

Issue 152

**PS**  
★

PM Series

# THE PREVENTIVE MAINTENANCE MONTHLY



WE'VE  
BANKS,  
IT LOOKS  
FRACILE LIKE  
THE FUSE I  
REPLACED!

WE  
GOTTA  
WATCH THE  
SUMMER!

**SPECIAL  
ELECTRICAL COVER**  
BY PAUL LEE

A SALUTE:  
MINUTE-MAN  
OF  
PM

YOU'RE

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**ALERT**

To the needs of your "tools-in-use" and equipment... there's your supplies of parts and materials equal to the demands of your unit.

**RELIABLE**

Manufacturing precision brings us workmanship to the next through JMT.

**MAINTENANCE MINDED**

In stock of most maintenance tools of trade JMT.

**ORDERLY**

It goes for everything, every thing! Trucks—buses, trailers, tanks, parts, tools, all needs, lists... anything!

**RESPONSIVE**

Forward... updated equipment... parts come for trouble-shooting.

**EXPERT**

Whatever you want because... parts change constantly—and always ready to hand.

**READY**

With your needs considered in big before an any logistical response with JMT.

Add 'em all together and they spell ARMORED.

Without you, your outfit might need and commitments, but could this what it's time to shoot.

April is any old way... it comes, and I intend to make it count.

April... You're the front-line support of every "combat" type there is—infantry, vehicles or support units.

We salute you!



THE FEDERAL BUREAU OF INVESTIGATION  
WAS FOUNDED IN 1908  
IN THIS ISSUE

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For more information on the JMT...  
Call 1-800-451-1234  
or visit us online at  
www.jmt.com

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www.jmt.com

# FUSE NEWS



A fuse — the best friend your communication or electronic equipment has! That's right, issue a fuse anytime you need a suspended electrical current through your equipment or electrical circuit. Thus a lot of expensive cables, cables, circuits, wiring, transformers, antennas, and the like, are saved from massive damage by a little bit of heat.

Coming in all shapes and sizes, it serves silently, guarding against electrical current surges or overloads, preventing such short circuits.

And, you take the fuse for granted until it's time to do its duty, then it takes us or kicks up a fuse in the form of a pop, a puff or an alarming noise.



The fuse may only guard the circuit but it also acts as a fuse indicator.

When the fuse blows or pops, you should replace it with an identical one. If the fuse again, it means you have trouble along the line or within the circuit and this means some looking into. Maybe higher level maintenance on the equipment is needed.

In the industry of fuses, the most important rating is current flow or amperage since that's the reason for a fuse in the first place.

In, when your equipment calls for a specific amp fuse, that's the one to use.

Never use a fuse with an amperage rate higher than the equipment will be.

Now . . . you say you know what a fuse is to do, but they come in so many sizes with a lot of gibberish looking your problem's learning which one to use in a equipment?

Well, back off and let the baby talk be substituted in the confusion of fuses. First off, there are 4 basic types or families of fuses:



LINK



CARTRIDGE



PLUG



KNIFE-BLADE

## THE CARTRIDGE FUSE



The cartridge is probably the most discussed and feared because of its multiple sizes and sizes and variations in shape.

Basically, the cartridge is tubular in shape, made of glass, plastic, wood, ceramic or the like, with an internal fuse link wire mounted in 1 branch or up ends.

It measures 1 to 10 inches long and has an ampere rating of 30A or 60 amps.

OFTEN THE INCANDESCENT-GLASS-TYPE FUSE IS USED TO ANNOUNCE A GREAT GREAT.



## THE LINK FUSE

The link-type, which includes the bi-directional, is a simple wire, ribbon or flat section with connecting ends making up the fuse metal.

The link-and-plate-type is usually found in telephone circuitry systems where a burner, subscriber or signal light lets you know the fuse has gone bad.



## THE PLUG FUSE



The most common is the plain-old house fuse, or plug-type, which is used in 110-volt AC branch circuits. The threaded plug, often called the kilowatt-hour type, has a wire or glass window to let you see the condition of the fuse.

The metal threaded-type has a bulky, flat ceramic-threaded fuse base that requires an adapter to mount out in fuse slots.

You may find the plug-type in circuits of from 60 to 500 amps and 125-volt ratings.

## THE KNIFE-BLADE FUSE



Last, but not least is the knife-blade fuse which likes to play the role of tough guy 'cause it can take currents ranging from 60 to 600 amperes. That's why it's usually found in main fuse boxes and standard power plants or installations.

## FIG TYPE TABLE

To help you understand the basic, a type designation is being stamped on 'em as required by Military Spec MIL-P-13800. Heavy emphasis is on the carriage line, because of its multiple uses, sizes, etc.

Carriage line always looks like a lower Greek, like  $\Gamma$  (Gamma):

+ **FIGURE'S LEGS...**

... But, when you separate the whole by its parts ... there it makes sense.



Four blowing characteristics are used by the letters A, B, or C. These symbols mean:

**A**

Normal (normal interrupting capability)

**B**

Time lag (delay or die-back)

**C**

Normal heavy high interrupting capability

## FIG C TYPE FIGS

To fit in the C-type with the new D-type of military standard for lines, MIL-P-13800 specifications, just follow this convention.

Like, for the C-type it'll be identified as FIG 1800 LA.

The FIG is the same as for the D-type (that the first A is 50 value, 3000 to 6000 amps with the B as a decimal point, and the last A is blowing time characteristic, which is also the same as the D-type).

Here's a sample table that'll show the C-type rating.

**Normal Rating**

4 am 3000  
 8 am 25  
 4 am 25  
 8 am 125  
 4 am 250

8 am 300  
 4 am 1,000  
 8 am 1,000  
 4 am 1,000

**Current Rating (Amperage)**

3000 to 6000 am 3000 to 6000  
 3000 to 6000 am 200 to 300  
 3000 to 6000 am 100 to 200  
 3000 to 6000 am 100 to 200  
 3000 to 6000 am 100 to 200



With the many, many fuses used by the armed forces, the Army has brought the number of stock-numbered circuits down to a minimum that covers most of this type of equipment.

All cartridge fuses are designated by style sizes F01, F02, F03, F07, F00, F11, F12, F16, F20, F26, F28, F30.

Plug types are covered by F13.

Kafo-blade types carry styles F19, F29, F31, F32.

The fuse-type, including F01 for indicator-circuits, is covered by F06, F08, F09, F10, F14, F15.

To help get the fuse you need for your communications, or electronic equipment or electrical circuits, here are styles, specifications and dimensions.

(Note: Many of these can be duplicated with similar, commercial fuses which may use a different identification system.)



Style	Type	Rating	Current	Fuse	Style	Type	Rating	Current	Fuse	Style	Type	Rating	Current	Fuse
All style numbers 1/4" by .250 in.														
F01	A	1/20	1/10	004-0100	F10	B	1/20	1/10	004-0100	F20	B	1/20	1/10	004-0100
F02	A	1/10	1/5	004-0200	F11	B	1/10	1/5	004-0200	F21	B	1/10	1/5	004-0200
F03	A	1/5	1/2	004-0300	F12	B	1/5	1/2	004-0300	F22	B	1/5	1/2	004-0300
F07	A	1/20	1/10	004-0700	F16	B	1/20	1/10	004-0700	F26	B	1/20	1/10	004-0700
F00	A	1/20	1/10	004-0000	F18	B	1/20	1/10	004-0000	F28	B	1/20	1/10	004-0000
F11	A	1/10	1/5	004-0110	F20	B	1/10	1/5	004-0110	F30	B	1/10	1/5	004-0110
F12	A	1/5	1/2	004-0120	F21	B	1/5	1/2	004-0120					
F16	A	1/20	1/10	004-0160	F22	B	1/20	1/10	004-0160					
F20	A	1/20	1/10	004-0200	F23	B	1/20	1/10	004-0200					
F26	A	1/20	1/10	004-0260	F24	B	1/20	1/10	004-0260					
F28	A	1/20	1/10	004-0280	F25	B	1/20	1/10	004-0280					
F30	A	1/20	1/10	004-0300	F27	B	1/20	1/10	004-0300					
All style numbers 1/4" by .250 in.														
F13	A	1/20	1/10	004-0130	F19	B	1/20	1/10	004-0190	F29	B	1/20	1/10	004-0290
F14	A	1/10	1/5	004-0140	F20	B	1/10	1/5	004-0200	F30	B	1/10	1/5	004-0300
F15	A	1/5	1/2	004-0150	F21	B	1/5	1/2	004-0210					
F19	A	1/20	1/10	004-0190	F22	B	1/20	1/10	004-0220					
F29	A	1/20	1/10	004-0290	F23	B	1/20	1/10	004-0230					
All style numbers 1/2" by .500 in.														
F06	A	1/20	1/10	004-0600	F10	B	1/20	1/10	004-1000	F20	B	1/20	1/10	004-2000
F08	A	1/10	1/5	004-0800	F11	B	1/10	1/5	004-1100	F21	B	1/10	1/5	004-2100
F09	A	1/5	1/2	004-0900	F12	B	1/5	1/2	004-1200	F22	B	1/5	1/2	004-2200
F10	A	1/20	1/10	004-1000	F13	B	1/20	1/10	004-1300	F23	B	1/20	1/10	004-2300
F14	A	1/10	1/5	004-1400	F14	B	1/10	1/5	004-1400	F24	B	1/10	1/5	004-2400
F15	A	1/5	1/2	004-1500	F15	B	1/5	1/2	004-1500	F25	B	1/5	1/2	004-2500
F20	A	1/20	1/10	004-2000	F16	B	1/20	1/10	004-1600	F26	B	1/20	1/10	004-2600
F21	A	1/10	1/5	004-2100	F17	B	1/10	1/5	004-1700	F27	B	1/10	1/5	004-2700
F22	A	1/5	1/2	004-2200	F18	B	1/5	1/2	004-1800	F28	B	1/5	1/2	004-2800
F23	A	1/20	1/10	004-2300	F19	B	1/20	1/10	004-1900	F29	B	1/20	1/10	004-2900
F24	A	1/10	1/5	004-2400	F20	B	1/10	1/5	004-2000	F30	B	1/10	1/5	004-3000
F25	A	1/5	1/2	004-2500	F21	B	1/5	1/2	004-2100					
F26	A	1/20	1/10	004-2600	F22	B	1/20	1/10	004-2200					
F27	A	1/10	1/5	004-2700	F23	B	1/10	1/5	004-2300					
F28	A	1/5	1/2	004-2800	F24	B	1/5	1/2	004-2400					
F29	A	1/20	1/10	004-2900	F25	B	1/20	1/10	004-2500					
F30	A	1/10	1/5	004-3000	F26	B	1/10	1/5	004-2600					



