it easy with the controls, and show it



1. USE THE WINCH AND LOCK



2. USE THE WINCH



3. USE THE WINCH



4. MAKE SURE TO USE THE WINCH TO GET THE WINCH INTO THE WINCH

WINCH THE WINCH TO THE WINCH LABEL

just right enough to hold the hook in place. That way your trouble won't follow you down the road . . . or 'round the bendroads.

Half Mast



M56 SPAT LUBING

Any of your M56 SPAT "overseer" will stand up about lubing the critically worn gear!

Now it is the EO 9-2504-213-12 (Jan 51) says one thing and Change 1 (24-54) is FM 9-2000-213-10 (May 48) says another. The engineers in Detroit wanted to put part 1 of Change 1 to rights. It says, "Every 200 miles or quarterly, apply grease through fittings until grease is forced out around seals."

These fittings are shown on both back of each filler wear bolt, and they're a little hard to get to.

STENCILS

THIS STENCIL IS USED TO MARK THE FOLLOWING REQUIREMENTS:



THIS STENCIL IS USED TO MARK THE FOLLOWING REQUIREMENTS:



Dear Half-Moon,

I've been flooded with questions on the requirements for marking on ground purpose vehicles. After digging thru numerous publications, I find myself at a loss to know what are the requirements on the following vehicle markings:



DEAR SIR: MARK DATE
 NO 101 101 1010 101 101
 10101 1010 10 1010 10101
 10101 101 101 101 101
 NO 10 1010 10 10101
 10101 101 101 101 101
 NO 10101 101 10101



MARKING REQUIREMENTS FOR THE FOLLOWING VEHICLES:

Major W. T. M.

Dear Sergeant W. T. M.,

The requirements you are looking for derive their use from two sources . . . local SOP, and Department of the Army directive type publications.

This is the way they size up.

DEAR SIR: MARK DATE
 If the vehicles in your unit have the markings on them, does they get put on their local SOP directive. Any vehicle with air or air/hydraulic brakes are allowed to do this check in their vehicle file.

NO 101 101 1010 101 101
 This and 601 11 Dec 57, is the directive you need.

10101 1010 10 1010 10101
 You'll find the group on this in TB Doc 1010 114 Jun 54.

10101 101 101 101 101
 Your directive would be TB Doc 2101 101 1 Apr 58, 10101 1 Sep 59.

NO 10 1010 10 10101
 10101 101 101 101 101
 NO 10101 101 10101
 These three are local command SOP's or Army-wide directives exist on them.

So there's the full story.

Half-Moon



HEY! THAT WAS
FOUR... THERE'S
A BIG ONE
THERE!!



MAN!
IF THIS CRYSTALLINE
STRUCTURE... THAT'S
LARGER AND THAT
MIGHT BE THE
BIGGEST...

LOOK!
THERE'S
THE OTHER



QUICK!
GET OVER
THAT WALL.



WHERE IS GO?



WELL, GUY!
DON'T WORRY
ABOUT THAT,
FIRST YOU'LL
BECOME A
GUY.



SOME I'VE
GUY... BUT
DON'T WORRY
ABOUT THAT,
FIRST YOU'LL
BECOME A
GUY.

YOU'VE
GUY... BUT
DON'T WORRY
ABOUT THAT,
FIRST YOU'LL
BECOME A
GUY.

And so, after
a good meal, a
shower, shave
and a change
of clothes,
Dad, Mark-
ling, opens
on the almost
unbelievable
thirteen year
old legend!!



WELL, GUY!
DON'T WORRY
ABOUT THAT,
FIRST YOU'LL
BECOME A
GUY.

YOU'VE
GUY... BUT
DON'T WORRY
ABOUT THAT,
FIRST YOU'LL
BECOME A
GUY.

"Well, I mean, in principle, I'll see any reasonable deal," he says. "I'm sure the 'Lambert'..."

"Well, I'm not the boss... I'm just a messenger who says what you say... the important thing is that you have a very effective communication program set up to work... not that..."

"I mean, I'm sure that in your case, if you're really serious about working with us, you'll be able to get the job done... right?"

As things went along "There by then," but when it's a few minutes later from here... "The things that a lot..."



... like the day the geological work started... schools to hand back samples ...

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Joe's Dope Sheet

In a top-notch maintenance plan
You **use** right... the best that you can.
Accurate **records** you keep
On gun, radar or jeep...
Do **services** as conditions
Demand.



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

IF YOU WANT TO DISPLAY THIS ADVERTISER ON YOUR BULLETIN BOARD, OPEN STAPLER, LIFT IT OUT AND PIN IT UP.

The biggest time-waster that
 I've ever seen is equipment
 that's broken. I don't know
 how many times I've seen
 equipment that's broken and
 it's not even in the shop.
 It's a waste of time.
 It's a waste of money.
 It's a waste of life.



Well, that's
 the way it is.
 The way it is.
 The way it is.
 The way it is.



That's the
 way it is.
 The way it is.
 The way it is.

