

Issue 252

PS

1973 Series
November

THE
PREVENTIVE
MAINTENANCE
MONTHLY



HALP!

ALL BECAUSE
ONE LI'L MWO
WASN'T APPLIED,
THIS IS HAPPENIN'...?

WHETHER IT'S
TODAY'S OR TOMORROW'S
ARMY, SOLDIER-- YOU
GOTTA KEEP YOUR
EQUIPMENT READY!

MURPHY
ANDERSON

SEE PAGE 21



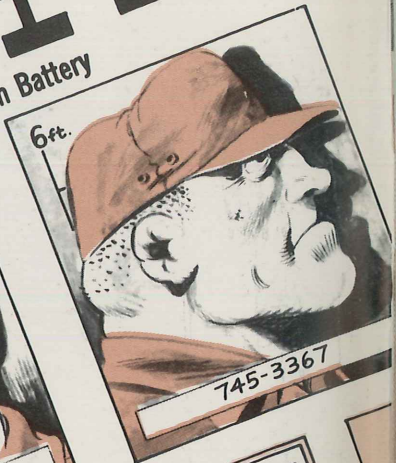
WITH FRIENDS LIKE THIS... WHO NEEDS ENEMIES?

WANTED

For Assault On Battery



Bruto Bashem,



Alias Muscles Murphy,
Bat Treekiller,
Nopey M. Sertiz,
G. D. Phool

SMASHES BATTERY TOP — Uses big crescent wrench to loosen terminal clamp nut instead of using 2 small open-end wrenches of right size. Uses screwdriver to pry clamp off battery post instead of using lifter-scraper tool in No. 1 Common Tool Set.



MASHES CLAMP AND POST — Hammers clamp back on post instead of spreading it open and easing it back on.



APPROACH WITH CAUTION — He may be armed (with a 10-in crescent wrench, hammer and screwdriver).

CRACKS BATTERY CASE — Uses too much muscle to tighten battery holddown bracket. (Has a hard time telling difference between too tight and too loose. He used to leave holddown so loose, battery bounced around and got broken.)



CHARACTERISTICS: Strong in the arms and hands but weak in the legs. Says it's too far to walk to get right battery tools from the tool room. Favorite book is "A Bull in the China Shop." Once tried reading TM 9-6140-200-14 (Aug 71), "Storage Batteries, Lead-Acid Type," but it wasn't exciting enough.

PS THE PREVENTIVE MAINTENANCE MONTHLY

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

MSC Half-Mast
PS Magazine
Lexington, Ky.
40507

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GROUND
MOBILITY

BADGE OF A GOOD OPERATOR...

KNOW YOUR 2½-TON TRUCK

YOU'RE
A COP--
SORT
OF.



Your 2½-ton truck is your beat. Gasoline engine job or multifuel.

You're looking for trouble . . . little trouble . . . before it turns into big trouble. You're carrying "sidearms" — an adjustable open end wrench, pliers, screwdriver, tire pressure gage.

Knowing what to look for . . . that's

half of what makes a good cop . . . and a good truck operator. You look. You feel. You listen. You even smell.

You fix — sometimes. Like if your radiator's low on coolant. Or your engine needs oil. Or water's needed in your batteries.

When you run into trouble you can't handle yourself, you report it . . . on your DA Form 2404.

HERE'S
YOUR
BEAT.

HOLD IT! SOME FAULTS
ARE IN **BOLD TYPE**.
THEY'RE REAL BAD NEWS!
YOUR TRUCK'S DEADLINED
UNTIL THEY'RE FIXED.



GO
TO
IT!

FRONT

WINDSHIELD—Glass cracked, clouded enough to block vision. Weather stripping cracked, torn, coming loose.

WIPERS—Blades missing, arms broken, dead or hardened rubber. (With wiper ON, blade should not hit weather stripping on either side.)

HOOD—Loose, squeaks when opened, dented, out of alignment. Hinges and latches missing, broken, worn, bent, loose, rusted, not lubricated (should be lightly oiled). Safety fastener catch won't work, missing, broken. National markings missing (check your local SOP), wrong (see AR 746-1, "Color and Marking of Army Materiel," and TB 746-93-1).

LIGHTS—Won't work, lenses dirty, cracked, crazed, clouded, contain water, painted over, broken or exposed wire causing short circuit.

GRILLE & BRUSHGUARD—Bent, loose; load classification marker missing or not readable. (SOP may not require load symbol in garrison operation.)