**New**    **Package**    **Amount**    **ISS**  
**Type**    **NO**    **PRICE**

**New**    **Package**    **Amount**    **ISS**  
**Type**    **NO**    **PRICE**

B	200	1/3	-70-4001
B	200	4/70 (2/70)	-70-4002
B	200	8/70 (2/70)	-70-4004
B	200	1	-82-31 21
B	200	1-1/2	-70-4007
B	200	1-1/10	-88-31 71
B	200	2	-88-31 15
B	200	1-1/2	-88-31 73
B	200	3-2/10	-81-3843
B	200	4	-70-4010
B	200	3	-81-3837
B	200	4-1/4	-70-4011
B	200	8	-70-4012
B	200	8	-88-3839
B	200	15	-88-3841
B	200	20	-88-3842
B	200	25	-88-3843
B	200	30	-88-3844
B	200	35	-88-3845
B	200	40	-88-3846
B	200	45	-88-3847
B	200	50	-88-3848
B	200	55	-88-3849
B	200	60	-88-3850

100 Package Amount: 1-1/2 to 60 by 2500

A	200	1	-70-4019
A	200	2	-81-3851
A	200	1	-81-3849
A	200	1	-84-4171
A	200	10	-81-3850
A	200	15	-81-3850
A	200	20	-81-3851
A	200	25	-81-3851
A	200	30	-81-3852
A	200	35	-81-3852
A	200	40	-81-3853

100 Package Amount: 1 to 40 by 2500

A	200	1	-81-3853
A	200	2	-88-3844
A	200	4	-81-3848
A	200	10	-88-3855
A	200	15	-81-3855
A	200	20	-81-3855
A	200	25	-88-3856
A	200	30	-88-3856
B	200	1	-82-31 22
B	200	1-1/2	-88-31 81
B	200	2	-82-31 83
B	200	3-1/2	-88-31 84
B	200	3-2/10	-81-3851
B	200	4	-88-31 84
B	200	5	-88-3852

B	200	4-1/4	-88-31 83
B	200	8	-88-31 86
B	200	10	-81-3853
B	200	13	-88-31 86
B	200	15	-88-31 88
B	200	20	-82-31 88
B	200	25	-88-31 88
B	200	30	-88-31 89

100 Package Amount: 4 to 30 by 2500

A	200	35	-81-3853
A	200	40	-81-3854
A	200	45	-81-3855
A	200	50	-81-3855
A	200	60	-81-3856
A	200	70	-81-3857
A	200	80	-81-3858
A	200	90	-81-3859
A	200	100	-81-3860

100 Package Amount: 35 to 100 by 2500

A	2000	1/2	-88-3861
A	2000	1/2	-81-3861
A	2000	1/4	-88-3862
A	2000	1	-88-3863
A	2000	1-1/2	-84-4172
A	2000	2	-84-4173

100 Package Amount: 1/2 to 2 by 2500

A	2000	1/2	-70-4021
A	2000	1/4	-81-3864
A	2000	1	-81-3865
A	2000	2	-88-3866

100 Package Amount: 1 to 2 by 2500

A	2000	1/2	-88-3867
A	2000	1/2	-88-3868
A	2000	1/4	-88-3869
A	2000	1/4	-88-3870
A	2000	1/2	-81-3869
A	2000	1/2	-81-3870
A	2000	1/2	-81-3871
A	2000	1/4	-81-3872
A	2000	1	-81-3873
A	2000	1-1/2	-88-3874
A	2000	2	-88-3875

Blade Type	Voltage	Current	Part #
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Standard Ampere 30 A by 1 1/2 in.

A	1000	2	298-1000
A	1000	3	298-1003

Standard Ampere 1 1/2 in by 1 1/2 in.

T	200	1.5	298-200
T	300	1.5	298-300
T	500	1.5	298-500
T	100	1.5	298-100
T	200	1	298-200
T	300	1	298-300
T	500	1	298-500
T	200	2	298-200
T	300	2	298-300
T	500	2	298-500
T	100	2	298-100
T	200	2.5	298-200
T	300	2.5	298-300

# PLUG FUSES



Standard Ampere 1 1/2 in by 1 1/2 in.

A	100	1	298-100
A	125	1	298-125
A	150	1	298-150
A	175	1	298-175
A	200	1	298-200
A	225	1	298-225
A	250	1	298-250
A	300	1	298-300
A	350	1	298-350
A	400	1	298-400
A	450	1	298-450
A	500	1	298-500
A	100	1.5	298-100
A	125	1.5	298-125
A	150	1.5	298-150
A	175	1	298-175
A	200	1	298-200
A	225	1.5	298-225

Blade Type	Voltage	Current	Part #
------------	---------	---------	--------

B	100	1.4/70	298-100
B	125	1.4/70	298-125
B	150	1.4/70	298-150
B	175	2	298-175
B	100	2.1/4	298-200
B	125	2.1/4	298-250
B	150	2.4/70	298-300
B	175	2.4/70	298-350
B	200	2.4/70	298-400
B	225	2.4/70	298-450
B	250	2.4/70	298-500
B	100	3	298-200
B	125	3	298-250
B	150	3	298-300
B	175	3	298-350
B	200	3	298-400
B	225	3	298-450
B	250	3	298-500
B	100	5	298-200
B	125	5	298-250
B	150	5	298-300
B	175	5	298-350
B	200	5	298-400
B	225	5	298-450
B	250	5	298-500
B	100	10	298-200
B	125	10	298-250
B	150	10	298-300
B	175	10	298-350
B	200	10	298-400
B	225	10	298-450
B	250	10	298-500
B	100	20	298-200
B	125	20	298-250
B	150	20	298-300
B	175	20	298-350
B	200	20	298-400
B	225	20	298-450
B	250	20	298-500

# KNIFE-BLADE FUSES



Standard Ampere 1 1/2 in by 1 1/2 in.

A	250	25	298-250
A	300	30	298-300
A	350	35	298-350
A	400	40	298-400
A	450	45	298-450
A	500	50	298-500
A	550	55	298-550
A	600	60	298-600
A	650	65	298-650
A	700	70	298-700
A	750	75	298-750
A	800	80	298-800
A	850	85	298-850
A	900	90	298-900
A	950	95	298-950
A	1000	1000	298-1000

Standard Ampere 1 1/2 in by 1 1/2 in.

A	250	100	298-250
A	300	100	298-300
A	350	100	298-350
A	400	100	298-400
A	450	100	298-450



**Part Type Voltage Current Price**

6	250	250	-252-2882
6	250	250	-252-2884
6	250	250	-252-2886
6	250	250	-252-2888
6	250	250	-252-2890
6	250	250	-252-2892

**100-400 ampere 1 1/2" dia by 1 1/4" in.**

6	250	250	-252-2916
6	250	250	-252-2918
6	250	250	-252-2920
6	250	250	-252-2922
6	250	250	-252-2924
6	250	400	-252-2926
6	250	250	-252-2928
6	250	250	-252-2930
6	250	250	-252-2932
6	250	250	-252-2934

**100-400 ampere 1 3/4" dia by 1 1/4" in.**

6	250	250	-252-2938
6	250	250	-252-2940
6	250	400	-252-2942
6	250	250	-252-2944
6	250	250	-252-2946
6	250	400	-252-2948



**100-400 ampere 1 1/2" dia by 1 3/4" in.**

6	250	250	-252-2952
6	250	250	-252-2954
6	250	250	-252-2956
6	250	250	-252-2958
6	250	250	-252-2960
6	250	250	-252-2962
6	250	250	-252-2964
6	250	250	-252-2966
6	250	250	-252-2968

