

Issue 188

PS

1968 Series

THE
PREVENTIVE
MAINTENANCE
MONTHLY

WOT'ER
ABOY
"UNUSUAL
CONDITIONS"?

**BUT,
I HAD
THE
WORLD'S
BEST
EQUIPMENT?**

HE DID! ... until he...



... started to make
vehicles out of it as...



... let the wind cool you in
the sun ... except that
you wouldn't be.



... didn't want to make it
like ... one engine that...



... kept in better P.M. ...
battery dead and the
replacement of other.



... let the ball
operate engine
in the...



The world's best design engineers and the best manufacturing by Inbar
by don't mean a thing if the man-you who uses the gear does not do
the PM that means life in Army equipment.

PM means life to your equipment ... and to you.

... let a machine
run, a car,
a motor or
piece of equip-
ment to get
worked like
the usual
engine.



... didn't slow the machine working
and didn't work in a straight way.



... finished and was finished
equipment ... it's finished.

... didn't let the gear about it
function engine on the part job.



PS ... THE WORLD'S BEST EQUIPMENT ...

THE WORLD'S BEST EQUIPMENT
... THE WORLD'S BEST EQUIPMENT ...

GROUND MOBILITY 2-11
... THE WORLD'S BEST EQUIPMENT ...

DEFENSE 2-11
... THE WORLD'S BEST EQUIPMENT ...

ARM MOBILITY 2-11
... THE WORLD'S BEST EQUIPMENT ...

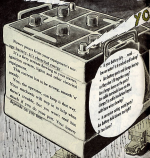
CONSTRUCTION 2-11
... THE WORLD'S BEST EQUIPMENT ...

GENERAL AND SUPPLY
... THE WORLD'S BEST EQUIPMENT ...

THE WORLD'S BEST EQUIPMENT
... THE WORLD'S BEST EQUIPMENT ...

THE WORLD'S BEST EQUIPMENT
... THE WORLD'S BEST EQUIPMENT ...

LEAD-ACID BATTERY



Always protect your investment with proper care. A lead-acid battery is a heavy-duty device designed to last for years. To get the most out of your battery, follow these simple rules:

The most important rule is to keep it clean. Wipe it down with a damp cloth to remove dirt and oil. This will help it last longer.

Check the electrolyte level regularly. If it's low, add distilled water. Do not use tap water.

Check the terminals for corrosion. Clean them with a wire brush.

Check the battery voltage regularly. If it's low, charge it.

If you have any questions about your battery, call your dealer. They will be glad to help you.

• Insulate your battery from heat and cold.

• Keep your battery clean and dry.

• Check the electrolyte level regularly.

• Check the terminals for corrosion.

• Check the battery voltage regularly.

YOUR RIVER OF FRUIT

"IF YOU ASKED ME TO SAY IF THESE QUESTIONED YOUR RIVER OF FRUIT WILL SOON BECOME A TRUCK."



WHY?

There's a good reason why your battery may seem like a river of fruit. Just looking at it may be enough sometimes. Like checking the electrolyte level. This should be done every day if you're in for a heavy operation—or at least once a week under normal conditions.

Leaky connections are easy to spot. Just look at it with a couple drops and you'll see it. This little finger exercise could save you from some real trouble later.

Taking good care of your battery doesn't have to make a lot of sense. You can do a little bit more, a little more here. Over a month, you can give your battery a complete "good" over. If you want to do it all at once, here's the breakdown.



Battery Basics

1. Keep the cap tight over it. They'll wear battery gas fumes out of and use a piece of stiff wire. There's nothing, about battery and use your rubber legs. Keep gas out against your mouth. It's like you eat—that electricity can give you a real bad pain. How get the cap back on and easy to close finger tight.



1. Look to see close the caps of both. Tell your mechanic if the battery's looking or if you're not sure or broken.

2. Wash dirt and "acid" off all your battery top with wash brush and cold water. Don't let anything from the caps and not get it together. Be careful to keep this side out of the fill up your hole. Make sure you're clean good then flush with both water and wipe dry with a cloth. Don't let the caps get inside the battery.



THEY'RE SAFE!

Your battery comes with a mixture of acid and water. This mixture is called electrolyte. In use, you have to add water to bring the electrolyte up to the right level.

How often do you check your battery's electrolyte level? At least once a week—maybe even every day when you're operating a car in hot weather.

Low electrolyte may be a sign of bad trouble in your electrical system. If you've recently "ugged your" vehicle the electrolyte level up, the trouble may be reoccurring. This can kill your car very fast. Your mechanic will check to see if the voltage regulator needs adjusting or replacing or your generator can't re-charge the battery.



WATER

DO NOT ADD WATER
TO A FULL BATTERY
BUT TO A LOW ONE!

Usually you do your electrolyte checks with the battery in your vehicle. While you're gas it can be a handy time to see if it needs a drink.

1. Your electrolyte level should be about 1/2 to be over the top of the plates.

2. If your electrolyte's low, add distilled water. Electrolyte's made of two parts acid to one part water—about the same ratio as battery's making. But the acid—your head up and make sure electrolyte is all "full up" for use during charging.



3. Before the car back off finger tight.



SAFETY IN THE BATTERY

Now make it easy people your car very hard in the vehicle. It good grip with the battery strap for carrying batteries. Your battery can be broken's glass but it won't melt or be killed around. Be it down gentle-like in the way.



To grab hold of your battery and try to move it before you tighten these hold-downs all the way. If you can move the battery, tighten a little more. Quit when the hold-down is one just right enough to hold the battery solid.



Check your hold-downs every couple of days to see if they've loosened up.



ABOUT THE

If you remember when the word was "under the nut—not under the head!" Not so important. Your cable terminal goes under the head end of the battery clamp bolt. That'll keep it from loosening up or slipping.

Always put your positive cables on first—the ground cable last. That's so you won't have sparks "jump" all over the place.

Use your 2 small wrenches for tightening battery clamp bolts 'n nuts. Never use that big crooked wrench that's in your vehicle (OEM), it's almost sure to slip off and beat your battery up.

Hold the head end of the bolt with one wrench and turn the nut down with the other. A little at a time, though. Take about 1/4 of the cable over the terminal with your thumb screw and your palm (finger wrapped around). Try to move the cable by lifting and then pressing down. Tighten the clamp bolt 'n nut some more if she moves. When you get 'n right enough to the nut's head, give 'n about another 1/4-to-1/2 turn — done, stop, that's enough.



After all that messin' around, check your clamp-to-post hookup. Take a hold with your thumb and 2 fingers. Try to rub the clamp on the post. If she moves, give 'n the same as you did on the cable-to-clamp—tighten, check 'n tighten. An extra 1/4-to-1/2 turn after she's snug.



TIP:

When you want to disconnect your batteries from the electrical system for don't want to take the batteries out of your vehicle, just take the cable hooked off the clamp — not the clamp off the battery post!



STAY
AWAY
FROM
THE
HOOK-UPS

THEY'RE NOT
DESIGNED TO
STOP THEM

IF WHEN YOU'RE
WORKING OVER
THESE TERMINALS

that you can lay a little insulation, the plastic lamp strips to keep cables from rubbing and burning. The handy 1/2 inch's called 'tag line' supporting 750 1200 50-2000, listed in the 1994 Catalog like all, package of 100 for \$2.95.



Now you've got your clamps snug on the battery posts and your cables terminals tight on the clamps, smear some ordinary GAA on the clamps and terminals. On the top, sides and underneath. This'll help fight off corrosion.



BEFORE YOU
BUTTON UP, MAKE
SURE YOU'VE GOT A
TIGHT CONNECTION



AND
WHERE YOUR
BATTERY GROUND
CABLE HOOKS UP
TO THE ENGINE
OR FRAME!



Slide over rubber grommet on the plate to keep cable from getting on an edge of hole.



In this set-up cables have to be held in place at both ends when they slip as you slide the bar back in. If you slip up, the cables will be chopped off by the _____



... helps when you slide the bar back into place.

Keep tabs on that battery ground cable hookup . . . and your cable-to-clamp connection . . . and your clamp-to-post connection . . . and your bolt-tightness . . . and your double-check level . . . and corrosion . . . and etc.

