

Issue 235

PS

1972 Series

June

# THE PREVENTIVE MAINTENANCE MONTHLY

IN MY DAY,  
SONNY, A  
TROOPER'S  
BEST FRIEND  
WAS HIS HOSS.

RIGHT ON, DAD...  
IF XM406-A3 AIN'T  
OPERATIONAL SOON,  
I'LL NEVER GET  
OUTTA HERE.

CHUCK KRAMER

SEE PAGE 29  
(Inspect-Defect-Correct)

**LEARN**  
(AND EARN YOUR MOS)  
**BY DOING...**



**CORRESPONDENCE**

**OJT**

**COURSES**

There's something new in the Army's correspondence course program. It's OJT—On the Job Training.

You learn-by-doing. You study the written material on your own time and then actually put into practice what you've learned.

The Army is helping you help yourself. It's the next best thing to straight OJT, which some units can't set up because of a shortage of time and instructors. It's especially handy for Guard and Reserve outfits.

So far, there are 2 organizational maintenance MOS's (Military Occupational Specialty)

offered through this new Correspondence/OJT Program—

- 63B20, Wheel Vehicle Mechanic
- 71T20, Maintenance Data Specialist (duty: equipment reports clerk)

Coming up soon is 63C20, Track Vehicle Mechanic.

Your CO has all the poop. Or he can get it by ordering OSPAM 75 (Commander's Guide to the Enlisted MOS Correspondence/OJT Program for Career Development) from:

Commanding General  
US Army Ordnance Center and School  
ATTN: ATSOR-INA  
Aberdeen Proving Ground, MD 21005



**PS** THE PREVENTIVE MAINTENANCE MONTHLY

Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limits of availability, older issues may be obtained direct from U.S. Army Maintenance Board, Attn: PS Magazine, Fort Knox, Kentucky 40121.

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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast,  
PS Magazine,  
Fort Knox, Ky.  
40121

Use of funds for printing of this publication has been approved by Headquarters, Department of the Army, 22 January 1971.  
DISTRIBUTION: In accordance with requirements submitted on DA Form 12-4.



**LIVE... AND  
LET YOUR  
COMPUTER  
LIVE...**

DIRTY AIR FOULS UP YOUR SYSTEM, RIGHT? WELL, IT'LL DO THE SAME FOR YOUR M18 FADAC (FIELD ARTILLERY DIGITAL AUTOMATIC COMPUTER).

# FADAC FILTER CARE

“KOFF-KOFF”

IF YOU LET IT SIT THERE GULPING DIRTY AIR, IT'LL SOON HEAT UP AND SHORT-OUT. SO, ALWAYS KEEP FILTERS IN PLACE AND MAKE SURE THEY'RE CLEAN.

The scoop on cleaning filters is in para 43, TM 9-1220-221-10 (Sep 64). Cleaning the filters daily protects all the electronic components in the computer. In a dusty, sandy area you may have to clean the filters 3, 4, or more times a day. All you have to do is swish 'em around in clean, soapy water, rinse in clean water, and let 'em air dry.

Be sure they're good and dry before you re-install 'em. That's why you carry an extra set of filters in the back cover of the computer... so's you'll always have a dry set.

If water's scarce in your neck of the woods you can use light air pressure to clean the filters (strong air pressure will rip 'em).

## A FEW MORE TIPS

1.

First off—when changing filters (or pulling any other PM) always turn OFF all power to your FADAC, including the circuit breakers on the computer's right side.

2.

Always handle filters easy. Rough handling ruins 'em.

3.

Never jerk or twist filters when taking them out. And keep your fingers off the mesh. Get the front filter by its edge and glide it out with a straight, firm pull.

4.

Be just as gentle with the 5 smaller filters across the M18's front end. Watch it—you can shed blood on the sharp springs holding the filters in. Never poke or pry filters with a screwdriver or any other sharp tool. You'll slash 'em before you know it. You can use your spare set of filters to nudge out the dirty ones.

TREAT  
FILTERS  
GENTLY

5.

Likewise, go easy when you install the filters. Make sure they're right side up. The arrows on the frame point toward the blower.

6.

And, remember—the large filter under the keyboard must be pressed all the way to the rear. If it's left flush to the front it'll have a 1/4-in gap at the rear. The gap'll make the filter useless.

7.

Build a good barrier to protect your FADAC from dust and moisture—saves lots of filter cleaning and FADAC maintenance problems. To help keep the dust down, some FADAC-types use water to wet down around the outside of the barrier.

8.

Throw out damaged filters. The blower will draw in pieces of broken mesh which'll short-out your M18.

## M578, M107, M110 LOCKOUT CYLINDERS

So you got an M578 recovery vehicle, M107 or M110 artillery? Here's something else to think about . . .

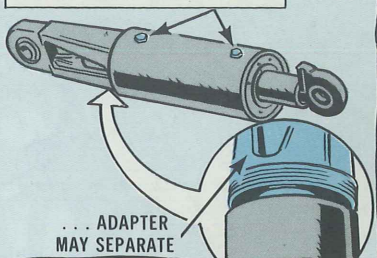
The locking plugs on your suspension lockout cylinder, FSN 2530-019-0010, (P/N 10891574-1) may loosen which lets the adapter (10891575) back out of the shell (10891578).

Operate your lockout cylinders to make sure they're OK any time you think your suspension is not working right.

During quarterly maintenance (or any other time the power plant is removed) inspect the lockout cylinder for evidence of leakage or loosening of the adapter in the shell.

If this is what's happening, contact your direct support for replacement cylinders or necessary repairs. They'll know how to fix lockout cylinders.

IF LOCK PLUGS COME LOOSE . . .



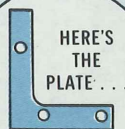
GET Y'R M728 PLATE NEWS

On some of the early M728 CEV's the breechblock on the M135 main gun had an L-shaped protective plate. This has been left off on later production.

If you need to replace the plate on an early M728, get it from Watervliet Arsenal, ATTN: SWEVW-RDD-PE, Watervliet, NY 12189. Ask for Plate 11578453 and 3 Screws 11578452.

After you, the turret mechanic, install the plate, stake the screws to keep 'em from loosening from vibration.

HERE'S THE PLATE . . .



... HERE'S WHERE IT GOES

GET HOLD OF THE HANDLE

The turret on your Vulcan XM163 (XM741) track can eat up the ramp handle faster'n you can chew butter.

Unless . . .

You swing the handle back toward the driver's hole after you lower the ramp.

SWING THE HANDLE BACK

ADJUST HERE

RAMP ROD

Or . . .

Adjust the ramp rods running down each side of the track just about all the way out. There are 2 rods.

If you go the rod adjustment road, rotate the turret slowly after you adjust 'em to be sure you've got enough clearance to avoid shearing the handle.

A MODIFIED CAL .50  
MACHINEGUN AN-M2 IS  
ONE HALF OF THE XM59  
ARMAMENT SUBSYSTEM  
FOR UH-1D, H MODEL  
HUEYS.

MY EXTRA HOLD OFF AND  
KNOCKOUT PUNCH IS  
GUARANTEED ON INSERTION  
OR EXTRACTION MISSIONS  
IF YOU GIVE ME PM.

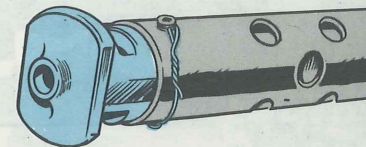
Try these extra tips when  
pulling your Daily before  
flight PM checks as per  
table 3-1, TM 9-1005-304-  
12 (Jul 69).

AN-M2  
AIRBORNE  
BIG BE  
RTHA

**FIELD STRIP**—Any moving  
parts dirty? Don't work  
free 'n' easy? Not lubed  
like LO 9-1005-304-12 says?  
Replace any bum part  
you're authorized to. Other-  
wise, call your support unit.

**MUZZLE BRAKE**—Not in vertical position—  
blast holes not pointing up 'n' down? If  
brake is installed with holes on the side,  
blast forces strike the cockpit—endanger  
life of pilot or copilot. Brake screw loose?

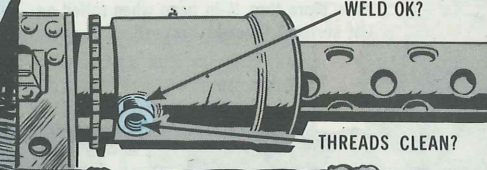
Newer muzzle brakes have 2 hex socket  
head screws drilled for lockwire. Are the  
screws not safetied?



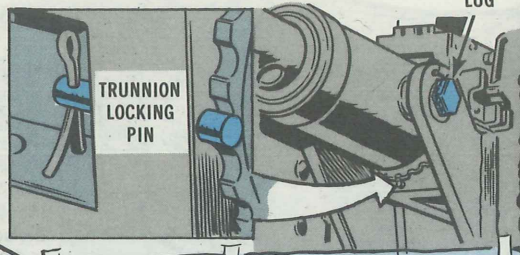
**RECOIL ADAPTER ASSY**—Mounting screw  
threads dirty? Burred? Broken? Weld a-  
round mounting lugs cracked? Broken?

WELD OK?

THREADS CLEAN?



Trunnion locking pin won't fit into one of the serrated notches of the recoil adapter? Mounting lugs not in horizontal position when locking pin is engaged?



MOUNTING LUG

TRUNNION LOCKING PIN

MISSING?  
GET A  
SUBSTITUTE



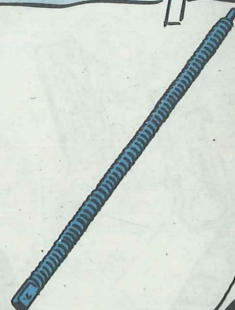
SAFETY PIN LOCK

P/N 7312517

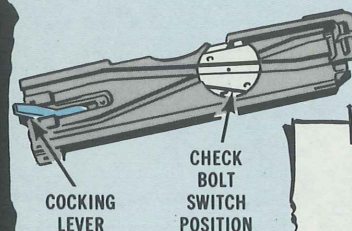
**SPADE GRIP ASSY**—Any parts missing? Slides rough? Burred, chipped? Dirty? Spring weak?

If safety pin lock, P/N 7312517 is missing and you don't have a spare in your hair—no sweat. Use cotter pin, safety wire, or nail 'til you get the real item from supply. Just be sure to doublecheck any substitute pin lock often.

**DRIVING SPRING ROD ASSY**—This spring-in-a-spring job fouled up? Hold one spring while you turn the other. If you feel one grinding or slipping, replace spring. An unbroken spring gives you a firm feedback feeling. Coils flattened from rubbing? Rod show more than 1/4-in bend when rolled on flat surface? Cracked, broken?



**BOLT ASSY**—Firing pin recess dirty? Clear of powder fouling? Other FOD? Bolt switch not in position for left hand feed? Firing pin chipped, broken? Extractor chewed up, broken? Check the cocking lever for operation. Hold it! Release with screwdriver—not finger or thumb!



COCKING LEVER

CHECK BOLT SWITCH POSITION

FIRING PIN RECESS CLEAN?

RELEASE FIRING PIN WITH SCREWDRIVER

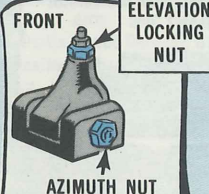


**BARREL AND BARREL EXTENSION ASSY**—Got the right barrel lock spring? You should have P/N 6008908. It's indented on the outside and it has to be staked. Fired 3,000 rounds through the barrel? Replace it.

These 2 items get checked AFTER each flight if you fired the gun.



STAKE BARREL LOCKING SPRING

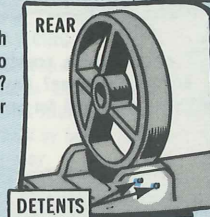


FRONT

ELEVATION LOCKING NUT

AZIMUTH NUT

**FRONT, REAR SIGHTS**—Front sight azimuth and elevation locking nuts missing? No freedom of movement on rear sight? Threads stripped? Detents won't hold rear sight in upright—stowed—position?



REAR

DETENTS

REMEMBER, YOU HIP GUNNERS, THESE ARE PM TIPS YOU CAN BELIEVE IN.



ANY PARTS MISSING?  
NOT WORKING? MOVING?  
EYEBALL 'EM GOOD.

CHECK YOUR  
HEAD SPACE,  
TIMING AND  
OIL BUFFER.

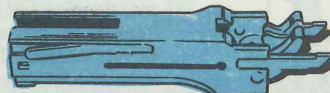
**COVER ASSY**—Components not installed for left hand operation? A must for XM59 subsystem. Broken or missing parts? Lock pin, f'r instance? If pin is missing don't use a cotter key here.

**RETRACTING SLIDE ASSY**—Spring doesn't go under and over lever stud? This makes sure handle stays in upright position. Double twist safety wire not on mounting studs in 2 places?

**OIL BUFFER ASSY**—Oil buffer tube leaks? Spring duty? Rod bent?

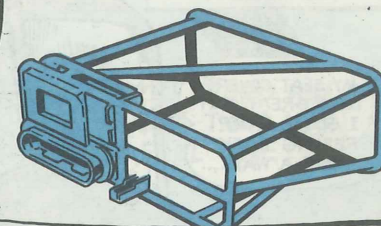
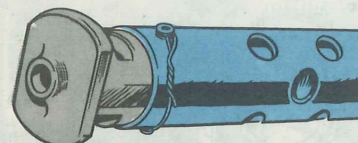


**RECOIL MECHANISM ASSY**—Dirty? Spring missing? Not staked? Pin and Accelerator burred? Won't move freely?



**RECEIVER ASSY**—Inside cruddy? Burred? Dirt in grooves, recesses? Any defective part inside and you yell for your support unit.

**BARREL JACKET**—Jacket bent? A bind between the combination barrel bearing and muzzle brake guarantees a single shot for your airborne Big Bertha! This item is checked after flights—if you've fired the AN-M2.