It's a waste of
 time and money
 to have equipment
 that's broken.
**PENCIL
 MAINTENANCE**
 THE ONLY WAY
 TO SAVE MONEY



It's a waste of
 time and money
 to have equipment
 that's broken.
 It's a waste of
 time and money
 to have equipment
 that's broken.

That's the
 way it is.
 The way it is.
 The way it is.



Three years after we started ... we
 were reduced to one-third of what
 we were ... it is the product
 of a flexible maintenance system
 that's proper equipment utilization, accurate
 maintenance records, and a flexible
 maintenance program to fit all normal and
 unusual operating conditions ... all three
 must function together !!!

That's the
 way it is.
 The way it is.
 The way it is.

That's the
 way it is.
 The way it is.
 The way it is.





Let's have some more... and they want to make sure we...

Dear Santa, the meeting took place and...



...and the meeting was... and they want to make sure we...

...and they want to make sure we...



What do they want?

I don't know, but they want to make sure we...



...and they want to make sure we...

...and they want to make sure we...



...and they want to make sure we...

...and they want to make sure we...



...and they want to make sure we...

...and they want to make sure we...

And so... a 20th century village built was... It's not... it's gone for... with...

Next week on "Society News"... the CBS inspection from planet "X".

We now return control of your PE Magazine to you...

MORE EQUIPMENT SERVICEABILITY CRITERIA PUBLISHED

Special in addition to the 1987 data, the July issue will contain 10 new criteria that the committee has developed. These criteria were developed in response to the comments received on a survey by the committee.

THE 1987 CRITERIA COVERED A RANGE OF EQUIPMENT TYPES, INCLUDING: TRACTORS, HARVESTERS, COMBINES, PLOWERS, DISKS, ROLLERS, BACKHOES, EXCAVATORS, CRANES, TRUCKS, BUSES, TRAILERS, AND SPECIALIZED EQUIPMENT.

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NEWEST CRITERIA

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A COMMITTEE OF 10 EXPERTS, INCLUDING REPRESENTATIVES FROM THE EQUIPMENT MANUFACTURERS AND SERVICE PROVIDERS, MET TO DEVELOP THESE CRITERIA. THE CRITERIA WERE DEVELOPED IN RESPONSE TO THE COMMENTS RECEIVED ON A SURVEY BY THE COMMITTEE.

CRITERIA LIST

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be made to operate if you wrap them with plugs to upper cylinder boresides. This should work especially in opposed-type engines using high vacuum fuels or where oil's being used here.

Of course, if your bird keeps backin' like a horse when plug reconstituting, that's a horse of a different breed. Part is, the electrical system, engine, or carburetor may not be up to snuff.

Fix leaks in the ignition harness can be in evidence. And with weak insulation, a short circuit can cause the lead in the cylinder to not being bonded—no ... bonded plugs.

Always the only way a faulty harness can be repaired is with the ignition analyzer in the Organizational Maintenance A, B, and C Tool Kit.

Fact is, the analyzer can make the place of the "magic wand," ground point, and loose finger routine. It'll pick up a fouled plug, leaking valve, choked carburetor, choked ignition harness, or a lean fuel mixture.

But there's a hitch! You'll have to remove your support because their modes are trained to read the scope.

There there's the engine itself. With the radial type, oil will seal its way in the lower cylinders and seep past the rings because of a fast shut-down. That's why you want to idle an engine before shut-down ... gives the scavenging pump a chance to do its job. Remember, tho, idling an engine below the RPM called for can also foul up the plugs.

Course if your bird is a delivery horse and drinks oil like it's going out of style, the engine may be over the hill.

Another cause of plug fouling is a

fueley carburetor adjustment. An over-rich fuel-air mixture sooting can foul the plugs with carbon, chocking them out. Your maintenance job has the group on making this adjustment.



When it comes right down to it, that over-rich, "blacker carbon", is always around to foul up plugs. The trick is to keep him under control by putting your chocking board on him.

USE THE RIGHT TOOLS

But before you reach for any tools, remember that using the right ones is mighty important. None of that using an over-size socket wrench and riving or racking it to one side for a better grip. The wrench can slip on you and hit the plug—goodbye porcelain insulation ... and plug!

See our mail to droping off by using these numbers.

MAIL

18-000, J. J. Hinkle
18-000, E. J. Hinkle

USE WRENCH

FOR 70-140-7140
FOR 70-140-7141



Item . . . Tool Kit, General Mechanical's general, P/N 1000-001-000, OR 10-4-1000-001 (20 Bar 40)

<p>WRENCH, SOCKET WRENCH, right-hand style, 14-in. handle, 10 socket.</p>	
P/N 1000-001-000	20

<p>WRENCH, SOCKET WRENCH, right-hand style, 14-in. handle, 12 sq. hole wrench opening.</p>	
P/N 1000-001-000	20

<p>WRENCH, SOCKET WRENCH, right-hand style, 14-in. handle, 12 sq. hole wrench opening.</p>	
P/N 1000-001-000	20

<p>WRENCH, COMBINATION W/1, right-hand end, 14-in. hole opening.</p>	
P/N 1000-001-000	20

<p>WRENCH, COMBINATION W/2, right-hand end, 14-in. hole opening.</p>	
P/N 1000-001-000	20