5-TON

AN IDEAL
SLURP ...

WHERE'S "NORMAL"?

Dear Staff-Head,

Item 1 concerns left hanging air right outside mirror of 4-ton modified truck near middle of back-mounted air filter.

Answer: Mounted mirror of 1 removed; looks as filter.

In an unmodified year 60 in PE 100 about moving the air filter where to in a point to where the filter and side panel come together. Then that specific panel won't pull in hoses, trips, hose or wire—in assembly.

But things get sticky when an inspector comes along and sees "NORMAL" on the filter case where the filter used to point.

Is what's normal?

SLURP



IMPL 0.1

Dear Specialist L. D. S.,

No more. When PE 100 piece sold to become the filter cover change and then turn the cover and allow to use piece on the above points to and down.

If the "NORMAL" is giving you trouble, just locate the 2 hoses around the filter case, locate the handle on the filter water pipe and run the case 'til all on the above points where you want it—and "NORMAL" goes right along with it. And remember to tighten those bolts back again.



Staff Head

10

Staff Head

OR FRESH BAKED ...

DUE FOR GLUE?

When you'll this filter cartridge (PEM 2040-074-0000) in the truck, removed air cleaner in your G144-series 4-ton modified or dual truck. You may have the kind with a gasket on each end. A loose gasket means a leak and, also, it leaks air.

First, though, clean off the old glue with trichloroethylene — ESN 0010-070-4426, 1 qt., in Fed Car G4880-6 (Jul 67). Clean the grooves in the cartridge too. Let 'em dry.

Then give 'em both a dose of adhesive — ESN 0040-010-1190, 1-gal., in Fed Car G2000-01A-CR1 (Apr 65) — a thin coat on the points that're to come together. Let 'em dry for about 10 minutes.

Put the gasket back on each end.



S-TON THROTTLE CABLE

For modified single G144-series 4-ton trucks, you get Control Day, part no. ESN 2000-011-0024. It's the right length throttle control. You'll find it in Ch 2 (Apr 67) or TM 9-2320-211-007.

11



FORGE INNOVATIONS

HERE'S A HIGHLIGHT OF
THE BEST GADGETS IDEAS
FOR ONLY 12-STEP APES.



IN THE WIND

Take Cap In Hand—Be sure you check this before play every time you remove the valve assembly for cleaning. Reinstall after every day's diving or monthly if your M100's are B&B, like the full moon. If the insert's built-in seal, or drilled out or worn, replace it pronto. Matter of fact, it's a good idea to replace it, anyway, after the cap's been removed about 20 times. P/N 1821-021-2424 breaks the plug. Keep a couple extra handy at all times.

This insert acts as the locking device for the valve cap. If it's shot, likely you won't be able to seat the valve and cap snug in the pressure chamber.

Incidentally, it's also a good idea for you crew members to check a couple times a day during diving to see that the valve cap's tight. If it's not, just snug up the bracket. Don't over-tighten it.



Swamp Chamber Bag Snow—Keep an eagle eye on this device when it can work loose during diving.

HERE'S A COUPLE OF THINGS YOU CREW TYPES CAN DO.



1. Release the bag and valve are installed right. Check to see that it is the way you tight.



2. If they keep working loose get your maintenance did a 1/16-in hole in both the bag and the valve and lubricate 'em for gopher with 12/700000 vas.



1/16" DIA HOLE
FOR 12/700000 VAS

Break Operating Handle Pin—If you have trouble locking the bracket operating handle because this pin gets damaged or loose, and the plunger and stop get banged up, could be the wrong pin's in there and it's too small. Get support an replace the 1.175-in pin. P/N 1111-028-0060, with a 1.175-in pin, 820/1111-028-0751 (like the other spring pins in the handle assembly). That'll solve it.

Breakish Operating Club Bracket Snow—These 4 screws coming loose and going around all' heavy. You should fix your support people to replace these screws with 4 bolts (P/N 1100-070-0100 . . . P/N 1107790) to hold the operating club bracket. Support's also use testing compound Kleen-C per MIL-Q-124714 on the threads and scrape the bolts to 115 ft-lb when they install 'em.



Remember: —Insert dead gas for the M300 or for the M3000 above checking the key and the remaining screw frequency for the system. If the M300's large gasket leaks, get your mechanic busy with his tools . . . looking for leaks in the key and in the head of the remaining screw. These will be together, using the same 1171000 safety wire.



They're substituting the key and screw (getting holes in 'em) for safety wiring. They may not be in your supply TM yet, but you can order 'em without such numbers:

KEY . . . P/N 3274-824-3274
NUT . . . P/N 3256-007-3248

Remember: —Don't waste it's worth tightening the nitrogen part of the valve when you're parking it back in a light rapping pull with the wrench is all that's needed. The valve cap'll hold it in place OK.

If you do over-tighten the valve, you're up to snuff the remaining threads. These the valve will fall into the chamber and seal up raising the valve.



KEY TO YOUR PROBLEM

It's in the supply system, waiting for you. However, John says to require as a back issue from the year M300, M300 or M3000 rubber linings. That's the 1171000 rubber head screw key needed in spite and when the cap is on the M3 and M300 M3000 rubber workhead screw. The key is listed under P/N 1170-304-1000.

SHY OF NITROGEN PSI?



Don't just stand there waiting for results. Search it out and identify it before it doubles your M300 117-M300 self-propelled flow-line.

Missing . . . look for signs of low nitrogen pressure in your weapon's equilibrium system. Then get support or double-check and recharge, if need be.

M301
M302
M303
M304
M305
M306
M307
M308
M309
M310
M311
M312
M313
M314
M315
M316
M317
M318
M319
M320
M321
M322
M323
M324
M325
M326
M327
M328
M329
M330
M331
M332
M333
M334
M335
M336
M337
M338
M339
M340
M341
M342
M343
M344
M345
M346
M347
M348
M349
M350
M351
M352
M353
M354
M355
M356
M357
M358
M359
M360
M361
M362
M363
M364
M365
M366
M367
M368
M369
M370
M371
M372
M373
M374
M375
M376
M377
M378
M379
M380
M381
M382
M383
M384
M385
M386
M387
M388
M389
M390
M391
M392
M393
M394
M395
M396
M397
M398
M399
M400

If you find it harder to drive than it does, you're free with head screws they should follow . . .

. . . If you find you have to keep adding it to the equilibrium system and can't find any leakage to explain why the it looks like, low and give it up . . .



. . . You'll know the nitrogen pressure's too low and the system needs recharging.

If that nitrogen pressure's too low, you know, the equilibrium pressure isn't likely to be — and then you will have trouble. What happens is that the amount of enough nitrogen allows too much air to be pumped into the system and the piston and valve work against a solid volume of pressurized air when the gun's fully depressed . . . wham! In, on your face, eh?



NEW
TOWER
MONITOR

PAN-TEL PROTECTOR



Hey, Gannet, make sure the panoramic telescope on your MILES 104-MD1 tower monitor is covered every time you're not using the scope — especially when the rig's being serviced.

Those lenses are the eyeballs of your scope and they're pretty darned delicate. Sand and grit whipped up by the rotor blades will pin the back out of 'em.

Use the plastic-type cover (P/N 1240-065-0002) or the new canvas-type (P/N 1240-937-0007).



Speaking of covers, if you use the plastic-type, remember to do something about the condensation that's bound to form. Like, remove the cover every day, dry it out, wipe the lens and scope dry and then put the cover back on.

The new canvas cover breathes a little better than the plastic ones, but play it safe and keep an eye peeled for condensation anyway.

If you don't have either, the best you can do is to dust the pan-tel's main prisms.



M60/M48A3 TANK TOPICS



If you have an AVDS-1 or AVDS-18 engine in your vehicle (M60-series tanks, M48A1, M72 CIV, etc.) listen up because this may save you some grief.

The fuel injector pump housing can get hot up because the injector line bracket screws vibrate loose and enlarge their holes in the pump housing.

All your selected company mechanics to check out bracket 00000140, whenever the oil cooler lines are removed.

The 3 screws holding the bracket to the pump housing should have split lockwashers PN 1548-000-0943. They

are listed in Fed Cat C3130-11-A, Vol 9 (Sep 69) on page 911.