**BAG AND FRAME ASSY**—Zipper, snap fasteners won't do their job? Any holes, rips, tears, in bag? Frame crooked, bent, obstructed?

**CRADLE ASSY**—V-slots dirty, burred? Spring weak?

**AMMO TRAY ASSY**—Clips won't hold retainer assembly—cover? Any dents, holes, bends?

**PINTLE POST ASSY**—Bracket for stowing sprung? Any dirty bent or damaged threads? Pintle travel limited? No specific torque is called for on the pintle post assy locking nut, but be sure it's secured with cotter key.

**BRASS DEFLECTOR ASSY**—Latch won't operate OK? Quick release pin missing?

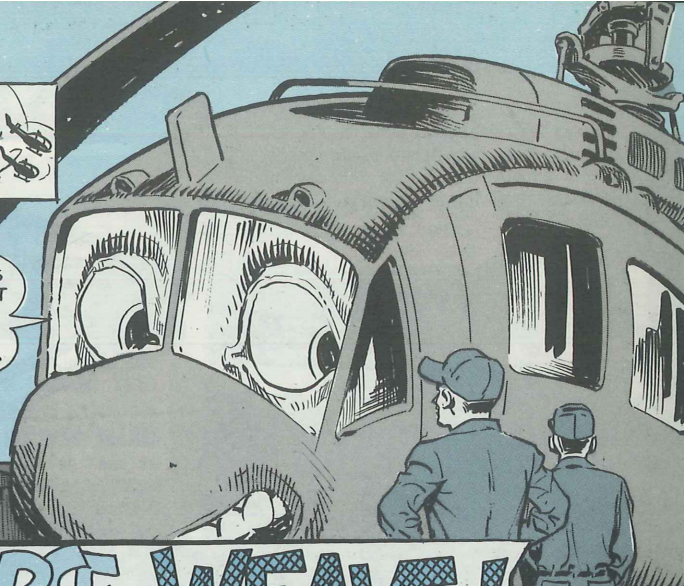
**LOADING AND FIRING**—Be sure double loop end of ammunition is inserted in feedway until first cartridge is held by belt holding pawl assy.





AIR MOBILITY

MY SEAT COVERS  
LOOK GREAT, BUT  
I GOT A DAMP  
FEELING BACK  
THERE A WAYS...



## COARSE WEAVE!

Dear Windy,

Para 3-310d in TM 55-1500-204-25/1 (Apr 70) on aircraft general practices says that seat covers made of nylon cloth, Rashel knit, get replaced every 24 months. So, how can I tell if my bird has that type of cover, Windy?

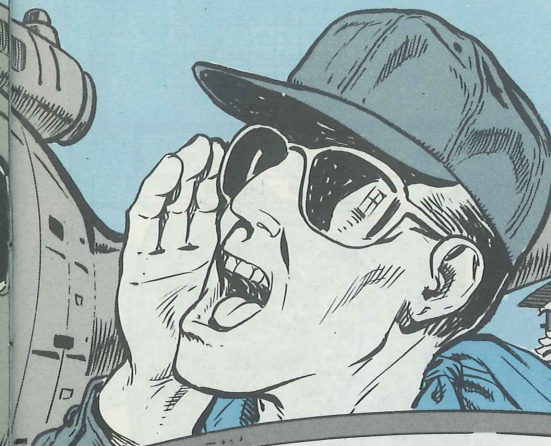
SSG N. G. B.

Dear Sergeant N.G.B.,

Rashel knit seat covers have a coarse weave that looks like a king-size fish net.

Locate any model Huey and park your carcass in the pilot or co-pilot seat. You're sitting on Rashel knit covers, man!

Windy



YOU HEARD HIM,  
CHECK THAT MAIN  
FUEL LINE!



## STEPPED ON FUEL LINE

A ruptured hose spells trouble any time, and 'specially if it's the main fuel line!

A loose clamp, poor hose routing, bum nut torque, or careless hose hookup during replacement and the line goes on the fritz.

F'rinstance, when Spec Careless connected the aft end of the main fuel line to the fuel flow divider inlet on his UH-1D T53-L-13 power plant, he let the elbow turn while tightening the B nut. The fuel line played footsie with mormon clamp on the combustion chamber. In-flight vibration did the rest.

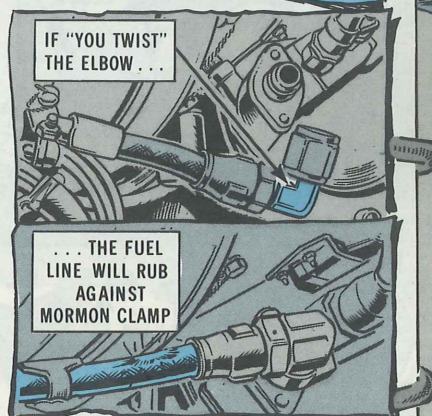
No one caught the chafed line deal until 2d PMI!

Inspection means looking, feeling and tugging. It's a dirty-hands, by-the-book type of PM that pays off. Would you believe safer aircraft, saved skins?

Need a hint on your next PMD? Broken strands, squashed, frayed or twisted lines or hose are first-class danger signs. A twisted line is shorter so you'll get a lousy fit and extra stress on fitting, plus a restricted fuel flow.

IF "YOU TWIST"  
THE ELBOW...

... THE FUEL  
LINE WILL RUB  
AGAINST  
MORMON CLAMP



# ACCURACY CHECK ONLY

JUNE 1972									
				1	2	3			
4	5	6	7	8	9	10			
11	12	13	14	15	16	17			
18	19	20	21	22	23	24			
25	26	27	28	29	30				

S M T W T F S

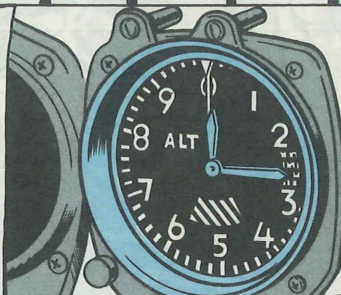
Dear Windy,

The replacement and retirement schedule in our Seminole shows that the altimeter gets replaced every 12 months.

The same type altimeter in the Ute gets a 24-month accuracy check.

What gives, Windy?

SSG H. O. G.



Dear Sergeant H. O. G.,

Both altimeters get a 24-month accuracy check.

Look for a change to the special inspection section of TM 55-1510-201-20 (Jan 69). Then—enter the check on the log book DA Form 2408-18.

Windy



READ AND HEED!

14

...A SAFE  
AIRCRAFT IS  
ALWAYS CLEAN.

REPORTED BY  
SP6 DAVID J. NICKOLS  
FORT MONROE, VA.

A CLEAN AIRCRAFT  
ISN'T ALWAYS SAFE... BUT...

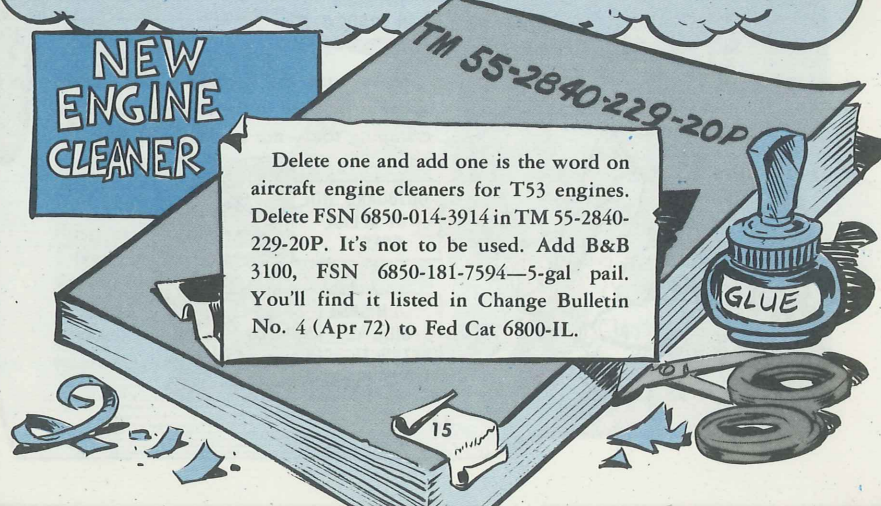
PS

PM  
SLOGAN  
OF  
THE  
MONTH



NEW  
ENGINE  
CLEANER

Delete one and add one is the word on aircraft engine cleaners for T53 engines. Delete FSN 6850-014-3914 in TM 55-2840-229-20P. It's not to be used. Add B&B 3100, FSN 6850-181-7594—5-gal pail. You'll find it listed in Change Bulletin No. 4 (Apr 72) to Fed Cat 6800-IL.



PUTTING IT ALL TOGETHER ...

WHEN YOU  
SPICE-  
SPICE IT  
RIGHT!

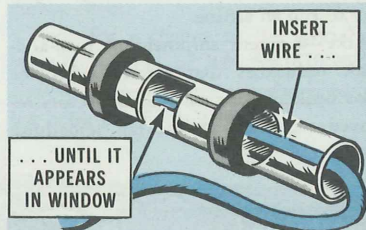
# WIRE BUTT SPICE

OH!

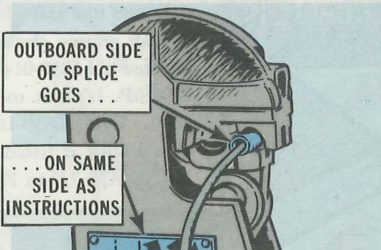
A broken wire in a commo or nav light system could cause some anxious moments. To avoid the pucker situations you 68F types should know how to use the right splicing tool and right splice to get a Numbah One job.

Review para 5-63, TM 55-1500-323-25 (Aug 68). Then with crimping tool MS25037 in your mitt, focus your peepers on these PM tips.

Strip off enough of the wire so that you'll see the end of it thru the plastic splice inspection window when the stripped conductor butts against the center stop.



Make sure the outboard part of the splice is inserted in the conical side of the crimping tool—not in the flat side.



CONICAL  
SIDE  
SAME AS  
INSTRUCTION  
PLATE

If you crimp the inboard part of the splice in the larger diameter of the crimping tool's conical die you won't get a tight crimp on the exposed wire.

So, the smaller diameter of the flat side die crimps the insulation as well as the wire. Then when a strain is put on the wire it'll slide out from under the crimp.

You may have a crimping tool without a locator groove in the die. If so, don't

use butt splices with ridges.

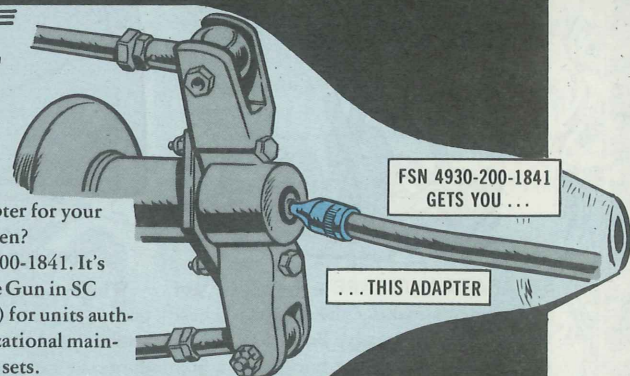
Some crimping tools are similar to the MS25037 and make good splice crimps. When you use a look-alike tool, just be sure its smaller diameter area crimps only on the splice area and stripped bare wire.

'Course, Old Pro wiresplacers never use needle nose pliers, diagonal pliers—dikes—adjustable wrenches or bench vises for crimping.

## NEEDLENOSE NUMBER

Need a needlenose adapter for your trusty grease gun, birdmen?

Get it with FSN 4930-200-1841. It's listed as Coupling, Grease Gun in SC 4920-99-CL-A71 (May 71) for units authorized the aircraft organizational maintenance A, B and C tool sets.





BLACK  
BOX  
BABYING

# PACK 'EM, PODNER... COMIN' AND GOW'

SENDING  
COMMO GEAR  
BACK TO DS  
FOR REPAIR??  
TLC IS THE  
BYWORD.

**PACK 'EM, MAN.** Packing—that's the answer.

You swaddle that piece of electronics gear in as much padding and insulation as you can. Use the original packing case if you still have it, and always make it a point to save boxes and cartons for packing duty.

Wrap the equipment in blankets and other available padding. Regular packing materials such as foam rubber or polystyrene "worms" can be worth their weight in modules. Crumpled newspapers can save the day. Some outfits keep an old salvage mattress or two around and haul their delicate items on them. They're great!

THESE "WORMS"  
CAN HELP

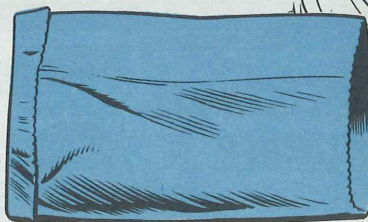


**SEPARATELY, PLEASE**—If you've got several items making the move, it's best to pack 'em separately. Beware of stacking fragile items in the bottom of a box and tossing heavy items on top of 'em.

Cushion sharp edges so they won't damage other equipment.

O'course, nobody ever slams a piece of electronic gear in the back of a deuce-anna-half, to bounce and bang and jiggle around, and maybe pick up a whole mess of extra damage. That's for the birds.

Too much bumping and banging over super-rough roads, and that item you send out for calibration, frinstance, could need more calibration after the return ride. Use padded bags to transport modules and printed circuit boards.



PADDED BAGS ARE  
GOOD FOR SUPER ROUGH ROADS

Which means, the equipment has to be packed just as well to come back home. So, remind your DSU to do a little extra padding and give with extra care with your gear when it's ready to come back to you.

**LOOK IN THE BOOKS**—You'll find SB 38-100 (June 71) more than valuable in packing matters. It's official name is "Preservation, Packaging, Packing and Marking Materials, Supplies and Equipment Used by the Army."