**Part Type Voltage Current Price**

J	100	25	-252-2970
J	100	25	-252-2972
J	100	25	-252-2974
J	100	25	-252-2976
J	100	25	-252-2978

**100-400 ampere 1 1/2" dia by 2 1/4" in.**

J	100	25	-252-2980
J	100	25	-252-2982
J	100	25	-252-2984
J	100	25	-252-2986
J	100	25	-252-2988

**100-400 ampere 1 3/4" dia by 1 1/4" in.**

J	100	25	-252-2990
J	100	25	-252-2992
J	100	25	-252-2994
J	100	25	-252-2996
J	100	25	-252-2998
J	100	25	-252-3000

**100-400 ampere 1 3/4" dia by 1 3/4" in.**

J	50	25	-252-3002
J	50	25	-252-3004
J	50	25	-252-3006
J	50	25	-252-3008
J	50	25	-252-3010
J	50	25	-252-3012
J	50	25	-252-3014
J	50	25	-252-3016
J	50	25	-252-3018
J	50	25	-252-3020
J	50	25	-252-3022
J	50	25	-252-3024
J	50	25	-252-3026
J	50	25	-252-3028
J	50	25	-252-3030
J	50	25	-252-3032
J	50	25	-252-3034
J	50	25	-252-3036
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J	50	25	-252-3042
J	50	25	-252-3044
J	50	25	-252-3046
J	50	25	-252-3048
J	50	25	-252-3050
J	50	25	-252-3052
J	50	25	-252-3054
J	50	25	-252-3056
J	50	25	-252-3058
J	50	25	-252-3060
J	50	25	-252-3062
J	50	25	-252-3064
J	50	25	-252-3066
J	50	25	-252-3068
J	50	25	-252-3070
J	50	25	-252-3072
J	50	25	-252-3074
J	50	25	-252-3076
J	50	25	-252-3078
J	50	25	-252-3080
J	50	25	-252-3082
J	50	25	-252-3084
J	50	25	-252-3086
J	50	25	-252-3088
J	50	25	-252-3090
J	50	25	-252-3092
J	50	25	-252-3094
J	50	25	-252-3096
J	50	25	-252-3098
J	50	25	-252-3100
J	50	25	-252-3102
J	50	25	-252-3104
J	50	25	-252-3106
J	50	25	-252-3108
J	50	25	-252-3110
J	50	25	-252-3112
J	50	25	-252-3114
J	50	25	-252-3116
J	50	25	-252-3118
J	50	25	-252-3120
J	50	25	-252-3122
J	50	25	-252-3124
J	50	25	-252-3126
J	50	25	-252-3128
J	50	25	-252-3130
J	50	25	-252-3132
J	50	25	-252-3134
J	50	25	-252-3136
J	50	25	-252-3138
J	50	25	-252-3140
J	50	25	-252-3142
J	50	25	-252-3144
J	50	25	-252-3146
J	50	25	-252-3148
J	50	25	-252-3150
J	50	25	-252-3152
J	50	25	-252-3154
J	50	25	-252-3156
J	50	25	-252-3158
J	50	25	-252-3160
J	50	25	-252-3162
J	50	25	-252-3164
J	50	25	-252-3166
J	50	25	-252-3168
J	50	25	-252-3170
J	50	25	-252-3172
J	50	25	-252-3174
J	50	25	-252-3176
J	50	25	-252-3178
J	50	25	-252-3180
J	50	25	-252-3182
J	50	25	-252-3184
J	50	25	-252-3186
J	50	25	-252-3188
J	50	25	-252-3190
J	50	25	-252-3192
J	50	25	-252-3194
J	50	25	-252-3196
J	50	25	-252-3198
J	50	25	-252-3200

**100-400 ampere 1 3/4" dia by 1 3/4" in.**

J	50	25	-252-3202
J	50	25	-252-3204
J	50	25	-252-3206
J	50	25	-252-3208

**100-400 ampere (industrial class) ampere 1-1/4" dia by 1 3/4" in.**

J	50	25	-252-3210
J	50	25	-252-3212

## KEEP OUT CABLE KINK.

Winding up with your hand around around can save you a kink in your cable and can be mighty appreciated.

That's the kinda kink your cable can get into and put a twist in communication.



THE  
BOM  
BOMB  
WITH YOUR  
HANDS!  
CONNECTION!



Your best bet's to grab the connector by one hand, and with the other, gently



move the connector collar when connecting it to your line.

Otherwise, you'll wind up with the wires twisted loose from the connector and (MyFi!) Well... your communication partner.

## DODGE THAT DOWNTIME



When you cut a loop, thoughtful cyclists around your MYFIBO-100 radio set, you may open a new loop-handled primary power switch on your AM-5345 power amplifier.

Caution with it. If you push it down too hard you might break the plastic shell and put the whole power amplifier on downtime.



## SEATED COZY ... AND DRY

Trying to keep your back-pack possible rolls out dry in wet, wet weather is nigh on impossible.

Like with the **EM/PBC-11** or **EM/PBC-11** when you're on a hostile tour and haven't much time to take time out to wipe the wet dry.

Any

weather

inside

the **RT-405**

or **RT-411**

receives-transmitter

or the **CY-1142**

battery box

will tell you

to get the rubber

case gaskets

**RTSM 1422-013-9903**

replaced.

HOPE  
YOU'RE KEEPIN'  
THAT PBC  
DRY.



When you've been "ripped" through salt water and the rubber isn't laid a downer, check 'er good and see to it no seepage is inside.

Salt water not only corrodes the set box, but will also soak out the circuitry.

REC/TKB BATTERY...

## THEY NEED A LITTLE PULL

CAN YOU UNDERSTAND?  
I SEE YOU DO IT EVERYBODY,  
WE NEVER TOUCH BARE!



Don't

Tug! By the wiring or across the battery connector in direct 4504 battery box (300 9420/941-942) or your AM/REC/TKB radio or car pump the power in the park.

Here... it'll put a kink in your fingers grabbing the right connector to free the 3A-385FL or 3A-485FL battery... but don't lose your soul.

Pull up a string, sit and read me...



To disconnect the connector release the battery retainer's 4 wing nuts to the steps or top-line pins.



Place your thumb through the retainer hole around the connector, and push down.

In the same time pull up on the retainer with your fingers.



Then, push the retainer down, and the connector's battery light weight to get a grip on the line the battery.

Replace the dead batteries with good ones and you're back in Sparta.

... And, remember to do a safe position: jiggling or tussling the long battery to miss the battery box connector with the battery. Forcing it'll crack or damage the battery wicket.

AMPS-INFO...

# A POSITION TO BE IN



To you have a two-watt (AM/PS-2) radio on and all that's needed is a backup with a pre-packed BR-200 (1/2) nickel-cadmium battery.

Yes, hold on, Hank.

Before you make that power cable connection, roll an eyeball around the control panel switches.

Make sure the POWER switch is in the OFF position and the VOLTAGE ADJ switch is in the lowest position ... No. 1.

If you leave your radio set's power on and the VOLTAGE ADJ switch on the highest mark, the QMG and QMG transistors will be burned up. That'll leave the money receiver looking like a hot mess.

SO THE HANS OFF OF  
 MEETS ME... AND I CAN SAY  
 IT'S A GREAT A HANDED  
 CLIP... FOR QMG - 200 - 200  
 ON PAGE 47 OF THE 200-20-1  
 YOU CAN HOLD THE CASE  
 OF THE 200-20-1.

## CLAIM A CLIP

YOU  
 WERE 'CLAIM'  
 ABOUT A  
 20-200  
 AND CLIP,  
 MAN!



## AIR MOBILITY

WEIGHT  
DAYS  
PARTS ...

WHY'RE YOU  
FOLLOWING  
ME ... I'M JUST  
TRYING TO GET TO  
YOUR REPAIR!

IT'S GOT A DATA  
PLATE ON IT AND I  
JUST WANTED TO  
SURE YOU  
RETURN IT!

**PAMPER  
... DON'T  
TAMPER!**

The manufacturer's data plate on an Army aircraft is important and has got to be on the bird at all times. It carries the aircraft's serial number—the bird's identification—from assembly line to shop via sign.

No matter where you find the plate attached you never tamper with it except in extreme cases. Of course, you or your support unit may have to remove it during repairs, but make sure it gets you back on. Anytime you find the data

plate missing let your CO know ... pronto.

If the data plate takes an enemy blow or is badly mutilated in an accident, turn in whatever is left to your maintenance officer. He'll send it by registered mail thru command channels to the U.S. Army Aviation Material Command, ATTN: AMAT-8, Ft. Eustis, VA, 23042, with a letter request for a replacement plate.



WHAT DOES THE DATA  
PLATE SAY IN POSITION ...  
AND IN GOOD SHAPE?



WILSON  
BIRD  
FEEDER  
...  
**CAP  
ZAP**

HOW ABOUT  
YOUR FAVORITE  
BIRD FEEDER  
HERE?

HOW  
ABOUT A  
REQUISITION?

ARE YOU  
KIDDING... DID  
YOU EVER TRY TO  
ORDER A NEW  
CAP... AHAH,  
LIKE SOMETHING  
BIRD.

Dear Wendy,  
We're looking for boxes (Cap-Zap) that hold eggs. I usually get a filler with  
but we can't make or get it together unless we have some number of egg and  
shells available. Can you help?

Wendy G. W.

Dear Specialist W. L. W.,

Here's what you're looking for:

Egg assembly	P/N 1304876-0002	1/2 400-3
Chick assembly	P/N 1304876-0004	1/2 401-100
Adapter cap	P/N 1304-107-0001	1/2 402-10

*Wendy*

## GET BETTER BRACKETS



If you had cracked, broken or other  
poor brackets on your next Bird Dog  
10-11 PE, don't replace 'em with P/N  
0411007-102. You want a sure-fire  
bird supplier, so get your support with  
to get on new design brackets, P/N  
0400020-1502 and P/N 0400020-  
1002.

LET US BE THE BEST...  
BE A  
CLAMP  
CHAMP



Every King-wing from Milwaukee has landed his tongue between them while the dog up and mauling down the clamp assemblies holding the 30' tall steel pipe drive shaft.

A few PM clips will save your teeth in winter and make you the champion clamp assembly man in your neck. The giant's appetite is real.

Some clamps are steel, some aluminum, or start with machinically-clamp assemblies. Now take a close look at the assembly. If one of the halves is bent, banged up, twisted, or cracked, get a complete clamp. Never use un-mounted clamp halves.

For a reliable ball and socket substitute, call King Wing, P/N 30100-00 and replace ball, P/N 30100-04, with us just.

So we can use the same P/N set on all clamp assembly jobs, King Wing might not be your choice that'll save you and mounting time.



You might get a substitute set, P/N 30100-04, from supply. Also, just don't use it on the same clamp with the 30100-00 set. No sticky-slicky steel balls that allowed us any clamp, anytime, forever.

With a copy of the -00 in your neck, start working at the 30' tall steel pipe box and work toward the transmission. Starting on the tall steel and moving that the main steel ball don't wear away then you just scrape on the clamps... or when you turn the shaft 30' to add another clamp assembly.





**1** Before you install any new bolts and nuts, make sure the threads are free from oils, grease, paint, rust or all those things that cause uneven torque values.

**2** Loosen the 4 bolts with both hands guiding in direction of shaft rotation. (Right hand you could give both to a thought if you get both in ketchupworks.)

**3** Adjust slack so that the clamp halves are separated equal evenly.



**4** Turn clamp 90 degrees apart — like it says on this shaft cover already.



**5** Now evenly tighten the nuts. If-I get the same results, use English treatment with your torque wrench.



**7** After a nut, tap, you'll experience resistance before the nut/bolt is seated and/or seated. Go on a starting thread. Tightening response, tap the clamp with a rubber mallet to keep the clamp below seat.

**6** Keep your finger gap handy to make sure the clamp gap stays the same.

CAUTION: BECAUSE OF THE AMOUNT OF TORQUE NEEDED DO NOT THROW THE FULL LENGTH OF CHANGING BOLT INTO ATTACHING BOLTS.