They are not interchangeable with the other 8 screws on the pump housing because they must both the bracket and the housing as they have to be 1/4 inch longer.

They are listed on page 11 of TM 9-207-208-14F (Nov 62) in case you have to ask your support to get some for you. FSM 1509-720-1408 is the number, and they are 1.13 inch long.

Your company mechanic will put on the lockwashers and then use torque wrench PN 1120-020-1947 from the special tools set to give all 10 of the screws holding the housing 50 to 60 lb-ft torque.

If loose bracket screws have already enlarged the housing, ask your support for help.

Likewise, whenever the cooler fan set pulled, call your company mechanic to torque the screws on the pump housing.



TANK HANDHOLD HAZARDS



Like all you young ladies know, getting a handhold on the wrong girl can be mighty hazardous. The same is true if you get a handhold on the wrong part of a tank.

The front and rear intertraps on your M48A3 tank do not defend the head of the .50 caliber machine gun as you won't shoot out your watchlight in forward or rearward position.



If you have an M48A3 tank in rear your support has the rear intertraps positioned according to Ch 1 (E) of the MTO to MFD 5-1558-104, 3071 (Jul 68).

If you use the intertraps as handholds to climb around on the tank, you

can head or break them and maybe hurt yourself.

The same thing goes for the adjuster arm linkage right between the periscopes and the machine gun on



M48A3 tanks and on M48A3 tanks with M1C periscopes. It will head or break if you use it as a handhold to climb in or out of the commander's cupola, and you are likely to damage that other valuable government property — yourself.

So save your handholding for the girls, and both you and your tank will stay healthy.

WALKING

RICE PADDY PM HINTS

But first this one, mate: It takes some work between the rifle and the armor to keep an M16A1 on steady ones with Charlie. Teamwork. Each doing what he's supposed to do — and doing it right. Know what?



OHAY, DAVEY, AND
YOU BOY! SPEEDY! LET'S
TAKE FIVE, AND RE-HASH SOME
OF THE TROUBLE! PASSING
YOUR TRUSTY M16A1, AND
SEE WHAT WE CAN DO
ABOUT 'EM!



WET AND HOPE OF TROUBLE

Comes a time in every M16A1's life when it may need a touch of paint to keep the fields from eating away. Starts from your gear rime and chemicals from breakfast water and mud work on the aluminum after the usual wear has worn off. If the surface gets scratched, the eating action speeds up . . . could cut right through the metal.

Here's what you always should do:

Wipe the metal surfaces a couple times a day with a clean rag or swab to get rid of fingerprints. Then run an LSA-moistened swab over the same area. **CALL FOR 918/511-0100** ... Use plastic bands.

USE A LAMP MOISTURE WIPER



If your weapon gets crusted up with frostbite or salty water or mud or the like, wash the metal surfaces with clean water and rag, if you can, and follow through with the light LSA treatment. Then, fire charges you get, ask your armorer for some 500 dry-cleaning solvent (FOR 918-511-0100) ... I got used to give it a better cleaning job. Then apply that film of LSA.

PRO-200 MARK

OK, Squidly, here's the way:

Wipe down the surface and paint with dry-cleaning solvent. Be sure always to leave a film of white wax you get rid of all the oil, fat, or the paint won't stick. Then slip on a 50 magazine pretty fast.



If the mark gets that thick and hard, let your armorer take a whack on it with



500 solvent. Never try to scrub it off yourself.

NEVER USE A STEEL BRUSH OR BRUSH ON THE OUTSIDE SURFACES OF YOUR WEAPON. IT SCRUBS THE METAL AND WEARS OFF THE ANODIZED COATING.



Finally, if the surface starts to get that sandy look—plow, the dusts get worn through in spots—don't wait till it's too late. Get your armorer to make with the sandtrap, pronto.

Next, get on a can of white wax (FOR 918-511-0100) ... It's a pressure coat and let it dry about 15 minutes or so. Now put an oiler on the thick 500 paper in the CR—Larger ... FOR 918-511-0100, is a normal use, or barrel ... FOR 918-511-0100, Top and Bottom also let.



When using a spray can, apply the seal in thin layers, not heavy coats, holding the can about a foot away from the surface. Let the sealer dry overnight, if you can.



Using a paint brush with enamel, also apply it to a thin smooth coat and let it dry overnight, too.



Either way, be mighty careful you don't get any primer or paint inside the nutcrack. Concentrate on the exterior aluminum surface.

Let every paint job dry overnight, at least. And make sure it's good and dry before you give it the L&L-motivated rig treatment.

PLANS LIKE THIS!



THE NEXT NIGHT, SMOOTHS THE AND PROTS THE AGE 3-SPOTS YOU DON'T WANT TO FREED UP ON YOU FOR LACK OF LUB. THEY NEED REGULAR GENEROUS DOSES OF L&L!

YOUR BARR, ZAPPER

Paint Right—Get the habit of spraying a couple drops of L&L on it every couple of days or so. This goes down on the dust and spring a few times to let the tube speed.

HOW TO USE THE
LUBRICANT AND SPRAY



YOUNG, SPEEDY

Immediate Fix And Plan To—Have your antenna get L&L on that gear every so often—say, once a week. The pin, drive and drive spring all need L&L.



WASH THE WEAPON!

Ugh! What's around that some guys have been clipping the lower receiver in HD dry-cleaning solvents, trying for a shortcut in cleaning. Other guys have been using gasoline, diesel fuel, motorcycle oil-solvent and such-like to cut the carbon.

Mix or those? No good!

First, CR has cleaner **IFM 0000 0000 0000000** . . . Don't think it's all you saw, you'd better see. It's built to cut carbon and gunk, sure stuff . . . and without destroying the life protection your rifle's inside need. Stick to the prop in para 2-28 of your TM **FM 7-2004-240-04**, 1 Aug 66, w/3 Changes).

Second, if things ever get so fouled up with gunk and carbon that CR won't

YOU'LL DO THE TRICK!



handle it, get ready to go to work on it with **PC-011A** carbon-removing compound **IFM 0000000000** . . . legal stuff.

Everything else is out—for out! Beware! Well, why bog up the worker?

WIFE-ON HOUSE!

See, Zapper, you're half-right. If you think keeping your rifle clean and lubed will prevent jams, the, don't forget the other half. Good clean ammo from a clean magazine!

Ammo—Get rid of dented and out-of-round rounds. They'll jam in the chamber, won't spot. Never put grease or oil — no even CR — on your ammo. This means gunk that'll foul up the gas of your rifle.

WIFE
WIPES OFF
EVERY DAY
WITH A CLEAN
KAP... MORE
OFTEN WHEN
THEY GET
SANDY OR
DUNKED.



Magazines — Empty 'em every day or less and clean 'em inside and out. Don't cleaner's grease for this. But dry 'em good afterward and—get that—never lubo the magazine, just the spring . . . a way, way light film of LSA applied with a moistened wash or rag.

Remember: Best way to keep a clean, jam-free rifle is not to let the gunk in.

AIR MOBILITY

MEET THE COOLEST

BLOWER BIND

When you're playing poker-bus in the boondocks with Cong, it's easy to get a mean ball of junk in the oil cooler turbo blower of your Blary.

Even the sharpest eye can miss sand and gunk hiding under the oil cooler engine radiator fan, P/N 204-000-140-1, when you pull a PM2, PM3, PM4 failure.

So-o-o-o, Knucklebustars, here are a couple of ways to tell if extra stuff is sneaking under the wire assembly, P/N 204-000-150-1.

1. Look up the fan to see if it's gone loose, dented, or otherwise. Anything suspicious, and you pull for support.



2. With the blower spinning get your hand on the wire screen. If you can feel like it's getting a strange, toothy-shake.



Oil-cool maintenance eyes leave the handle of the blower alone, but nothing says you can't call support if you're not happy with what you feel or find.

If your MCO OC's the hand-on-the-wire check keep a close watch on young mechanics. A bloody palm says mean a binding over-the-counter FSC.

Need a PM reminder to check the oil blower? Replacing a binding rotor blower in Congdon ain't healthy a-tall.

DRIVING INTO HOOR-UP...

SAFE OR SHOCKING?