Using SB 38-100, you can order boxes, bags, and packing—all varieties of each—plus other essential packing needs.

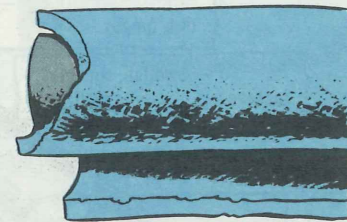
For example, FSN 9390-174-0983 will bring a burlap bag of dry, shredded asbestos, and FSN 8135-132-9569 is good for bonded-fiber cushioning material measuring 72 by 24 inches.

If you're after padded bags, try FSN 8105-290-0340 for a 10 by 6-in bag; FSN 8105-290-0342 for one that's 12 by 7¼-in, and FSN 8105-281-1169 for a 20 by 14½-in bag.

These, as well as other cushioned bag sizes, are listed on page 6 of SB 38-100.



To protect items against shock and vibration, order some bubble pack. It's a flexible, cellular, plastic film that comes in rolls 250 feet long, 4 feet wide and ½-inch thick. The FSN is 8135-142-9004.



USE YOUR  
BUBBLE PACK

The main thing to keep in mind is: SB 38-100 can point you toward such packing items as folding boxes, fiberboard solid boxes, regular wooden boxes, excelsior packing, and just about any other packing aid you may need.

If you need any know-how on how to apply these materials, consult TM's 38-230-1 and 38-230-2, Preservation and Packaging and Packing.

And don't forget to mark the boxes with the stock number and nomenclature. Better make sure it's addressed properly, too, if you want DS to get it. MIL-STD-129, Marking for Shipment and Storage, explains markings to apply and marking materials to use.

BE YOUR OWN INSPECTOR

AN/PRT-4 AND AN/PRR-9

# THAT

# SQUAD RADIO SET

YOUR SQUAD RADIO WILL GIVE YOU A HAND WHEN YOU NEED IT... ALL YOU'VE GOTTA DO IS TO GIVE IT A HAND **BEFORE** IT NEEDS IT.

THE MOST SERIOUS FAULTS ARE IN **BOLD FACE TYPE**. THESE SHOULD BE TAKEN CARE OF RIGHT AWAY.

AN/PRR-9 RECEIVER

RECEIVER—Fungus, dirt, dust.

ANTENNA—Broken, bent. Loose retaining screw.

HORN TRANSDUCER — Dust, dirt, fungus.

BATTERY — Swollen, corroded, leakage.

RECEIVER CONTROL — Poor switch action, binding, loose.

LANYARD — Cord frayed or broken.

HEADSET — (Earpiece and Cord)  
—Cracks and breaks.

HEADSET JACK COVER — Bent or missing.

COOL IT ON THE MUSCLE WHEN YOU'RE TWISTING THE **ON-OFF** VOLUME CONTROL KNOB. IT'S BUSTABLE!!

20

AN/PRT-4 TRANSMITTER

ANTENNA—Faulty raising and collapsing.

TRANSMITTER—Dirty surface.

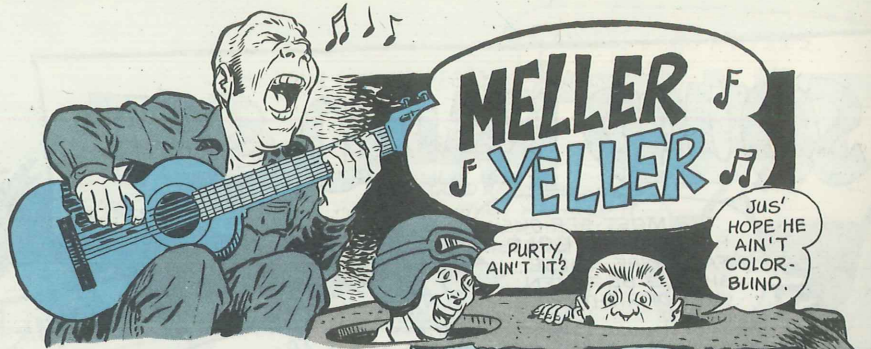
SELECTOR SWITCH — Rough or impeded action.

TONE-VOICE SWITCH — Faulty spring-load action.

OVER-RIDE SPRING — Missing, doesn't work.

YOUR ORGANIZATIONAL REPAIRMAN WILL ALINE AND BATTERY-TEST YOUR SET.

21



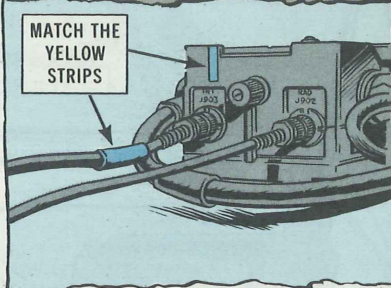
You can lose a lot of "air time" if you cross the cable connections between your CVC and your AN/VRC-12 radio's control box.

**MELLER YELLER** is the key when attaching your CX-8650B/GR CVC cable to the C-2297/VRC or the C-2298/VRC control box.

A yellow band is attached to one branch, the longer one, of your mike cable. This section of the cable should be connected to the control box receptacle located below the yellow strip on the box.

The other cable section is solid black. It should be attached to the remaining control box receptacle.

Ya say you're color blind? No problem. The yellow band is the only band on either branch of the mike cable. The yellow strip is the only light color found above a control box jack.



## TIGHT-SEAL DEAL

Moisture and fungus plaguing your radio connectors?

You need air-drying electrical insulating varnish for a tight seal at connection points. Be sure to keep it away from the contacts.

FSN 8010-515-2487 gets you a one-pint spray can. For a gallon, use FSN 5970-548-9520.



"Coffee, tea or me?" said the AN/UGC-4 teletypewriter set.

Fact is, you could add milk, Coke or other sticky syrups and come up with the same question. Drip 'em into the guts of your teletypewriter, and you'll sure enough stop the action.

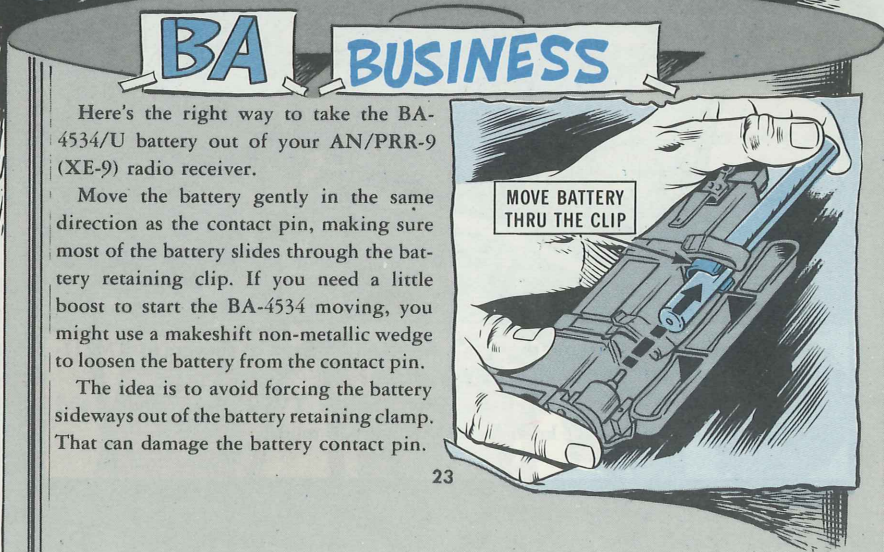
Same goes with the "lard." Too much oil, or not enough, hurts. If you need some hints on the constant touch, flip TB 11-5800-204-20/1 (Feb 66).

The adventurous should remember that motor speed and rangefinder adjustments are about all the operator is supposed to do. Wandering fingers make big repair jobs. Avoid the problem.

But use fingers on the motor speed adjust. Pliers make problems, like burrs which cut fingers.

Otherwise, keep it clean—by using the dust covers on the TT-98.

Finally, to insure proper operation and to prevent damage, stick the right power lead into the right receptacle. If you've got questions para 2-6 of TM 11-5815-200-12 can set you straight.



Here's the right way to take the BA-4534/U battery out of your AN/PRR-9 (XE-9) radio receiver.

Move the battery gently in the same direction as the contact pin, making sure most of the battery slides through the battery retaining clip. If you need a little boost to start the BA-4534 moving, you might use a makeshift non-metallic wedge to loosen the battery from the contact pin.

The idea is to avoid forcing the battery sideways out of the battery retaining clamp. That can damage the battery contact pin.

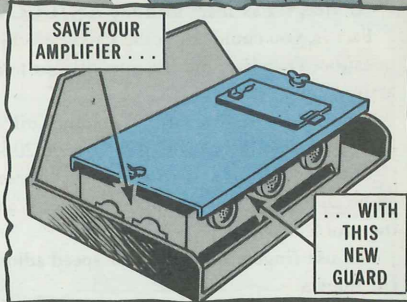


Keeping the water out of your AM-1780 amplifier while it nestles under the right side assistant gunner's seat of your M107 or M110 SP howitzer is as simple as requesting guard, FSN 5830-179-7736.

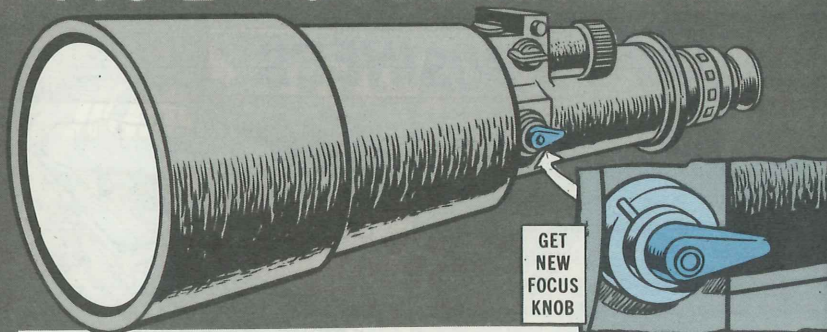
Not only does the guard keep the water from settling in the rim of the amplifier, but it also protects the connectors from the crew's boondockers, which frequently stomp the connectors into the repair shop.

So the guard saves inside and outside amplifier damage. Your authority for asking for it is SB 11-131, since the cover has been added to the installation kits for the VIC-1 intercom sets that go in the SP howitzers.

SAVE YOUR  
AMPLIFIER . . .

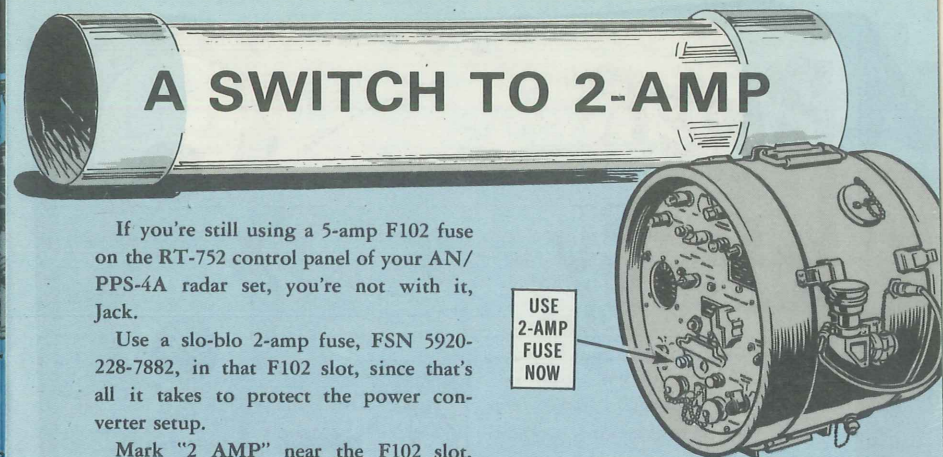


## TVS-2 FOCUS KNOB FSN



Getting red in the eyes trying to dig a focus knob FSN out of changes to TM 11-5855-202-13 (on the TVS-2 night vision sight)?

Rest 'em. FSN 5355-924-8938 gets the knob for the TVS-2 plain model, and FSN 5355-018-4523 brings the knob for the -2A and -2B models.



If you're still using a 5-amp F102 fuse on the RT-752 control panel of your AN/PPS-4A radar set, you're not with it, Jack.

Use a slo-blo 2-amp fuse, FSN 5920-228-7882, in that F102 slot, since that's all it takes to protect the power converter setup.

Mark "2 AMP" near the F102 slot, using the kind of marker that does the job for you best. The set'll get permanent markings when it makes the depot scene.

The change from the 5-amp to the 2-amp fuse is an offshoot of MWO 11-5840-211-45/1, which decreased the power consumption but did not scale down the power fuse rating.

The full scoop is on page 12, TB 750-911-2 (Feb 71).

## RADAR REFLECTION

Here's how to help your AN/TPN-18 radar set stay away from down-time doldrums:

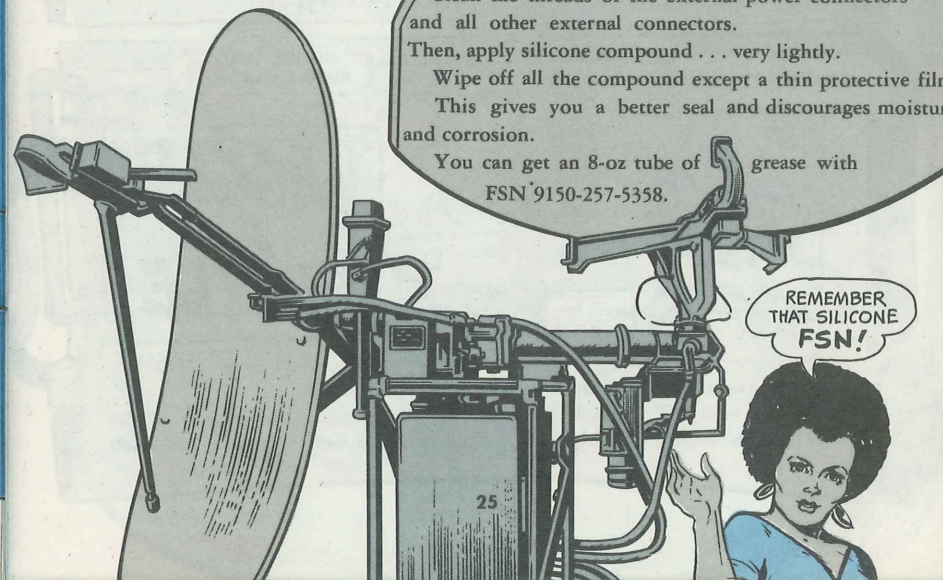
Clean the threads of the external power connectors — and all other external connectors.

