

Issue 128

PS

1967 Series

THE PREVENTIVE MAINTENANCE MONTHLY



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**THIS YEAR MAKE UP
YOUR MIND TO GO**

MOST IMPORTANT... YOU!

You know, of course, that your unit needs two mechanics and specialists who maintain and repair equipment. And both of these are direct support maintenance units, general support units and depots.

But, do you know who does the most important and the most critical maintenance in the whole Army?



WITH MEN WHO KNOW MAINTENANCE BEST —

-ME?

You, you, the man who drives, operates or uses a piece of Army equipment. You who know maintenance best, look to the annual losses and to industry, agree on that.

If the man who operates a piece of equipment does his level best to do the preventive maintenance on his equipment and to operate it in the best way possible, then we'd have more equipment ready to go at all times and less equipment down for repair and maintenance.

To do this you check things like oil level, tire pressure, filters, radiator level and levels and others. And make the minor adjustments that your manual calls for.

Operate your gear with great care — just like it's your own. Learn the way to your operator's manual — **LETTING YOU** — know before you go.

Do these things and your equipment will see you through.

IT'S OBVIOUS

TO YOU

TO HER

TO EVERYONE

TO THE ARMY

TO THE NATION

TO THE WORLD

TO THE FUTURE



THE PUBLICATIONS SERVICE
 1200 W. 17th Street, Suite 100
 Denver, CO 80202
IN THIS ISSUE

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ARMY SERVICE
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**GROUND
MOBILITY**



OH THE ROADWORK PAINS
HE'S A CRACK-LEAF FOR
CONTINUOUS PM
SHAME! DO YOU
THINK FOR YOU!

5-TON TRUCK GUIDE FOR CONTINUOUS PM

G744-
SERIES

			4	2		
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3				16		
10				23		
17						
24	25	26	27	28	29	30

SHAME! SHAME! HE
DOESN'T KNOW
HE'S ASKING FOR
HELP! — SHAME!

HE
DOESN'T
KNOW
HE'S
ASKING
FOR
HELP!
— SHAME!

SHAME!
HE
DOESN'T
KNOW
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ASKING
FOR
HELP!
— SHAME!

Regular inspection-type tires should be thought of as being part of an extended "before" and "after" operation daily check. How long you travel is it up to you, the driver.

This list is not meant to be complete. It only covers a typical range of tires representing the entire G744 series. The differences mentioned here are the basic which manufacturers for this series and those representing

the guidelines (8.00R17) from the above (10.00R20) and (11.00R22) to (12.00R24) and (13.00R26) series.

References are placed on here by pointing them to heavy type. The guide for deciding which tires are applicable is in the Appendix 700-10 (June 68), Equipment Maintenance Management Inspection Handbook.

GOT THE TOOLS?

Since every team can't be equipped properly by luck or fate, you'll need a minimum of the following tools to do the job correctly:

TRUCK OR 1-1/2 TON APPROX. LOADS
TRUCK OR



THE RIGHT SPOT

A really rock or pit is great when it's available for stacking your vehicle outside . . . or you might even want to use a locally fabricated sleeping camp. Last, but by no means least, don't forget to ask your favorite auto mechanic any time you're out there — about anything!

It's also the man to share your DAA Form 2024 to, because it's his job to answer the questions that deal with our interest on your part.

And don't get numbers . . . consult your checks out everywhere. So let's make like we're doing our own job right now and see what we can find that needs right now attention . . .

GENERAL VEHICLE APPLIANCES — Dry, real tools, both sets, with proper care.

AIR CLEANER
 Check & maintain —
 Lube, clean.

WHEELS, BLACKOUT LIGHTS & TIRE CORRECTOR — Not working, not inflated, heavy cracked, pulled over, slanted dirt, center hole, twisted, dirt missing, not in place, frayed or exposed wire casing, short circuit.

WIRE — Ropes and harness missing, broken, bent, used (should have the end of it). Total working of Ropes (see W-2024-1) (see 47, Article 122, Maintenance) missing, not available (see 2024) or wrong size (7424 & 75 14-20-2).

TOP PANEL & BENCHES
WHEEL BOWNS (CROCKETS) — Missing, broken, rusted.



BUMPERS — Badly bent, loose, cracked, lifting (shockers missing, bent), stuck, loose, worn, rusted, steel pin rusted, clip missing, (oil) missing, missing, not visible, wrong.



FRAME COMPLIANCE (C) — Don't work, cause job block, water missing, steps missing, damage coupling box, broken, missing, (air) broken, missing.

DRIVE SHAFT — From trucks broken, loose, loose broken, not loose, missing, (shaft) missing (see 2024, 2024, wrong (C), 2024-2).



Right front coupling end — (weather) flange or missing.

PROVE

LEFT SIDE CONTINUED

STEER ARMORING

— Brake, brake, backing, and working (steering) pad worn out and other road tires, rubber footings loose, worn out.



FUEL TANK — Right side also on MP4 and MP7 trucks — leaks or unsecured big steel side fuel capacity, fuel level too high (over 16 in. at least) 2 inches lower full, retaining stops and support with base, use other retaining, galvanized wire or form Cap also not in open position (except for fording), fuel neck screen damaged or missing, tank markings not readable (M 750-55-15, fuel and vent lines checked, dirt on top and around filler cap).



TAMP HOOD

— Missing, badly bent, raised loose.



FUEL GAS TROUBLE UNIT

— Connector installed with broken or frayed.

WENT COVER

— Broken, backing, bent bolts.



IT... WHILE YOU'RE WAITING... NEVER FORGET TO CHECK THE TAMP HOODS ON THE TRUCK!

POWER TOOL MOUNTING — Graded mixing, loose, slope bars, missing, foot mixing (Appendix B, C), TB 9-2228-21-10 & 10-1000-2200-21-10.



RIGHT SIDE

FRONT CRACK (Revised) — Less than 1/4 in. clearance to both fender and plate, less than 1/4 in. clearance between lower spring and mounting bracket. See M 750-55-11 (Rev. 10-1-55) and M990 5-2200-21-1-20-10 (Rev. 10).

CRACK BODY MOUNTING — Brackets cracked, badly loose, compressor springs cracked.



SAFE MOUNTING — Cover missing, contacts burned beyond use, evidence of wiring.



STORAGE COMPARTMENT — Rusty, dirty, water present, leaks, loose parts.