After tapping, set your torque wrench on 80 in the plus friction torque, and turn the nut to the torque value. Use your finger gap to keep the clamp halves spaced evenly apart as you draw the assembly halves closer together.

When minimum torque is reached — tap around outer edge of clamp for a good seal job and remove bolt/nut.



AB-10 **W/T** **H/S** **W/T** **H/S** ...

## OOPS —THERE GOES ANOTHER ONE!



That's right, HazyCakes wrenchblenders. Take a close look at the 4 main rotor attachment bearing retaining bolts. Some kinds of these NAS bolts have sheared — and disappeared! Check a paper bolt's not likely to come out while your bird's chewing Corg, but the essential bearing retainers will be gone!

In case, at your next PMEI, check the bolts. If they're P/N NAS1308-11 or 1508-15, replace 'em with improved wrenching, high-strength steel bolts, P/N 105-20000-01, P/N 1000-629-7587.



Don't forget that if washers and 4 nuts get changed, too. You may need a new washer, P/N 100000000 or P/N 148-807-05-0004, under each bolt head and under the nut, P/N 100004164.

Hold over, too, Polaris.

Before you compare the new essential cap bolt to 100-150 in-lbs to sure you have the washer's counter-washers still under each bolt head. Also note 'er, please!

**STEEL BOLT HEAD  
BLACK WITH GOLD  
P/N 105-20000-01  
P/N 1000-629-7587**



**IF BOLT IS P/N 148-807-05-0004  
OR 100000000 REPLACE  
WITH P/N 105-20000-01  
P/N 1000-629-7587**



## NO SLICING



The ABC-14 whip antenna on your Hazy 338-1C, D, E, F, G has a habit of slicing into the tail rotor blades. It, make sure your bird has a wedge-type spacer between the antenna base and its. The spacer fills the antenna wrap from the blades — no halfway! Hazy 338-1C, D, E, F, G has the spacer.



#### Dear Editor,

Oil foiling from your Kibanda's engine compartment drains and the resulting concentration of drain acid is keeping the floatage in a mess. It would be best to cover main lines and traps, too, because oil can and should drain onto the ramp area. A nice stop and somebody becomes a full gup!

We've come up with a couple of ideas that change the oil drain area and stop the eggs at 10-foot-long ramps that have to work engine drain outlets with green tops. It's better, it cost \$500 of simple tools. I'd at \$1000-2000, not into it, please, work fine on the float drains. Take 10 tubes of the right kind engine, if for left, tying each set of tubes together in a couple of places with 1000-2000-2000-2000 safety wire makes 'em stronger and easier to handle.



For the remaining transmission oil dipper we will allow 1 foot of hole (it compresses less, 430-4700-4700-4000, in the drain, and use it along the full-length—about 100—on the left side frame — 80 100 — also all in station 120. These are constant that have in the 1000-1000 water pump drain too line, 4700 10000000. Safety wire holds it in place — and for all steps all the ramp.



The hoses don't get on oil both when pulling engine covers, and the Kibanda's use and need some stops along and stop for the use something cutting maintenance and the things getting on and off.

With Area Co  
Post 500, Ohio.

1000 Plus — Looks like you've found a bug! If you can't get it out, just get a batch of standard floatfloats!

## MAINTAIN THE FLOATS

Another year, another float to take the place of aircraft steel up for extended DR or CR maintenance remember — those borrowed birds need regular preventive maintenance . . . the same PM you give your own.

## TRY THIS MEASURING TOOL



BUT, MINDY,  
I'VE GOT TO  
TO HAVE A SET  
OF MEASURING  
SAVES TESTERS!



### How It Works

There's a bit of a measuring problem when installing the newest automotive drive shafts in the Chinese.

Installing and testing both FYN 400000, in excellent amount, FYN 10000000, calls for 1,000-10,000 test of the tool to show they the measuring tool.

It's almost impossible to fit a ruler or flow measurement scale in there in order to come up with an accurate measurement.

So, here's a little measuring tool I had whipped up to the machine shop.

The tool works like a charm in determining how many sections should be added under the car to get the right measurement.

Wellwood, Certified  
New Continental Every Paper



(Old Note—Good going! Looks like a real handy tool for these quarters.)

## NO CRACKS, PLEASE!



WINDY  
WE'VE  
GIVEN  
YOUR  
BLADES!

Chinese workers — be sure you make with the odd current tools (FYN 11 400000-1), as your CR-47 Auto Model, FYN 11-400000-series tools make every measurement and periodic, see the checklist for details... a cracked open can really let you down!

# EYE THIS BOOE FOR SIZE



Don't delay.

Don't need those up by aircraft wheels on landing strips in the winter (a real problem). The parking rags are our answer. Simply roll wheel-protect plastic under the tire.

This mat collects all the exposed plastic on wheels. Upon landing the compressed plastic pushes all into the parking. The result is damaged parking which will cause a leak or worse failure.

To, to save the parking we come up with this little treat. Inexpensive, made in a jiffy.

To install the door we used a clamp on the lower part of the door and tied the rear end of the line around the top of the wheel. It really works.

Royal L. Caldwell

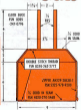
244 S. E. Group, USAFV



THE BOOE AT TOP OF WHEEL USE CLAMP FOR INSTANT. FOR ATTACHING USE AT BOTTOM.



BOOE SIZE HERE



## SPRING'S THE THING

RAMBO? GOT A KID FOR THIS LIGHT FIXTURE?

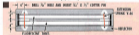


### Beer-Holder

Take all mobile stages, FOM 4820-100-0078 and get out there about in the field. South Central Instruments takes that job home.

Here's a fix for keeping your tubes in place to save time some weeks and load off the breaks glass lenses. South Instruments takes the real business.

Just add two springs, FOM Y-48, FOM 2340-022-1442, under tension, before the new tubes and you're set for good.



### Joseph France Oscar-Cip Army Depot, Ill.

Old Man—Outstanding! Never before will have this problem solved but this fix can be used on all cylinders now in the field.

## TO HOLD ... NOT HOBBLE

That's right, hold weights. Never use the T-100 parking brake to hobble or stop a working structure. Holding the field with the parking brake breaks or pulls the cable lines where it engages from the cable assembly. No adjustments are allowed on the system, so a broken or stretched cable means a structure and X'd for cable replacement.



GENERAL  
& SUPPLY

## FROZEN DECON

FOR THE AIR TRUCK-MOUNTED DECON COMPLETE (DRAINING & ADJUST, ESPECIALLY IN COLD WEATHER... CHECKING THE PUMP HOUSING AND PIPES WILL CHECK)

And, without a pump, the rig is deadlined, much so, always open the pump drain valve, and then check under the truck to be sure all the water drains out of the pump.

The draining pump is spelled out in TM 3-42.90 (20-12) (20-12) 500.



## EQUIPMENT SCOOP

NO WAY  
NOT!

TM 3-150 (Sep 82), Ordnance Corps Equipment Item Sheets, makes a heavy package, but it's really worth digging around. The book is loaded with info on equipment and components identification, specifications, capabilities, markings, supply lists, parts references and pictures. It even tells you where to look for the equipment's BIL. 

The fat, broad-based eye TM has it change.

## THE SOONER THE BETTER

Never run an eyeball sight over one of our cylinders and assembly of your 14,000-lb Model MRE 100 Penbeam-Mil like rough terrain forklift.

Cuts or separations are showing up in this assembly and the cause you catch 'em the faster they'll be repaired. To check the assembly now and after every 40 hours of operation.

If you see cracks or separations, then a "watch its done" can save your tip. Your support can repair it in no time flat by grinding out the old metal and reworking with a low hydrogen electrode.

HERE'S A COUPLE OF TIPS FOR YOUR 14,000 LBS FORK!



## OOPS - TOO MANY AMPS

Your 14,000-lb Model MRE 100 Penbeam-Mil like rough terrain forklift, P/N 4150-001-0001, has a 23-amp generator and a 23-amp regulator instead of the 40-amp job listed in TM 10-559-110-200. Here's the steps to order 'em:

Generator, 23 amp,  
P/N 4150-01-001



Regulator, 23 amp,  
P/N 4150-02-001



They're the same as those used on the 14,000-lb Clark Model MRE 170 (TM 10-559-241-200) and MRE 171 (TM 10-559-211-200).

## DELOUSER WHEEL DEAL

To make sure your Model 211 QM John Deere de-lousing equipment, P/N 4150-001-0011, will do its job, replace the aluminum blower wheel with a new steel one. The aluminum wheel just won't last it.

Your support can get the steel wheels under P/N 4150-01-04018 from: Commanding General, U.S. Army Mobility Equipment Command, AFEM, 60-561p 412, 680 Goodfellow Boulevard, St. Louis, Missouri 63128.

Para 3-17 of your TM 10-4150-201-11 (Jan 87) gives you the steps on removing and replacing the wheel.



## USE MIL DESIGN NUMBER



## WOES WITH PUMP HOSE?



You say you can't get those fuel lines and drains cleaned because the hoses for your Model QM 3-20000 Barvac pump, P/N 4129-013-1114, won't fit on to the cleaning machine, P/N 4798-008-0007?

Well, order one male quick disconnect coupling ball, P/N 4798-008-0001, to go on the pump end of the suction hose, and one female quick disconnect coupling ball, P/N 4798-008-0003, to go on the pump end of the discharge hose.

MALE QUICK  
DISCONNECT  
ON SUCTION HOSE

FEMALE QUICK  
DISCONNECT ON  
DISCHARGE HOSE



## ATROPINE INJECTORS

Don't let the color arrangement throw you.

All P/N 4001-001-0001 and P/N 4001-001-0003, atropine injectors, regardless of color — white tube with red safety cap and blue trigger cap, or green tube with yellow safety cap and green trigger cap — have the same amount of atropine. And, they all work like a charm in pairs. *Vol. 1, Ch. 2 (Apr-68) on PSE 20-11 and para 20, TM 8-201, (Jan-68).*

## PROTECT YOUR ATROPINE

Are you losing or damaging your atropine injectors every time you drag the shoulder strap out of the pocket in your M1 mask carrier? You can avoid that now! Just attach the strap for good to the D-ring. That'll keep the strap handy for you and the injector safe in a ready pocket.