Then, apply silicone compound . . . very lightly.

Wipe off all the compound except a thin protective film.

This gives you a better seal and discourages moisture and corrosion.

You can get an 8-oz tube of grease with FSN 9150-257-5358.



# POWER POLARITY

Find the shop that has a good PP-4763()/GRC power supply, and you'll find a real with-it commo mechanic.

Find the guy who reversed the connection on the DC terminals, and you'll find some fried contacts.

Simplest way to avoid that is to match up the + (plus) output terminal to the + load terminal and the - (minus) output terminal to the - load terminal when you get ready to hook 'em up after removing the output terminal access plate in the rear of the power supply.

WATCH  
THOSE  
TERMINALS!

GET THEM  
RIGHT

Don't cross 'em ... and save a few contacts.

Also, eyeball the link settings spelled out in para 2-4 of TM 11-5820-765-12 (Oct 68) to be sure you're set up for using either 115-volt or 230-volt power.

AN/VRC-12 ...

MC-TUNE-KC

NOTICE THAT  
MUSCLE CONTROL!

WIGGLE  
A  
LITTLE

Next time you're having trouble locking in the frequency on your RT-524 or -246 receiver-transmitters, just wiggle.

The MC and KC tuning knobs must be properly seated so that your set can lock in the frequency. Give these tuning knobs a little wiggle to help seat them.

# HAIRY HANDLING

WATCHA  
LOOKIN' AT?

YOUR PINS,  
MAN, YOUR  
PINS...WOT  
A MESS!

Haphazard handling can fritz the ground power and control cable between the AM-2060/GRC and the RT unit in the AN/VRC-53, -64, AN/GRC-125, and AN/GRC-160.

A loose or broken ground wire can breed troubles ... like disabling the intercommunications controls, affecting the keying circuit, causing loss of side tone.



Before putting the cable on, see that every single pin in the cable connector is straight. If one is slightly bent, it misses the hole and goes into the rubber of the receptacle and you'll never know it.

Then, ease up on the heavy hand by lining up the big keyway and pressing the connector in all the way. Finish off by twisting the cable lock till it catches.

The connector of the CX-4655 power cable has a way of binding with the AM-2060 receptacle, which has a hard-holding rubbery plastic base.

The trouble comes when you try to work the CX-4655 power cable connector loose. Too much pressure botches the receptacle pins and causes breakage in the metal power out plug.

Try a light application of silicone grease on the outside of the receptacle on the AM-2060 after you have gently worked off the cable connector.

While you're at it, take the cable off the RT's receptacle and apply a small amount of grease on the outside of the RT unit cable receptacle.



#### TECHNICAL MANUALS

TM 3-1330-203-10 Feb Launcher and Grenades Smoke HC and WP M176  
TM 5-3655-218-12 Jan Charging Plant Liquid Carbon dioxide Mod CMST-300  
TM 5-4120-334-14 Jan Air Cond 115 Volts 9000 BTU/HR Ther-Air Mod A9000B2  
TM 5-4120-335-14 Jan Air Cond 6000 BTU/HR 115V Ther-Air Mod CE-6A-60A2  
TM 9-1005-224-24 C2 Feb 7.62-MM M60  
TM 9-1015-203-12 C1 Jan M101 M101A1  
TM 9-1025-200-12 C8 Feb 155 MM M114 and M114A1 M123A1  
TM 9-1025-200-12 C8 Feb 115 MM M114 and M114A1 M123A1  
TM 9-1340-418-12 Feb Ballistic Aerial Target Sys (BATS)  
TM 9-1425-300-1 Jan SERGEANT Artillery Guided Msl Sys  
TM 9-1440-301-12 C6 Feb XM504 Sys  
TM 9-1440-380-14 C6 Feb Erector-Launcher XM 790  
TM 9-1425-381-10 C10 Feb Pershing 1A Field Artillery Msl Sys  
TM 9-1425-470-12 Feb TOW Heavy Antitank/Assault Weapon Sys  
TM 9-2320-218-20P Jan Truck 1/4-Ton M151-series Utility M151A1 M151A1C  
TM 9-2320-224-10 C9 Jan M114/M114A1/M114A1E1  
TM 9-2320-260-10 Jan Truck 5-ton M813 etc  
TM 9-2330-255-24P Jan Trailer Low Bed Guided Msl 7-Ton M529  
TM 9-2350-217-10 C3 Feb 105MM M108 M109  
TM 9-2350-230-12 C10 Jan 152-MM M551  
TM 9-4910-496-10 Dec Towbar Motor Veh  
TM 9-4931-333-14 Jan AN/TPM-23  
TM 11-5855-202-13 C3 Feb AN/TVS-2 and AN/TVS-2A  
TM 11-5855-203-13 C4 Feb AN/PVS-2 and AN/PVS-2A  
TM 11-5855-209-10 C3 Feb AN/PVS-3

and AN/PVS-3A  
TM 55-1510-205-PMP C4 Feb U-1A  
TM 55-1520-206-20 C1 Mar OH-23D. F. G.  
TM 55-1520-209-20-1 C37 Mar CH-47A  
TM 55-1520-214-10 C8 Jan OH-6A.  
TM 55-1520-217-10/1 C9 Jan CH-54A  
TM 55-1520-217-20/1-1 C7 Jan CH-54A  
TM 55-1520-217-20/2 C8 Jan CH-54B  
TM 55-1520-225-20 C5 Jan OH-13S  
TM 55-1520-227-CL Dec CH-47B  
TM 55-1520-228-PMP C1 Feb OH-58A  
TM 55-1520-228-20P Jan OH-58A

#### MODIFICATION WORK ORDERS

9-1240-287-30/1 C1 Feb Modif of Case, Sight Unit M166: to Prevent Damage to Sight Unit M53  
9-2350-230-30/8 Feb 152-MM, M551: Instal of Improved Attaching Hardware for Elevating and Traversing Mechanisms  
55-1500-206-20/3 C1 Feb Closed Circuit Spillproof Refueling Receiver for the UH-1B/C/D/H/M and AH-1G/TH-1G Helicopter  
55-1510-209-30/23 Jan Installation of Mounting MT-3949A/U and Modification of the AN/APX-72 Transponder Wiring Harness (U-21A, RU-21A, RU-21B, RU-21C, RU-21D and JU-21 Aircraft) and Installation of Connector 94-621 to Kit-1A/TSEC Wiring Harness (U-21A and JU-21A Aircraft)  
55-1520-217-20/5 C1 Mar Improved Antenna Inst for AN/ARN-83 Directional Finder Set (CH-54A and B)  
55-1520-221-30/12 C2 Feb Modif to Accept the Increased Capacity Main Rotary Inverter (AH-1G Helicopter)  
55-1520-221-30/13 C3 Mar Update Prov for AN/APX-72 Transponder (AH-1G and TH-1G Helicopters)  
55-1520-221-30/21 C2 Mar Control Sys AH-1G Helicopters  
55-1520-221-30/26 C2 Feb Imp Homing Antenna AH-1G/TH-1G

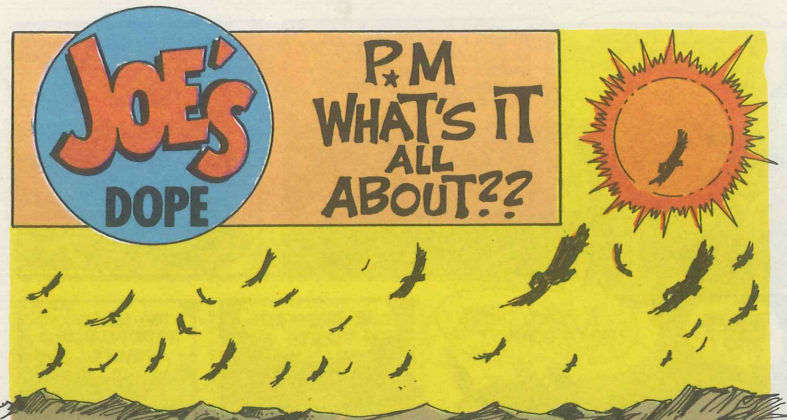
This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Jun 71), and Ch 3 (Dec 71), TM's, TB's, etc.; DA Pam 310-6 (Jul 71) and Ch 2 (Jan 72), SC's and SM's; DA Pam 310-7 (Oct 71), MWO's; and DA Pam 310-9 (Nov 71), COMSEC Pubs.

#### SUPPLY CATALOGS

SC 4910-95-CL-A74 Jan Shop Equip Auto Maint and Repair No. 1 Common  
SC 5180-97-CL-E27 Jan Tool Kit, Welders  
SC 6545-8-CL-H19 Jan Medical Equip Set, Field Hospital Unit  
SC 6675-97-CL-E13 Jan Repair Kit, Stereoplotter, Proj Supplementary Multiplex Equip  
SC 6675-97-CL-E27 Jan Surveying Set  
SC 6675-97-CL-E39 Jan Multiplex Section Topographic Mapping Set, Trk Mtd  
SC 6675-97-CL-E40 Jan Photomapping Section, Topographic Mapping Set, Trk Mtd  
SC 8465-90-CL-P04 Dec Survival Kit, Individual Over-Water

#### MISCELLANEOUS

LO 5-2410-233-12-1 Jan Tractor FT DED Model D7 F, W/Engine Cat Model D333CT  
LO 5-2410-233-12-2 Jan Tractor FT DED Model D7 F, W/Engine Cat Model D333CT  
LO 5-3805-250-12-1 Jan Loader Scoop 2 1/2 Cu Yd Case Model MW-24 W/Eng Model 504-BD-T  
LO 10-3930-242-12-1 Feb Truck Lift Fork RT 6000 Lb Models MLT-6, MHE 200 MLT-6CH MHE 202 ARTF-6 MHE 222 W/Eng Mod 5043-7000  
DA CIR 750-37-5 Mar Sample Data Collection Truck 5-Ton 6x6 M809 Series  
DA CIR 750-37-6 Mar Sample Collection, Truck, Cargo 1 1/2 Ton 6x6 M561



HIGH IN THE DESERT SKY, WINGED SCAVENGERS CIRCLE SLOWLY... MARKING TIME... WAITING... WATCHING...



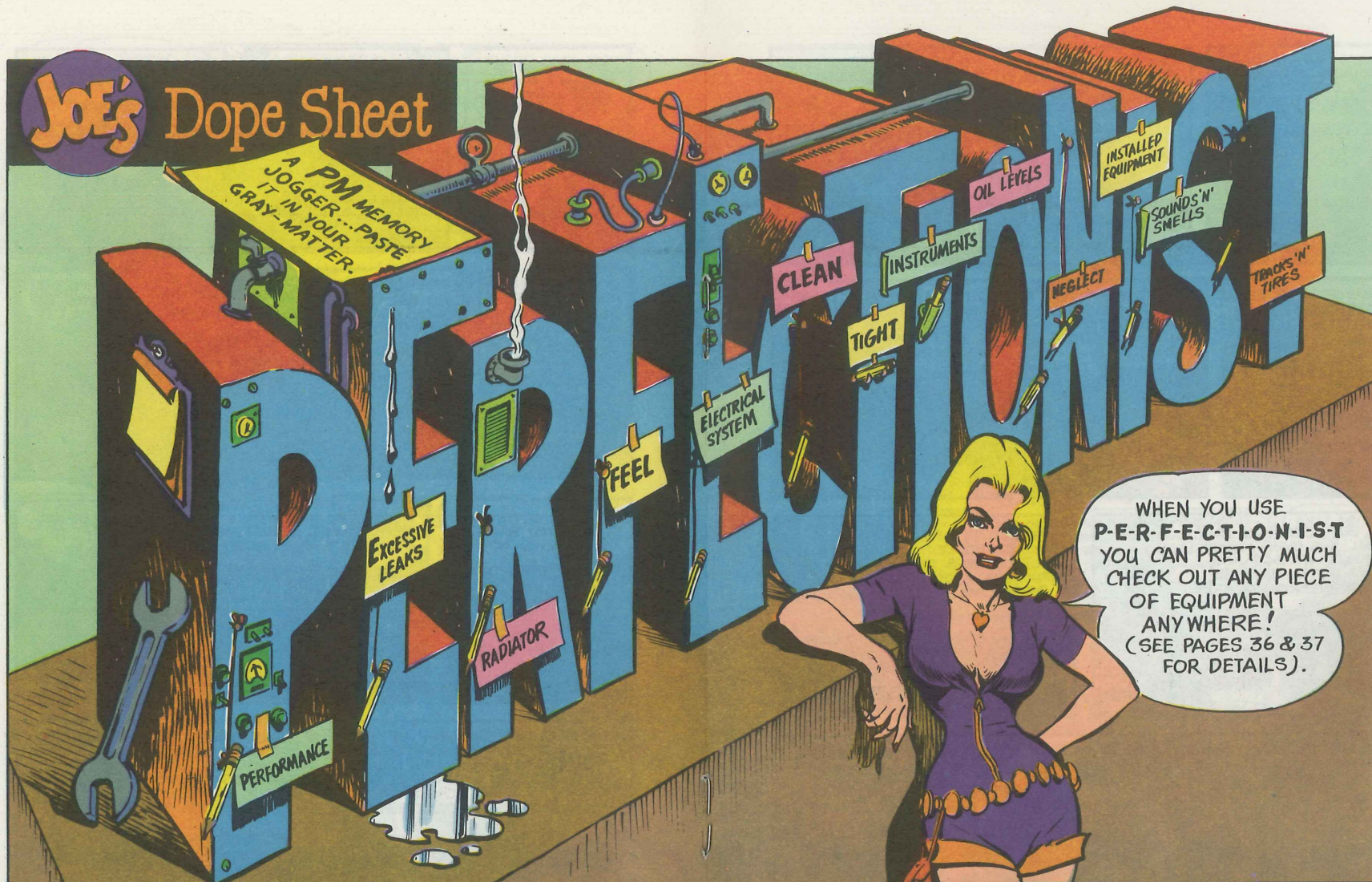
## MWO of The MONTH

Be particular about your M60 tank. See that direct support applies the M13 gas particulate CBR filter like it says in MWO 9-2350-215-30/27 (Sep 71). If the necessary prior MWO's are already on, it only takes 16 hours to do it.