<p>WRENCH, TORQUE right-hand end drive style, 1/2-20000 lb. force torque, adjusting mechanism and for work, 14-in. hole wrench 100 to 700 lb. to 100, 1/2 inch.</p>	
P/N 1000-001-000	20

Item . . . Tool Kit, Departmental Maintenance, Set A, P/N 1000-001-000, Set A Supplemental P/N 1000-001-000, Set B, P/N 1000-001-000, Set C, P/N 1000-001-000, OR 10-4-1000-001 (20 Bar 40)

<p>WRENCH, SOCKET WRENCH, right-hand style, 14-in.</p>	
P/N 1000-001-000	SET A, B, C 20

<p>WRENCH, SOCKET WRENCH, right-hand style, 14-in.</p>	
P/N 1000-001-000	SET A, B, C 20

<p>WRENCH, SOCKET WRENCH, right-hand style, 14-in. handle, 10 sq. hole wrench opening.</p>	
P/N 1000-001-000	SET A, B, C 20

<p>WRENCH, TORQUE WRENCH, right-hand style, 14-in. handle, 10 sq. hole wrench opening.</p>	
P/N 1000-001-000	SET A sup, B, C 20

<p>WRENCH, TORQUE WRENCH, right-hand style, 14-in. handle, 10 sq. hole wrench opening.</p>	
P/N 1000-001-000	SET A, B, C 20

<p>WRENCH, TORQUE WRENCH, right-hand style, 14-in. handle, 10 sq. hole wrench opening.</p>	
P/N 1000-001-000	SET A, B, C 20

<p>WRENCH, TORQUE WRENCH, right-hand style, 14-in. handle, 10 sq. hole wrench opening.</p>	
P/N 1000-001-000	SET A, B, C 20

<p>WRENCH, TORQUE WRENCH, right-hand style, 14-in. handle, 10 sq. hole wrench opening.</p>	
P/N 1000-001-000	SET A, B, C 20



HAVE AT IT

Handled with the right tools, you're ready to remove your down-in-the-mouth Bird Dog so her oil will again.

With the cooling oil, work with the wrench on the (split) head connector nut.



Don't put the socket wrench on the wrench handle. Slide the socket over the plug and work with the wrench jaws.



Of course, you never want to use a torque wrench here, since a higher torque is usually needed to loosen a plug. Then too, the torque wrench is designed for tightening only. Using it in reverse (if loosening) can throw it out of kilter right quick.

If a plug seems to be in the cylinder but keeps, don't reach for a wrench with a long-shank handle—you don't want to leave part of the plug behind. A sheared plug can mean that the plug breaking in the cylinder has had it, and your only way would be a cylinder change.

Instead, make a cone-shaped metal adaptor big enough to take the T-taper of a carbon dioxide bottle. Spraying the carbon dioxide on the right plug does it do the trick. If not, try heating the cylinder head prior to again using the carbon dioxide.



When the head connection is broken, use your hand to come straight out with the head. Otherwise any side force could damage the plug barrel insulation or the ceramic wrapped on the head.



If you still can't loosen the plug, you can take out the spark plug opposite the work one and rig up a line to play cat-and-mouse on the plug threads from inside the cylinder.



Once you have the plug in hand, treat it like a new lawn roller—gently. Plugs can take a beating when it comes to being scraped but they're mighty fragile. If one is dropped on the floor you never put it back in the engine without looking it over and will be forced to check for damage and without putting it in the South Tower for an electrical test.



Even a thorough check may not detect damage to the plug. Take the next step of a marine plug which fits the die.

The plug checked out OK so it was put back in the engine. After a few hours of operation, a chip of porcelain went right down the piston head. Keweenaw — Moreshead and crewman Jim.

That's why it's a capital idea to make



up a wooden tray (if you don't already have one) drilled to hold a number of plugs. The tray comes in mighty handy . . . from carrying a box full of plugs and maybe dropping some on the way to the boat.



THOSE NEW PLUGS



Remember, also, that new plugs should also be recylcled. How many classes have you found the gap are wrong on a new plug? Please, no class!

When you adjust the electrode gap of the plug, the reference limits are, plus .002 inch (.0525) and minus .001 inch (.0254), from these settings.

Gapping tool, PSM 4510-787-4117, is used to adjust the three wire plug and, PSM 4510-700-4476, is used for the massive type. Be sure you check your adjustment with gap gage, PSM 4510-787-0328.

Plug type	Set @
at 110, 115, 120	0.025 inch
all other plugs	0.050 inch



PLUG BUYERS: YOU CAN GET A NEW OR DISCOUNTED PLUG IN THE SHOPPING CENTER. PLEASE PARTICIPATE IN RECYCLE!



1. When you check supply for new plugs, continue to recognize the type you have been using until the supply is gone.
2. Then, use the plugs in this new list of approved plugs, keeping in mind that they are grouped into three categories.

PLUG A-B-C's

- *A* Standard—these plugs will be issued when the price tag is appropriate.
- *B* Standard—you'll be issued these plugs when the standard plugs are not available.
- *C* Not Standard—these plugs are made from plastic by 100 for ground use only. When they're gone, use standard plugs.