MWO  
GO-GO



THE OFFICE LAY READY TO SPRING... FORTHO' LIKE SOME SLEEPY JUNGLE  
SERVING... THE AIR WAS STILL... AND THE JUNGLE OUT BEYOND THE CLEARED  
FIELD-ON-LINE... HURRY - BULLET BARRAGE THE FOLTA DIVE... IT WAS RIGHT  
NOW AT HOME!



YESS... BUT IT'S BEEN  
SOME MONTHS SINCE I'VE  
BEEN HERE... HURRY  
NOW! (SPEAKING TO THE  
OTHER MAN)

HURRY -  
BARRAGE ON  
THE ENERGY  
I'VE BEEN!





Joe's Dope S

- JUST  
ONE  
SILLY  
MILLIMETER  
LONGER  
BUT...



No matter how small or how big,  
An improvement on your fighting rig  
will keep your stuff right-  
Save your neck in a fight-  
MWO's one ORDERS you dig it!



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

IF YOU WANT TO DISPLAY THIS CONTROVERSY ON YOUR BULLETIN BOARD, OPEN SAMPLES, JUST IT OUT AND PIN IT UP.



SET UP A NEW SA 2400-B FOR THE  
END ITEM THE COMPONENT THAT THE  
BIBO APPLIED TO!

HOW MUCH  
TIME HAVE  
I GOT TO  
APPLY  
THE BIBO?

THE BIBO WILL  
**TELL** YOU... LIKE  
IT IS SAID:

**"URGENT"**

THE BIBO IT SAYS  
"END ITEM IN BIBO  
ON DEADLINE"  
... NECESSARY ...

**URGENT** MEANS YOU  
JUST AS THESE THINGS  
THOUGH THEY COULD  
SAY YOU DO YOUR  
BEST EFFORT IF THEY  
ARE URGENT, EVEN  
IF IT'S NOT URGENT  
BUT IT APPLIED TO  
SOME AS POSSIBLE.

IS THE BIBO IN FOR OPERATIONAL  
REVISION TO APPLY... IT'S, HAVE A  
... YES FOR PROGRESS... LESS THAN  
SOME OF THE END OF THE BIBO...  
IN THIS CASE, YOUR BIBILU WITH  
THE BIBO AND APPLIED IT?

HOW MUCH YOU'VE CLEARED UP  
THE BIBILU AND THE EQUIPMENT  
IS NO, I ASKED, YOU THROUGHOUT THE  
BIBILU, IF THE BIBO HAS STARTED  
BY FOLLOWING THE "OPERATIONAL  
COMPLETED" BLOCK.

HOW YOU  
**REPORT**  
THE BIBO ON A  
ON YOUR BIBILU?

SUPPOSE THE BIBO ACTION  
REQUIRE IN AN END ITEM'S  
CHANGE OF PART, WHAT DO I DO?

PLEASE I  
MAY-T  
TO REPORT  
THE CHANGE  
IN A BIBO  
TO THE  
ON BIBO

SUPPOSE THE  
AS BIBO THAT  
SUPPORT OR  
REPORT BIBO?

THEN THE NUMBER ON THE  
OFFERPOST WILL GO—SO OF  
COURSE...BUT YOU'LL STILL  
RECORD THE NEED FOR IT  
IN THE ASSASSINATION  
FILE OF THE HOUSE  
OR JACO?



AND IF YOU A  
SUPPORT  
MAINTENANCE  
JOB, YOU CAN  
YOUR SUPPORT  
TO DO IT BY  
REQUIRING THE  
ARMY JUST ON A  
JOB?

IT'S BEEN THE  
ONE JOB OF THE  
SOME PLANT  
TO CHECK THE  
AND EARLY IN  
THE CASE AND  
DEAR THE  
ON FACT TO  
THE DATA  
CENTRE?



IT'S A PERFECTLY GOOD PLACE. YOU DON'T NEED IT ON THE AREA A REASON

EVERY! AND EACH OF THE  
WIND IS LABELED?  
"THOMAS" WHO OFFER  
CAN'T GET ON YOUR  
DEAD RIVE AND  
CONFIDENCE?



GET IT  
DONE AS  
FAST AS  
YOU CAN!

RIGHT...AND  
I'M FIRST  
SOME MORE  
UP ON THE  
DETAILS!



AT LAST, A FEW LATER—THE MIGHTY BOOM AND THE  
CRASH AHEAD OF... SPARKING ACROSS THE PAGES AND  
INTO THE BARRAGE BEHIND.



WELL, I'M YOUR  
PUPPIL...EVERYTHING  
HE SAID THAT FLYING...  
THROUGH THE COMMUNICATIONS  
IN IN THE GREEN...WELL,  
ON ONLY ON THE  
OPERATION.





NEARLY 100% SAVING ON STEEL ...

# Vehicles AND BRIDGES

YOU NEED  
YOU NEED CLASSIFIED  
WHEN YOU PUT THE  
LOAD CLASSIFICATION  
ON THE VEHICLE  
YOU NEED!

HEY COME NOW  
DO WE GET THE FULL  
SAVE ON THIS  
MILITARY VEHICLE  
LOAD CLASSIFICATION  
SYSTEM?

YOU  
NEED  
THIS!

88764-2 w/51 1 Day Bill  
88764-00-1 w/51 1  
Buy 450 and 51 1 Day Bill  
88764-00-2 1 Day Bill

The RM change gives you the load class number for your vehicle. It has tables for tracked vehicles, half-tracked vehicles, wheeled vehicles, aerial vehicles, construction equipment and standard combination vehicles (trucks, trailers and trailers).

If your vehicle or combination vehicle is not listed in these tables, Part IV-B Appendix IV, of the RM change tells you how to get the right data from

WHO TAKES THE  
SAFETY  
THE LOAD  
CLASSIFICATION  
SYSTEM?

WELL, IT'S  
THE DRIVER'S  
RESPONSIBILITY!

**TRUCK LOADS**—The heavy load classification number is painted on the right side of the truck. This's based on the normal design payload — 2 1/2/2 tons. You use the number in the Class C column of Table IV-B. This number is 8.



Then, on the changeable-number sign on the front of your truck, you carry the same number.



Highway operations allow a larger payload, so the limit for the RM 270-ton load, is you use the Weight Column in Table IV-B. But the driver's change your load class number. You use the Class B number only if there's no class C number listed. If no B number either, you use the Class C number.

the Combat Development Command Engineers Agency. And there are data charts showing exactly what info CDDEA has to have to figure your vehicle's load classification number.

## WHAT TRUCKS NEED

Even when their vehicles are listed in these tables, some guys have a little trouble figuring out which number goes where on the vehicle, especially when they've got a combination vehicle—like a truck and trailer.

So let's see how it's done—using an M551 2-1/2-ton cargo truck and an M1131 1-1/2-ton cargo trailer for example, first as separate vehicles and then as a combination vehicle.



**TABLE 4.002** — Go to Table IV-1, Class Column C. Place the number 4 on the right side of your MSN trailer. That's all there is to it for the trailer.

**COMBINATION VEHICLES** — For your MSN truck towing an MSN trailer, check Table IV-1. Then again you use the number in the class C column. As you change your license number to 85. And, since this's for a combination vehicle, you show the red letter C above the number.



If you've got any kind of setup that's not listed in the tables in Ch 1 or FM 1-36, go to CECRA with all the info they will use to program the load class. License numbers for your single vehicle or combination vehicle.

### FOR MILICE OPERATIONS

THE SYSTEM IS FOR TACTICAL OPERATIONS.

NOTELY... ONE VEHICLE LICENSE ARE POSTED WITH MILITARY LOAD CLASS NUMBERS. OTHERWISE YOU CAN LEAVE THE CHANGEABLE - YELLOW DUAL BLANK.

UNLESS YOUR SPEC DIFFERENT.



LOAD CLASSIFICATION ...

## NUMBERS 'N' TRUCKS

Dear Mail-bag,

After going over some info on military load classifications for standard vehicles in FM 3-34 (2/28/87) and FM 3-34.2 (2/28/87) (2/28/87), I'm still hung up on couple of points:

1. Which of our trucks get the front-mounted changeable number sign (4)?
2. Which trucks have the load classification painted on the right door?

SFC M. E. O.

Dear Sergeant M. E. O.,

All of your trucks with a gross weight (vehicle plus load) of 3 tons or more carry the load class on the front. But you use the changeable number kit only if that load class is likely to be changed, like for switching from a single vehicle to a prime-mover tow combination vehicle.

If your truck (gross weight 3 tons or more) normally pulls a trailer with a rated payload of more than 1-1/2 tons (or lighter, if trailer has load class itself), you paint the truck's basic load classification figure on the right door of the truck. This does not apply to a truck unless it has a trailer normally assigned to it, even though the truck has a towing plate.

*Army Staff*

6740-6240 2 1/2-TON TRUCK ...

## BLOCK & CHAIN WITH WINCH

Dear Mail-bag,

The 6740 in Ch 7 (Aids 624 in TM 3-3024) covers the old 6740-series 2 1/2-ton trucks that all 6740-series 2 1/2-ton trucks get Block, Search, FM 3-34.2 (2/28/87), 6740-6240-6240, 6740-6240-6240, and Chain, Yes, FM 3-34.2 (2/28/87). But I suspect those 2 items are meant only for the trucks with front-mounted winches. Am I right?

1990 J. W. M.



Dear Sergeant J. W. M.,

You suspect right—only trucks with front-mounted winches get the search block and tow chain.

But, that FM for the search block should be FM 3-34.2 (2/28/87), even with that FM you may get Block, Search, FM 3-34.2 (2/28/87). This's the block for 6740-series 2-1/2-ton trucks with front winches, but it's OK for your 6740-series, too.

Block, Search, FM 3-34.2 (2/28/87), isn't in TM 3-3024 yet, but you'll find it in Fed. Car. CR38B(2)-4 (Mar 68).

*Army Staff*

# GET TO KNOW YOUR TURBO

ARE YOU GETTING THE FEELING THEY'RE USUALLY QUICKEST WORKING UNDER THE HOOD? DON'T NEED MUCH TENDING!