JOE'S

# Dope Sheet



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

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





# PERF

INSPECT, DETECT AND CORRECT

## P

= PERFORMANCE

DOES IT START EASY, RUN SMOOTH AND WORK WITHOUT STICKING OR BINDING.



HOW'S THE BRAKE AND CLUTCH?

## E

= EXCESSIVE LEAKS

OIL, FUEL, HYDRAULIC FLUID OR WATER LEAKS ARE A NO-NO-ANYWHERE.



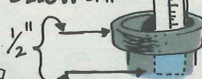
## R

= RADIATOR

WATER 1/2-INCH BELOW CAP

NOT CRUDDY

CAPS, GASKET IN GOOD, AND IN PLACE.



## F

= FEEL

SQUEEZE WATER HOSES FOR DRY ROT

PRESS V-BELTS FOR TOO MUCH DEFLECTION



## E

= ELECTRICAL SYSTEM

LIGHTS, HORN, WINDSHIELD WIPER ALL WORK

BATTERY ELECTROLYTE COVERS PLATES, CABLES TIGHT, NOT CRUSHED OR CORRODED.

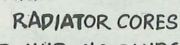


## C

= CLEAN

AIR CLEANER, FILTER CLEAN

PRIMARY FUEL FILTER AND AIR BRAKES RESERVOIR DRAINED DAILY FREE OF SLUDGE OR BUGS OR MUD. NO SLUDGE IN ENGINE HULLS, OR DEBRIS CAUGHT IN UNDERCARRIAGE.



# ECTIONIST

BY THE LETTER

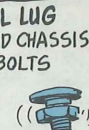
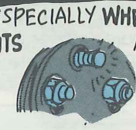
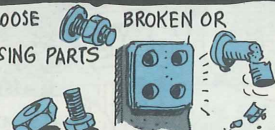
## T

= TIGHT

NO LOOSE MISSING PARTS

BROKEN OR

ESPECIALLY WHEEL LUG NUTS AND CHASSIS BOLTS



## I

= INSTRUMENTS

EVERY GAGE SHOULD READ IN THE NORMAL RANGE AFTER EQUIPMENT REACHES OPERATING TEMPERATURE

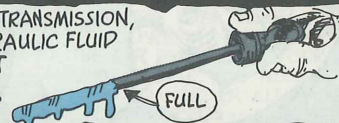


RIGHT ON, GAGES.

## O

= OIL LEVELS

ENGINE CRANKCASE, TRANSMISSION, TRANSFER AND HYDRAULIC FLUID RESERVOIRS ALL AT OPERATING LEVELS.



FULL

## N

= NEGLECT

ANY SIGNS OF OPERATOR ABUSE, LIKE JACKRABBIT STARTS BEFORE SHUTDOWN, NOT IDLING, NOT KNOWING EQUIPMENT MAXIMUM RPM LIMITS, LUGGING ENGINE, BROKEN GLASS, TORN CANVAS.



## I

= INSTALLED EQUIPMENT

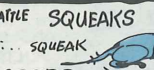
ALL BII PRESENT, AND IN PLACE INCLUDING LOG BOOK AND OPERATORS MANUAL HEATER, RADIO, WINCH, ETC. ALL IN WORKING ORDER.



## S

= SOUNDS AND SMELLS

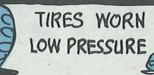
RATTLES OR SUSPICIOUS ODORS INVESTIGATED. THEY ARE ALL POSSIBLE SOURCES OF TROUBLE.



## T

= TIRES AND TRACKS

DEEP CUTS TIRES WORN BEYOND RETREAD LOW PRESSURE BROKEN END-CONNECTORS, TRACKS TOO SLACK OR TIGHT.





GROUND MOBILITY

MAYBE IT'S JUST WHAT YOU'VE BEEN LOOKING FOR -- ONE OF THESE ARTICLES IN THE **TB750-981-3** (JUL 71), EQUIPMENT IMPROVEMENT REPORT AND MAINTENANCE DIGEST-TANK AND AUTOMOTIVE EQUIPMENT.

HEY, ORACLE, WHAT'S THAT ANTENNA?

HEY, ORACLE CAT... I GOT THIS THING WITH PLASTIC FUEL LINES RUBBIN'...Y' GOT ANY VIBRATIONS 'BOUT THAT?

**PLASTIC LINES?**  
DON'T SWEAT IT, BROTHER... ARTICLE 43 IN THE **EIR DIGEST** HANGS IT ALL TOGETHER ON PLASTIC FUEL LINES RUBBING AND LEAKING ON YOUR 2½-TON MULTIFUEL TRUCK (LD465-1 OR 465-1C ENGINE).

THAT'S MY DIRECT LINE TO THE GODS.

HEY, ORACLE... HOW ABOUT LUBE FITTINGS FOR REAR SPRING SEATS IN MY 2½-TON

NEXT!

# HOT STUFF IN EIR DIGEST!

REAR SPRING SEATS? NO PROBLEM, KIDDO! ARTICLE 50 DOES IT NICELY ON THOSE LUBE FITTINGS.

MAN! HE'S SOMETHIN' ELSE. HE TOLD ME ARTICLE 91 SHOWS HOW TO INSTALL A HAND THROTTLE ON MY 1¼-TON M715. I GOT COMMO GEAR ON 'ER.

...AND WHILE ON THE SUBJECT, TAKE A LOOK AT THE FRAME ON YOUR M349A4 REFRIGERATOR VAN SEMI-TRAILER. SOME OF 'EM HAVE BEEN CRACKING... DIG ARTICLE 86. THE ORACLE PASSES TH' WORD.

IF ANY OF YOU DUDES NEED AN IMPROVED SUPPORT HANGER PIN FOR THE MATERIAL HANDLING HOIST ON YOUR M548 CARGO CARRIER, ARTICLE 3-16 CLUES YOU ON INSTALLATION... AND...A DOME LIGHT YOU DIDN'T GET? ARTICLE 3-18 GIVES YOU A DO-IT-YOURSELF.

HOLD ONE... HOLD ONE! I CAN'T TURN THE PAGES OF THE TB THAT FAST.

THERE'S LOTS MORE. IF YOU'RE NOT GETTING THE **EIR DIGEST**, TELL YOUR PUBS PEOPLE YOU NEED IT. THEY CAN ORDER ALL YOUR OUTFIT NEEDS -- JUST BY FILLING IN THE NUMBER UNDER "QUANTITIES" BLOCK 542, PAGE 5, DA FORM 12-38 (APR 71).



TM-218-SERIES

# 1/4-TON TIPS

HERE IS THE STAR OF THIS SHOW.



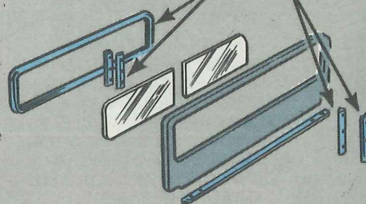
## SMALL JOB OR HEADACHE

Windshields do get broken, but—

When that happens don't make that mishap into a major headache for your DSU.

Don't heave out the neoprene seal (from the glass and the paired center frame braces) with the broken glass.

Seals and center braces for M151's are short-supply items so make sure they get back to support with your vehicle.



KEEP YOUR SEALS AND CENTER BRACES

## GASKET STORY

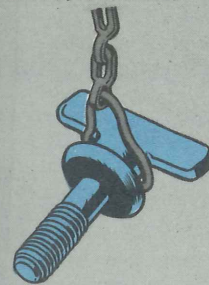
Need a gasket under the master cylinder fill plug on your TM 218-series truck? Ask for Gasket, FSN 5340-737-3354.



GASKET IS UNDER MASTER CYLINDER FILL PLUG

## SCREW FOR BOWS

New in the supply system is the M151 bow fastening screw—thumb screw, bow assy top, FSN 5305-165-8125.



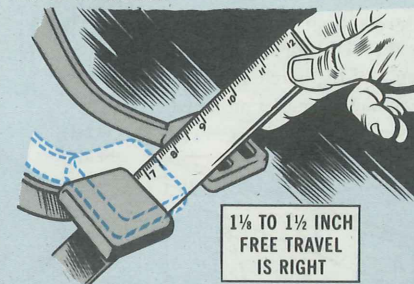
## FREE TRAVEL INFO

All good 1/4-ton drivers know the clutch needs from 1 1/4 to 1 1/2 inches of free travel to be in the groove. Right? Right!

Then why are so many clutch cross shafts getting clobbered from faulty clutch link adjustment? Maybe you should eyeball that clutch free-play right now.

Place a little pressure on the clutch pedal with your finger. It should move without too much effort. When you feel it stop you have reached the end of the free play.

Do it again—this time with a ruler. Measure from start to the finish of the free travel. This distance should be between 1 1/4 to 1 1/2 inches.



1 1/4 TO 1 1/2 INCH FREE TRAVEL IS RIGHT

If it's not, you've been doublecrossing the cross shaft. Yell for help from your mechanic.

## EXHAUST LEAK ?

Be sure to use Sealant, FSN 8030-252-3391, on exhaust port areas, when you're installing the exhaust manifold on your vehicle. That's the word in TM 9-2320-218-20 (Sep 71), page 2-101, paragraph 2-40a.



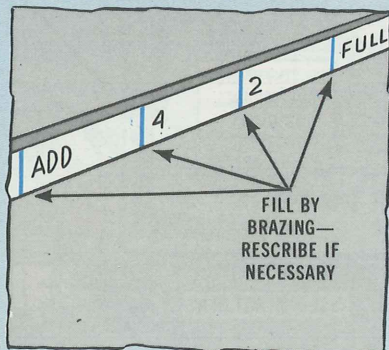
USE SEALANT HERE

## DIPSTICK FIRST-AID LICK

YOU DON'T  
LOOK TOO  
GOOD!

A broken crankcase dipstick just has to be high on the list of things nobody needs. But it's been happening on 2½-ton and 5-ton multifuel trucks.

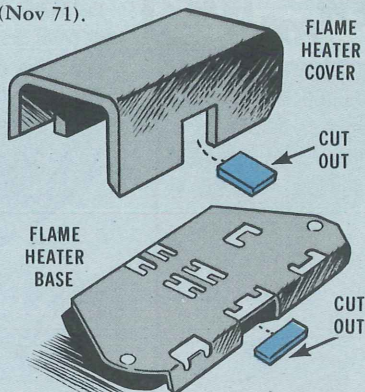
You can head 'em off at the pass with a 2-minute checkover. Scan the lower end to see whether the FULL or other marks are cut too deeply. If the notches amount to much more'n shallow marks on metal, fill by brazing or request a replacement.



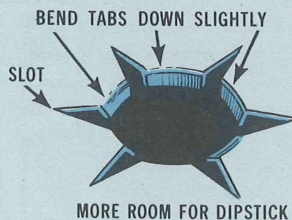
Then be sure you pull the stick straight up out of the tube to keep from bending it.

And if you have a 2½-ton job with the LD-465-1C multifuel engine, you may need some barbering on the flame heater cover so the dipstick will come out easier.

The poop on this fix is in TB 750-981-4 (Nov 71).



On older model multifuels, you'll want to get a dimple cut around the dipstick hole in your oil pan baffle the first chance you get. The next time you have to switch a gasket or pan seal, get support to make 5/16th-in slots around the baffle hole, then bend the tabs down.



TM-244-SERIES 1¼-TON TRUCK ...

## WATER IN ENGINE OIL?

There's more to checking your crankcase oil level than just seeing if you've got enough oil.

Look closer. Maybe you've got a coolant leak in your engine. You can tell if there're little blobs of water on your dipstick.

If so, get that truck right into DS. Chances are the cylinder head's not down snug. Maybe the head bolts are wrong—not enough threaded area or too long.



## 5/4 TIRE PRESSURE

The correct tire pressure for rear tires and spare on your 1¼-ton M715 series truck is 45 PSI, not 35 like TM 9-2320-244-20 (Aug 71) says on page 11. Front tires stay at 25 PSI. The right info is in TM 9-2320-244-10 (Aug 68).

TM-260-SERIES 5-TON TRUCK

# ELECTRICAL SYSTEM

FILL-IN

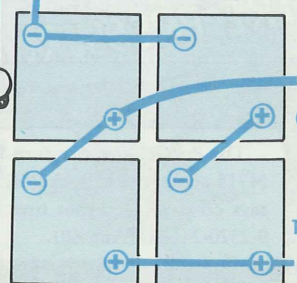
Dear Half Mast—  
After going through the electrical system poop in TM 9-2320-260-20 (JUN 70), I'm still up a stump for some info.  
What are the right battery cable hookups? I can't make head or tail out of paragraph 2-60c.  
Is trouble shooting the charging system an organizational job? Although para 2-15c says the rundown is in this TM, I don't find it in Table 2-5.  
Is adjustment of the voltage regulator authorized at organizational? It's not mentioned in the Maintenance Allocation Chart. If so, what's the proper voltage setting?