SPARK PLUGS



Maximum performance?
Minimum wear?
Look for the
best spark plug
for your car.

GROUP 1 PLUGS 1970-1974 FORD

For use 1970-1974—Ford 4-cyl. Ford 5-cyl. 270° 5-cyl. Ford

Spark Plugs

Part No.	Plug part number	ACCEL. RANGE	MINIMUM RANGE
1970-1974 Ford 4-cyl.	445	1	1
1970-1974 Ford 5-cyl.	445	1	1

GROUP 2 PLUGS 1970-1974 FORD

For use 1970-1974—Ford 4-cyl. Ford 5-cyl. 270° 5-cyl. Ford

Spark Plugs

Part No.	Plug part number	MIN. RANGE	ACCEL. RANGE	MINIMUM RANGE	MIN. RANGE	MINIMUM RANGE
1970-1974 Ford 4-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1

GROUP 3 PLUGS 1970-1974 FORD

For use 1970-1974—Ford 4-cyl. Ford 5-cyl.

Part No.	Plug part number	MIN. RANGE	ACCEL. RANGE	MINIMUM RANGE	MIN. RANGE	MINIMUM RANGE
1970-1974 Ford 4-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1
1970-1974 Ford 5-cyl.	445	1	1	1	1	1

*Remember, ACCEL. gets gapped .015-in. But if you can't get in our number-type plugs ACCEL, RAREEON or RAREEA... gapped to .015-in.

**In a hot spot, with a heavy load, you may need a cooler plug to prevent pre-ignition... use ACCEL or RAREEON.



MAKE OTHER CHECKS



If the packaging of plugs was damaged, all the plug-up kits normally supply for accountability. You'll be issued new plugs.

Should you find carbon felt or other stuff in a plug-up or thing-theater, just blast it out with the bank test.

Stalls related to damaged threads, cracked distributors, or any cutting condition, means that the plug gets turned back for a new one.

Of course, any foreign matter in the shimming layer, or any metallic flings in the terminal will, can also be an blocked out.

Then too, any work in the center electrode insulator or shimming based insulator and in the shell at the end of the hot thread before the spark seat is means for you to adjust the plug.

You'll establish the appropriate spark, after.

Two of used spark, no matter how good they look, the use them undamaged spark or new plug. And if a four-throw spark is called for, that's the only one you need.

For the 13mm plug, use copper grades. At 400°C, use 13mm-280-288. For the 14mm plug, use 40 407-C, use 13mm-275-288.

OLD PUMPS FADE AWAY



Plugs are a condition equipment item. You should get at least 200 hours from a massive-type and 400 hours from a fine wire-type. When you come up with a new plug, here's what you do.

All unaccountable plugs get identified and turned into the property disposal yard. There the massive-type gets scrapped, while the fine wire-type is reported to the Defense Supply Sales Office to be sold as unaccountable plug containing platinum.

If, per chance, unaccountable plugs are turned into the property disposal yard,

they don't get demilitarized. They're offered for sale by DSDO as usable plugs.

The only exception to this is if the plugs are to be shipped with an engine that had, say, an internal failure. The plugs then get shipped with the engine, according to TR AMN 24-15-27 Aug 63).

Meanwhile, back at the ranch, your fuel has been patiently waiting for the opening-up plugs that'll put 'er back in the plug.



EYE BUSHING, LEAD



If the plug (leading or ball end) loose in the cylinder is clean, chances are good that you won't need any release compound when you put the plug back.

If you do use the compound, this, be sure to follow **TRAYN 25-B** closely. Your hand can act like a broom, that is plug leading. If the compound isn't put on the plug just so.

TORQUE WRENCH

All set to get the plug back? Good.



Insert the plug into the cylinder.

Set the torque wrench—170-175 1/2-inch for 14mm plug, 250-260 inch pounds for 16mm plug.

With the rubber wrist on the torque wrench, make sure the wrench turns.

The next step is to look up the spark plug lead. But before you do, give the case over for damage and cleanliness. If any release compound was used before, you've got to clean the terminal sleeves, contact, and insulator end with acetone, wood alcohol, naphtha, or white gasoline. Don't use any kerosene or Gas or carbon compounds.

If you decide to re-wrap the compound, again be sure to follow the group in **TRAYN 21-B**. Usually a clean, dry lead will fill the bill.



Put the terminal straight into the spark plug (shaking head, lay down it—the you're bending a needle.



Tighten the terminal nut hand tight. Then make sure the wrench reads 1/2 to 3/4 of a ton.

The last step is to run the engine up to check out the plugs.

You may see a few about as you let up! Good deal.

Now that's more like it. Changed if the doesn't sound like her old self again. Safety over to the check engine—you've earned a coffee break.



A PEPPY PIPSY PULSATOR, OR...



Peppy Pipsy Pulsator



Do you just get your new PU-522/PU-4 generator out.

Naturally, you want put it to good use. Like charging a full charge to your Pipsy-4 radio set batteries. And maybe operating the radio from it at the same time.