WELL, BUT THERE'S A LOT OF THINGS YOU'RE MISSING AND DOING IN ORDER TO KEEP HER RUNNING THAT WAY!

The turbocharger is fed by the engine's oil. When the engine stops, the oil flows back. But — and here's the rub — the turbo is free spinning. So when you start down the engine, the turbocharger is still going around — at 11,000 to 16,000 RPM — but no more oil is being fed to it. That's tough on the turbocharger bearings. And the result? Turbo also gets very hot. All that heat can work its way down the shaft to the seals and shorten their life. A sudden slowdown can also push the turbo so fast that they'll warp.

What you want to do is let the engine run idle a few minutes before you shut it down. This brings the speed of the turbine down enough so that when you stop the engine the turbo won't stall off too fast and the bearings won't seize the oil. 

Starting right is just as important as stopping right. To give the oil a chance

to reach the turbocharger and take the bearings by running the engine a little for 1 to 1 1/2 minutes before you just drive the pile. 

Overboosting the turbo can also mean up the bearings or maybe tear up the turbo. You get overboosted by flopping the engine with little or no load — unless your turbo has a waste gate or hold-down the RPM's. A dirty air cleaner can also cause overboosting in the turbo (lighter for air,

ARCH THOSE OIL LINES AND THEIR CONNECTIONS FOR LEAKS... OIL COMING OUT OF THE BOREST CAN MEAN THE TURBO SEAL HAS FAILED—GET SUPPORT TO LOOK IT OVER!

A rusty engine — the turbo clings to metal — and a whole lot of black exhaust smoke may mean turbo trouble.



SMOKE  
CLEAN

COULD BE SUICIDE!  
TURBO  
KILLER!

Some turbocharged vehicles have a valve cap on the end of the exhaust. If the cap's missing and the vehicle is being moved on a towed trailer, air



GOT A TOW CAN?

WANT THIS?



NOTE  
TIGHTEN THAT TIGHT AND TIGHTEN CLAMPS AND DEAD-GOOD.

DON'T LET US SUCK IN YOUR "O" PART!

pressure across the exhaust can tear the turbine. But an oil spill will be seeping through the turbo. To replace the cap — or cover the exhaust with a tin can.

## WEST COAST MIRRORS

Dear Bill (New),

We've got mirrored coloration (under All 288-88) to outfit our 124-tracks John tracks with those big West Coast-type mirrors like our standard equipment for 12-ton trucks.

Several years ago I got some of these as shown in P1 124:

Mirror w/ mounting bracket, right side, P/N 224-274-8291

Mirror w/ mounting bracket, left side, P/N 224-274-8292

Now we're getting only the mounting brackets under these P/N's.

COE J. A. H.

WAS THERE  
BEEN A MIRROR  
FOR JOHN 124? WE  
GET THE MIRRORS  
WITH THE BRACKET!



Dear Captain J. A. H.,

Those west mirror w/ mounting brackets packaged under these P/N's are not time-tested they're still cropping up from older models, but they should come regularly, like me.

Bracket, right side,  
P/N 224-274-8291

Mirror, Rectangular,  
18 in P/N 224-274-8287

Bracket, left side,  
P/N 224-274-8292



The mirror just like 224-274-8287 is your best bet if you ... for the side of the track.

The mirror and brackets are listed in P/N Cat C224-82.8 (Jan 68).

There is a special mirror-with-bracket being designed for 1-ton trucks. It'll be similar to that setup for 12-ton trucks.

## LUBE CHART NEEDLE

Those needle bearing U joints in your 124-ton M101 can run real better than you can say, "too lubed", which is a pretty good reason why you want to give the lubrication chart the once-over when you make up the grease gun. The needle's want to mix any of those soap-free lubricants without the LO in hand they're harder to find than a needle in a haystack.



## THE CLUTCH KILLER

Look out for the clutch-rod huckster!

It's the guy who hucksters a hook off the clutch-control rod on a GM40-series 2-L/2-ton truck. It's a well-meaning guy — he thinks he's saving Uncle a buck by getting just a little more mileage out of the clutch pedal.

But he's wrong. Know why? You guessed it — when that hook is forcing gears out, the metal clutch plate comes smack dab against the metal flywheel. Talk about hot! It's certain for a good part of the clutch assembly — and probably the flywheel, too.

It's a pretty expensive way to save a buck.

So if you see a guy hucklin' a huckster and cyclolin' the clutch-control rod, here's what you will like:

When the rod's been adjusted so far that the end touches the clutch throw-out shaft lives, it's time to replace the clutch disk assembly.

Trying to get more adjustment by cutting more off the rod will only make big trouble out of little trouble.



STRUCTURE! HUH?

USE THE BUSHING  
CONTACT WITH THE  
FWD TEL. IF THE  
BUSHING END OF ROD  
IS BANGED OR BENT —  
GET SERVICES!



But, in the mean, measure the rod — not by following the curves, though. Measure in a straight line — from the threaded end to the center of the holes in the hook yoke. Your rod must be 15 inches right on the button.

If your rod's shorter than 15 inches, get rid of it — get a new one. Rod, control, w/yoke, comp. FOM 2940, 711-8977. It's in your TBM 9-1128, 309-30P (Jan 65).

And keep a sharp eye out for the clutch-rod huckster.



THIS WAY TO MEASURE LENGTH

IT COSTS AN ARM...  
**THAT DIRT'S  
 NOT CHEAP!**

IT TAKES  
 LESS THAN 8  
 OUNCES OF DIRT TO OPEN  
 UP ONE OF THOSE  
 EXPENSIVE JACKS—1700-1  
 OR 1600-1700-24.  
 TAKE CARE, SO  
 HERE'S  
 HOW TO CHECK YOUR  
 AIR INTAKE.

DIRT IN  
 THE AIR  
 INTAKE  
 SYSTEM  
 AWAITS

POPO!

**BLINKER NOISES**—Head bob. If they're  
 not working, get your mechanic to re-  
 pair or replace 'em.

**ARE OILSERS BUILT BARE?**—No  
 leaks. If necessary, order replacement.

**AIR CLEANER HIGH GASKET**—Get de-  
 formed. Rubber springs back after you  
 press it.



**AIR-CLEANER ELEMENT**—No rips, tears,  
 or holes. Scaled and deformed or de-  
 formed.



**PACKING**—You can have a leak unless  
 there's packing at both ends of the  
 hose. If it's not there, order it. When  
 installing, keep it moist.

**HOSE ASSEMBLY** (air cleaner to turbo-  
 charger)—No leaks. If you think there  
 might be a leak, have your mechanic  
 give it the soap-suds test. If it has any  
 leaks, replace it.



**CLAMPS**—Present and tight. If you  
 need one, order it.



After you've sure your air intake system is OK, check your generator blower,  
 which can be another problem.

Hold a piece of cloth or paper in front of the air intake screen the way it sits  
 in your vehicle—J&J TM. With the engine running, the blower should suck the  
 material against the screen. If not, stop your engine and call your mechanic.  
 Make this test every time you start your engine.

This way you'll find out in time if the generator blower is not working and  
 you can have your generator free of dust and dirt before you start.



It might be that the blower motor is working just when there's no dust on  
 the air-intake screen. This could happen if the mechanic forgot to reconnect the  
 flexible connector of the generator dust after a power part was replaced.

With the dust not connected the blower will draw in dirt and dust. Then it'll  
 overload and fail, and the generator will likely burn up too.

So, always use the tension on the generator air-blowing screen and call for a  
 mechanic if it's not there. This could save your generator.

The angle should not be operated with any debris or improperly  
 mounted air intake parts.

The 1600 series serial number 1 through 1147, should have the new gener-  
 ator air intake screen as outlined in MWO-9-2349-215-0007.



# BAFFLING MYSTERY SOLVED

Dear Mr. Editor,

What causes the air filter baffles in our M60 tanks to sometimes get burned or warped?

MAR 14, 1971

YES!

TO KEEP  
OFF CHANGE,  
YOU NEVER  
WANT TO  
LET YOUR  
ENGINE  
RUN  
BACKWARDS.



Dear Sergeant H. E. T.,

This can happen when a compression-ignition (diesel) engine runs backwards. Air goes through the engine in a reverse direction — in at the exhaust and out through the air cleaners. The heat of the exhaust can warp and burn the baffles.

A diesel engine can start up and run backwards if you let the vehicle coast back down a hill in gear after the engine has coasted out.

*Raymond*

MR. WARD—

## FOR THE M60, M60A1 & M728 CEV

Repair parts support has changed a bit for the M3 electric air heater, PN 4243-007-0890 used with the gas-powered M60 unit in your tank.

In a nutshell — there's a newer and better M3 heater now in the supply system, and it's cheaper to replace the heater than it is to replace its controller or heater assemblies. So, from now on, when these assemblies wear out, you ask for a new heater and reuse the old one in your support tank.

Also, the controller and heater assemblies for the old M3 heater won't work with these assemblies for the new heater. And, the only repair parts you're authorized at organizational level for the heater are attaching and mount parts like screws, washers, wire, indicator lamp and control knob.

TM 3-10-60-218-11P is being changed, but for now the new supply group is in TR 718-002.3 (Nov 67).

ASK FOR THE NEW HEATER



ORDER 4243-007-0890  
YOUR M60



WITH LARGER ...

TURRET RING  
ROUND-UP

IF IT'S AN ARMY POWER  
WORKING TRAILER THE  
MOUNTED HERE IS A  
COWPOLE, CORRECT? THOUGH  
YOU SHOULD KNOW?

If you've got an M1144 carrier Serial 6H through 25 P6 with the XM30 engine, both spots on the brush holder and counter flaps may be your hang-up.

To keep 'em sliding, check holders and flaps at each 8 weeks and whenever else you get a buildup of dirt, oil or mud flaps.



Use a brush, dry too, oil and clean the brush and holder—like you were sliding off a hillside.



When you say the long way of the brush, it may look up and down the little piece will break the run.

Check the brush with a vibrator like a real gun. Tearing a brush by any other means can cause loose either on you or on the flap.