SP6 R.E.B.

..HMM...OK...  
DEAR SPECIALIST R.E.B.,  
A CLEAR PICTURE OF THE  
BATTERY CABLE HOOKUPS  
IS IN THE UPPER LEFT  
CORNER OF FIGURE 2-32  
IN TM 9-2320-260-20.

HERE'S  
WHAT YOU'D  
SEE.

GROUND  
STRAP



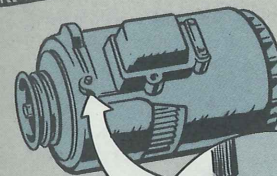
TO COLD  
START  
SWITCH  
(12 VOLTS)

TO STARTER  
MOTOR  
SOLENOID  
(24 VOLTS)

Yes, "Generating System Circuit Alternator" should be in Table 2-5, Troubleshooting the Electrical System. Until it comes through in a TM change, just use the rundown on pages 2-46 through 2-52, TM 9-2320-218-20 (Sep 71), for the 1/4-ton truck. Your TM-260-series 5-tonner and your TM-218-series 1/4-ton job both have the 24-volt electrical system.

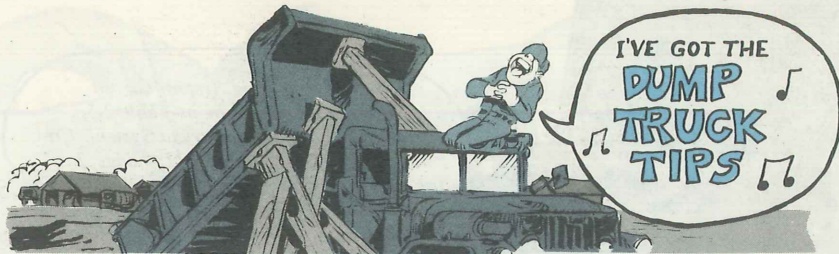
You'll find a rough check of the charging system in Figure 2-15C in TM 9-2320-260-20, using the readings on your dash-mounted battery-generator indicator—but it's better to use your low-voltage circuit tester. If you've got a copy of PS 212 in your library, dig into "Quick 60-Amp Alternator Check", pages 12-20.

CHECK YOUR  
BAT-GEN GAGE



YOU  
CAN ADJUST  
YOUR VOLTAGE  
REGULATOR

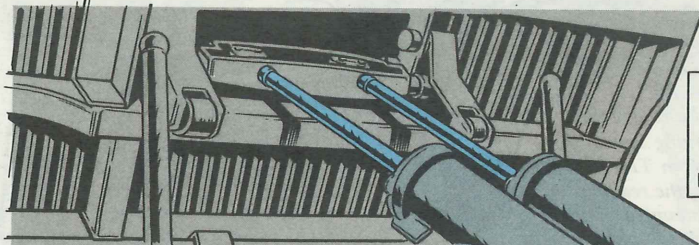
Adjustment of the voltage regulator is authorized for organizational maintenance. It should be set at 28.5 volts. Para 2-61c in TM 9-2320-260-20 says you turn the voltage regulator adjustment screw counter-clockwise to up the voltage and clockwise to cut down the voltage.



Your 5-ton dump truck is a tough baby OK, but watch out for the twin-cylinder hoist assembly.

The lift rods will bend or buckle if you handle 'er rough.

This usually happens if the dump body is hoisted with a lopsided load, especially with big rocks . . . or if you rock 'er with the lifts in high position.



EASY—  
WHEN  
RODS  
ARE  
EXTENDED

You add insult to injury if your tailgate wings are hooked up while dumping. Uneven terrain, deep holes or being up against a hillside don't help matters either.

So play it cool. Keep your eye on the loader. See that he spreads the load evenly.

If you're dumping in motion, hold your speed down to cut the bouncing or rocking. Never "jack" a bulky load in the high dump position. And never try to raise the dump body more than 7 ft.

Your tailgate wings help you to haul an outsize load but for dumping make sure they're out of the way, safely harnessed along side of the dump body.

DUMP LIKE  
THIS . . .

NOT  
THIS . . .

. . . WITH TAILGATE  
WINGS BACK

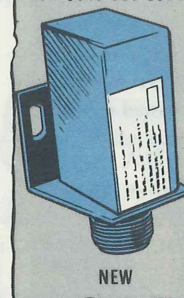
. . . WINGS CAN ACT  
LIKE A STOPPER

## 5-TON FLASHER DARK? LIGHT UP WRECKER PARK

If you have a supply puzzle trying to replace the flasher unit for your 5-ton wrecker's fender-mounted warning light, take hope.

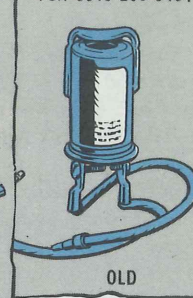
FSN 5945-296-8464 gets you the older type with male metal terminals that plug in a harness. FSN 5945-066-3984 gets you the newer one that plugs into a receptacle without outside wires. It's waterproof. You can't switch over from one to the other without a rewiring job from support.

FSN 5945-066-3984



NEW

FSN 5945-296-8464



OLD

## 5-TON WHEEL DAMAGE?

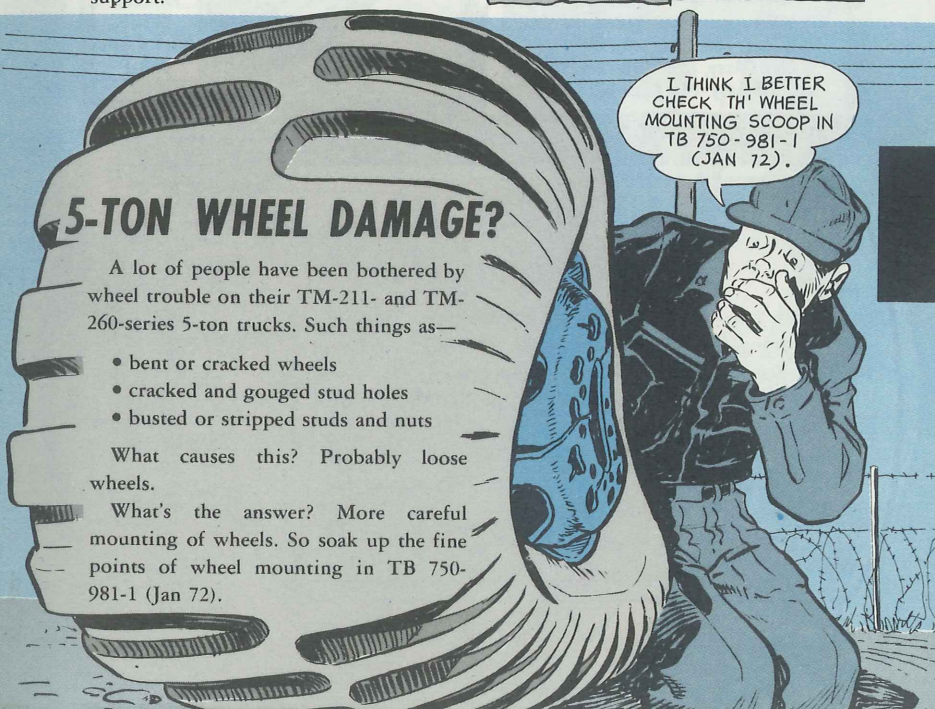
A lot of people have been bothered by wheel trouble on their TM-211- and TM-260-series 5-ton trucks. Such things as—

- bent or cracked wheels
- cracked and gouged stud holes
- busted or stripped studs and nuts

What causes this? Probably loose wheels.

What's the answer? More careful mounting of wheels. So soak up the fine points of wheel mounting in TB 750-981-1 (Jan 72).

I THINK I BETTER  
CHECK TH' WHEEL  
MOUNTING SCOOP IN  
TB 750-981-1  
(JAN 72).



## RIGHT CABLE FOR 10-TON TRACTOR

Right now, take a close look at that wire rope on your 10-ton tractor truck's rear winch—or winches.

You may have the wrong one—with a hemp, fiber or nylon core. It's not safe. It won't stand up to the strain your winch can put on it.

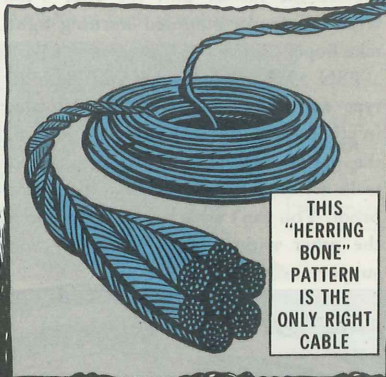
So how can you tell which you've got?

If the strands in your cable are all twisted in the same direction, you've got the wrong cable.

The right cable—with a steel core—looks kind of like a "herringbone" pattern, with one strand twisted to the right and the next one twisted to the left 'n' so on.

Here's the setup for all those rear winches (single or dual) on 10-ton tractor trucks—M123, M123C, M123A1C, M123E2:

- Wire, rope, steel, 3/4-in dia, 250 feet long, FSN 4010-400-7146
- Clevis Assy, FSN 4030-706-5553
- Chain Assy, FSN 4010-133-6704

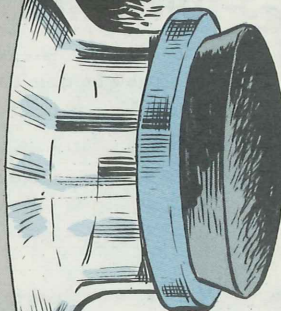


THIS  
"HERRING  
BONE"  
PATTERN  
IS THE  
ONLY RIGHT  
CABLE

## PAIN-SAVER FOR 10-TON GEARING

You should use 3rd High Range or 5th Low Range for slow speeds—like 12 MPH blackout drive—on 10-ton M123-family trucks. It gives a better balance between engine RPM, cooling capacity and gear loading.

So stick with the speed/RPM table for those vehicles on blackout travel—but do watch that engine temperature gage. Slow driving in any gear on long trips is rough stuff.



## WHEN A BRUSH-OFF PAYS OFF...

Dear Editor,

Here's some plain and simple PM a lot of guys seem to overlook when they're changing tires on trucks and trailers.

That's making sure everything's clean before mounting the wheel-and-tire. This calls for wire-brushing the studs to get dirt and rust off the threads. And doing the same to those rim-to-rim mating surfaces on duals to get rid of loose paint, dirt and rust.

This will shortstop a lot of trouble, such as loose wheels and damaged wheel bearings.

Why let a plain and simple tire changing operation turn into a big shop job?

PFC Richard Shiley  
APO New York 09102

(Editor's Note: You said it so well, I can't add a word.)

DON'T  
SPARE  
THE  
BRUSH!



ARMORED CARRIER PUBS . . .

## ALL IN THE M113-M113A1 FAMILY

YOU MAY HAVE SEVERAL BROTHERS. BUT THAT DOESN'T MEAN YOU ALL WEAR THE SAME SIZE CLOTHES. THE M113/M113A1 FAMILY OF ARMORED CARRIERS INCLUDES A VARIETY OF VEHICLES. THEY'RE ALL IN THE SAME FAMILY, BUT THEY DON'T ALL HAVE THE SAME PUBS. CHECK THESE OUT!

### GASOLINE

#### TECHNICAL MANUALS

M113 APC

M577 Command TM 9-2300-224-10,  
Post Ch2, 5, & 10  
M106 Mortar TM 9-2300-224-20,  
Carrier Ch1, 2, 5, 10 & 13  
M132 Flame  
Thrower

You need these manuals, too:

M577.... TM 9-2300-224-10/3/2, Ch1  
TM 9-2300-224-20/3/2, Ch1  
and 2  
M106.... TM 9-2300-224-10/3/3,  
Ch1-3  
TM 9-2300-224-20/3/3,  
Ch1-3  
M132.... TM 9-2300-224-10/3/4  
TM 9-2300-224-20/3/4

### PARTS MANUALS

TM 9-2300-224-20P/3,  
Ch1-8, comes in  
several parts. Here  
they are:

For the:	You need:
M113	Part 1 only
M577	Parts 1 and 2
M106	Parts 1 and 3
M132	Parts 1 and 4
XM474E2	Parts 1 and 5

### DIESEL

#### TM's AND PARTS MANUALS

M113A1  
M577A1 TM 9-2300-257-10, Ch1, 2 & 3  
M106A1 TM 9-2300-257-20, Ch1 & 2  
M132A1 TM 9-2300-257-20P, Ch1  
M125A1  
\*XM741

\*Operator's Manual is TM 9-2350-300-10, Ch1.

### GASOLINE & DIESEL

#### LUBE ORDERS

M113, M577, LO 9-2300-224-12,  
M106, M132 Ch1 and 5

M113A1, M577A1,  
M106A1, M132A1, LO 9-2300-257-12  
M125A1, XM741

XM474E2 LO 9-2300-224-10/1  
XM741 LO 9-2350-300-10

### EQUIPMENT SERVICEABILITY CRITERIA

M113, M577, TM 9-2300-224-ESC  
M106, M132

M113A1,	TM 9-2300-257-ESC,
M577A1,	Ch1
M106A1,	
M125A1,	
M132A1	
XM741	TM 9-2350-300-ESC

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### M548' CARGO CARRIER

If you have the M548 6-ton tracked diesel cargo carrier then you've got your own special deal on manuals. It has manuals numbered like this: TM 9-2350-247-, with a -10, -20, -20P, -12 LO and an ESC.

Aim a tight eye on DA Pamphlet 310-4 to keep up to date with changes on your carrier's manuals.