BATTERY — Electrolyte below plate tops, cracked, leaking, steel, insulator missing (insulator terminals should face rear front), vent caps missing, broken, threads stripped, wires clogged (able terminals loose, cracked, not ground (this cap only), terminals (cathodized) should be hot on start), positive cable (No battery case), bolt enough to secure wiring, fuel tank capped (M 9-2228-21-10) (M 9-2228-21-10) (M 9-2228-21-10) (M 9-2228-21-10).

POOP TIRE — Non-pneumatic fender — side panel loose.

POWER TOOL MOUNTING — Bracket missing, loose, slope bars, missing, foot mixing (Appendix B, C), TB 9-2228-21-10 & 10-1000-2200-21-10.



BATTERY BOX — Charge mixing, wiring only kind, warning plate missing, box rusted, cover had steel plate (check wiring, cracked lines).



REAR

TRAILER AIR BRAKE COUPLING

— Cap or chain broken or missing, nylon seal missing or rotted (check both service & emergency outlets) or lines won't hold. Brakes slowly coasting (smog), missing, control rods bent, stop missing.



TRAILER COUPLER HOOK-TACLE

— Cap missing or spring, hook straps don't make contact, dirt, roller ring damaged.



LAS BAYE

— Broken, badly bent, chains missing or broken, ratchet hook won't open, other stop not visible.



REAR LIGHTS

— Not working. Lenses broken, cracked, dirty. No reflector missing.



SWITCH STRAP

— Missing, torn, strap back broken, bolts or pins missing.

SUPPORTS

— Not working (missing or not tight), badly bent, torn, rips, broken, bolts missing.



WEE FLAPS

— Missing, loose, torn, bolts missing.

WHEEL

— Missing, loose, bent, not lubed, can't be opened, won't lock, spring broken, center pin broken or missing. Grease filling broken.



CARGO

SEALS & ENDS

— Missing, rotted, separated, broken, ruffled, inflated wrong (fuel tanks should fill with sock-in-sounding, best large pins missing, center pins missing, seal catches don't hold).

CARGO, BOWS & STRAPS

— Large holes or rips, misused, broken straps, pulled through, missing, dirty, generally missing. Ropes and straps missing, broken, torn, metal lip-missing, flat or loose eye-lets ripped. Lashing hooks broken, missing. Bow broken, missing, bow chain failed broken (broken broken, missing, not loose, inflated wrong).



SIDE BOWS GATE

— Missing, loose.

SPARE TIRE

— Missing, wrong pressure, flat, not completely off loading dock.

FLOOR PLATE

— Bent, damaged, drain hole clogged.

BRIGadier
THE LAST OF THE
COWBOY PICKED UP
IN HONOLULU
WAS A
MILITARY
TRUCK

UNDERNEATH

Before taking a vehicle out to the water, inspect it, especially out to make sure you can see leaks. A car will only operate or drive if you can't avoid that out to water. If a leak will drive a pulled away from a thing it would also necessary part.

SEEP LEAK



ENGINE OIL PAN — Leaks, level, main seal.



WATER PUMP & BELT — Light leaks, cracked, leaking, out of alignment, if part or flange bolts missing, wrong belt used, belts loose. Seal blown or missing. Parts damaged, too much water plus, not fixed.

WATER PUMP — Water belt, adjusted wrong things when fully released, check that belt plus level head or cracked. Cable loose, flange bolts loose or missing. Chain cracked, thing worn to death, seal with grease or oil.

TRANSAXLE — Leaks, cracked lines, belt, up loose.

ENGINE OIL PAN — Leaks, cracked, dirty, excessive mud or dirt, plug loose, bolts loose.

WATER PUMP — Leaking, holes, things loose, rusted out.



WATER PUMP & BELT — Leaks, bolts missing, belt, up screws loose or missing, suspension & seal often like broken or worn out or loose.



WATER PUMP & BELT — Leaks, leaking, cracked, when spring missing or broken.

ENGINE MOUNTS — Cracked, broken, bolts & splash nuts loose, missing.



WATER PUMP & BELT — Cracked, bolts loose or broken.



WATER PUMP & BELT — Cracked, bolts broken.

SPRINKLE THEM SPRING WATER OFFER!



ENGINE

RIGHT SIDE



OIL LEVEL — Check oil level on dipstick. Oil level should be between FULL and ADD marks. If oil level is low, add oil. If oil level is high, drain oil.

CRANKCASE VENTILATION — Check for leaks. If leaks are found, replace gaskets or seals. If oil level is low, check for leaks.

CRANKCASE HEAD COVER — Check for leaks. If leaks are found, replace gaskets or seals.

HEAD GASKETS — Check for leaks. If leaks are found, replace gaskets. If oil level is low, check for leaks.

AFTEK BRACKET — Check for leaks. If leaks are found, replace gaskets or seals.

EXHAUST SUPPORT HOOD — Check for leaks. If leaks are found, replace gaskets or seals.

RADIATOR — Check for leaks. If leaks are found, replace gaskets or seals. If radiator is dirty, clean it. If radiator is damaged, replace it.

WATER PUMP AND DRIVE SHAFTS — Check for leaks. If leaks are found, replace gaskets or seals.

RADIATOR HOSES — Check for leaks. If leaks are found, replace hoses. If hoses are damaged, replace them.

DRIVE BELTS — Check for leaks. If leaks are found, replace belts. If belts are worn, replace them.

CRANKCASE OIL — Check for leaks. If leaks are found, replace gaskets or seals. If oil level is low, add oil. If oil level is high, drain oil.

DIAGNOSIS — Check for leaks. If leaks are found, replace gaskets or seals. If oil level is low, add oil. If oil level is high, drain oil.

OIL PRESSURE GAGE — Check for leaks. If leaks are found, replace gaskets or seals. If gage is damaged, replace it.



WATER PUMP — Check for leaks. If leaks are found, replace gaskets or seals. If pump is damaged, replace it.

EXHAUST MANIFOLD — Check for leaks. If leaks are found, replace gaskets or seals. If manifold is damaged, replace it.

EXHAUST PIPE — Check for leaks. If leaks are found, replace gaskets or seals. If pipe is damaged, replace it.



TURBOCHARGER — Check for leaks. If leaks are found, replace gaskets or seals. If turbocharger is damaged, replace it.



GENERATOR — Check for leaks. If leaks are found, replace gaskets or seals. If generator is damaged, replace it.



ENGINE

LEFT SIDE

COMPRESSOR MOUNTING BRACKET — Grinded, loose.