Or getting away from a non-ideal vehicle battery hookup.

You can do it, but there's a "the way" for charging the PU-4 battery, the BB-42111, otherwise.

The PU-522 lets you charge up to two BB-421's and will generate enough spare power to operate the Pipsy-4—as the name says!

It takes 2½ hours to give a full job of juice to one BB-421, and four hours if you're charging two batteries in parallel. (That's charge more than two batteries at a time or you'll overheat the generator.)

The charging method for one or two batteries is the same. Load on one.

When you take the battery out of service, store it on jar Charge 2 or TM 11-51-40-200-11. Then, put it on a clean dry surface.

Inspect it for electrolyte leakage, bad or missing connections and bad leads. If you find any, slip it off to your support for repair.



Otherwise, remove the cell vent caps and put them in distilled water. Adjust the electrolyte to 1½ inch above the plates... if necessary.

HOW TO GET A CHARGE OUT OF YOUR PU-522



See for the charge

Put the generator **START** switch in **OFF** position.

Set the meter switch to **PU-4**.

Load the generator.

Adjust the **CHARGE** (PU-4) knob of the PU-522 until you get a 10-volt open-circuit battery voltage on the generator panel voltmeter.

Let the generator run for 30 minutes.



This will allow the BB-421 (or a PU-421's) electrolyte, under the open-circuit voltage across the **START** charging contacts, for the **START** switch to BB for 30.

VERIFY THE GENERATOR OUTPUT VOLTAGE FROM THE FOLLOWING TABLE:

Temperature	START CHARGING RATE	
	Open-Circuit Voltage	Charging Time
Above 60°	20	1 Battery 2 Batteries
60° to 50°	18	2 1/2 hrs. 4 hrs.
50° to 40°	16	3 1/2 hrs. 4 hrs.
40° to 30°	14	4 1/2 hrs. 4 hrs.
30° to 20°	12	5 1/2 hrs. 4 hrs.
20° to 10°	10	7 1/2 hrs. 4 hrs.

To prevent generator damage, don't exceed 40 volts at any time.

Disconnect the ENGINE SPEED kill switch or the multimeter when you're not charging, or you could damage the generator system, coupled with vibration, you'll be depended on for life. That's why you use the multimeter. Engine speed increase affects only the battery-charging circuit. The voltmeter's independent and will have a constant output of 24V, unless you notice what the engine speed is.

14. Your battery bank has recharged. The engine is made for charging batteries. For first, set the BATTERY switch to the BATTERY left position and remove the short cap from the battery for batteries.

15. Next Connect the battery to the generator with your 24-270V cable. If you're charging two, interconnect the batteries with Cable C12798-2 (that's part of table 6); 24-270V/270-4, For 24 2-270-270. Be sure the cables are correct size.



16. Turn the BATTERY switch to ON (don't get close if the engine speed decreases. It'll get up in a minute or two, or the load decreased).

17. As the battery were full charge, you get a rise from increased charging. Also, the charging current should level at 7 amps or less. Or check. On the panel on the right of the voltmeter is 24-270.



18. A warning here: If you're charging two, first, be there's no need, lower the charging voltage by slowly rotating the ENGINE SPEED kill switch counterclockwise.

19. And, pretty soon your battery should be charged.

20. But just a-couple-pieces' important advice here, next!

21. Next, remove BATTERY disconnect that cable from the battery with the generator's completely off. It's a must in avoiding explosion and bad burns!

22. Next—set the battery charging complete switch to BATTERY left. Then—turn the generator's fuel cutoff valve (24-270 24-270) clockwise. If the generator is not generating the voltmeter, etc. The generator will stop when the fuel line and carburetor are empty.

23. Now you can disconnect the 24-270 from the generator and battery.

24. Don't touch the fuel cutoff if you're generating the voltmeter. Instead, set the battery charging complete switch to BATTERY left and disconnect the 24-270.

25. Unless you need the charged battery system, let it sit for a half-hour or more. After the tank, inspect and readjust the straight level of each cell. Remove the all vent caps from their both positions then with clean distilled water. Fill the caps, and replace them on the battery.

26. And the water level on the battery case—and you're ready for batteries.

12 GOOD TURNS ARE ENOUGH



...and that's why you'll see the "TANK CURRENTS" label on the "TANK CURRENTS" label.



Here's a hot bath on your AN/TPS-36, 41, 45, 71 and 73 radar sets. The AM-1270/TPS-1D electrical supply-draw assembly is making a heating housewifery noise (which isn't turning the 50G AD) control on many tank communications. First thing you know, the electrical breaks off at the bottom of the heating plug and damages the crystal mount assembly.

So how far can you go communications? No more than 12 turns. Just so you and everyone else will know, you can paste up an adhesive label below the control wiring:

"Caution: When adjusting the 50G AD control, do not rotate the knob more than 12 complete turns counter-clockwise from the extreme clockwise position or the signal wire assembly will be damaged."



NO VRC-10 FOR THE M3BA1D

Dear Half-Mast,

We have a problem with the AN/VRC-10 radios. They are listed in Darcy Creek's guide for mounting on M3BA1D vehicles. There's no room to mount them.