## GET A WARM FEEL

Wrap your hand around the shock absorbers on your M113-series personnel carrier after she's been runnin' around for awhile. Grab the lower part—the piston end.

Feel warm? Good.

Cold? Bad.

Instead of waiting until the ride's mushy or jarring the teeth out of your head, check your shock absorbers after every operation. If the shock doesn't feel a little warmer than the chassis, that shock's shot. It's not working. Get it replaced.

Do you see a little dampness on the shock? It's OK. But if it's sloppy wet or dripping, that shock's had it. Get a new one.

GIVE  
IT  
A FEEL

## MASTER SWITCH TURN-OFF RULE

M113A1 driver, left hand!

Before you park your little jewel, reach down with that left hand and turn off that master switch. Otherwise, one of 2 things will happen, both bad:

The roving night patrol will see those brake lights shining in the dark—if you followed SOP and left your light switch on—and the staff duty officer will have to roll out, get keys, unlock your vehicle, and pop the switch.

Of if the master has been on long enough, your rectifier will heat up . . . heat a little more . . . and finally burn out. That's a couple of days' down time, \$26 worth of rectifier, and a battery charging job.

So that master is down low, hip-pocket level, and it can be overlooked . . . and the warning light can be burned out.

And none of the excuses will make up for the trouble you can cause yourself and your APC. Turn it Off.

WARNING  
DO NOT START VEHICLE  
WHILE RADIO IS ON

TURN  
IT  
OFF

PULL AND TURN  
OFF ON OFF  
MASTER

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COMBAT SUPPORT

SHIFTING YOUR MODEL 440HA ROAD GRADER ...

## DON'T FIGHT IT

WATCH IT!  
DON'T MIMIC  
MY TILT!

Turn off your muscle power and switch to common sense if the transmission gears of the Model 440HA road grader grind or clash.

Get your unit mechanic to look at the clutch brake adjustment. This brake should stop the transmission rotation in 3 to 4 seconds, giving you time to change gears without damaging 'em.

If the adjustment is off, you could easily rip the gears or tear the transmission to shreds and get yourself rattled to boot.

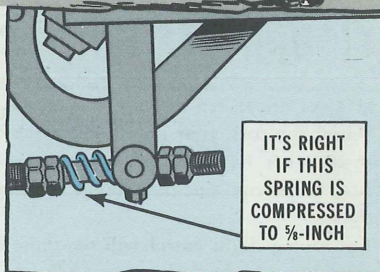
The details for the right adjustment are in Ch 2 to TM 5-3805-237-12 (Mar 67).

Most important, the jam nut should be loosened and the adjusting nut moved till the spring behind it is compressed  $\frac{3}{8}$ -inch while the pedal is fully depressed.

To be sure your transmission brake works OK, check the operation of the clutch under load.

While you're at it, don't forget to check the clutch pedal free travel. It must be about 2 inches. If it's not, tell the mech to hop to it too.

'Course the best adjustments in the world won't help you a bit if you speed shift the gears or try to jam it in reverse while the grader is in motion.



IT'S RIGHT  
IF THIS  
SPRING IS  
COMPRESSED  
TO  $\frac{3}{8}$ -INCH



CLUTCH—  
2-INCH FREE  
TRAVEL IS  
A MUST

830MB's DARK SECRET ...

WE MUST BE  
NEAR THE  
GREASE FITTING.  
LOOK FOR IT!

# STARVED SUPPORT BEARING

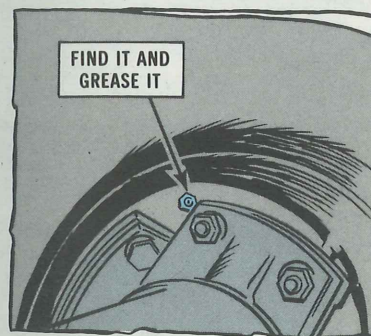


You and your diesel wheeled tractor can be a happy combo if you know where to find the grease fitting for the drive-shaft-support bearing and how to lube it.

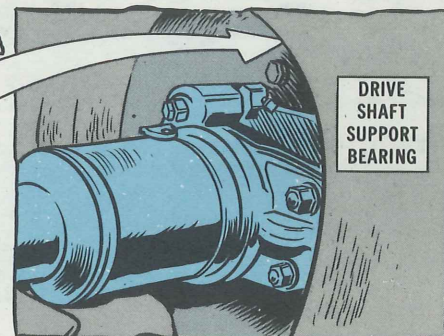
You won't see this fitting if you don't look for it. It's way back in the dark recess of the heavy casting above the rear drive shaft support bearing. It's usually buried under dirt or mud.

Then, too, you can be thrown off base by another fitting which sits a few inches in front of it on the "U" joint.

After you've spotted the right fitting you can angle up to it better if the tractor is in a jack-knife position. To reach it, put an extension, about 11 inches long, on your hand grease gun. This'll also give you plenty of elbow room to pump it. A flexible extension works great.



FIND IT AND  
GREASE IT



DRIVE  
SHAFT  
SUPPORT  
BEARING

If the diesel tractor has just arrived in your outfit, it probably has old grease that caked in the drive shaft support bearing during storage. This old grease has got to go.

Your best bet here is to force it out with the lubricating pump found in your organizational common tool kit—where the extensions are, too.

The drive-shaft-support bearing needs lube every 150 hours of operations, like it says in LO 5-2420-213-12-3 (Dec 69). Don't let the failure to do a little stooping, bending and fishing for the right fitting put you out of business.

## COOL THAT CAT

Your D7E tractor overheating and you don't know why?

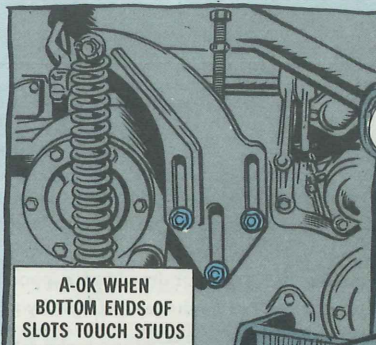
You've probably got loose fan belts.

The spring-loaded belt system won't get the full spring tension it needs unless its support bracket is tightened all the way up—far as it'll go. Not half way but all the way. Guesswork doesn't count here.

You can be sure everything is A-OK if the bracket arm is almost as high as the head of the adjusting bolt. That means the bottom ends of the bracket slots are touching the studs.

It's up to you to make the belt adjustment right. You do it everytime you replace a fan belt and when you first get the D7E tractor new. New tractors are shipped with the fan belts. loosened.

Don't forget to secure 'em all with the locking nut on the adjusting bolt.



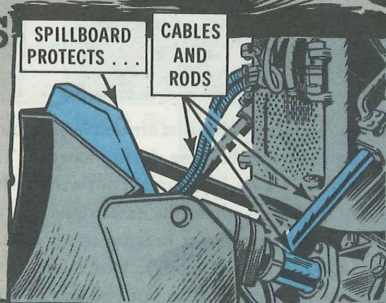
## D7 DOZER SPILLS

Don't take your D7-series tractor too lightly.

Without a spillboard on top of the blade, you could easily bend a lift cylinder or bust a hydraulic line.

The spillboard plate protects 'em from rocks, logs or big clumps of dirt.

Get one with PN (11083) 3R6946 and be ready for anything.

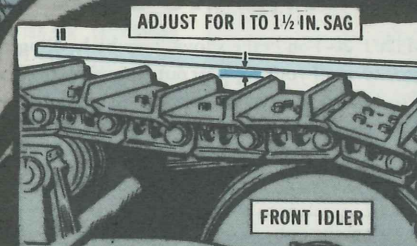


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# D7E TRACTOR TIPS

TRACK ADJUSTMENT CARE

OOPS! ON THE D7E CAT TRACTOR YOU MEASURE TRACK SLACK BEHIND THE FRONT IDLER, LIKE SO:

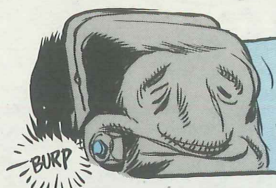


MARRY UP THIS PICTURE WITH THE TRACK ADJUSTMENT INFO, PAGE 73, PS MAGAZINE 229, AND YOU'LL HAVE THE COMPLETE TRACK ADJUSTMENT PICTURE FOR BOTH D7E AND D8 TRACTORS.



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## AH...WHAT A RELIEF



Your small Mil Std Engine (6 HP or less) depends on the rocker arm cover valve for relief.

It looks like an innocent cap screw. Don't let it fool you.

When this safety valve is stuck, you've got troubles.

A big buildup of pressure takes place in the upper chamber, shutting off the lube supply to the vital engine parts. This'll kill your engine for sure.

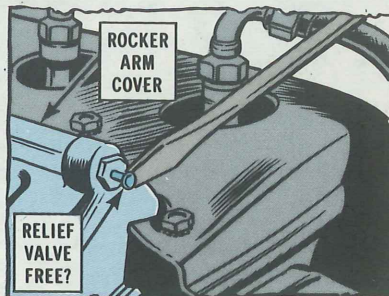
There's only one way out. The relief valve must be free and working at all times.

You can check it by pulling the center part out with your fingernails, a screwdriver or any sharp object.

If it's corroded and stuck your engine is headed for a dead end.

Cleaning it in solvent will help a lot. A touch of oil may set it free. If it has seen its days, get a new one with FSN 4820-799-5589.

Don't be satisfied with a substitute. The safety valve you want has a preset setting of 1 to 2 PSI. A higher PSI just won't work.



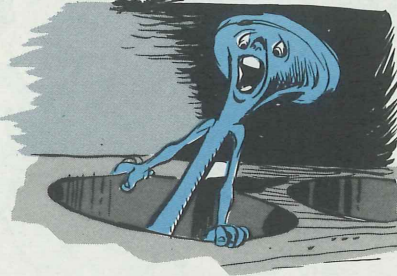
## CRANE ROTOR CAPS

Your Model M320T 20-Ton crane shovel may be heading for a downfall.

Check the records to see if your support put new valve rotor caps on the carrier engine.

If not, get 'em to hop to it now, 'cause the old caps fail under fatigue, dropping the valves into the cylinders... then wham!

I'M GONNA FALL INTO TH' CYLINDER!  
GET THAT NEW VALVE ROTOR CAP.



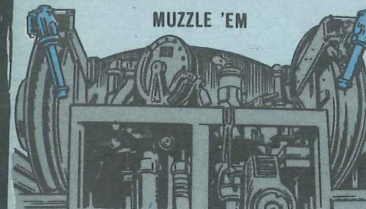
Your support can order the new caps from:

U.S. Army Mobility Equipment Command  
ATTN: AMSME-MMC-C  
4300 Goodfellow Blvd  
St. Louis, MO 63120

Tell 'em to ask for a set of caps for each crane, and be sure they give the USA number, the end item and carrier engine serial numbers of each crane.

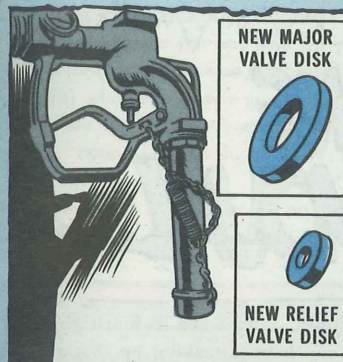
## NEW NOZZLE DISKS

Here're your new disks to stop those free-flowing nozzles on the Highland Model 2000 truck-mounted and the Model 2500 trailer-mounted tank and pump units.



These disks are softer and thicker to make sure the leaking nozzles behave.

You get the new major valve disk with FSN 5330-169-1918 (PN13219E2824-1) and it's FSN 5330-169-1919 (PN13219E2824-2) for the new relief valve disk.



Use Routing Identifier A12.

Put 'em on like it says in para 3-38 of TM 5-4930-227-14 (Jun 69).

IF YOU DON'T WANT  
TO BLOW YOUR COOL,  
KEEP 'ER DRAINING.

The ghost of a neglected vertical 18,000-BTUH air conditioner will never haunt you if you give the unit good drainage.

Put one or more drainage lines at its base and say goodbye to water buildup inside and rust and corrosion.

A single 4-ft tube with fittings will do the trick if your unit is level or if the drain is at the lowest point of a tilt.

If you need more drains, go as many as four. They all can have a common outlet, too.

Copper or plastic tubing and fittings are A-OK, but most any material works. Clear tubing is great for detecting a stoppage.

A drainage tube should not be larger than 5/16 inch (inside diameter). Big ones act like air inlets, keeping the water from flowing out.

If you decide on only one drain, put it on a side. The rear drain hole gets too much blow from the condenser coil.



# TOGETHERNESS CAN BE DANGEROUS

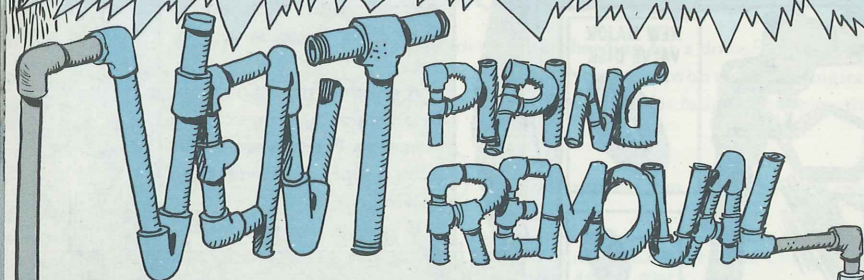
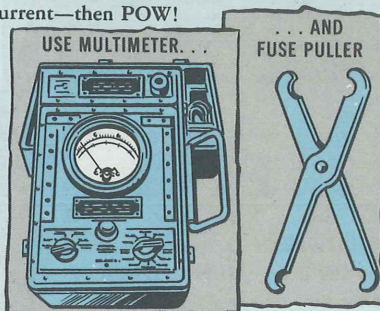


If you have a combination fuse puller and voltage tester, FSN 5120-224-9458, get rid of it. Testing voltages with this tool can be a real shocker.