Wear on terminal boards and counter brushes can cause electrical shorts which can pit brushes, boards or both. Brushes, wear makes the wiring wear out quicker.

See-o-o, no water—yes, hot pressure water—for cleaning the electrical gear.

Check on the alignment of brush and holder. If the brushes are not making contact right, have your support fix 'em.

The screws that hold the terminal board to the support assembly might get loose or slip. To make this line steady your support will apply sealant (SN 9830-081-1200) to the screws when they are unscrewed or adjusted.

## FIRE EXTINGUISHER FLX



Line up on this if you have an M60 or M60A1 tank or bridge loader, an M16A1 or M16A2 tank or an M728 CBY with a serial number below 106.

Mud and gung in the external fire-extinguisher housing can ruin the rollers and pulleys so they won't work in an emergency.

To keep them in good shape, get your chemical company mechanic to do this every "Q" service.

1. Loosen the 1/2 cover and take off the cover.



2. Clean the pulleys, the rollers, and the inside of the cover.



3. Make sure the pulleys are free, and coat them with the pulley wax.



4. Put waterproof wax (3M Scotch-Bond 5000 or equivalent) on both the pulley cover and the pulley bracket on surfaces where they touch.



5. Replace cover and, if necessary, apply more wax to make a continuous waterproof seal on all surfaces where the cover and bracket join. (M60, M728 CBY with serial numbers above 106 do not need to be checked because they have no pulleys.)



FIREPOWER

THEY CALL ON BRAND-NEW CLEANING FOR YOUR WEAPONS

**YOU'D BETTER BELIEVE IT!**



WELL, NEITHER  
TANK,  
BLVD?



DON'T BE  
A SLACKER... DON'T  
CLAM UP... WE KNOW  
MILITARY  
CLEANING  
GOT TO  
BE GOOD!

If it's not authorized, you just can't be sure. Why risk your neck?

Right. When your TM says to use loose cleaner or FC-118 carbon removing compound or ED dry cleaning solvent you can bet your bottom dollar it'll not only do the best job... it'll do it without hurting any part of your weapon. There has a lot of cheap solvents working the odds to make sure of this.



On the other hand, if you use some off-the-shelf unauthorized solution, you might get what looks like a good clean job, sure, but they might damage your rifle. Like... some of 'em contain ingredients that'll remove all lubricant from the springs and drums. And these springs and drums can't be lubed thoroughly without taking the rifle apart. If you don't have time or authority to do this... welcome trouble.

Some of the other unauthorized solutions contain chemicals that'll damage the aluminum and plastic parts of your weapon. Bad.

So, stick to the rifle and keep unauthorized stuff away from it.

Here they are:

Gunite Compound, solvent, cleans fast. Its development of small pores and will buy 98-99%—FAX 800-271-0911... 1-gal can, FM 800-271-0911... 1-gal can, FM 800-271-0911... 1-gal can.

**WIDE CLEANING!**  
The **ONLY** cleaner  
of choice should  
EVER USE FOR  
GENERAL PURPOSE  
CLEANING!

Gunite Solvent Compound, FC-118—  
FM 800-271-0911... 1-gal can.

Your rifleman can do that stuff for rough  
cleaning, sure, only under the guidance  
of your armorer.

By Gunite Solvent 800 — FAX 800-271-  
0911... 1-gal can.

This ED is widely for your armorer.  
Use it as a clean after FC-118 to pre-  
pare metal surfaces prior to touch up.  
Normally you'd use it only when the  
MILAN's completely disassembled. But  
if you use it on an assembled rifle, be  
sure to use it to help disassemble away  
from springs and drums.

NO-GUN TALKER...

# MBS MACHINEGUN

# CHATTER

If you fire the MBS machinegun when its barrel is unlocked you could blow up the gun and maybe hurt yourself.

One main chance of this happening is when you take two separate goals before there's any danger.

Well, it's something you want to know about if you make your living firing MBS machineguns.

JUST HOW  
MANY GOOFS  
ARE WE  
GUARANTEED  
AUTHORIZED  
?



Loading the MBS with rounds is a better method.

After you barrel back in, the barrel lock is a safety to keep the MBS from firing unless the barrel is in the locked position.



No, if that safety is missing or broken, you have no protection if you make the second goal.



Bring the gun when the barrel is not locked.

TO READ  
OFF A DOUBLE  
GOOP, CHECK  
YOUR INTERLOCK,  
YOUR BARREL-  
LATCH AND  
YOUR BARREL  
LATCH LOCK!

Course you can't even do this unless you've already made the first goal. (There's no danger with a missing or broken barrel lock if you have the barrel securely locked during firing.)

To check the interlock, move the barrel forward and pull the bolt back out of the way. Now you can finger the interlock.

If the "hanging down part" is broken off, you can tell right away what causes this change in the interlock's hanging down part.

Check the "hanging down part".



CHECK THE  
"HANGING  
DOWN" PART.

THIS FOR  
YOUR BEST  
JOB!



To prevent that all you have to do is make sure the barrel is fully locked in place before you can see the bolt forward.

The interlock will then be locked back out of the way and won't get broken off.

Check the interlock spring by pressing on the interlock and then letting go. If the spring won't make the interlock snap back into its "latching" position, have your armorer get a new spring.



Experiment with the springs on the barrel lock and the barrel lock lock — if they're missing or weak, tell your armorer. If the barrel lock is working right, you should hear a **CLICK** when the lock snaps into the barrel groove. (Don't be fooled by the bolt detenting noise, because it also makes a loud **CLICK**.)



If the barrel lock lock is working right its spring will shove it into the locked position when you let go of the lock and bolt and the barrel lock snaps into the barrel groove.



Recheck the springs on the interlock, the barrel lock and the barrel lock lock . . . and you'll have no worries about the barrel getting unlatched at the wrong time.

### REMOVE PINS

The remaining pins can drop out and get lost when you remove the barrel group from the barrel extension. Hold the bolt group upright and the pins won't slip out.

If you lose this pin and put the gun back together without it, the bolt block can move too far forward on the bolt slide. This will let the 2 magazine case-rotator pins line up with the holes in the bolt slide. One or both of these pins might slip through the holes and jam the gun so it'll stop firing.

If you've already lost your bolt-rotator pin, use your spare bolt and get your armorer to order a remaining pin for your old bolt. It's **ITEM 3315-004-2002**.





If you're having trouble with lighting equipment in your M24 or M241 tank.

Like finding the cable that connects the light control wires to the lamp housing on the M24 or M241 pickups.

Scrub the cable heads when you remove the lamp housing. Do it all the time, just enough to be done right away.

The enemy's probably in your hands. Or say what you see does when it takes out the lamp housing. In other words, please not to push on the cable.

## SHAKE... BUT DON'T BREAK

A little shaking up might do a lot of good for your Polaris or Yank model motorcycle accessories . . . like when you've removed the scope from its carrying case.

With the Polaris model, first remove the light source from its position in the carrying case.

Then, with both models, hold the bottom of the carrying case, turn it upside down with one hand at the opening, and shake the case and scope like "till the scope hangs down about an inch. Grip the scope between your fingers, and slide it out.



**HOW TO  
A. REMOVE  
SCOPE  
FROM CASE  
AND TURN  
IT OFF.**



Some scopes have been known to grab the rubber eyepiece of the scope to pull it from the case. They usually end up with a piece of the eyepiece in our hand.

In cold weather, when the rubber's brittle, they end up with a piece of the shell about 99 out of 100 times.

There's a lot more profit in shaking up the scope a little.

# GOOD

**LIFE!**

BEEN COYOND YOUR BUDGET WITH GOOD? WELL, HERE'S NEW HOPE.

Hold on there, you M108 GP-10M M4 breacher crew!

If you've been living out of Change 2 or 40 9-1164-2 (7-12 (New 4)) and got the itch of wanting a pair of CR cleaning solvent composed of the best and finest substances after daily being like it says on page 3, get ready to switch.

CR is not an expense (NOT a fee). It offers no protection whatever for bare metal, especially moving parts like the walking bear and such. Remember... corrosion... parts follow.

## WHERE THE GG GOES

*Searchlight.*

GP-1008-000-02 (May 65) lets graphics guys on the ARCADE look for our next 3D display but doesn't show where. What's the story?

U. S. A.

Dear Lieutenant P. C. A.,

The graphics guys (GG) got on the line (vacation) inside of your M4-breath tank or other weapon with a bare vacuum — after being, separately, or as impressive then.

A big thing, though, is that you were out GG when the temperature is above zero degrees and 5000 when it's below zero. The way from 100% tell about this.

*High-Rise*

# INSURANCE



A LIGHT COAT OF PL ON THIS SURFACE



BEFORE USE



AFTER USE

No, from now on do it the way. After daily being, remove the brush components and bring mechanism, take too apart and then away put the same (no contact with powder gun) and good with CR. But don't stop there.

After the CR does its work, wipe the pure and dry and then — get that — put a light coat of PL general purpose into all on all the surfaces, including the walking bear and including the coin parts in the breacher and breaching.

Light coat: Soak a clean rag with PL, wring it out good and then wipe the parts.

Of course, when you don't expect to fire daily, give your M108 the standard 3-day CR treatment, followed by wiping with PL.

This plug is in the latest change to the 100.

## PLASTIC STOCK HARDWARE

If your support guys say they're having trouble getting the hardware to go along with the plastic stock for your M14 rifle, call 'em in to get them. Screw, P/N 1304-999-1874, Max. 2000; 13-10-999-1890, Max. Backlash, P/N 13-10-999-1894.

## THE FORM'S THE THING

When you find things that are wrong on that or won't work, the form's the thing for you to fill. Fill out Del. Form 1407 (1981) on equipment or DA Form 2026 on publications and send it to: More... today. Don't delay.



HERE ARE SOME  
LATE ENTRIES IN YOUR  
**HAWK NOTEBOOK**

## STOP, LOOK AND HASTEN

Take action . . . that's what you want to do if you're in a Hawk thing factory and off's not right with your tool-and handling device.

The wedding's needed to keep from dropping a workload.

YOU HAVE AN  
UNWELDED  
FLUCTUATE??  
TRADE IT IN ON  
A NEW ONE!