What's the jump?

OWD J. W. N.

Dear Mister J. W. N.,

You're so right—there is no room. The VRC-10 is listed in Darcy's guide, but not for mounting on the M3BA1D.

The M3BA1D has just enough space for two equalizers and the mounted weapon system. Back heat from the weapon would probably damage the radio.

My apologies.



"We don't do... work from the top is that the radio, individual board and the rest of the board... from an airplane vehicle."

Half-Mast

THE BASE OF IT

COULDN'T I JUST USE ONE OF THESE RUBBER WASHERS? I'VE HEARD IT'S EASIER TO INSTALL.

BECAUSE THAT WASHER'S USED TO BE IN THE MIDDLE OF THE WASHERS. YOU'VE MADE THEM WORKING ON YOUR SYSTEM BASE.

Insulators, Cushions, Lock washers.

A man could make a healthy list of the things the two large rubber washers do on the AMPITEK man base.

That's why it's pretty important to have the washers and to install 'em right. First the works, and the upper and lower acoustic insulation cups won't do their job. Your antenna won't perform right, and neither will your radio set.

That's unusual, most happens when both washers are installed on the same side of the mounting surface of the antenna mount or when the lower washer is put on before the grounding ring.

So what to do?



With the ground ring attached, hold the ground ring tight against the underside of the mounting surface.



VRC-12 CARLE CONNECTORS

Dear Half-Min,

How about locating PSY's for the two connectors on the CX-7001 VRC radio assembly used with the AM/VRC-12 mobile radio sets?

If you'd find a stock number, any information will be appreciated.

Dear Lieutenant M. L. G.,

It took a little time, Ma, but here you go:

The connectors you want are the 0-1817/L, P/N 1001-802-8249, and the 0-1817/R, P/N 1001-802-0661 (both are male).

They go on three sizes of cables, Ma, so here's an PSY listing on complete assemblies:

All models, P/N 1001-802-1021, get it at almost any P/N 1001-802-1001, 1001-802-1002, 1001-802-1004 and 1001-802-0991.

10-A, P/N 1001-802-1006 is in P/N 1001-802-1002.
10-B, P/N 1001-802-0992 is in P/N 1001-802-1001.

E. H. L. G.



THE INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE COMPANY AND IS TO BE KEPT CONFIDENTIAL. ANY DISCLOSURE TO THE PUBLIC WILL BE CAUSE FOR IMMEDIATE ACTION.

A GOOD DEAL

Factory direct prices on the...



...and it's worth the price.

You want to do yourself and your support units a big favor when you're using the MTR and LADL tubes in your AM/VRC-12, -12X or -12Y radio set? At minimum value?

OK... then make sure the prices on your electronic tube list shows a reading of between \$5 and \$8 for the LADL



and at least \$8 for the MTR.

The figure doesn't jibe with those in TB 11-625-174-171 (the \$7), but you'll find your radio will operate better and last longer if you use 'em. And your support unit will find it easier to align the set when it gets on them for work.



AND THE ANGRY IS

"FCC." That's a handy way to get in Four-Five-Callie PM on an AM/580-70 radio set.

An extra volume or two with the FCC can keep your radio functioning reliably, it pays.

"F," Folsomville, contains a couple three faces, their width and coverage.



Stretching a pulse or two, you might try to interchange the 20-amp and 10-amp, 140-ohm dynamos from 10000 and 10011 of the 7-100 transmitter with

the 12-amp, 140-ohm dyno used from 10000 of service station switch and other faces.

- It's possible, but it's a waste of time.
- No. 1—the impedance wrong.
- No. 2—the load isn't properly 10 and other reasons.

The reason for No. 2 is difference in diameter. "140" and "140" also you have. That's the width, and the 140 is wider. Which means if you put the 140 in the 140 clips, all will do is rattle around. You'll get anything but solid contact. Same idea for trying to put the 140 in the 140 impedance. It won't fit.

A last look at the face'll tell you what you have. The impedance and the diameter (140-140, etc.) will be swapped into the metal coils. You can get the right face like so:

- 100, 10-amp, 140-ohm 140-140-140
- 100, 10-amp, 140-ohm 140-140-140
- 100, 11-amp, 140-ohm 140-140-140



Now, say you want to put on "OFF" or "REMOTE" or "CALIBRATE." Normal thing is for a man to want to get three meters, with one setting of the switch. Like, ch-ch-ch-ch-ch and you're there.



Well, maybe you are, and then, maybe the relay hasn't kept pace — meaning the switch may be printing at

"REMOTE" or "CALIBRATE," but the relay has you back at "ON" or "STAND BY." Would you do it with it, No.

To avoid question-marked symbols, try this: Turn the transmitter into the dial as a test. What a record is on to each position (CW, STAND BY, etc.) as the relay has idea as to its and carry you to the next position. When you get where you're headed, the relay will give you contact on the position you want.

Class B-100 with one volume of power, also CW-100.



It's well-known SOP to remove the radio when you wash your vehicle, but many times wires keep the power cable after disconnecting it from the radio. They leave the cable in the vehicle.