BUMPER—Loose, cracked, rusty, missing bolts, bent. Unit markings missing, wrong, not readable.

LIFTING SHACKLES—Missing, bent, cotter pin missing.

GENERAL APPEARANCE — Dirty, rust spots, body dents, split seams (welds must be solid).



CAB & BODY BOLTS & MOUNTINGS—Missing, loose, broken, cracked. Compression springs bottomed or broken, pads and cushions missing.

MIRRORS — Missing, broken, dirty, painted over or clouded enough to block vision, can't be adjusted for movement in every direction.

TIRES — Valve caps missing, valves bent, cores leak (remove cap, wet core — bubbles show leak). Valves not properly positioned on single wheels, should point out from vehicle; on duals, outside valve points in, inside valve points out and is straight across from outer valve. Wrong air pressure (check with gage). **Tread worn off, cut to fabric, uneven wear (front), blistered; unmatched in size, tread design or wear; need rotation** see TM 9-2610-200-20, TM 9-2610-201-14 and TM 9-2610-201-14-1 for all tire poop).



AIR RESERVOIR—Water in tanks (drain daily). Petcock clogged, stuck, broken.

DOORS—Hinges loose, broken, missing, squeak when opened (oil lightly), latch won't open and close properly. Door stops missing, broken, won't stop door in 2 positions. Weather stripping loose, torn, missing.

WINDOWS — Broken, loose, dirty, clouded enough to block vision, cracks, stuck (won't move up or down). Rear window ripped, fogged enough to block vision.

TOOL COMPARTMENT — Rusted, trashy, unauthorized items, weather stripping torn or missing, tools missing.

RUNNING BOARDS — Bent, mounting bolts loose.

FUEL CAN, BRACKET & NOZZLE (only bracket present normally) — Mounting bolts loose, missing. Strap frayed, mildewed, missing. Bracket bent, dirty. Fuel can (if present) rusty inside.

LEFT SIDE

TIE DOWN (TARP) HOOKS — Bent or broken, missing, rusty.

FRAME — Bent, cracked. Side rails and crossmembers loose, broken. Welds broken, rivets loose.

SPRING SEATS — Cap screws loose, missing, leaking. Lube plug not installed (per TM 9-2320-209-20, Ch 4 (Jul 71), para 191.2).

WHEELS — Lube or brake fluid leaking. Lug nuts missing, loose. Studs bent or broken. Axle flange screws loose. Rims bent.

PIONEER TOOLS — Rusted, handles cracked or unpainted, missing.

SPARE TIRE AND CARRIER — Bracket loose, bent, rusted, broken spot welds. Spare tire missing, wrong pressure, tread worn to fabric, not secured.

A DAILY LOOK—SEE CAN NIP BIG PROBLEMS IN THE BUD

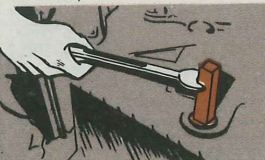
WITH NO PM YOU ALSO GET NO GO!

PS MORE

UNDER NEATH

TRANSMISSION — Leaking, linkage bent or broken, wrong lube level (stick finger in up to first joint; fingertip should just touch lube when cold; lube is at plug level when hot). Mounting bolts missing, loose. Flywheel housing drain plug missing from stowage boss or not in glove compartment. Vent not clean and open.

Your truck's tools include a special tool for taking out gear case check plugs. It's Wrench, plug, FSN 5120-708-3302, listed on page 233, Ch 5 (Oct 68), TM 9-2320-209-10.)



If you can touch the lube with only the first joint of your finger through the check hole, your gear case lube level is OK.)

TRANSFER — Linkage or mounting bolts loose, leaks, wrong oil level (check same as transmission).

DRIVE SHAFT & U-JOINTS — Bolts or shaft loose, sloppy play in U-joints, leaking seal, companion flange loose, yokes misaligned (vibrate during operation).

DIFFERENTIAL — Wrong lube level (check same as transmission), bolts loose, breather vent clogged, plug leaks, gasket leaks.

MASTER BRAKE CYLINDER — Leaking, boot missing, torn, not tight at both ends. Check brake system.



EMERGENCY BRAKE — Linkage loose.

BRAKE LINES & HOSE CONNECTIONS — Loose, kinked, frayed, leaking, twisted.

GREAT--HUH? IT'S A LITTLE GADGET MY MEN THREW TO DO FIELD PM!

THERE'S GOTTA BE ANOTHER WAY!!

ER-- FRED...

STEERING GEAR ARMS & LINKAGE — Not lubed, loose, bent.