AIR COMPRESSOR — Leaks, wrong drive belt tension (should be 4 inch below between compressor and alternator pulleys), compressor pulley loose, pulley over-tensioned, crankshaft end pin, air filter blocked.

CYLINDER HEAD AND BLOCK — Compression or water leakage/leakage — or air bubbles in radiator.

HEADLIGHT PANEL BRACKETS — Loose, wacked.

STEERING GEAR HYDRAULIC ASSISTANCE — Wrong level (should be 1/4 inch above filler screen bottom or 1/4 inch below), leaks, leaks cracked connections, hose, wrong nuts not finger tight for reservoir and steering gear lines.

OIL FILTERS — Leaks, drain plugs frozen, not removed (can log block), element not seated properly (B 30-334 1/2, A 30-142).

OIL COOLER (Manual) — Leaks, water hose, nuts missing, hose clamp loose, inlet tube mounting loose.

WASH LAMP UNIT — Connections loose, mounting loose, broken.



AIR CLEANER (element & manifold) — Leaking hose, broken rubber connections tipped, straps loose, mounting bolts & nuts loose or missing, dirty element.

FILTERS NEED TO BE CLEANED AFTER CERTAIN NUMBER HOURS OPERATED UNDER SEVERE CONDITIONS.

COMPRESSOR COVERING — Seal missing, broken, crumpled dirty, clogged.

HOSE — Safety (strainer) leak, missing, won't work, closed missing, (Cater) seal for used when working under load, supports broken, missing.

HOSE ACCESSORY — Mounting bracket loose, projections loose, polished connector loose, won't fit.

OPERATOR REGULATORS — Mounting base, push bracket or missing, connections loose or dirty.

WATER PUMP, DELIVERY OR IN — Connections loose.

WIRING & CONNECTIONS — Damaged lines, badly bent, split or worn.

HYDRAULIC PUMP CYLINDER — Leaks, hose mounting.

STEERING CLAY CASE — Wrong level, 1/4 inch below filler plug or bracket hole, bracket not clamped, speed valve hole (grass in gear case & steering column).



STEERING MOTOR — Broken hose, connections loose, dirty, rubber cover damaged, linkage loose, universal joint factor mounting loose.



ENGINE

ENGINE COMPRESSOR DRIVE SHAFT—Mixing or broken.

ENGINE CRANK STRAP (S)—Missing, not loose, falling to pieces, built-up (start lockwater missing, painted over, dirt covered up).

FUEL INJECTION PUMP (diesel, multifold)— Loose connections, leaks, lines cracked, broken, restricts feeding.

WATER PUMP— Gasket, leaks, shaft loose, bearing seal leaking.



PRIMARY FUEL FILTER— Leaks, to be drained daily before starting.

SECONDARY FUEL FILTER (diesel and multifold)— To be drained if benzene water or dirt found in primary filter.



TOP-GAGE OILING UNIT— Wire connecting loose, missing, loose.

FUEL SHUTOFF VALVE (diesel & multifold)— Fails to shut.

SHOULDER LUBRICATION—Bent, loose, not cracked.



ENGINE

GASOLINE

DECOMPRESSION & COIL ADJUST (gas) — Shuts, coils, loose, cover cracked (cover loose, can take up shaft, primary wire loose).

SPARK PLUG CABLES (gas) — Loose, badly frayed or worn, not stripped.

FUEL PUMP (gas) — Leaks, loose, fuel line leaks, loose, hose not joining their work unit.

CRANK SHAFT (gas) — Bent, broken, loose, adjusted wrong to open & close pistons.

COMPRESSION RINGS (gas) — Leak, loose.

FUEL FILTER (gas) — Drain daily in freezing climate. Mounting bolts loose, fuel lines loose or leaking, dumping fumes, say when loose.



CRANKCASE WEATHER (gas) — Missing cap missing, chain missing, oil cap dirty, filter work dirty, mounting bracket cracked or loose.

CRANKCASE AIR CLEANER (gas) — Dirt over 1/2 inch deep, oil cap missing (lower level level), top hole, no connection, cracked collapsed, mounting bolts loose, cracked from clamp force.

CRANKCASE WEATHERING SHUTOFF VALVE (gas) — Broken, valve cracked shut or open (should be vertical when feeding, control wire broken).

CHERYL FUELS: MILITARY EXPERTISE

THE CAB

TORN SIGNAL LIGHTS — Most work, won't hold in up or down position.

CASH WIPER CONTROL — Missing, loose, break.

WINDSHIELD CHANNELS — Broken, glass loose.

WINDSHIELD — Crack longer than 2 inches, badly distorted, should enough to block driver's view.

LIGHT SWITCHES — Brakes won't work, driver's side lights, tail lights won't work, headlight is both indicator missing, jammed on.



EMERGENCY — Won't move freely, switches won't hold.

HAND CONTROL BRAKE VALVE (on handbrake/steering column) — Won't work.

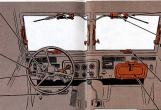


CLUTCH — Wrong free play adjustment should be 1 1/4 to 1 1/2 inches free travel at free play, before spring tension or broken.

GLASS WINDOW — Jagged enough to hamper vision.

CHASSIS & FUEL SYSTEM — Chassis tipped, pulled away from after fuel, chassis and fuel tanks or leaking fuel tank, missing fuel tank slide brakes, missing.

DOORS — Windows broken or cracked, doorframes, w/door's closed, weatherstripping missing, glass loose in channel, won't open and close right, lock won't work right driver's side, hinges loose, broken, missing, door latch jammed.



WINDSHIELD WIPER MOTOR — Won't work, blades fit weatherstripping either side, missing, blades are loose on shaft, rubber torn, all the blades operate slowly.

MANUAL WIPER CONTROLS — Not missing, loose.

WINDSHIELD FOLDING KNIVES — Bent, loose, broken.

WINDSHIELD TILT ADJUSTER — Missing, rusted, won't open, clamping screw broken.

WINDSHIELD RAIN FRAME LATCH-MARKING — Missing, rusted, won't work.

DATA & CHECKER PLATES — Missing, painted over, not readable.

MAP COMPASS (wind) — Lacks function, date missing (MAY 18, 67 H, 50 from 518 ... see vehicle data plate).

CRUISE CONTROL (gas) — Won't move freely.

EMERGENCY STOP CONTROL (steering) — Won't move freely.

PRESSURE PUMP (brake hose weather van only) — Lacks, broken.