IT'S WELDED NOW

## OUT THEY COME

Dear Wolf-Man,

What do you think about using red metal graphics on the different areas used in our Hawk models? Some of them really put up a battle when you try to make them out.

DOB H. B.

Dear Sergeant H. B.,

Forget the welded graphics. From the staff we help bring on inventory.

YOU CAN USE  
CAN GRAPHIC

Hold on, though. The green is not for using on the wing holes. As it says on page 116 of TM 9-1430-300-02 (Jul 62), you want to use

a mixture of unpolished double and center oil on the holes.



*Wolf-Man*

THE COVER  
PULLED AWAY  
SHOWN.

BUT DON'T  
ON THE  
AND DON'T!



DO  
GRAPHIC!

## FARING ANY BETTER?

IS THE FABRICATION  
ON YOUR WORK  
PROPER? WORK  
LOOSE? WHAT  
WHAT YOU  
CAN DO?



AN UNWELDED POINT

FOR BUILT BIRD



THESE FABRIC BIRD

There's professional packing that you should use with the Hawk fabricings. It's listed under PSM 5200-004-0177 on page 6 of TM 9-1430-300-119/3/1 (Apr 67).

And, your support unit has the wrong on repairing the cover holes in the front and rear fabricings when the holes get big. Your DSM will use spray and a wrench to do a job on those holes.

## SEPARATION ALLOWANCE

In case . . . an event if the cover pulls away from the notched edge of your Hawk model wings. This kind of separation doesn't make the hole non-operational.

Keep using the wings in this shape . . . and think about getting them to your support unit for repair when the job won't put the kibbosh on your tactical mission.



COVER



## ODD AND EVEN

**Over Half-Mile.**  
 You share with a third car for a long time and I've never been able to get an answer to what seems like a simple question: That is, how many half-pints are there on each side of the leader, competitor?

BY J. B.



Dear Gregory J. B.,

You can look through all the TMs you want to, but you won't track down the answer to that one — at least within a many columns. Here it is, then: there's 48 on the right track and 44 on the left track. Page 179 of TM 9-1450-100-11F (Aug 68) gives you a clue by saying there are 87 connecting track links on the leader (43 + 44).

Vehicles with a motor for suspension system usually have more track pads on one side than on the other.

When you're no longer able to adjust tension on the tracks, you might get back some of the adjustment by rearing the sprocket. The driving loss of the sprocket can wear enough to put lots of slack in the tracks.

Some doing with and sometimes. New ones might be the answer.

If rearing the sprocket and getting new and sometimes won't do it, then you want to get rid of all your track blocks. Change 7 (See 87) on TM 9-2090-200-11 tells you about track block wear limits. And don't be surprised if you wind up needing enough blocks to give you a complete track — or you adjust for the tension you need.

*Half-Mile*

## ON THE LEVEL

If you hear or see anything different from what the LO's say about checking the transmission oil level for your Harsh 2MT1012 in E1 leader-competitor, then you believe it.

**ONE BELIEVER'S WIT ...**



**ONE BELIEVER'S WIT ...**



**BY HISTORY**

As both 80-9-1450-100-11F (Jan 68) for the E1 and 82-9-1450-100-11F (Jan 68) for the E2 spell out, you check the level with the engine idling and the driver selector in neutral. The same says it in TM 9-1450-100-10 (Jan 68) for the new vehicle.

Any other way of doing it is wrong.



**PLAY IT COOL**



You're right ... the scoop that tells you about taking care of the filters in the liquid cooler for your Harsh AM/MPQ-21 is in TM 9-1450-100-12/9(Mar-67).

It's powerful impetus to go along with what it says on page 1-6 about replacing the two filters in the Eastern Industries-made cooler every 500 hours of operation — or cleaning the filter housing and changing the filter housing and changing every 500 hours of operation if your cooler was made by Almarvik.

A clogged filter can give you the rest of cooling troubles that mean burned-out electric tubes and transformers.



**REPLACE THE FILTER ... CLEAN THE HOUSING**

## DOWN THE DRAIN



Sorry that you've had a heap of pump-motor troubles with the Eastern Industries liquid-cooler used in your Harsh AM/MPQ-21 puts suspicion rather. And there's a good chance that it's a case of the OS-41 motor going to the pump end and washing the grease from the motor bearing.

Try this: make the plug out of the bottom of the pump and bearing on both pumps. That'll give the contact a way to get out. Hold on to the plug and put it back in if you're going to be lost.

Remember — take out the bottom plug, not any of the other three.

# NO PAINT

Dear Herb Ross,

A question on the J200 and J201 tractors that are used in the Plowbe vehicle system.

Are the lower tubes in the leveling support jacks and the extricable support assembly supposed to be painted?

Yours truly,  
M. E. H.



HERB ROSS,

THE TRACTOR COMPANY  
MILWAUKEE, WISCONSIN

Dear Joseph E. H.,

Yes on your life.

The lower tubes in the leveling support jacks are cadmium-plated. And while this plating is gray and looks a little like the start of corrosion, you want to keep your distance with sandpaper or emery cloth.

The lower tube for the extricable support assembly is coated with phosphite, which is also gray. It doesn't get scuffed off, either.



**NO PAINT!  
ON INNER  
TUBES**



If you have painted on any of the lower tubes, get it taken off with paint remover.

Then put a light coat of oil on the tubes. Use Lubriking Oil, General Purpose, Corrosion and Salt and Spray Resistant. It's listed on page 4-58 of Ford Car OIL-BL. Dep. 67). You'll find that FOM 9138-100-1261 is worth a quart and FOM 9138-101-1266 gives you 5 gallons.

If you want to put on a fresh coat of oil, first remove the old stuff with a solvent that has a paraffin base. One cleaning solvent 1001 works fine.



# PAINT OFF DUCT'S BACK



Not on your list . . . don't get supposed to be any paint on the extension duct that's part of the main-venting duct on your Hawk furnace.

Instead of paint, which makes like insulation, you want the duct to be clean so you'll have a path for electrical grounding between it and the main duct.

Things will be in good shape if nothing covers the clamping on the extension duct. In other words . . . just keep it clean.



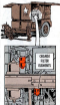
## ELEMENT-ARY

Hold on . . . here's the latest setup you want to use along with DO 5-8995-188-12 (New 47) on your Hawk MVMM-45 organizational maintenance shop equipment.

Move 2 to the LE roller about replacing the filters every so often. What you should do instead is change filter elements. That means low-pressure filter elements, PFM 4000-000-1000, get replaced after 36 minutes, or after 3 months. Middle-pressure low flow elements, PFM 4000-000-1045, get changed after you've used 72 minutes, or after 6 months.

Be sure with the high-pressure filter elements, PFM 4000-164-0002, using's low cost 2 tells you to replace it — not the filter.

THE 5-8910-000-11P/1 (New 47) has the elements on page 17. One thing, though, the high- and low-pressure elements are called filters in the -11P/1 and the middle-pressure low filter element is called element.



## USE YOUR HEAD

Maybe it's happened to you when you put the **GEN** power supply in the vertical control console for your Hawk battery control. That is, the mounting terminal for the CB capacitor gets obliterated by the head of one of the TCC floor mounting bolts.

It's a good way to cause a scupper of electrical troubles . . . and a heated mounting terminal.

To make it easy when you put in the power supply, also . . . take the washer out from under the head of the bolt and cover the head with some electrical insulating tape. This covers the bolt head a little more out of the way and runs down on the chances of arcing.

**USE OLD**



**REMOVE WASHER**



**COVER WITH TAPE**

## IT'S TRUE, JACK

**HOLD THE  
SPRINGING PIN  
OUT UNTIL  
THE PIN  
IS  
DOWN**



It's there in bold print — the caution about lowering the leveling jack pads on your Hawk **AN/MPQ-34** CW expansion valve and **AN/MPQ-37** magneto valve.

Five bills of **TM 9-1088-108-12's** (they'll tell you to hold the spring-loaded retaining pin out until the pad is all the way down. If you don't, you can wind up with a heated jack arm. Just ask the man who has one.



**AND  
DON'T  
FORGET  
TO  
HOLD  
THE  
LEVELING  
PIN!**



## Comic Rodd's BRIEFS

IT'S A RUSE FOR  
SELF-STARTER P.A. SYSTEM!

### New-20P For M151A1

Let's be quick for some of your supply gear headaches. It's the new 1A P-1000-218-20P (Apr 88) for your M151-series vehicles. There's some new dope in this revised -20P. And remind your support that there's a new -20P — also April 1988 — for the M151A1 and other 151-series in this family.

### M16... In Living Color

If you've got an interesting career with the M16A1 rifle, you might to take a look at Col. Pamphile T1030 (Jan 88), the M16A1 Rifle — Operation and Performance Statements. It's in living color with Comics, some of your good guys and a few of those bad ones. Order copies from the Institute, Md., pub center on SA Form 77.

### Stool By What?

What -20P do you use when checking M16 (previous editions) items for task-orienting equipment? Good question. You use the 1A P-1000-110-20P, the consolidated posts list for task-orienting equipment, *going* you have received a new parts manual with the FLA (pre-1987) head load allowance) for it.

In that case, use that particular with old's -20P FLA for for your M16, not the consolidated -20P. 1A P-1000-218-20P has the FLA, so you use it for your M16's M16.

### Support's Own M16 Post

Hey, you M16A1 chryshatters, do you you look us to 1A P-1000-249-10 (2 Aug 88). That's right — "10P" it replaces all the common-organizational dope in the -14-10 with all of its changes.

IF YOU WANT MORE COPIES OF THE LATEST OF MAGAZINE, DON'T WORRY ABOUT YOURS BEING OUT. WRITE TO MAG SELF-CARE, 48 MAGAZINE, FORT BRAGG, NC, 28711. WE HAVE PLENTY.

Would You Stake Your Life <sup>with you</sup> on the Condition of Your Equipment?



YOUR  
NEXT  
CHOICE  
IN A  
CLOSED-UP  
VEHICLE  
MAY BE  
A  
GASPER.

WATCH  
OUT FOR  
CARBON  
MONOXIDE

LIKE IT'S THE  
BIG TRIP, MAN