FRONT AXLES — CV boots missing or torn. Not lubed, leaking. Dirty breath-

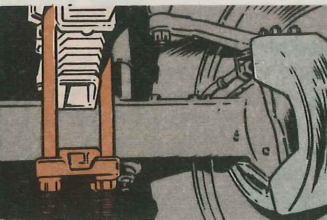


TWIST BREATHERS ...



... THEN TAP 'EM

er on housing. Flange bolts loose. Turn stop bolt weld broken. Seal missing, cracked, loose.



SPRINGS, U-BOLTS, CLIPS — Signs of oil or grease (should not be lubed), bolts loose or missing, rubber bump plates missing, shackle mounting bracket rivets broken (tell-tale cracked paint). U-bolts missing or broken. Rebound clips or leaves loose, missing or broken.

STEERING GEAR FILL & LEVEL — Leaks, wrong level (should be 1 inch below filler plug).



SHOCK ABSORBERS — Broken at mounts, loose, leaking (wet). Bushings worn, cut, damaged. Housing bent. Bracket loose.

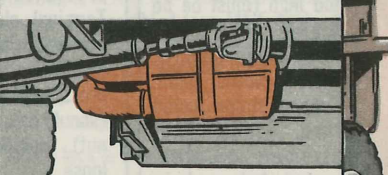
ENGINE OIL PAN — Leaking, loose plug or screws, pan dented.

CROSS BRACES — Bent, loose.

TORQUE RODS — Loose, bent.

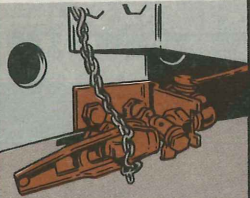
TIE ROD ENDS — Loose, bent, worn.

MUFFLER — Loose, cracked, holes, burned out. Clamps missing, loose.



GARBAGE PIT

AIR COUPLINGS — Cap or chain missing, broken, leaking, bent.



SPLASH (MUD) GUARDS — Missing, loose, torn. Fasteners missing.

PINTLE — Missing, loose, not lubed, can't be opened, lock pin (cotter pin) not attached with chain, spring broken.

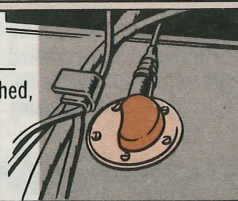
REAR LIGHTS — Not working. Lenses dirty, cracked, clouded, discolored, covered with paint, wire short circuited.

RIGHT SIDE

FUEL TANK — Leaking, loose, bent. Fuel level too high (must be no higher than FULL mark). Tank top dirty, rusted, needs paint. Support straps rusted thru, loose. Fuel strainer missing, rusted, holey, chain missing, loose, broken. In-tank fuel filter gasket missing, damaged (gasoline engine). Cap not seated properly.

BATTERIES — Cracked, leaking. Caps missing, vent clogged. Electrolyte not at required level (must cover plates). Terminal clamps loose, no grease, corroded. Cables pinched, loose (use only thumb and finger to lift and press), not mounted on clamp right (should be under bolt head, not under nut). Holddowns too tight or too loose.

FUEL LEVEL SENDING UNIT — Loose, line crushed, unit connector crushed, wire broken.

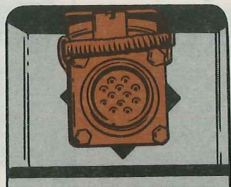


TAIL PIPE OR EXHAUST STACK — Loose, cracked, rusted through, collapsed. Clamps missing, loose.



REAR

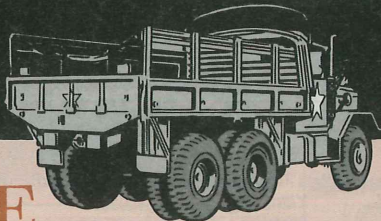
TRAILER COUPLING RECEPTACLE — Dirty, lugs broken, cap missing or sprung, bent, corroded, outer ring damaged.



REFLECTORS — Missing, cracked, dirty, discolored.

TAIL GATE — Bent, broken, loose; fasteners and chains missing or rusted, broken. Chain cover missing, retaining hook bent so won't open, either step unusable.

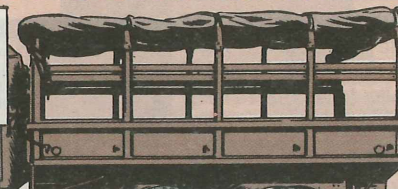
BUMPERETTES — Bent, loose, broken, unit markings missing or not readable.