GET OUT THE TRUCK I'M ASSUMING IN THE CAB

WINCH — Don't load position, missing brakes, dry, obstructed, checked enough to block rear wheel, can't be adjusted

CRANKING WINDLIFTING SHOCKS OR CONROLS — Missing, won't work unless tested, won't move freely

AIR SUPPLY VALVE — Won't work, leak, cap missing, mounting loose

TIRES — Condition badly (flat), adjusting handle doesn't work



CAB

COIL VENTILATORS — Won't work, lower broken or bent

DOOR HANDLES — Missing, broken, loose, door won't close shut

STEERING COLUMN — Loose, clamp broken

FLOOR — Boards missing, floor boards bent or loose



SCHEIDT
WHEEL AS
A "NO-CAP"
WHEEL, CHASSIS

OPERATING CHECK

TRANSMISSION GEARSHIFT LEVER — Shifts, jumps out of gear, excessive noise, foot missing, foot low, excessive vibration

WIND-UP CONTROL LEVER

PARKING BRAKE LEVER — To remove free-wheel (should hold on hill with 14 lower wheel in tension, or 200 lbs. on 40 feet of 30 mils. tension adjusting brake bands, stops)

THROTTLE SHUT LEVER — Brake, foot, won't engage free wheel (check on slipper's surface, excessive vibration, slip out of gear, excessive noise)

FOOT CONTROL LEVER — Brake or foot (read to be engaged before driving)

WINDMILL HEATER (wheel & control) — Won't work

ANTI-LOCK WAVE CONTROL — Not connected, won't stop engine, excess rough ride

FUEL SHUTOFF VALVE CONTROL — Won't stop in 2000 position, won't stop engine

WAKE PEDAL — Won't work, spring adjustment (should be 1/4 inch free travel), grab, spongy, rattle, chatter, slip

CLUTCH — Chatters, slips, grabs, sluggish, drops, jumps, slack

WIND-UP SWITCH — Broken, loose

STARTER PEDAL — Won't work

START BUTTON — Won't work

NO PRODDING CHECK — One not used before 2000 rpm, won't

SCHEIDT
WHEEL AS
A "NO-CAP"
WHEEL, CHASSIS

SCHEIDT
WHEEL AS
A "NO-CAP"
WHEEL, CHASSIS

ACCELERATOR PEDAL — Missing, loose, foot low or missing, excessive vibration

WIND-UP BUTTON — Won't work, loose

STEERING WHEEL — Loose, badly bent, worn brakes

WIND-UP CONTROL LEVER — Chatters, jumps out of gear, excessive vibration, excessive noise

NO PRODDING CHECK (pedal & control) — One not used before 2000 rpm, won't stop

WAKE — (Several others, rattle, slipping, overboard)

WHEEL ON GROUND — Not working, brake, loose not connected to axle





Dope Sheet

AR's must be broad in their scope —
 They don't try to give all the dope.
 Your command SOP
 is the rulebook to see
 When you need more info to cope.



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





A selected list of current publications of interest to electronics equipment manufacturers is given on this page. Additional information about these publications is given on pages 28 and 29. For more information, contact the Publications Center, 1215 Woodson Road, St. Louis, Mo. 63114, or call (314) 241-2000.

REQUIREMENT FORMS

DA FORM 113-10, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-11, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-12, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

REQUIREMENT FORMS (CONT.)

DA FORM 113-13, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-14, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-15, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

REQUIREMENT FORMS (CONT.)

DA FORM 113-16, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-17, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

REQUIREMENT FORMS

DA FORM 113-18, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-19, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-20, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-21, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

DA FORM 113-22, Requirements for Army Radio Field Radio Equipment Publications, 10/78, 10 pages, 10¢.

This form is used to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications. It is used by the Army to specify the requirements for Army radio field radio equipment publications.

ELECTRONIC PUBS GO PINPOINT

You'd better hurry with that order for Army electronics equipment manuals or you won't miss any because all of these pubs dated about 15 Sep-87 will be on pinpoint.

The new pinpoint forms are DA Form 113-10, Requirements for Army Radio and Field Radio Equipment Publications, and DA Form 113-11, Requirements for Army Field Radio Equipment Publications.

If you're ordering on both of these forms, staple them together and mail them to the U.S. Army Adjutant General Publications Center, 1215 Woodson Road, St. Louis, Mo. 63114. Only one copy needs to be submitted through channels to AGC.

DA Circular 113-11 (May 87), gives you the go ahead with these new pinpoint forms.

Appendix D to AR 780-20 gives you the LFN's for your electronic type manuals as you can get the nonclassifiers.

GOT 'EM? GET 'EM!

**AIR
MOBILITY**

GREAT!... NOW
ALL I NEED TO KNOW
IS THE NAME OF THE
MAN, HOW MANY YOU NEED
AND WHY YOU
NEED 'EM!



You've heard what a good job done 15-GPM liquid fuel filter/separators, P/N 414-011 (MIL), are doing. Now, the question is — Does your unit run only

filter/separators, based in Fed. Gen. Order (FGO) 13 May 66 are listed as a Class II item to units refueling light aircraft and helicopters, and as a Class IV item to units with special refueling problems.

So, whether you can get out depends on your TCE or TCA. If you've authorized Dispensing Pump Assembly, hand-operated pressure caps, P/N 414-014-0001, you get it made. You can request a filter/separator for each pump assembly.

Here's the paper route you take to get this fuel-clearing gear:

Back a letter to your headquarters asking that this item be included in your TCE or TCA. Your authority is the emergency prep in AR 110-18 (20 May 66) and AR 110-11 (15 Apr 66). Be sure you cite AR 110-14 for guidance and use of the emergency provision.

**IF YOUR
TCE OR TCA
APPROVES
THE SERVICE
PUMP
ASSEMBLY ...**



**... YOUR
AUTHORITY
IS IN THE
SERVING.**



DON'T MIX 'EM UP!

THESE
TUBES DON'T
LOOK
KIND-ORDE
TO ME!



BEFORE YOU
FOR WHEN
YOU GET THE
NEW GREEN TUBES
AND G-7 TUBE
MODULE ASSEMBLY
AND IGNITION BOX
FOR YOUR
CARB ROCKET
LAUNCHER
SUBSYSTEM



The new ignition box (PN 100-101-000) can be used with both the new (EM) and the current EMD modules. However, you can't use the old (MD) ignition box (PN 100-100-000) as a spare part for the new (EM) because it's a whole 'nother. The new ignition box will replace the EMD box when stocks are exhausted.