Back Army bird in the shop for repairs—in getting the engine treatment—should have a direct-cable-to-ground and connector in closed-circuit shunting to the ground. If you have wireless hooked-up piggy-back you're in for a shock!

Every time you clip the terminal to another, effective grounding action decreases for all. How suppose a mechanic catches the terminal that's clipped directly to the ground and had begun to hook the others back. Oh, not the yard E-rod or Y-rod! You get hung, or heated... but good. To never use a piggy-back hookup system to ground your birds.

Now, trapped birds who are not good ground animals, so never clip a terminal to them. If you need more ground rod cable facilities, have two

HE PRACTICED
HOOK-UP AGAIN!

wiring 4 engine leading wires, FM 1140-520-1081, to the ground rod. These 4 direct cable-to-ground rod connections are enough to never meet with all-birds-on-one wire increased leading needs.

You can't prevent static electricity building-up, but you can make it harmless with by-the-book — TM 10-1121 (Jul 65) —bonding and grounding procedures.



US SOLDIERS
FEEL HOW TO DRIVE
WITH SAFETY-GRACE!

NO SUBSTITUTE, PLEASE!

Water makes water if you rush for JP-4 to clean aircraft engine parts—like bearing seals. The engine seals will dry out and give you leaks. Fuel should never be used for cleaning purposes. You'll find a complete list of approved cleaning materials in Table 1, Chap. 1 of TM 55-609-3 (13 Jul 65).

A SAMPLE OF FB...

WE LIKE THESE DIKES!

Dear Editor,

Stripping off ends of safety wires with slotted files is cumbersome SOP. But wire ends drop into cylinders, drive shafts, moving parts, transmissions... then they're burning.

We've come up with a fix that has cut down on electrical shorts and machine failures caused by stripped wire ends.

We used a block of bakelite casting compound, M&M-0-8802, FPN 8020-840-2247 and shaped it to fit the jaws of our files. The compound never gets concrete hard, but remains soft enough to hold the stripped wire ends. After welding the wire to the shaft, draw the jaws on a piece of thin plastic until the compound sets—about 12 hours. For a better day/night cycle with more productivity in the solution.

Edward Morgan
Fort Smith, Va.



Ed Morgan—Fort Smith, looks like you've got a real handful of FB. Should prevent a bunch of eye injuries, too.

FLYING HELMET PAINT



Dear Inspector R. O. P.,

You are wanted, tomorrow, O.D. with, Spec FPN TT-8-021. FPN 8020-287-2744 will get you a gallon, and FPN 8048-287-2544 will get you a 5-gal container.

TM 10-6471-281-12 Chap. 604, will give you how to repaint and touchup your helmet.

Handwritten signature



... This is a selection of some pub
 or tavern in metropolitan areas
 listed alphabetically by city. Pub
 lists are also available for
 various cities. For more information,
 contact the publisher, 1000
 Broadway, New York, NY 10018.
 Phone: (212) 512-1000.

RESTAURANTS

... This is a selection of some
 restaurants in metropolitan areas
 listed alphabetically by city. Pub
 lists are also available for
 various cities. For more information,
 contact the publisher, 1000
 Broadway, New York, NY 10018.
 Phone: (212) 512-1000.

... This is a selection of some
 restaurants in metropolitan areas
 listed alphabetically by city. Pub
 lists are also available for
 various cities. For more information,
 contact the publisher, 1000
 Broadway, New York, NY 10018.
 Phone: (212) 512-1000.

... This is a selection of some
 restaurants in metropolitan areas
 listed alphabetically by city. Pub
 lists are also available for
 various cities. For more information,
 contact the publisher, 1000
 Broadway, New York, NY 10018.
 Phone: (212) 512-1000.

Hot Air Capsules!

In a flash it's OK to use those (20-1) ground handling wheels to take your buses (20-22) and taxis (20-15) according to the prep on page 10 of PE 101. Don't use 'em on the Capres (20-14a), unless the word comes from the aviation community as a more suitable adapter.

Music You Can Follow

Hey, you (21-1) sharp-shooter, be sure you hitch on to Change 2 to your Hot 8-1000 (20-14, 7 Aug 82). It's the most in plain talk on changing and taking and immediate-action . . . easy-to-follow instructions you can memorize and use for your own best interest.

Jay's
DOPE

THE ENGINE KILLER



Come listen to my story,
Come listen to my song,
About a careless driver,
Who lost that big ol' engine —
But he lacked driving skill —
And now that poor ol' engine
Is buried in Boot Hill.
So listen to my story,
So you won't do the same,
And still a loving engine,
And bring yourself
to shame.





OH WHERE... DID I GO WRONG? HOW? IF? HOW CAN I KEEP IT FROM SUPERHEATING AGAIN?

THAT'S EASY... THERE ARE THREE BIG POLERS OF ENGINE... LET'S GO THRU 'EM ONE-BY-ONE!!

**OVERHEATING
FAULTY LUBING
DIRTY AIR**



OVERHEATING

PREVENTIVE MAINTENANCE IS THE KEY TO THE WHOLE BUT AS YOU WILL SEE!!



FIRST OF ALL, FOLLOW YOUR OPERATOR'S TALK OR HOW TO HANDLE UP YOUR ENGINE BECAUSE YOU TAKE CARE!



LUBING ISNT HOW HOT YOUR ENGINE SHOULD BEGET... AND WHEN YOU NEED TO COOL IT... DO IT BY JUST DRINK!

WELL... AND I SUPPOSE I SHOULD SAY THE "W" FOR A GOOD TO THE COOL-OFF PERIOD! ... RIGHT?



RIGHT... AND DON'T FORGET TO CHECK THE ENGINE TEMPERATURE OFTEN... ESPECIALLY WHEN YOUR ENGINE IS WORKING HARD!

Like it isn't hot and and when running

LEARN THE RIGHT
SERV RINGS SELECTION
FOR ALL CONDITIONS—
FROM YOUR TRACT

...and, on
Track vehicles,
Y have tracks
adjusted to
fit, a rule on
the engine.

RIGHT... TRACTORS
USUALLY RUN HOTTER,
THAN MOST OTHER VEHICLES—
SO KNOW HOW FAR
FROM YOUR TR... AND
KEEP THAT PRESSURE CAP
WORKING RIGHT!

AND THE BELTS MEAN POOR
ENGINE COOLING. KEEP 'EM
TIGHT (CHECK YOUR TM ON
SERVING), IF THEY'RE SLACKED,
GET NEW ONES— REPLACE
ALL NEW RATCHET BELTS
IN SETS.

WELL DRIVING... WATCH YOUR
TRACK... AND OVER-DRIVING.
ALSO USE YOUR BRAKES
AND DOWN-SHIFT TO CONTROL
YOUR ENGINE'S RPM DOWN
DOWN HILLS.

ON ANY ENGINE... CHECK THE
COOLING SYSTEM ON REGULARLY!
KEEP IT CLEAN—NO LEAKING
HOSE CONNECTIONS, AND USE
RUST INHIBITORS LIKE
T8 (DODGE) (CALL 1-800-
T8-8888) TELL YOU!

NOW, BEFORE WE GO
ANY FURTHER, LET'S
POST THIS PAGE UP!

Joe's Dope Sheet

Engines Need
Lubing and Care,
Do Not Overheat--
Give 'Em Air!
So, whatever
You Drive ...
Keep that Horsepower
Alive,
And It'll Hold Your
Load Anywhere.

PROTECT YOUR ENGINE FROM THESE KILLERS



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

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



FIFTY LUBING



DIRTY AIR



FILLING
CONTINUED
FM ON YOUR

ANGRY 46 RADIO TELETYPE SET

COME ON IN
AND LET'S GIVE
THE ANGRY 46
A DANCE - DANCE!



Back by popular demand—another update to our . . . inside look at your **ANGRY 46** radio teletypewriter.

This close eye-balling of, and focusing on your Angry 46 is the way of occasion. FM that'll help you spot trouble—big and little. As you give your gear the once-over, remember that you're not replacing normal checks and services . . . you're just adding to them.

Another thing . . . when you'll be creating covers the different models of the Angry 46. In other, you cover some things like check steps . . . and your model checker doesn't have steps, that's easier to.