CARGO BODY

SAFETY STRAP — Missing, cut, badly frayed, snap hook broken.

CANVAS, BOWS & STRAPS — Canvas missing, torn, dirty. Top bows broken. Ropes frayed. Buckles busted, missing.



SIDE RACKS — Missing, loose, broken, bent, wood rotted, unpainted, tiedown hooks and cargo bolts broken, missing, bent, loose.

TROOP SEATS — Broken, rotted, unpainted, brackets missing or bent, cotter pins missing, bracket retaining pins missing.

FLOOR PLATES — Bent, damaged, drain hole clogged.

WINCH

CABLE — Dirty, rusted, not lubed, shredding, loose on drum, kinked, not installed on drum right (see fig 1-14, TM 5-725, "Rigging").

CHAIN — Rusted, dirty, damaged links or hook, hook not anchored.

DRUM LOCK POPPET KNOB — Unlocked, not lubed, won't operate freely.

WINCH DRIVESHAFT — Not lubed, dirty, does not have aluminum shear pin (test with magnet).

DATA PLATES — Dirty, unreadable, covered with paint.

CLUTCH CONTROL LEVER SHIFTER — Bent, broken, rusty, won't operate freely.



WINCH FRAME BRACKET BOLTS — Loose.

WINCH BUMPER BRACKET BOLTS — Loose.

THIMBLE & CLAMPS — Worn, damaged, improperly assembled (see TM 5-725).

DRAG BRAKE — Not working right. Test it like this:

1. Clutch control lever to disengaged
2. Drum lock ¼ turn to disengaged
3. PTO lever in central neutral
4. Pull cable from drum
5. Drum should stop revolving when cable pull is stopped
6. If drum overruns cable — adjust brake.

LIKE I SAID, CONNIE-- IT'S NICE TO HAVE A WINCH AROUND...



UNDER THE HOOD

COOLING SYSTEM:

COOLANT — Dirty, rusty, below core top (should be up to level cock — no more, no less), does not meet anti-freeze and corrosion inhibitor tests in TB 750-651. Oil (rainbow color) leaking into cooling system.

RADIATOR — Leaking (or signs of leaking, like stains) from top tank, core or bottom tank. Fins badly mashed or clogged by bugs, leaves, trash. Support rods missing, loose. Mounting bolts (studs) loose, missing. Shroud loose, brackets loose.

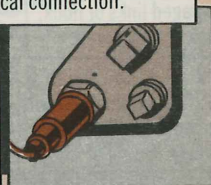
HOSES & CLAMPS — Hoses leaking, cracked, mushy, collapsed. Clamps missing, broken, loose.

WATER PUMP — Leaking, loose on engine block, pulley bent or loose on pump, drive belts too loose or too tight (should have 1/2-in deflection from straight line between generator and crankshaft pulleys).

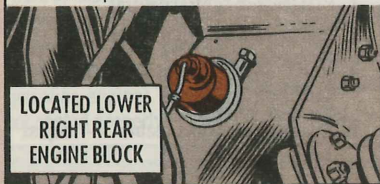
RADIATOR CAP — Chain missing, gasket missing, wrong pressure release rating (should be 6 1/2-to-8 PSI stamped on top).

ENGINE — Coolant leaks from head gasket or anywhere else on engine. Water (blobs) in engine oil (may mean leak inside engine).

SENDING UNIT (oil temperature) — Leaking, rusty, loose electrical connection.



SENDING UNIT (oil pressure) — Leaking, rusty, loose electrical hookup.



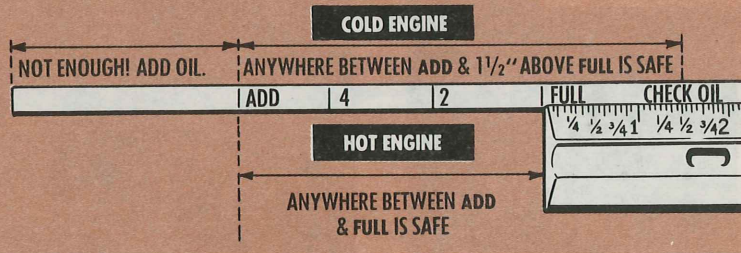
LOCATED LOWER RIGHT REAR ENGINE BLOCK

EXHAUST MANIFOLD HEAT CONTROL VALVE (gasoline engine) — Broken, cracked, loose, frozen, incorrect control setting (should be down — OFF — except for extreme cold).

WIRING — Insulation frayed, loose connections, sparking or smoking (short circuit).