This new tube assembly (PN 100-100-000) is not interchangeable with the MD tube (PN 100-100-010). Never try to use a new tube in a module with the old tubes. It's OK, however, to mount all new modules on one side of your gun and all old ones on the other side, if you have to.

The new tubes aren't 12 inches long — long enough so that the 10-10 wrench won't stick out. It has a spring detent like the ones in the 10-10 cartridge launcher, which means — hooray! — you won't have to oil them every 10 days, remember, the old ones will need those oils.



Also, never try to put these (EM) tubes in an (MD) launcher, even though they have the same spring detent and 10-10 wrench firing pins. The launchers are all wrong for this work.

Here's another tip: Hang on to all serviceable components of damaged EMD modules. They just might come in handy for speedy repair jobs — to keep your launcher subsystems tight ready.

TOOL IN THE GROOVE

Dear Editor,

We aren't getting the grooves clean on your Mill machine gear's gear plates with the simple tool we made for the job. Just squeeze the tool with one hand and rotate the plates with the other . . . and presto, Round's work's done!

The tool's easily made out of a piece of cold-rolled steel or spring wire, say about 1/16 inch thick. Make the tool about 4 inches long and shape any end of the wire to a flat tip—like a chisel end) to fit into the groove—say about 1/16 inch thick.

Kenneth Hollinger
Fort Bowling, Ga.



Old Pros—Just the thing for any gear room—and especially for slapper and St. using any of the 200-series machine gear?

ROCK THE LOCK

A little ingenuity can go a long way when changing 360 T-62mm MG barrels. And it'll be the barrel that does the traveling if you forget the barrel lock stock called for in Table 3-1 of TM 9-1005-124-12 Chap 60.

This is extra important at night, when the doggone barrel locking lever can't be seen with lag up in the unlocked position. So finger-lead the lock while you tug and twist on the end of the barrel. This will save you the trouble of hunting for the barrel when the fire ceases . . . and maybe save your little or bust.



AHA, SPRING(S)!

ONLY
TOP.

Here's some advice from guys who've invented it out in the delta swamps of Vietnam with the M79 grenade launcher:

Remember the springs in the receiver group when you give your weapon the daily — not weekly! — cleaning and lubing job it needs in a hot, molar climate.

High humidity and excess wetness take toll in short order and unprotected parts like these hidden springs soon rust up and bind.

No trick to the job. Just do it regularly and thoroughly, like this:



Remove the receiver group from the gun. Then use the steel-edge metal brush (PN 4844-104-1070) to scrub all sliding contact on and around all the parts — and especially the trigger spring, hammer spring, extractor spring, bolt/bolt spring and the fire bar latching/breaking pin spring, either.

ALL SLIDING
CONTACT

REMOVE THE
SPRING

TRIGGER
SPRING

EXTRACTOR
SPRING

Let the receiver and brush dry for 2-4 minutes. Then use the same brush to point a light coat of PL Special (PN 4844-104-1080) . . . 4 on and on all the parts, again concentrating on the springs. Right coat, the more rust.

This should do it . . . for a day, anyway.

MAKING GUNNERS

?

LOOK BEFORE LOADING

You can't afford to be wrong when you're loading linked ammo in your machine gun—see with Charlie looking ahead!

If you load and get the belt wrong-side up—wow!—you'll get off one shot, but that's all. The belt-holding pawl will jam and your gun will be out of the fight.

1. Remember how your gun should be loaded

THE (WRONG) WAY TO LOAD THE WEAP	IN THIS WEAPON
30-cal Double loop loading	M1919 series, M1917C1 and M2
30-cal Double loop loading	Breaching M2 series
7.62-MM Open side of links down and double loop loading	M20 series (including dagger gun), M21 tank gun
30-cal Open side of links down	M2

2. Load the ammo from the metal boxes or clear containers the same way it's packed.

3. Put each round loose belt back in its container the same way it was first packed.



GET IT, BUCKLE UP! (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

Size	Hex length (in)	PK
1/2" (1/4")	3 1/2"	8120-20-010
3/8"	3 1/4"	8120-20-010
1/2"	3 1/2"	8120-20-010
3/4"	3 3/4"	8120-20-010
1"	4"	8120-20-010
1 1/4"	4 1/2"	8120-20-010

WELL, HOORAY! (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

WELL, HOORAY! (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

FOR CRACKING, TAKE 2 and Puts. (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

PHYSICIAN'S (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

PHYSICIAN'S (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

PHYSICIAN'S (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING

PHYSICIAN'S (L) 1/2" (1/4")
 (R) 1/2"



FOR CRACKING



SCREWDRIVER: cross tip, Phillips, straight, double end and 60 sizes, 1/4 in. cross blade tip.



FOR USE ON:

SCREWDRIVER: flat tip, double end, straight end, 200 varieties tip, broad tip, 1/2 in. cross blade tip.



FOR USE ON:

SCREWDRIVER: flat tip, plasticized, w/flat end, 200 in. tip, 1/2 in. cross blade tip.



FOR USE ON:

SCREWDRIVER: flat tip, heavy-duty blade, no handle, cross blade tip, 200 in. tip, 1/2 in. cross blade tip.



FOR USE ON:

SCREWDRIVER: flat tip, 1/4 in. cross blade, 200 in. tip, 1/2 in. cross blade tip.



FOR USE ON:

SCREWDRIVER: flat tip, 1/4 in. cross blade, 200 in. tip, 1/2 in. cross blade tip.



FOR USE ON:

SCREWDRIVER: flat tip, extra 1/4 in. cross blade, 200 in. tip, 1/2 in. cross blade tip.



FOR USE ON:



COMBINATION: one shaft, 20% to 30% in
and 100 to 150 mm (3 to 5 ft) lg.



FIG. 100-202210

COMBINATION: one shaft, 20% to 30% in
and 100 to 150 mm (3 to 5 ft) lg.



FIG. 100-202270

COMBINATION: shaft (1) or single shaft, 10
and 17 mm (3/8 to 2/3 in) dia. Fluted on 1
and 2nd side.



FIG. 100-202280

COMBINATION: shaft (1) or single shaft, 20%
to 30% in and 100 to 150 mm (3 to 5 ft) lg.
in the shaft or similar dimensions with 10% in lg.