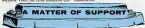
So what happens?

Water gets up the cable, that's what happens. Then, the cable connector con-

tacts . . . and you get power or no contact. Result: No juice to operate the set.

To avoid it, disconnect the CB-2581 from the radio and the vehicle battery and move the cable with the set until you finish washing the vehicle.

In short: EPC . . . For Best Case Installation.



Method is a solid, solid world!

That's about the way the major components of your Track-60 or Track-67 radio are held when you slip 'em out of the cabinet.

And it's a lot of gentle handling and TLC they need to keep 'em from getting all banged and bawled.

The chassis for the receiver, transmitter and converter were not made to support the heavy weights of the transformers and other circuit elements with no extra help from the radio cabinet. In any case you slip 'em out of the component chassis, handle 'em so that you support the transformer weight and keep it from putting a strain on the chassis.

Some thing goes when you lay a component down—like on a work bench. Lay it down so that the transformer is supported by the bench and not by the chassis. It's sorta like trying to lay down an ice cream cone, but with a little planning you can do it.

One thing's for sure: Never stand any of the components on their ends. The chassis just can't take it.

TUNE IN ON THIS

WARRANTY
 SERVICE...
 CALL...
 1-800-4-A-...
 1-800-4-A-...



ONE YEAR!
 TWO YEARS!
 LITTLE OL'...
 TUNING...
 SERVICE...
 WE'VE...
 AND...
 PLANNED!



So there you are with your R-100 (or R-110 receiver). One hand's holding the dial light switch on TUNE, and the other's on the tuning control... rotating the channel dial around the 21.8 mc calibration point.

Now, some Joe out in the know might rush his car off to his supplier to get it calibrated. He's wanting his ears and chain.

Yes, being in the know... or even as of now... wouldn't do that, because you're aware you can be up to a half tick mark, or 50 kc, off the calibration point (and dead). The receiver'll still do its job.

Being really with it, you know that your dial adjustments (calibration error) never can pull that red dot back to the dial needle even if you get your own own two-bit tick marks (200 kc) from the dot. Your TM fits you in.



IT WON'T NECESSARILY
 BE...
 THE...
 SERVICE...
 WE'VE...
 AND...
 PLANNED!



You hit the red dot on the band at 21.8 (or 47.3 mc on the R-110), but the receiver's mill equals its long run. You guess swing the dial gear of a tick mark, or scale division, to get your own-best. But you do get the new best, and you get it within half a tick mark of the red dot.

So what now? Sure, the big game to remember is: Don't rush for the water-meter repair form, and maybe don't even rush for the screwdriver, when you get your own best within 50 kc of your red-dot calibration point. And that goes for the couple' calibration points on each R-100, R-100 and R-110.



LET'S CHANGE FROM PAGES TO THE ENTIRETY OF THE COPY-RECORD!

WANT MORE COPY-RECORD?

ON PB PAGES

Dear Staff-Master,

AR 715-25 (16 Mar 62), "Supply Procedures for TDE units, Organizations and Non-TDE Activities," in para 11c says to use a pencil in making certain entries.

Where the pencil's not mentioned, should we make entries in ink or type also?

Mr. B. J. M.

Dear Major B. J. M.,

Pencil entries give supply info which is likely to change often (like most allowances, current operating allowances, unit prices, date of last hand-recipe passing and location of item by hand-recipe number).

All personnel-like entries must be in ink (blue, black or blue-black ink). It's OK to type these entries, of course, but about the only time you can conveniently type a DA Form 14-115, for example, is when you're making out a page for your property book.

And, I guess you've noticed, the AR's para 11c(11)(D) OK's the use of a date stamp in the date column.



Handwritten signature or initials in blue ink.

THE RIGHT LIM

MAN IF
YOU'RE LAMBER
WITH THESE
PODS!



THANKS
MR. BARR



Dear Staff-News,

I was called down for using the bar item numbers from our TOE in my property book, since that's what gave 11-2(111), AR TO-12 1/2 Star 40 told me to do.

I was told that I should use the bar item numbers from the SF's which the adopted items of material. But, in most cases, I find that the TOE bar item numbers don't agree with the bar item numbers in the SF's.

Which numbers should I use?

Mr. E. M.

Dear Mister E. M.,

Normally it's safe to use the numbers in the publication with the latest date. However, from now on, correct bar item info should have the reader to come by.

The Army's adopted items of material are now listed in our big book—AR TOE-20 (top 40), "Army Adopted Items of Material." It replaces the old SF's which listed the separate items of the various support services.

Half-News

BARREL THEM



ARMY
HEAD

Dear Fellow,

Here's a supply rack that should help Engineer units everywhere.

To stop spillage and waste of materials used with our water purification units, we store the bags of powdered limestone and diatomaceous earth (diatomite) in clean, discarded steel barrels

—which we get from the post laundry.

We punch the barrels to make them durable and resistant. Then, we label the barrels with "Diatomite" or "Limestone" and store them in the rest of trailer.

Since the limestone and diatomite come in paper bags—and since the bags break or spill over—they've been opened—the barrels work great.