ENGINE OIL — Below "L" (gasoline engine) or below "ADD" (multifuel engine) on dipstick (do not screw down to check oil level). Above "F" (gasoline engine) or more than 1 1/2 inches over "FULL" (multifuel engine) on dipstick in cold check. Water (blobs on dipstick) or fuel (smell dipstick) in crankcase. Dirty oil (gritty feeling on dipstick — dark color of oil alone does not mean it's too dirty).



AIR COMPRESSOR — Belt not adjusted right (should be 1/2-in deflection), belt cracked, air line connections loose.



STARTER MOTOR — Not working, loose, dirty, loose cable connections.

GENERATOR OR ALTERNATOR — Loose mounting, dirty or loose electrical connections, bracket broken.

YER MATINÉE PERFORMANCE IS OK, J.B.-- BUT YA GOTTA IMPROVE YER PM!

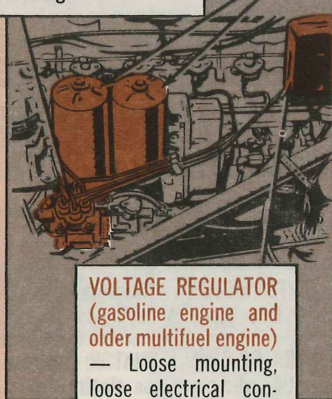


CARBURETOR & LINKAGE (gasoline engine) — Loose, bent, linkage sticking, parts missing, gasket missing, idle too fast or too slow. Vent lines or hoses cracked, leaking, bent, loose, holes, clogged, not clamped right. Choke won't work, wire broken, bracket broken, screw missing.

CRANKCASE BREATHER (gasoline engine) — Cap missing, chain missing, dirty, clogged, oil not at level mark, shutoff valve not working.

FUEL INJECTOR PUMP AND FUEL LINES (multifuel engine)—Loose, leaking.

OIL FILTERS & MOUNTS—Leaking, loose.



VOLTAGE REGULATOR (gasoline engine and older multifuel engine) — Loose mounting, loose electrical connections, seals broken.

GENERAL — Any fluid leaks, any unusual noises like hissing or knocking.

AIR CLEANER (multifuel engine) — Rain hood loose, cover clamps not fastened, filter element dirty, holes in air intake tube or clamps loose.

FUEL LINE SHUTOFF VALVE (gasoline engine) — Won't work, handle broken or missing.

DISTRIBUTOR (gasoline engine) — Cap cracked, dirty, loose mounting, loose electrical connections.

FUEL FILTERS (multifuel engine) — Primary not drained, drain cocks won't work, leaking.



You've got to get under the right front of your multifuel truck to reach the primary fuel filter.

FUEL PUMP (gasoline engine) — Leaking, priming lever missing, broken, won't work.

AIR CLEANER (gasoline engine) — Loose, clogged, leaking, oil not at level mark, grit in bottom of reservoir, holes in carburetor intake tube or clamps loose.

CRANKCASE VENT LINE (multifuel engine) — Loose, mashed, plugged.

On most light switches, you've got to lift the UNLOCK lever to switch from STOP LIGHT to SERVICE DRIVE—but on some you don't. Either switch is OK.

AIR FILTER INDICATOR (multifuel engine) — Red flag locked up.

LIGHT SWITCH — Cracked, won't work.

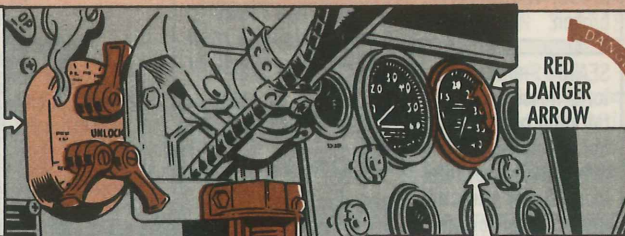
HEADLIGHT BEAM INDICATOR LIGHT — Missing, won't work, painted over.

OIL PRESSURE GAGE — Not working (with engine at fast idle, should show at least 15 PSI).

BAT-GEN INDICATOR Won't work right (should not stay at extreme end — either end—with engine running at operating temp), lens cracked, dirty, clouded.

ANY INSTRUMENTS — Not working, lenses broken, cracked, clouded, dirty, painted over.

INSIDE CAB



RED DANGER ARROW

TACHOMETER — Not working. RPM limit arrow missing, overspeeds red line RPM.

A locked-up red flag means your engine air cleaner's plugged with dirt. Clean it!