FIG. 100-202290

20-30% handle along outer edge, 10% in dia,
1 to 5 ft lg.



FIG. 100-202300

SHARPENED HEAD, LENGTH: 100 to 150 mm,
10% in lg.



FIG. 100-202310

SP. LENGTH: 100-150 mm with 10% in
dia, 10% in lg.



FIG. 100-202320



TYPE 144-150 Station type
144-201-151



FOR DISASSEMBLY



WRENCH SET, 17-22, 25-30, 32, 36, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000

FOR DISASSEMBLY

WRENCH, open end



FOR DISASSEMBLY

WRENCH, adjustable, open end, length 180, 200, 220, 240, 260, 280, 300, 320, 340, 360, 380, 400, 420, 440, 460, 480, 500, 520, 540, 560, 580, 600, 620, 640, 660, 680, 700, 720, 740, 760, 780, 800, 820, 840, 860, 880, 900, 920, 940, 960, 980, 1000



FOR DISASSEMBLY

Size (mm)

6



Size (mm) (mm)

6

FOR

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

6



6

DISASSEMBLY

WRENCH
SET

NO TOOLS
CAN
BEEN
USED
IT ON
THE
WRENCH
SET
KIT

LOOK INTO YOUR

Coax

Before thinking bad thoughts, know you can't get your SB-80/P or SB-220PT receiver's coax to roll around for you, unless you don't make it there.

Like, *frinstance*, a wavy wavy strip of metal sheathed off the line can be suspiciously removed to the eye and put it out of business... or lots of them or they can cause the coax to lose signal or worse.

Never use a sharp tool to fix the signal. It'll jam the eye and land your receiver for higher maintenance. Gently and lightly move the signal with your finger to get it to roll.

If the line is cracked or broken, get 'er replaced.

YOUR BEST BET IS TO REMOVE THE LEAD COVER AND BLOW THE LINE AWAY, CLEAN WITH A SMALL BRUSH!



KEEP YOUR COBRA DRY

Funny thing about the color-level connector of the CG-400/50 coax assembly. Protected by humidity or moisture to enter there, you're in and down your RF signals.

Normally, since the CG-400 connects to the transmitting double antenna of your AM/FM-SD radio set, it puts a real damp wrap in the set's ability to get the word out.

A simple way to dry up this problem is to seal the connector with waterproof tape such as 3M 215/225/235.



RIGHT A WRONG

You say things don't add up when it comes to a couple of FEM's for parts used with the TR-7 series chargers who test now? Like TM 11-6629-274-21P (Jun 65), TM 11-6629-274-11 (Jun 66) and the changes to the -12 show the tube socket adapter and one of the test leads with the same FEM — 6411-711-7611.

CONFIDENTIAL!
NOW LET THE TEST LEAD KEEP
THAT FEM... AND GOING THE TUBE
SOCKET ADAPTER FEM 6411-800-8001

NO PARTS FOR A PP-1578

If you've been receiving our FEM's for parts like a-carrying case, adapters, test caps, or whatever for your PP-1578/1579 radio detector charger, you're going to need a lot of salt water.

There are no FEM's assigned to anything but the entire charger. Since the whole charger costs only \$15, it's cheaper to make just the item itself rather than go through the paperwork and other expense of passing parts to the system.

So, if you need a part, reassemble or order the whole charger.

Your only other affiliation is to local purchase the adapter from Data Instruments Division, 5000 Corporate Blvd., Princeton, N. J. Be sure to include your charger's model number.

Bottom: Just in case the word didn't blow your way, TR 11-6619-275-12/1 12H Dec-66 is the latest set-up operation and PM on the charger.





LAY DOWN THE LAW WITH YOUR

CHAIN SAW

Not to see those Hoops swing in on a landing strip your chain saw helps you out, right?

The gas choppers do depend on your chip-chopper. Keeping that saw ready for business could keep you paid.

So what's a chain saw?

It's your thing — a two-splinter angle on the back, and a broken sugar cane on the front.



THE FINE FIB



THE SECRET OF GETTING THE RIGHT POCK ON THE BACK IS THE RIGHT CHAIN ADJUSTMENT AND THE RIGHT FIX ON OIL AND FUEL!



Most military users take a pint of OE 30 anti-derogate lube in one gallon of gas. This is a 10 to 1 ratio.

YOU CAN SEE THE EMPTY 11-GALON REFERENCE CAN TO MEASURE THAT LUBE — LIKE THIS!



So mark the can's clean, and mark off 1/3 of the way up from the bottom. Filled to this mark, you've got 8 ounces. It's a can, and that's a pint. Just don't use it for lube or the manufacturer should have you with an oily can.

And picking the right gasoline and the right oil is like picking' wine—both subjects are simple, but there's something in how you do it.

**WASH
MIX IN THE
LAW
NEED
IN THE LAWN
TANK**



Make the mixture in the 2½-gal can you get with your tank, or in the 3-gal replacement — never in the car's own tank. Use OIL-MIX non-detergent oil (OIL 80 is winter), and extended gasoline if possible. Otherwise, use regular gasoline.



A CLEAN FUEL-MIX IS A MUST... TRY THIS TRICK: THE CLOTH BEGINS CATCHING WATER DROPS THAT COULD SEAL THE TANK!

If you suspect there's water enough to seal up your tank, but not enough to make drops, you can check in an easier or rounder way: slosh to every corner of grassy minutes. If that's unlikely, just don't use the famous half inch of mix unless you have to; use it to wash out the tank, or maybe clean back one and blade.

If you don't have a funnel, a rolled-up piece of heavy paper works.

THE LAWNMOWER

Your law has two models in use. Maybe they're labeled "Hi" and "Lo," or maybe they're called "High Speed" and "Low Speed." What you're after is quick response when you need



power, and never mind whether there's a mechanical sound coming out.

That is, you're not worried whether the engine "runs smooth," like you used to want your jalopy to go. With this one-lung plan, life can sound cough-cough bang-cough thumpy/long and be about right.

THE MOTOR'S WORK

Run a couple minutes to warm up, then kick the RPM up to 1000 or 1100—basically about a quarter way open.

Don't let low speed to just make when the chain starts to kick forward.



It also not gas flows in the machine, speed up to about 1/3 second.

Don't let "light" while it's possible about half speed and you get rid of the low speed speed that power cut "two-speed." That's really a sign it's not hitting every time. Pick up the machine by looking out the high-speed mode all the rest of the gas.