Also . . . naturally you'll be on the lookout for dirt, dust, unwanted grease and oil and rust. And in places where you want to look out also for the stuff, it'll be spelled out here and there in the pages that follow.

EQUIPMENT SHELTER

RYE MATS—Use or store sections missing, corroded or dirty; used during extreme weather; cracked, mounting bracket loose, tie down eyes and fastener locked, missing.

EQUIPMENT SHELTER—Downfall—Dented, seams split, eyes, ratchet loose, missing, post missing.

EXHAUST LINE OPENING—Cover loose, cross threaded, missing, chain broken, missing.

DOUBLE SLIDING HINGE & FLUTTER VALVE—Good missing, ratchet won't open and close (should be open when closed) loose, missing.



FUEL TANK—Dented, hole, loose on mount, cap missing; fuel filter dirty and installed; should swing hard to left, won't work, fuel line clogged, cracked, dented, loose, connections loose, leak, hose missing, connector locked.

STORAGE INFORMATION & DATA & INFORMATION PLATES—Can't be read, missing. Some gone for plates and sheets in cold climate.

TOOLKIT OR CHANGING KNOB & FLUTTER VALVE—Flutter can't open and close (should open when turning) it will flexing, malfunctioning.



GROUND ROD—Bent, not connected, missing.



HEARTH EXHAUST—Clogged, loose cracked, not mounted right, always broken, not attached to shelter.

GROUND ROD CON-NECTOR—Threaded, screw missing.



EQUIPMENT—Corroded, bent over, cross threaded, missing, cover chain bent, not, missing.

FRONT AIR VENTS—Can't be opened or closed (should be open during operation and air transportation) general loss or missing.

THE THINGS THAT NEED YOUR PROMPT ATTENTION ARE IN GREEN TYPE.

LIFTING, TOWING, BY DOWN EYES—Loose, locked, missing.

SLIDING WINDOWS—Can't be opened or closed.

TENTS—Broken, spring won't hold, missing.

WIND WOOD (On top of shelter)—Loose, spring weak, missing.

THE COVER MECHANISM—Cable loose, broken, missing; turnbuckle can't be adjusted, not balanced; turnbuckle box should be tight after turnbuckle is adjusted; look out to be down eye, bent out of shape, lock locked.



DOOR—Rubber strips, broken inside hinge with strap shot, missing; mounting hardware loose, missing; air vent cover can't be opened or closed (should be open during operation and air transportation), gasket ripped, missing; hinge dirty, missing; filter lock locked, missing; over cable tie hold open cover broken, missing; bracket for outside T-bar fastener, strap fastener and spring (to hold door closed) bent, missing; hinge broken, door latch assembly loose, doesn't hold door shut, lockets loose, can't be adjusted; handle locked, missing; emergency fastener can't be turned, missing; fuel tank straps (turnbuckle) can't be loosened or tightened; missing; security locking pin and chain locked, missing; cables can't be locked or unlocked, missing; pop hole can't be seen through, pins cracked.



HINGE LOCK



HINGE LOCK



HINGE LOCK



HINGE LOCK



HINGE LOCK



HINGE LOCK

HEARTH VENT—Clogged.

INSIDE



SHUTTER (BALL SWITCH) — *Leads.*

COCK — *Lined or wall, won't hang from, not working; microphone holding hook missing.*



THERMOSTAT — *Can't be adjusted, won't work, not mounted; light, electrical connections loose.*



TERMINAL BLOCKS — *Electrical connections loose.*



CILING LIGHTS — *Can't be adjusted to different angles, reflectors dented, cracked, missing; bulbs burned out, wrong wattage (should be 25 watts), missing.*



BLINDER — *None, loose, not working; connections loose.*



BLACKOUT SCREEN — *For external view (spring) — Missing.*



BLACKOUT SWITCH — *Calling lights don't stay on when it's pulled down, doesn't turn lights off when door is open, not mounted; light, electrical connections loose.*



WIRING & CABLES — *Tangled, linked identifying bands can't be read; missing; insulation cut; wires broken, cable connectors loose, corroded; pins bent, broken; connectors can't be fitted; light photocopies, tape-clamps bent, missing.*



FIRE EXTINGUISHER — *Inspection tag not dated, missing; nozzle can't be moved; anti-grip handle missing; stamp damaged; hold and inspect in place.*

FRAME NUMBERS & LETTERS—Just missing, can't be read.

KNIFE & SWITCH-ES—Loose, can't be turned, missing.

COILS—Missing, taking, burned-out, missing.

THESE AND THE TROUBLE IS COMMON

...AND THESE ARE THE DIFFERENCES ON EACH COMPONENT



ELECTRIC TUBES—Not fully seated, bad, missing.

GROUND STRAPS—Not fastened, broken, missing, connectors corroded.

SCREWS—Loose, not seated right, missing.

RESISTORS—Dirty, corroded.

WALL MOUNTING & BENCH—Can't be read, missing.

EQUIPMENT BACKS—Loose, hardware missing.



WIRE TROUBLE IN THE CIRCUIT

WINDINGS—Bad, broken.

BUTT JOINTS—Cold-shouldered, missing when tested, missing.

ALL CONTACT POINTS—Lacking, loose, dirt-covered, burned.

ANTENNA & SHIELD WINDINGS—Missing. If it's needed, without the guard, you are gone (points mean 50 feet).

ALL BRACKET WIRE COVERS—Missing.

ALL FORWARD HOLES—Exposed, loose, closed, missing, clamps missing.

SHIELD FOOT—Cracked, corroded.

USE CAPACITORS—Don't work, too dirty, can't fit, lead glass cracked, broken, can't be seen through, leads don't light, missing.

REMEMBER SHIELD—Don't lose PER SET CHANNELS switch.

ALL FUSES—Dirty, dry, loose, broken, loose, don't load, broken.

CLAMP SCREWS & CLAMPERS—Not seated, missing, loose.

RADIO RECEIVER & DECRYPTER

QUEST COVERS—Cover and chain missing.

INDICATOR LAMP—Don't work, lamp missing, rear socket missing.

SCREWS—Dirty, loose, rear won't hold.

SHIELD FOOT—Cracked, corroded.

DIAL & METAL—Dirty, can't be read, don't work, glass cracked, broken, lamp doesn't light, missing.

WIRE TROUBLE IN THE CIRCUIT

FREQUENCY UNIT CONVERTER CIRCUIT

METERS—Dirty, can't be read, don't work, glass cracked, cracked, broken, lamp won't light, missing.

INDICATOR LAMP—Don't work, lamp missing, lamp cracked, missing.

SCREWS—Dirty, loose, rear won't hold.

FUSES—Wrong rating, disconnected, missing.

SWITCHES—Don't make contact, don't work.

RECEPTACLES—Only, corroded.

GROUND STRAPS—Not connected, broken, missing, connector corroded.

RELAYS—Leaky.

COILS—Not seated right, missing.

BATH & INFORMATION PLATES—Can't be read, missing.

AGASSI... Things in common ARE AT THE TOP... FOLLOWED BY THE DIFFERENCES.



TELETYPE TRANSMITTER 17-B (17-B)

TELETYPE RECEIVER 17-B (17-B)

INTERCONNECTING BOX 1001/1002

INTERCONNECTING BOX 1001/1002

CHASSIS—Leaky, missing.



CHASSIS CHAIN—Cracked.

BRUSH MOTOR—Coated, corroded.

COPY MOTOR—Can't be adjusted, spring weak.



MOTOR—Belly, speed too light, should be adjustable.

BRUSH MOTOR—Leaky, missing.



KEYS & SPACE BAR—Coated, broken, missing keys, loose's bind.



COVER COVER—Not properly fastened, gasket ripped, missing.

COVER LATCH—Don't hold.



TYPING ALARM BELL—23 & 24/25/26 & 28/29, 30/31—Don't sound.

ALL LEADERS (Key-top, light tape, etc.)—Don't work.



COPY MOTOR—Bumped out, missing.



BRUSH MOTOR—Rust, light, tape missing, cover broken, missing.



PAPER TAPE—Bumped, not feeding right, jammed, printed type band broken, punched type holes not evenly spaced.



BRUSH MOTOR—Bent out of shape.



BRUSH MOTOR—Belly, taped, torn.