Do you need a red "DANGER" arrow for your tachometer? It comes under FSN 7690-924-4318.

WATER TEMP GAGE — Not working (should read 160°-180° after engine's warmed up).

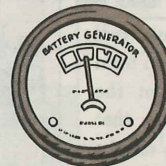
INSTRUMENT PANEL LIGHTS — Missing, not working.

AIR PRESSURE GAGE AND BUZZER — Not working (gage won't rise after starting or buzzer won't sound). Buzzer keeps sounding (should go off at 65 PSI).

YOUR BATTERY-GENERATOR INDICATOR LETS YOU KNOW

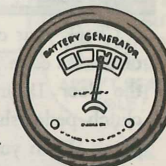
1ST TEST IGNITION ON. ENGINE OFF. ALL ELECTRICAL UNITS OFF ...

NORMAL READING



... NEEDLE SHOULD REST HERE

2ND TEST ENGINE RUNNING AT HIGH IDLE AND WARM, ALL ELECTRICAL UNITS ON.



... NEEDLE SHOULD REST HERE

NEEDLE IN ANY OTHER AREA MEANS NO-GO UNTIL A MECHANIC CHECKS OUT BATTERY & CHARGING SYSTEM.

MAP COMPARTMENT — Loose, dirty, wet, falls open, latch broken. Flywheel housing fording plug missing (if it's not installed in flywheel housing).

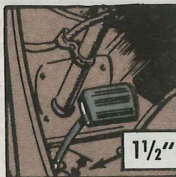
DOOR OR WINDOW HANDLES — Missing, loose, inoperative, broken.

SEATS — Cushions torn, missing. Regulator knob bent, broken. Springs missing, channels loose, hinge plates loose. Driver's seat adjuster lever broken, stuck in one position.

WINDSHIELD — Vertical position lock, tilt adjuster, inner frame lock missing, rusted, won't work. Channels rusted, loose. Welds cracked, broken. Retaining fasteners missing, loose, broken, bent.

DIMMER SWITCH — Broken, won't work, loose, delay between hi and low beam.

CLUTCH — Grabs, chatters, slips. Draft pad missing, loose. **Wrong free travel** (must be no less than 1½ inches).



1½"



WHITE MARK

Check your clutch free travel real often. It's easy: Just measure up from the floor 1½ inches and paint the clutch pedal shaft white up to that point. When you press down on the clutch pedal with your hand, it should go easy for 1½ inches — until the top of your white mark is even with the floor. If there's still white above the floor when the pedal gets hard to push, your free travel's too short — your clutch needs adjusting.

STEERING WHEEL — Mounting loose, too much play, bent, cracked bad enough to hurt hands or to show steel core rusted or broken.

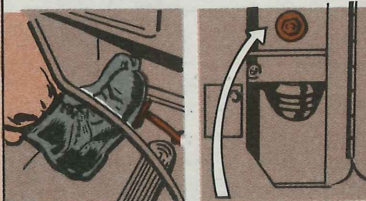
FIRE EXTINGUISHER (as required by AR 385-55) — Not present, discharged.

HORN BUTTON — Won't work, loose.

FLOORBOARDS — Missing screws or bolts, loose, rusted, bent.

HANDBRAKE — Won't hold, loose, not adjusted right for full application.

SERVICE BRAKE PEDAL — Spongy, too hard, grabs, falls away under pressure, wrong adjustment (travels to point less than two inches from floor).



Your life depends on your brakes. Bum brakes may mean your master cylinder is low on brake fluid. Check it — lift up the access panel on the cab floor and take out the filler plug. The brake fluid level should be at ¾ inch below the plug gasket. If it's lower than that, add brake fluid.

INSIDE CAB (MORE)

IF YOU GEAR-JAMMER TYPES CHECK YOUR RIG OUT BY THE BOOK-- LIKE THIS...

I'LL ADJUST TH' SEAT FER YA, CONNIE!

HOW DO YA CHECK CLUTCH FREE TRAVEL?

...YOU'RE SURE TO KEEP ON TRUCKIN'!

HEY, FELLAS! 2½ TON PM TIME!

STARTER PEDAL OR BUTTON — Not working.

TRANSMISSION GEAR SHIFT LEVER — Stuck, loose, bent, knob missing, boot torn.

ACCELERATOR PEDAL — Sticks, loose, boot missing or torn.

PTO SHIFT LEVER — Stuck, loose, bent (check w/engine off).

COWL VENT CONTROL HANDLE — Broken, loose, stuck.