The neon bulb won't glow when it's burned out or when the voltage is under 80. This could lead you to believe there's no current—then POW!

Also the insulation on the leads pulls back, leaving naked wires. And bare wires can kill you.

Play it cool and make your voltage potential tests with an instrument like the TS-352B/U multimeter, FSN 6625-553-0142. And pull fuses with a puller like the one that comes under FSN 5120-224-9456.



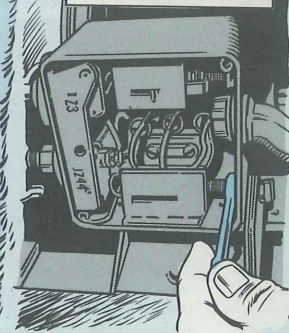
Your ENG-3 lube and servicing unit needn't be slowed down when its lubrication pump's vent piping gets damaged. The hose, tees and elbows making up that air discharge system are not really needed—it's just a nice-to-have venting system. Previous models don't have it.

So anytime the vent piping cops out, just remove it. Then keep any moisture or oil from the air exhaust wiped off daily.

## 8- SHOWER- HEAD CHANGE- OVER

Here's a wise word for all owners of an 8-shower-head bath unit. Find your copy of TB 750-971-2 (Apr 71) and take special note of the pressure-temperature control changes given in Article 24. Without this advanced poop you'll be up the creek when the controls go on the blink.

REMOVE OLD  
CONTROL AND  
INSTALL NEW ASSEMBLY



I'M FREEZING!  
GET A  
PLUMBER...  
NOW!

## PURELY FOR THE ROAD

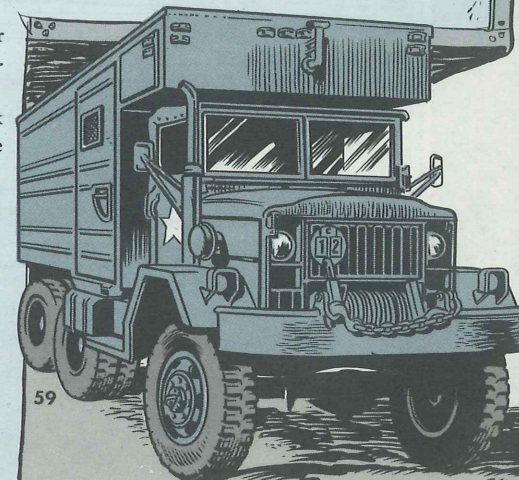
Never let the water purification van's right door handle put one over on you.

Padlock it so it won't vibrate loose (down) while the vehicle is in motion.

It's the best insurance against the door flying open. Use padlock, FSN 5340-664-1322.

If you gotta go and there's no padlock around, make a safety pin to latch the door shut.

A welding rod or any heavy wire will do the trick.



YOU'VE HEARD ABOUT ME—  
MAYBE EVEN SEEN ME  
AROUND. I'M THAT BIG, FAT  
AR 725-50, WHICH COVERS  
MILSTRIP (MILITARY STANDARD  
REQUISITIONING AND ISSUE  
PROCEDURES) FOR THE  
SUPPLY SUPPORT TYPES.

AR 725-50

SUPPLIES AND EQUIPMENT

Well now that's where AR 710-2 (Aug 71),  
Materiel Management, sends you for the supply  
codes for your DA Form 2765's.

ND ISSUE SYSTEM

DD FORM 1348M

DA FORM 2765

You're not looking for new codes. They're  
the same ones you've been using right along,  
but now they're listed only in the MILSTRIP  
AR.

Just keep in mind that MILSTRIP SOP is strictly for the  
supply support types. That way you'll not get side-tracked in-  
to the wrong sections of the big AR. All you want out of there  
are the few codes you have to use on your 2765's, and those  
you must interpret on your supply status cards (DA Form  
2765 and DD Form 1348M).

FOR  
EXAMPLE—

Codes:	Columns/Blocks:	See AR's:
Advice and Status	Block 22, on your DA Form 2765 request Columns 65-66, on Status Cards reply on your request	App II-17
PD's (Priority Designators)	Block 20, on DA Form 2765 request	Chap 2, paras 2-4—2-6, and table 2-1, page 2-8
NORS (Not Operationally Ready Supply) Weapon Designator Code	Block 18, on DA Form 2765 request	App II-15, para 4(a) (2) (a)—(d)
DIC (Document Identifier Code)	Columns 1-3, on Status Cards reply on your request	App II-1, pages A2-3—A2-5
Type of Requirement Code	Block 18, on your DA Form 2765 request (Use these codes when you're ordering major end items only)	App II-15, pages A2-114.3—A2-114.4

BOOK WORM

AND ANOTHER THING, WHEN YOU  
USE AR 725-50. BE SURE YOU HAVE  
A CURRENT AR. IT'S DATED FEB 1965,  
AND HAS 35 CHANGES.

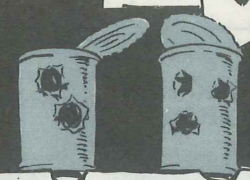
THE RIGHT SCOOP WILL DO IT...

**BULL'S-EYE  
SUPPLY**

WHO'S HOLDING  
UP YOUR REPAIR  
PARTS REQUESTS... AND  
HOW COME? COULD BE  
YOU, PARDNER!



THAT'S RIGHT! IF YOUR  
REQUESTS GO ASTRAY, OR  
IF YOUR SUPPLY SUPPORT IS  
SHOWERING YOU WITH SUPPLY  
STATUS CARDS, COULD BE  
YOU'RE FIRING OFF FOULED -  
UP INFO ON YOUR DA FORM  
2765. WATCH IT!



**4 UIC (Unit Identification Code).** Block 15 must be correct. The UIC is like your unit's mailing address.

BRG AND	SVC	UNIT IDENT CODE			SIG MAL
13	14	15	16	17	18
		A	B	9	A
FUNDED			NON-FUNDED		

**5 PD (Priority Designator).** Take time to figure out the right code for block 20. Using a high priority on all your requests will overload support with special handling orders. You cause delays... even on your real emergencies. See Chap 2 AR 725-50, for PD scoop.

CT	PRIORITY	REQ DT
	20	21
	13	

**1 FSN.** Write it right. With a slipped digit or so in blocks 4-6, you can be sure your request'll have rough going.

PKC	STOCK NUMBER	ADDITIONAL
4	5	6
5	7	8
6	9	0
7	1	2
8	3	3
9	4	8
0	5	5
1	6	6
2	7	2
3	8	2
4	9	6
5	0	2
6	1	2
7	2	2
8	3	2
9	4	2
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1	6	2
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4	9	2
5	0	2
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9	4	2
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6	1	2
7	2	2
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4	9	2

**9** Document number. Keeps track of your requests. It comes from your document register and goes in block C1 of your 2765.

ORG DOC NUMBER <b>0225-0013</b>		DOC
CONTROL NUMBER		
SVC	REQUISITION	DATE

**10** Demand Code. In block 13 use an R to tell support your request is a recurring demand, or an N to identify it as a non-recurring demand.

REN	SVC	UNI
13	14	15
R		

FUNDED

**11** Item's ID. All you need is a short line description of the item you're ordering. Be sure it's in block M.

ITEM DESCRIPTION <b>INSULATOR</b>
PUBLICATION DATA

AND HOW ABOUT...

—Status cards. Do you read them right? In card columns 1-3 (Document Identifier Code) support tells you the kind of info the card is bringing you; in card columns 65-66 (Status Code) support explains the action they've taken on your request. See AR 725-50, App II-1 and App II-17 for decoding those codes.



—Follow-ups. Do you fire-off follow-ups before the expected delivery date in column j, of your document register? Early follow-ups generate needless status cards from support and cause extra sweat for you and support.



—Cancelling. Do you cancel a due-in as soon's you know the item's no longer needed? Timely cancellations save shipping costs, shortages, supply \$\$\$, and waiting time for those who do need the items.



**LASTLY...**  
WHEN IN DOUBT, CHECK IT OUT. GUESSING ABOUT INFO CREATES PROBLEMS ALL AROUND. CHECK SUPPORT WHEN YOU HAVE SUPPLY QUESTIONS. THEY'VE GOT THE AMDF (ARMY MASTER DATA FILE) WHICH FLASHES INSTANT INFO ON ANY CURRENT FSN.

Connie's  
Mini Mini's



## Commercial Warranty Seat Pin . . . For Real!

There's some new guidance in the TB governing commercial vehicle warranty provisions—TB 9-2300-295-15/9 (Jan 72). So, scan this new edition. It details the actions required in CONUS and OVERSEAS. Addresses of manufacturers of most vehicles with warranties also are listed in the TB. The new west coast IHC address is: International Harvester Co, ATTN: District Service Manager, 825 Navy Dr, Stockton, CA 95206.

## Call MAJT

That's right—any company CO can call MAJT if he needs maintenance or supply help or training. The latest word is in AR 750-51 (Mar 72). It spells out just how the Maintenance Assistance and Instruction Team wants to join you in keeping equipment ready.

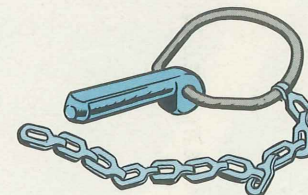
## Fuel, Oil and Stuff

For the word on using aircraft engine and transmission oils, fuels and additives eye TB 55-9150-200-25 (Oct 71), birdmen.

## MWO Control

If there's a published MWO that's due to go on your equipment, cast an eye on DA Cir 750-39 (Nov 71). It's the latest word on MWO management and control and applies to all units and activities.

Here it is—that holddown pin for front seats in the M151 and other TM-218-series ¼-ton trucks:



FSN 2540-815-5725 gives you Pin, Snap-Over Ring and Chain.

## Green Does Mean Go

Scratch the green run sheet poop in PS 231, Page 9. You do use those engine performance data sheets when your tech manuals refer to 'em for the TEAC—Turbine Engine Analysis Check.

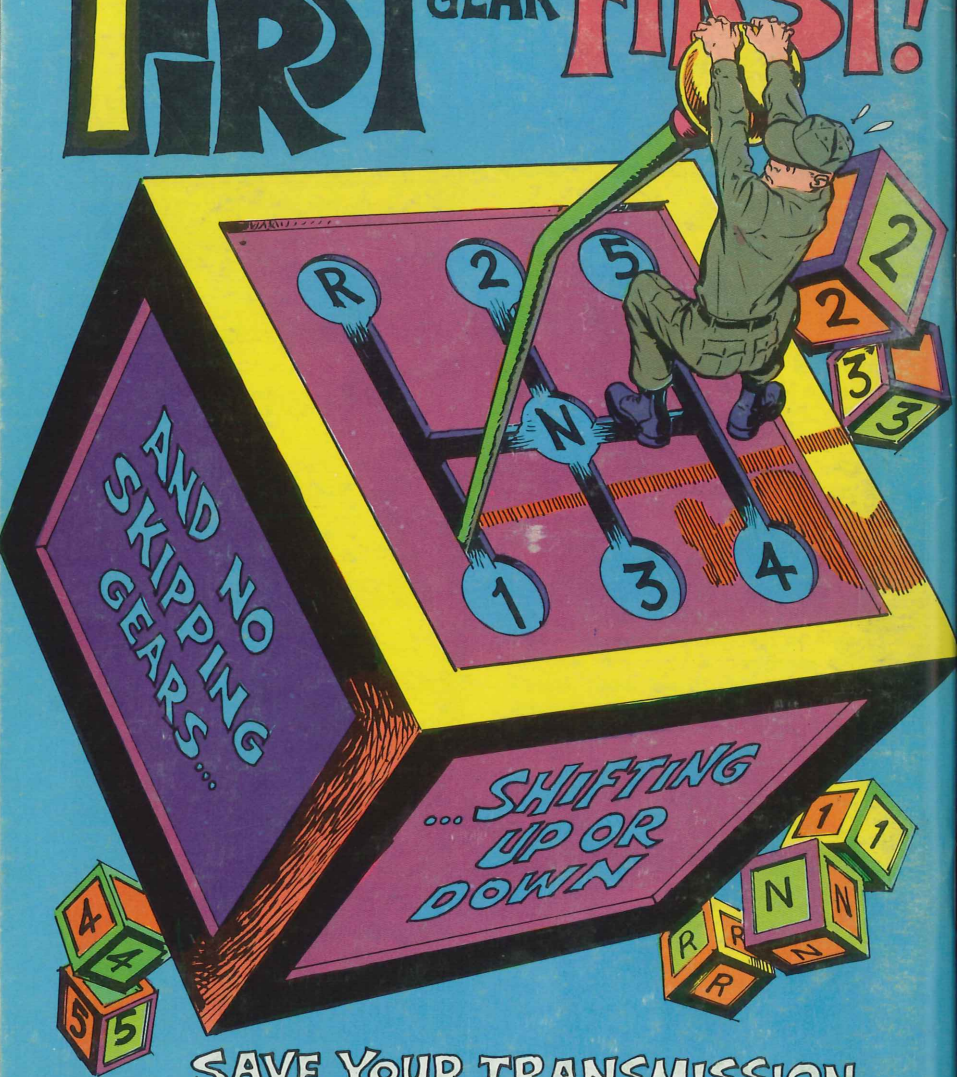
If green run sheets are not available, the data plate on your Lycoming or Pratt & Whitney turbine engine may have the data you need.

## True Blue

If you air types get blue in the face trying to hunt up Prussian Blue paste for marking rotor blades during tracking—relax! FSN 8010-247-8706 will get you a 2-oz tube of the paste.

Would You Stake Your Life <sup>right now</sup> on the Condition of Your Equipment?

# 1ST GEAR FIRST!



...SHIFTING  
UP OR  
DOWN

# SAVE YOUR TRANSMISSION, CLUTCH AND ENGINE