BRUSH MOTOR—Don't operate, direction wrong, motor's speed too fast.



TAPE REEL—Belly, won't turn.



TAPE REEL—Can't be moved after time.



TAPE STORAGE CARRIER—Bumped out of shape, bent.



TYPE WHEEL—Character clipped, missing, wheel bent.



PAPER & DE. ASSEMBLY—Don't punch holes and feed holes in tape.



TT-98 W/FG

CHECK
KEYS
FOR
CRACKS!

PAPER—Don't
feed right, tipped,
rot holes.



KEY & SPACE BAR—Cracked, broken,
loose on frame,
loose joint.



INKING SYSTEM—Dry, faded,
flat.



INKER SPOOLS—Don't operate
direction when open
envelopes, good
ink won't hold.



INKER GUIDE—Send out of shape.



FRAMING LOCK—Don't hold.



ALL LETTERS They
are color, ribbon
missing, etc.—
Don't do their job.



NOISE—Noise,
speed can't be
adjusted to correct
back time.

ACCESS WINDOW—Scratched, broken,
can't be seen through.



COPY HOLDER—
Can't be adjusted,
spring weak.



RULE ACCESS COVER—Don't stay open
or shut.



PLATE—Oily.



DUST COVER—Not
securely fastened.

COPY LIGHTS—
Burned out, missing.



TYP. CHARACTER—
Cracked, missing.



**SCROLL & NARROW
BELLS**—Don't ring.

AP. WHEELS—
Cracked.



INTERCONNECTING BOXES

AND CHECK THE HEADERS... ARE THEY BUILT TO GO AROUND?



1481/1/03C

03

1481/03A



METERS—Don't work, too dirty, can't be read, pins corroded, **labels** can't be seen through lamp—don't light, missing.

CIRCUIT BREAKERS—Don't work.

PANEL NUMBERS & LETTERS—Paint missing, can't be read.

WIRING PISTS—Control, corroded.

1481/03A 12-14A/0

CASE—Dented.



SOUND—Control, can't be heard.

1481/03C 12-14B/03C-03A

COVER—Loose, missing.



1481/03A 12-14B/03A

COVER—Loose, missing.



MISSING COVERS—Missing, state locked, missing.

1481/03C 12-14B/03C



PIST—Setback; binding (pins control not broken, switch won't work); pins corroded; mounting ball bent, thread stripped; wing nut missing.



THESE
ARE JUST A
SAMPLING

**SWITCH, ELECTRONIC
M-1284/808**

CHEN—Basic, mixing.
SWITCH LOCK—Push switch
to left when you're operat-
ing crystal—**Green, blue,
red**

TELETYPE KIT M-124/8

KIT (Overall)—Contacts
can't be adjusted, control
knob binding, push-button
key missing, key-dome bot-
tom off shape, missing.

800 CR-104/82

800 (Overall)—Flipped,
ETape button, missing,
button doesn't hold.

INCORPORATE NOW! LIT

RECOPIER-2081 (Overall)—
Switch won't work, element
slut, missing, head miss-
ing, and stretched, insu-
lation torn, wiring, broken
connector base, corroded,
damaged; connector con-
tacts bent up.

REVERSE MOUNT K-100/8

REARSET (Overall)—Card
largest, missing, insensitive
cut, wiring broken, connec-
tor base, corroded, bent
up, connector contacts bur-
nored, Rearset fits loosely,
elements missing, contacts
cross-threaded.

PROTOTYPING

AM/ERC-101/1 Radio Teletypewriter Set

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

AM/ERC-11 Radio Set

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Radio Transceiver T-110/1, 100/1, 11

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Radio Receiver R-110/1, 100/1

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Radio Transceiver Model 100-101/100

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Frequency Shift Converter CR-110/100

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

**Teletypewriter Reprotocol Converter
M-110/1, 100/1**

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

**Teletypewriter
M-110/1, 100/1**

- IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

NOTE 1

AM/ERC-101/1 Radio Teletypewriter Set

IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	IN 11-101-01-004-01, 02, 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, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

UPDATED PLL SOP



You can stop scribbling changes in your AR 100-10. The latest PLL (Pre-scribed Lead List) map is neatly packaged for you in Change 1 (dated 14 May 60), to the AR. The change implements DA TYPE SIGNIF (pld 07), provides new title and expands on previous instructions. Like for example:

1 A new 2-part form, DA Form 118, which combines the record of demand card and the title sheet.



2

New PL Review Period. You now review record of demand cards quarterly (90 days). That's right, no more monthly reviews. And, when you're authorized to revise your allowance, based on demand experience, you count the demands you've had for an item for the last 3 review periods (180 days).

You revise all your cards quarterly, and whether you're authorized to revise your allowance or not, you draw a line after the last entry for the quarter.

3

MAC Supply. When the MAC (Maintenance Allowance Chart) says your outfit is responsible for replacing an item, and the item isn't listed in the parts manual, you note both the part manual and the maintenance manual info in Block D of DA Form 1791 when you request the item.

4

PL Use. When stocks of PL items or on-hand spares are at zero balance you're to use UNK (category of need designation) B for your IPD (class priority designation) on your request. The AR's new info on supply priority codes is covered in its Appendix E. Also see AR 715-21-1 (Doc 67) for a handy, pocket size chart on codes.

LEGEND OF NEED DESIGNATIONS

B

Items requiring immediate and urgent attention in meeting the operating capability of the United States command. The Priority/Category designation for these items normally is at the level of the Army garrison/brigade and may be for replacement of one vehicle/mechanical unit or outfit.

Items to be used in other categories (other than maintenance and/or replacement) and are not to be classified as needed in the next column.

Items required to be Priority/Category immediate critical to other units in primary missions and operations but of lesser importance or requiring the effective accomplishment of assigned mission or task.

Items required to effect emergency repair or replacement of vital equipment essential to providing services to primary requirements.

Items required for replacement of essential and vital air equipment when the stock has reached or is below minimum.

Items requiring early availability through communications using radio equipment in critical areas (e.g., support, command, management, etc., items). This also includes critical material to support maintenance activities in which material is available for use from existing stock levels, repair/overhaul/stock requirements and is required to prevent total outage.

Items required to maintain readiness to effect repair or replacement of existing/repairable critical tasks of which stock values are high or require heavy stocks.

5

Labels for TM Items.

WHY ARE THE MOTOR PARTS COLOS FOR YOUR TITLE RIGHTS?



—**M** (Minimum Inventory). This code identifies TM items you must stock based on equipment density.

—**D** (Demand Supported). This code continues to call out the fringe items—the “as required” items, plus the TM items which you can’t stock because your equipment density is too low. In other words, **D** identifies items you stock only after you collect demand info on ‘em.

—**T** (High Dollar). TM items costing \$500 or more, and revenue-sharing items coded “T” in TM’s take this code. And, stocking of these babies is strictly by the TM allowance. You can’t change it like you can on **M** and **D** items.

IT'D BE NICE TO HAVE A LOT OF THESE ON HAND...



BUT THE BOYS YOU STOCK BY THE BOOK.



6

Initial Allowance. Once you establish your initial allowance for **M** and **D** items, the quantities become your minimum allowances for those items. And, your initial allowance can count for the first 2 review periods. During that spell you neither raise nor lower your allowance.

At the third quarterly review, however, you can use the demand info for the last 2 review periods (180 days) to adjust your allowance. But, and watch this closely ... your initial allowance counts your minimum needs for 4 review periods.



AT THE THIRD REVIEW PERIOD—YOU CAN'T GO BELOW YOUR INITIAL ALLOWANCE UNLESS YOU'VE LOST 100 PERCENT OF YOUR SUPPLY AS A RESULT OF AN INITIAL ALLOWANCE.



AT A POINT BEYOND 100 PERCENT LOSS OF SUPPLY YOU CAN GO BELOW YOUR INITIAL ALLOWANCE WITHOUT A SPECIAL OK FROM THE FEDERAL BUREAU OF INVESTIGATION.

After the first 3 review periods you can increase your allowance as much as called for by demand trends, and you can lower 'em—too, you can't go below your initial allowance until after an item has become your FLL for 4 review periods.

Furthermore, with MII items (even after 4 review periods) your local supply SCP needs a major commander's OK before you can cut stocks below your initial allowance.