AIR SUPPLY VALVE — Not working, cap and chain missing.

ENGINE STOP KNOB (multifuel engine) — Won't pull out.

ACCESSORY SWITCH (multifuel engine) — Won't work, broken, loose.

IGNITION SWITCH (gasoline engine) — Loose, won't work.

HANDTHROTTLE KNOB — Missing, loose, won't work.

CHOKE CONTROL KNOB (gasoline engine) — Won't work, missing, loose.

WINDSHIELD WIPER CONTROL — Knob missing, won't work.

MANIFOLD HEATER SWITCH (multifuel engine) — Won't work.

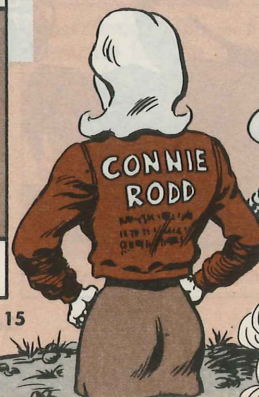
WIPER MOTOR — Lever missing, won't work. Hold-down fasteners bent, broken, bolts loose, seals cracked, hose cracked. Regulating valve not operating, leaks.

PRIMER PUMP (gasoline engine) — Control knob missing, binds in one position, missing, loose, won't work.

CRANKCASE VENTILATION SHUTOFF VALVE (gasoline engine) — Won't work, handle loose or missing.

NAME, DATA & CAUTION INSTRUCTION PLATES — Not readable, missing, painted over.

YES, MURGATROYD-- THE NAME IS CLEAR-- BUT THE CAUTION INSTRUCTIONS AREN'T READABLE!



≠PANT≠

TRACK INSPECTION GUIDE



TRACK OUT OF WHACK,
TOO TIGHT OR TOO SLACK,
WON'T CARRY YOU BACK
TO YOUR LITTLE GRASS SHACK.*

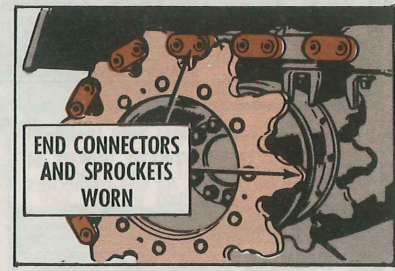
*TANKER'S
LAMENT

Like the old song goes, taking care of your track is where it's at, and correct tension is worth a mention.

Track too tight? This strains the rubber bushings in the track and shortens their



service life. There's extra wear on the sprockets and the end connectors.



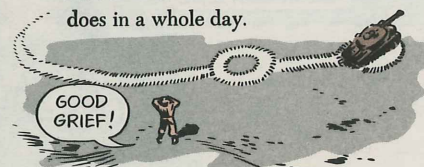
Track too loose? The center guides can gouge chunks of rubber out of the road wheels. Loose track is more likely to skip and override the sprocket.



So which is worse? Too tight is worse than too loose, but there's no excuse for anything except the right tension.

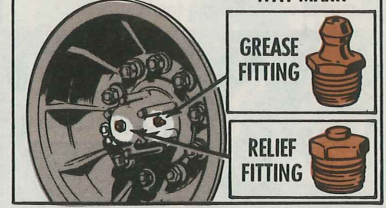
The poop's in your -10 TM, so get it right and adjust as necessary to keep it there.

Pivot steering at high speeds (hardly ever necessary) wears out as much track rubber in a few seconds as a road march does in a whole day.



If you really have to pivot, slow down and do it in a series of movements, stopping in between to let the track adjust.

WATCH THESE — CAREFULLY:

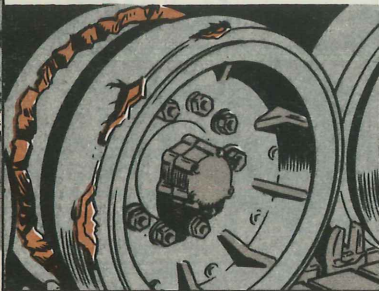


Roadwheels & Idlers — If the rubber is separated from the metal on a wheel, inspect for serviceability using the standards in TM 9-2630-200-14 (Jun 72). If a

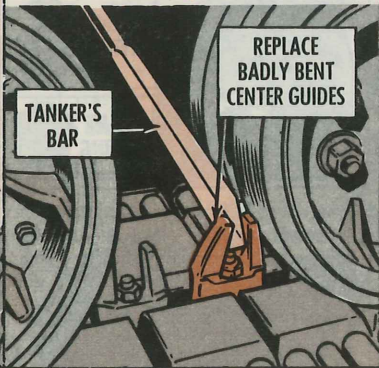


wheel or idler is unserviceable or missing, it must be replaced for proper operation. So check daily and replace as necessary.