Ed Egan for
Fort Carson, Colo.



These blue drums are not as tough as you think, so treat 'em kindly, old Earthling! Especially the 18-gauge specimens that're not of taking over the double-headed 18-gauge.

Come right down to it, of course, what you have to worry about are the drums and their contents . . . and what twisted-up tube'll do to valuable equipment. In other words, you worry about leaks . . . or the springs, seams and sides.

USE CAREFULLY

The use of these ways that best make your number

1. Use drum side as base, as a flat base



2. Use a ramp if you're handy, or make a set of tracks out of 1/4-inch-thick rails. Bottoms aren't strong enough.

Roll 'em down the ramp or track. By hand, that means 100 lbs. roll time.

Or, "load" 'em down with ropes.

3. Stack 'em down "flat" flat

3. Don't stack the drums at all if you can see one of the other ways. But if you're in the field and dropping 'em seems to be the only way, here's what to do. Don't "flat" flat 'em sideways. If you drop 'em on their side, you could split the seams.



No matter which method you use, though, don't let the drums bump together. And never roll drums over rocks or uneven surfaces.



If there's a leak, switch the oil to a right, clean container. But, before you uncovers or removes the plug, wipe off dirt and moisture from around the opening.

Now, there's only one thing you

have to worry about drums—when you're handling 'em and when they're stored. In all you have to do is to find the right way to do each and follow through from there.

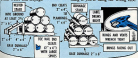


for storing drums—whether they're full or empty—take your tips from Para 50 in Chapter 1, L22 Jan 581 or TM 18-109 (Sept 55). That is, store them on their side in pyramids and either secured or supported with the lugs facing out—and horizontal, and don't forget to put chains or wedges under the end drums.

Try to keep the drums protected from water and weaps.

Remember, both full and empty drums should be stored with tops and lugs facing wrong ways. That'll protect the lugs from contamination and the drums from racking inside. Check the full ones once a week to see they're OK.

And don't forget to make sure all drums are labeled right. All the careful handling in the world won't mean a thing if you're using the wrong label.





A drink in these can save time. It also might make the difference between having water to drink or going thirsty.

Here are things you check on your water softening bag, RM 4610-268-0000, to make sure you have drinkable water when you need it.



In case you're going to do some repairs, such as patching, stitching, or tightening the ropes, cover the material that has been made alkali-resistant or treated with chemicals that might poison you.

Boil the water in the bag before you use it and in 15 more bottles.

AUTOMATIC SWITCH



Your MAC for the PU-687/M and PU-686/M generator sets—page 68 of TM 11-6115-24-15 16 Nov 60—has a "load transfer switch assembly." But you order replacement items for this from page 5 of TM 11-6115-24-00P 15B Nov 60, where the six items with cable lengths to suit your operational needs are listed under "Automatic Switch Box Assembly Group." This group replaces the assembly as it's phased out.

Comic Rodd's BRIEFS



TRIED 'EM YET?

They're smooth, compact, lightweight and strong. And they come in two sizes. They're real handy to have around, especially if you have a dirty, greasy maintenance job to do.

Maybe you've already tried these popular repairs. If not—they're OSA items and the 12 1/2-in. x 20-in. version (PN 7908-890-0775). The 12 1/2-in. x 18-in. has PN 7908-890-0775. For use (as instead of wiping rags).

GLOW BUMPER GLOW

Page 42 in PE 121 told how you can get yourself a portable light booster to hang on any panel that's vibrating beyond your tolerance. In 9-2800-560-10 says the light's available on an unapproved basis by using PN 8220-790-0027. Well, this PN only gets you the light... the batteries. To make the bumper glow you'll need two 8A-2007 or PN 8131-820-2200 batteries. Each battery is 6 wide, length is 2 1/4 inches, width is 2 1/4 inches, height is 2 1/4 inches and it has two end spring terminals.



YRC-12 CABLE KIT

You say you need the kit to install your YRC-4F coils in an M36 or M36A1 engine? Then you should know that the kit PN on page 17 of 58 11-121 (Page 42) has been changed to PN 5420-890-0793. It used to be PN 5420-890-2382. Also, the kit's not listed in the newest Issue Parts List for Vehicle Installation Units. 58 11-144 (28 Jan 64).

BAR PIE MIX

If your M36 M37 Inverting Automatic Rifle comes back from support with mixed results, could be your support guys were thrown for a loop by a change in illustration in the new TM 9-1005-200-20F (13 Feb 64). Tip 'em off that the illustration on page 17 and the one on page 21 got transposed. The maintenance under the illustration on the right place, though.

NEW TOOLS FOR THE TR-401

You mechanic types using the W-1027-200-1 test kit, surveillance system, should make sure you get the right new item authorized for the kit in 58 11-282 (5 Feb 64). The 58 gives you the reference.

light 282

Would You Stake Your Life[®] on
the Condition of Your Equipment?

Your gear
can stay
"GO"
only if
YOU
do your
maintenance
RIGHT
and
on time...



That is terrible.
Really terrible.
They will probably
never be able
to get them
back again.