With IS items, too, you don't need a special OK. If demand hits above it, the AR says you can go below your initial allowance after you've had an item for 4 review periods.

7 *Tracking allowances.* Once you're authorized to review allowances you work it this way:

Supply Review Worksheet											
Item	Req	Inv	On Order	On Hand	On Order	On Hand	On Order	On Hand	On Order	On Hand	On Order
1	100	50	20	30	10	20	10	20	10	20	10
2	200	100	40	60	20	40	20	40	20	40	20
3	300	150	60	90	30	60	30	60	30	60	30
4	400	200	80	120	40	80	40	80	40	80	40
5	500	250	100	150	50	100	50	100	50	100	50
6	600	300	120	180	60	120	60	120	60	120	60
7	700	350	140	210	70	140	70	140	70	140	70
8	800	400	160	240	80	160	80	160	80	160	80
9	900	450	180	270	90	180	90	180	90	180	90
10	1000	500	200	300	100	200	100	200	100	200	100

You don't need a special OIL to run OIL items before your initial allowance after you've had 'em for 4 review periods. You can also cross 'em off your PLL before 4 review periods, if you've had no demands for 'em during 2 current

REVIEW PERIODS



review periods.

Any stocks of deleted items that you have on hand get immediately taken in at excess. Also, any parts that become obsolete and parts that belonged to equipment that you no longer support.

9 Second, RVA Item Exemption

Lack of demand experience doesn't count for repair parts for equipment that's been out of service (obsolescence, administrative storage, etc.) for most of the previous 4 review periods. You hang on to those parts so you can support the equipment when it gets back on the job.

And, you also hold on to authorized stocks of essential items for your equipment.

10 PE Exemption

To take care of equipment type or density changes, or when called for by geographical or technical changes, a major commander can set up exceptions to the AF's SOP on adding and deleting PLL stocks—parts 67a and 6-8M11. So, watch your local supply SOP and check this.



CHECK HEADQUARTERS AND SEE IF PE CO ISSUED ANY EXCEPTIONS

OH YEAH! INITIAL DRAFTY SEASON '97S!



11 Forwarding Stock & Demand

Stock. It's up to you to alert supply support about all those on essential supplies that you'll be needing. Have you for any other anticipated or special PLL demands. Support has to know how much of what you'll need, and also when the stuff should be on hand. The early warning will help support to make up the stocks in plenty of time to meet your delivery date. And, to know our needs as accurately as possible you use the previous seasonal demand experience, or any other usage data you can find covering similar special needs.



12

—**Constraint of Supply Report.** This report sends info on supply problems to higher headquarters. And, the report is due within 2 workdays after the song shows. It reports any temporary or unusual situation, or interference that blocks or slows up the flow of normal supply demands . . . or, any units that limit your outfit's capability to prepare or submit FFL requests or supply support.

MAAYE WE
DON'TS NOT WANT
ANY LONGER AND
SEND IN A CONSTRAINT
OF SUPPLY REPORT!



Reconciliation Request

This means supply support takes a reading of your requests that've been due in the over 30 days. Then they send you a list for credit covering the status of all your due-in's.

You review the reconciliation request and tell support what due-in's you still need, and which ones you're cancelling. And you tell support to cancel any due-in's that are listed on the request, but no longer correct on your records.

And, you also ask them to pick

up any due-in's that are in your requests list, but not listed on the reconciliation request. With their instructions doc, you'll have to provide a duplicate of your original request, with the document identifier code AF1 in block 11, and advice code 3P in block 12.

Instead of providing a list on card, the support type may just ask to match your requests list with theirs. But, whichever way it's done, they'll give you the details on handling your end of the due-in updating operation.

— **NOVA.** Spotted you, this one! With "New Operationally Ready Supply," it's used as supply transactions covering the weapons transactions listed in Appendix Y in system listed in Appendix X in AR 771-25. The idea, however, doesn't apply across the board for the weapons system, it's used only to request the items needed to get the system back in ready action.

HOW
NE
DOES
IT?



PLL!

— **Assigned PLL.** Yep, the day has come. Where the system is handy anybody's PLL can be assigned. That means, for example, that in addition to prepositioned DA Items 200's, the title letters for PLL items will be prepositioned also.

And, that about rounds up the new PLL poop... keep it in mind 'cause you should have the AR Change about now.



NOW
LET'S
LOOK
AT
THE
BIG
PICTURE!

PLL Review

For you, remember that your PLL is normally set up to provide only 15 days of supply, and your authorized needs may be on hand or on order at all times.

Your initial allowances, based on equipment density, are listed in your equipment TM's. The minimum stockage O&M items show an allowance either in round numbers, or in units of a factor for 100 pieces of equipment.

Items that you can have for immediate use only are listed with an asterisk (*). And, with demand experience, of course, those items become demand supported (DS) items.

To put a proper PLL together you need the supply publications for all the equipment your PLL supports. You find the supply publications (titles in DA Pam 110-4 (the index in TM's, RM's, TF's, AF's, etc.) and in DA Pam 110-1 (index to supply catalogs and supply manuals).

YOU CAN ALSO FIND RELATED SUPPLY PUBLS LISTED IN EQUIPMENT MAINTENANCE MANUALS... LOOK FOR YOU IN SECTION ON PARAGRAPHS TITLED "REFERENCES" OR "RELATED PUBLICATIONS."

PLL Make-up

You need DA Form 2000-R to list the items you're authorized to stock. The form is set up in FSN sequence, and can be typed or made out in pen or pencil.

Using your supply jobs you first make up a separate DA Form 2000-R for each different type of equipment you're concerned with. And those lists are your PLL worksheets. For maintenance equipment, of course, you use TM 9-2800-211-20P, the consolidated list of repair parts, as your worksheets.

From the lists in the separate worksheets and the TM you compile a single consolidated PLL on a fresh DA Form 2000-R.

BEFORE YOU MAKE UP THE CONSOLIDATED PLL, YOU SCREEN THE SEPARATE LISTS AND THE TM WORKSHEET FOR ITEMS THAT ARE USED BY MORE THAN ONE TYPE OF EQUIPMENT.



Then you combine the allowances for those common items into one total. That way you'll have a single PLL copy for the FSN's concerned.

EQUIPMENT SYMBOL		PLI		DA FORM 2000-R	
UNCLASSIFIED		CLASSIFIED		UNCLASSIFIED	
EQUIPMENT SYMBOL		PLI		DA FORM 2000-R	
UNCLASSIFIED		CLASSIFIED		UNCLASSIFIED	
EQUIPMENT SYMBOL		PLI		DA FORM 2000-R	
UNCLASSIFIED		CLASSIFIED		UNCLASSIFIED	
EQUIPMENT SYMBOL	PLI	PLI	PLI	EQUIPMENT SYMBOL	PLI
EQUIPMENT SYMBOL	PLI	PLI	PLI	EQUIPMENT SYMBOL	PLI
EQUIPMENT SYMBOL	PLI	PLI	PLI	EQUIPMENT SYMBOL	PLI



After you make up your consolidated PII, you can tear out the separate worksheets. Or, you can keep 'em for awhile, if you find 'em useful . . . or, of course, if local PII SOP says to keep 'em. The TM you keep, though, it's not only a DA gate, it's a fountain of supply info and can also be used now and then as a worksheet to verify warehouse PII allowances.

And, you make out a consolidated PII in the number of copies needed to satisfy your credit and your supply support.



Checking Allowances

With manuals that quote 15-day allowances in round numbers and use equipment density columns, you've got it made. To find your M3 allowance you simply check the column that covers your equipment density.



And, when you have the first demand for the item you make out a record of demand used for it. You keep the card in your fringe item file, and when you've recorded 3 separate de-

mands for the item—anytime within 2 consecutive periods—the item becomes a DA item and qualifies for your PII. That means, the item goes on your PII at the time you record the third demand.



And, all you do to find your initial allowance for a DA item is check the SE's Stock Levels table. Then you complete the date insert on the item's record of demand card and transfer the DA Item IIR to your fringe index file.

At the time you request your initial allowance on a DA item, you notify support that the item has qualified for your PII. You can use DA Form 2014-B to send PII changes to support, or you can use a DP (DA Form 1476), or whatever type of written message is most convenient for your SOP and support.