Now you're ready to make a check. Are both low-speed and high-speed modes settings shown in a full turn speed? If so, you've done them in a half's eye the first step. Open the throttle . . . do you get full power fast?



The trick on this speed setting bit is, most people try to save the fuel. Maybe they're trying to save gas. But if you save gas, you don't get enough cut. You want to run just before black smoke and backfire, and backing back saves cut from the closed position by 90 degrees or so in a good case.

You know there's 90 degrees in a full turn, and 30 degrees in the angle as lower hand makes in each turn, so you can guess it pretty well. Just remember you're after good power and plenty of cutting, and let the FCA people worry about keeping you supplied.



HOW DOES IT CUT UP?

Besides the power producer, another piece that takes good cutting is the guide bar. On your particular sig, it may be called chain lubricator or cutter oiler or something else. Names could mean less — what happens is the chain gets hot and dry and has to have oil below it to keep itself up or make mistakes out of the guide bar.

HOW DOES



HOW DOES

This has rollers inside, too — you can't just throw in any old oil, any old weight, and get by. You can 50 percent kerosene and 50 percent OE 30, or half diesel (only) and half OE 30 — no OIL ... and in winter, wack, OE 10 instead of 30 weight.



There's one quick check to tell whether you're using that double-roller chain enough.



**GET IN
YOUR LOGS
AND CHAINS!**



Then again, of course, it's far better to use that double-roller one much than you like. You don't have much else to waste on a squalling bearded chain.

Fact, you're about through worrying with fuel. If you've got this all done OE.

All that's left is the gear case and a bucket.

Bucket! Nothing about a bucket in the OE, you say!

Wait a minute about that — in real life, of course, you can make a step up and you GO GO in that gear case (instead of GO'Y). Check it every 4 working hours.

All right — now about that bucket. You'll want it to be 1½-gal or 5- or 4-gallon. In it you'll want 5 or 6 inches diesel (only) — full oil.



That bucket is to clean the chain when you cut rubber trees or gummy wood. Gummy sap like latex comes out with a string or so, with the guide bar cross divided in 5 or 4 inches.

Only thing is, cool it down with a short pour before dipping. Diesel (only) was made to burn, and a full full of fuel you can't use. While you're at it, check that chain adjustment — 1/16 to 1/4 inch slack is enough, but go by your TM. New chains are the worst problem, they work.

TRIPS IN THE TREE



Maybe you already know that which chains can usually be strapped between different material cuts, provided joints

of speeded drive and chain wrap up, so you take chains instead of repair links when you go to the woods. OK, how ... get filters ... get new drives ... good.

It won't hurt you to also take a couple each of extra links, side links, and right- and left-hand cutters for each make of saw chain on the day's job.

What makes it tough is drawing a saw from a pool, and finding out it won't match any other make around. Then maybe you find somebody's checked it over to make ... dull, chain loose, skip air filter ... man.

You mightn't be his work out on the job, but at least like this you have to. That makes it sound like, hi-ya, a handy item. Try to match the angle for the brand of chain.



HERE'RE A FEW NEAR-SWERS!

Good maintenance includes keeping yourself in shape to go for, too, to besides looking out for wood-weighing cuts and track-length distance from other people's cuts, there're other good rules.

WORKS — It's in place with you that off, the could double. But you can get a line and find out if could cut you in half.



WORKS — Steps still changing them maintenance in the chain, have you, the, leg and another's on full on.



WORKS — Not all the way except in one.



WORKS — If the wind changes, could you have a chain of logs to make a hill? You wouldn't walk into an accident—don't try yourself.



WORKS — Don't use on something until first... or a full-on cut.



REMEMBER

TRY



THE BASICS

WINDS
DRIVING



TRUCKS



Another get-around is carrying complete maintenance spares to work instead of maintenance kits. How you can get to look at them.

Your EEL should provide a spare spark plug or two, a couple popular: the sparklers, some magnets/pieces and cutters, and a fuel filter or two.

One final check — get any spare chain checked before home.

MAN IN LAIP

It takes work to get that new look in shape when you come in. Third, you can credit you don't wear.

But wouldn't you get double if you don't make a check-over?

Headlines find him you'd best work on first.

FAN SHROUD AND SCREEN — Clear view of leaves and debris.



CUTTING SYSTEM — Stack caps, switches, and centrifugal air ports, plugs, and pins.



CLEAN OFF THE PRO THAT COLLECTS ALL AROUND THE CHAIN-ON OPERATOR.

USE AND CLEAN — Clean before starting — not on side talk.

CHAINS TEND — Clean out mud and dirt, and make out heavy oil. If these ring, your saw is on the edge of being up.

USE FUELING — Take off, stay off, and if they won't wash out, change.



IF YOU'RE NOT FOR IT... MAKE TO SOME FACTS TO KEEP HAPPY!

TECH

Model of Chain

1971-1975-1976 Aug 68	1-10000-1000-11
1976-1977-1978 Aug 68	1-10000-1000-12
1978-1979-1980 Aug 68	1-10000-1000-13
1980-1981-1982 Aug 68	1-10000-1000-14
1982-1983-1984 Aug 68	1-10000-1000-15
1984-1985-1986 Aug 68	1-10000-1000-16
1986-1987-1988 Aug 68	1-10000-1000-17

But if you should happen to have one of the older big boys, the 20-in. Street-C-1, you'll need TM 5-2004-200-11, and -12, both dated May 79. The 20-in. para-military Little Giant Tree Sitter takes TM 5-2004-200-13P (Aug 68) with

Change 1. And on the off-chance you're paranoidly equipped, the 20-in. Wall takes TM 5-2004-200-13P (Jul 68).

Other brands you'll usually need manufacturer's manuals for. For just a registration just as if you were ordering a new model part, and, of course, that model, serial number, model, TM and General Number. Your registration will send up to U.S. Army Military Equipment Command, 43706, ARMOBILE, 1, St. Louis, Mo. 63120. If there's a manual to be had, that'll do it.

If you will have a longing for legends, try these: They cover most of the and you'll need.

MAN

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

Model of Chain — 1-10000-1000-11 to 1-10000-1000-17

SING ITS PRAISES

How about it . . . if your optical instruments, leather shoes, electronic gear and the like could sing, would they belt out the song, "How Dry I Am?"

If not, you can put 'em in tune with the times and drown away rust and fungi by putting together what's come to be known as a dry locker.

The locker can be a simple chest that takes care of a couple of pieces

of equipment . . . or something that holds all sorts of gear. A fine locker that's been better days works. And you can make it last by using steel plates, but then you need space inside at moving time.

Here's a locker that'll do a good job for you.

It works this way: Air comes through the holes at the bottom . . . gets warmed as it passes the built . . . and then soaks the dampness through the holes in the bottom and out the rear in cheap.

Watch the heat of the built. If the locker is too the small size, the temperature inside might shoot up enough to damage the gear. You may have to go to a 12-watt built. And if the locker is too big for a 40-watt built, switch to a 60-watt or more.

YOU'LL GET THE RIGHT-SIZE BUILT FOR THE LOCKER BY TRYING ONE OF THESE SIZES.

NO. 1 SIZE
— CAN BE BUILT IN SIZE OF SHOE BOX OR BOX.

NO. 2 SIZE
— CAN BE BUILT IN SIZE OF SHOE BOX OR BOX.

NO. 3 SIZE
— CAN BE BUILT IN SIZE OF SHOE BOX OR BOX.

NO. 4 SIZE
— CAN BE BUILT IN SIZE OF SHOE BOX OR BOX.

FORGET THE SB



Dear Staff/Shop:

New SB 22-254 (19 Sep 84), which covers property records for floating equipment, does not mention if it's listed in the current SB Form 270-4 (May 84).

W214 A

Dear Mr. P. A.:

Steps. That's a good to do later.

The SB was superseded by Ch 4 (27 Nov 83) to the old AR 155-11. Floating equipment is accounted for in the unit's property book along with all other equipment. See Item 1B, AR 155-11 P30a-60c.

And, repair part NCP for floating equipment is covered by the AR's Item 1E.

Staff/Shop

GIVE EIR THE GAS!

WAKE UP!
IT'S PAPER-CUT
COMPLETELY!



Do you want speedy action on your EIR?

Then make sure that EIR, DA Form 2407, is complete.

Speed that action by saying what's wrong in full detail. And who—if you have any idea—like the block #1 rules say in pages 1-7.4(111) and 1-7.4(112) of TM 11-780. Use DA 2407-1 if you need it.

It might help, too, to add your ALLOCATION or other phone number plus name that under "Location" in block 5B — or in block #1 if more space is needed. Then the WMP can check back for more details — or later results.

Connie Rodd's BRIEFS

PH Fleck

Keep an eye out for new PH 50P in just command. New range on existing ranges and additions to the PH, and on review periods (as up to the PH 70P 022028 1480-000-000, 7/31/87).

TRM 25-750

You may not have got through copies of TR 25-750 (May 87) on initial distribution. If so, order more from St. Louis Publications Center by FAX or via Phone 17, Queenborough Rd., St. Louis, Mo. 63103 (314-961-87) on your authority. But don't forget your St. Louis Account Number.

2051 Drive Tube

How do you get Battery Drive Tube tube, P/N 1140-000-0001, 2 year #120 on other OCSZ motor drive vehicles from the factory (see drive tube, P/N 1140-000-0001) for the P-2200, 114-00P user.

20116

Roll-Over Mirrors

If you need a new view mirror for your #116 range crane, order it on P/N 1140-000-0001. This is the number for the new mirror and not like it says in P-175, page 18, for the old mirror, 004-0002.

Torch Pop Stopper

That "pop" you hear when somebody dials in your machine leads off every after a welding or cutting job begins. It blows carbon back into the pipe. But it can be simple—just shut off torch oxygen first, then cut your next, and farther way around.

57E Digest Dry-Out

Hold on, health researchers! On page 78 200-000-0 (11 Apr 87) says "It is not a torque wrench to back off or out. But so. The fact remains under the paragraph headed, Check Frequenting that (page 2) should read: A torque wrench should not be used for the fast-off operation.

\$300 A ???

You're probably wondering your head over the meaning of that \$300A figure in the Attachment Manual section of the 4-2000-001-004 (p. 44) Catalog. And after that Digest's editorial message (at of those parts for Fork-Submarine material, P/N, all it means is \$300 - #114 ... and 00008 - #11448. So, "A" will probably disappear in the next edition to the P-175 and OCSZ will then stand for all the #114 models, unless separate model numbers are shown below the 0000 004 number.

I DON'T
CHASE
WHAT YOUR
MAINTENANCE
PROBLEM IS—
I GET OFF!

Shine Out

If you keep taking PH 10 and 01, with 020-001 checks are having trouble keeping those ceiling eye adjustable lighting lights up there, don't blindly enter the ceiling lights. Maybe all you need is a bulb. P/N 1140-000-0001 will get you that.

One Yellow Band

PH and PHF under carriage are also called like this.

Light green body with light red neck, legs and 1 yellow band, which does you to a high explosive bomb.

MP9 Grounders

Having trouble getting repair parts for your MP9? Maybe you missed the area that the OCSZ file was updated and the parts you're looking for are in 11-1 (30 Apr 87) or 11-2 (18 May 87), OCSZ (20 Jun 87) to the -10 MP file special range on handling valves, long legs and neck protrusion.

New DO Form 6

Keep an eye out for new form 60P on use of AH 700-00 (00-01), Report of Findings and Handling Deficiencies. The revised AH covers a new DO Form 6 (May 86), sets on the back of the form (in typical delineating the form can handle, and gets out details if can't report.

Wing Bearing Stack-Up

Time to look, look to look, or not interested—in this is how your PH 10 will be used. It's a new range and bearing on stock up. One manufacturer's handle, the page is not clear ... see page 175 below (right). Depending on the part numbers you have, follow the arrangement shown in the organizational maintenance job.

Automotive Mechanics

Add to that Balanced Label, roller wheels, P/N 1140-000-0001. It's passed to be in the motor wheel set, P/N 1140-000-0001, which is in your Automotive Mechanic's tool kit, P/N 1140-000-0001.

Get Your Details

Any of the details in your equipment manual or manual user? Never fear, OCSZ (20 Jun 87) has a lot of those for it in that detail for work and detail of valves, compressors, and other equipment. It was for PH 10, for individual letters in 4 different sizes to use the maintenance your own details. It also has the painting labels, measuring diagrams and other parts in 4 different sizes. Order it with Change 1, which has the latest details and additions.

Would You Stake Your Life  on

the Condition of Your Equipment?

NO...

HOSING DOWN...

EQUIPMENT
WITH SENSITIVE
FIRE CONTROLS
AND ELECTRONICS