The Fringe File

You keep Fringe Item cards in IBM sequence, review 'em quarterly and toss out any cards that have had no demands within 2 custom review periods.

Any suitable box, drawer or file folder that'll keep the cards orderly will do for this file.

Pencil-Work™'s

In instances that list allowances in terms of a factor for 100 pieces of equipment, you have to use the part's formula and do a little pencil work to find your 11-day allowance for MS items. You'll find the formula illustrated in the AR's page 6-5, and also in the TM's. In brief, you work it like this—

Multiply the quantity of equipment you have (that uses the part), since the factor listed in the TM. Then divide that figure by 100, and the answer you come up with is your 11-day allowance.


$$\frac{\text{Quantity of Equipment that Uses Part} \times \text{TM Factor}}{100} = \text{15 DAY ALLOWANCE}$$

When the formula allows you .5 for your equipment quantity, you're automatically authorized an initial allowance of 1. And, in fact, your initial allowance is 2, when the formula answer ranges from .5 through 2.4.

Start AFTER THE 2-4 PERIODS NOW CHANGE LINE 50!

Quantity of
Equipment that
Uses Part

TM Factor

Quantity of
Equipment that
Uses Part

the amount
of 2.4
used since
initial number

the amount
of 2.4
used since
initial number

FOR EXAMPLE:

in Stock	Authorized
From	Inventory of:
1 thru 1.4.....	1
1.5 thru 1.9.....	2
2.0 thru 2.4.....	3
2.5 thru 2.9.....	4
3.0 thru 3.4.....	5

If the complete answer comes out under .5, you're not authorized to stock the item, but you can order it as needed. And since you have a demand for the item you've got you'll need a demand card for it in your Fringe Item file. And, then you can get the item on your P&I by using the same Fringe Item number that you use for getting "as required" items into your stocks.

IF WAS AN
EMERGENCY—SO I
OVERCALLED IT.



In an emergency... all are recorded on
your cards.

OH,
ADD IT
TO YOUR
CARD.

You can keep the cards in alphabetical
order or FSN sequence, whichever suits
your operation best. Any preprinted
DA Form 2402's you get from support
you can keep in the visible index file
along with the record of demand cards
for program areas.

You can use colored tabs in the file
to show you on an item's work status—
done, not done.

DA Form 2402

YOU NEED THIS
TAG FOR DA ITEMS
YOU WORK WITH
SUPPORT.



The Document Register

Your document register, DA
Form 2004, keeps tabs on your
requests for loans and returns.
The only information you don't record in the register are
your DR usage with support.
DD's loans you handle on DA
Form 2402 and you record
only on your record of demand
cards.

I KEEP
TAGS ON
YOUR
REQUESTS
FOR LOAN
AND
TURN-IN.



Serial numbers authorized for the register run from 001 through 999, or
0001-9999 daily, as needed by your needs. Your needs, of course, may change

you a specific block of serial numbers, within the authorized range, for your FLS document register. And, you use the Julian date followed by the document serial number to make up your organizational document numbers.

FOR
EXAMPLE ...



8844-001 or 8884004, is the document number for the first transaction you entered in the register on 14 Jan 88.

Suspense File

You need 2 days in suspense files. A suspense file for the DA Form 2787's support references you with due-in info. In this file you keep the cards by your organization document number.



These due-in items come in you receive the due-in items in your document register and in the record of demand cards, and you put the due-in cards in your suspense file.

Your No. 2 due-in suspense file holds copies of your requests which support concerns to MILSTRIP acquisition CAR 715-005.

That means support has your request further up the supply line, and from then on your request will be handled by support's acquisition number. You file these cards by support's acquisition number.

If a request that goes MILSTRIP has any previous due-in cards in your temporary file, you'll have to put out the old cards, and add support's acquisition number to your document register info.



When you receive supply status cards on a request—that is, new DA Form 2787's with specific supply info on a due-in request—you file the latest card in front of any other cards you may have on the request.

Supply status cards bring you all kinds of important info on your due-in requests, but the info is mostly in cards so you have to be real hip on status code info. All the code info you'll be concerned with, of course, is laid out for you in Appendix I and IV of AR 759-55 and in your local supply SOP.

And, when you want to initiate follow-up or coordination action on a request you use the latest due-in card you have on the request.

Your suspense files are also very important when it comes to reviewing supplier's reconciliation requests. (See page 84).



HERE'S YOUR PLL CHECK-LIST

... All 200-25 (the 200), and its Storage 1 (10 May 200, April), remember, when instructions to other supply jobs change, the 200 has the last word.

... You need supply 200.

... The staff list of supply jobs for the equipment year PL, requests, and current copies of 200 Part 201.4 and 200 Part 201.4, indexes for supply jobs.

... 200 Part 201.4 (May 4th Guide for Publications Supply Personnel, and 200 201.4 (May 20), general policies on publications. To help you get around ways on ordering publications, plus-print distribution of jobs, etc.

... 200 Part 201.4 (May 24), the guide for tomorrow, Section 10.

... 200 Form 201.4, for working up your 200 authorial addresses, and making out your consolidated P.L.

... 200 Form 201.4, Request for Issue and Form 201.4, The single line from supply jobs.

... 200 Part 201.4, The Exchange Log for identifying your 200 items.

... 200 Part 201.4, Record of Demand and Title Issue.

... 200 Part 201.4, your document register.

... Record of Demand File. You can use the cabinet or book type article index, depending on the size of your operation. For supply lists on mobile record equipment, see list for 200-201.4.

... Rings from file. For the record of demand cards you make out on "in request" items.

... Two Request Files. One is a temporary request file () for short-term requests from your immediate supply support. The other is for 200-201.4 short requests. Like with the Rings from file, very reliable loan drawers or file that'll keep the cards safe and handy, will do for the file.

Connie Rodd's BRIEFS

M134 Gunner, Feed This!

On your way there, you M134 Gunner Don 427s. Make positive you've got the right plunger and spring in the right clearing channel. (204 2P43-922-0000) in your subsystem's leader/defender. The Lib channel has a 3/16-in diameter plunger, while the Standard company's has a .270-in diameter. If you put the big one in the bigger hole, there'll be room for sand and dirt to tip, bind and freeze the plunger in the channel soon. Heads! The gun might not clear and somebody'll get hurt!

Keep this in mind: One channel'll operate as well as the other when used on a complete assembly, BUT the parts of one won't—except WENT—work with the other.

Sawp-Sawp Battles

Even less aware are getting supplies of 24k sand field (Wagner Oil Division) hole oil and CR rifle bore cleaner handy for fixing your M16M1 rifle. These goodies now also come in 2-oz plastic squeeze bottles, under 15M F130-F11-0007 for 15A and 15M 0550-124-0000 for the CR. Tack 'em in your ammo pouch, pocket or gear . . . and use 'em as needed.

NO CONCEPT
OF A PROBLEM!

Engine Mount Mix-Up

Almost here with the sleep notices on Semtech's (S-E) new engine mounts, page 40, PG 186. On your PG, be sure you are watching the mounts as you face the forest.

M16M1 Rifle Mania

Been any good movies lately? Try those TF 21-5007 and TF 21-5008, a 2-part production showing the M16M1 rifle. Part I covers care and maintenance and Part II offers field experience.

D75 Air Cleaner Care

To get 1500 elements for your D75 tractor, see 15M 2P40-849-0001. Call FIH 444348, and get Buying Identifier Code 29C on your request. Manufacturer is Danany, Air Cleaner—and that's a new number for catalogs and 15Ms are picking up.

Adapt For Calibration

Push that gear-tooth lock with, you equipment calibration types, and hand your eyes on 15 11-241 (Nov 67). The supply pack gives you a picture spread of all types of adapter cables, connectors, jacks and plugs, as well as their stock numbers.

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

PM IS MORE THAN SKIN DEEP!

a little touch-up

WAR

PAINT

is heap good
pm medicine!!

BUT...
TOO MUCH
PAINT AIN'T



Unnecessary painting...
too much spit & polish...
time painting... all take
more time than they're
worth.

**DO YOUR PM...AND
SKIP THE GLITTER!**