Chunking — You may sometimes put up with more chunking than you ought to because you're not bothered by the thumping and roadwheel noise. If enough of your roadwheel rubber is chunked off to cause thumping, you need a new roadwheel.



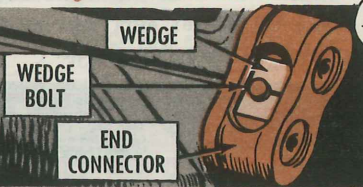
Replaceable Center Guides — You waste your time if you try to straighten a bent center guide with a tanker's bar. It can't be done. It should be taken off and replaced with a new one. A replaceable center guide so badly bent that you can't get at the nut to unscrew it can be removed with a cutting torch.



TANKER'S BAR

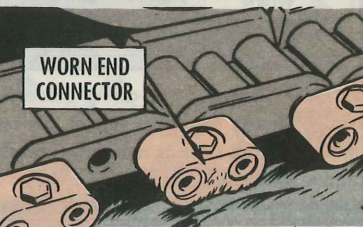
REPLACE BADLY BENT CENTER GUIDES

Connectors and Wedges—A wedge loose or worn or a wedge nut or bolt not tightened right can cause loose or broken



WEDGE
WEDGE BOLT
END CONNECTOR

track. Keep your wedges tight (not bottomed) and replace cracked, broken, or worn end connectors. All end connectors



WORN END CONNECTOR

and wedges, both inboard and outboard, are checked while the vehicle is slowly moved forward or backward.

Live Track — Make sure your track has a live spring action. The spring effect comes from rubber bushings that hold the track pins real tight. If the bushings wear out they slip on the pins so the track loses its spring, and you have a dead track block. To check track for dead track block, watch as it moves slowly be-

LIVE TRACK?

YUP!

tween the support rollers. A dead block will have no spring and that will make it sag in a "V" between

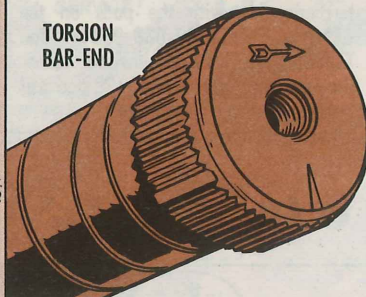


NO SAG BETWEEN ROLLERS

the rollers. Replace the dead block with a good one.

Torsion Bars — Torsion bars are springs that hold up your vehicle. When one is broken the vehicle may sag, putting more strain on the remaining ones. You can

TORSION BAR-END



check both front and rear roadwheels for broken torsion bars just by looking. If track tension raises these wheels off the ground, it is usually a sign that the torsion bar is broken. If you can raise these



WHEEL RAISED? CHECK TORSION BAR

wheels (or any of the intermediate wheels) with your tanker's bar, the torsion bar is broken and needs replacing.



TANKER'S BAR

IT'S MAH TRUSTY HUNTIN' ARN, MIZ CONNIE!

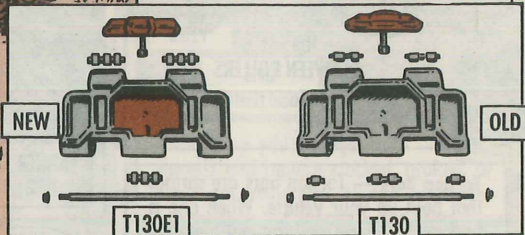
GREAT FER FINDIN' BUSTED TORSION BARS!



UH-OH! TIME TO PIVOT AND MAKE TRACKS!



M113/M113A1 Series Vehicles — A new track, FSN 2530-078-2908, is being phased in to replace the present T130 track. This beefed-up track (T130E1) will give more mileage with less maintenance. One thing to remember, the pads on the



T130 (FSN 2530-690-2681) are not interchangeable with the pads on the T130E1 (FSN 2530-088-9531). The T130E1 pad will fit on either the old or the new track, but the old T130 pad will work only with the old track.

Nuts and Bolts — Loose components are more likely to get lost, cut, gouged or wear out . . . so inspect often and keep 'em tight.



M60/M48 Series Tanks — The T97E2 track shoes now on your tank will soon be phased out. When the supply is gone, you'll get the new T142 track shoes. These shoes wear over twice as long as



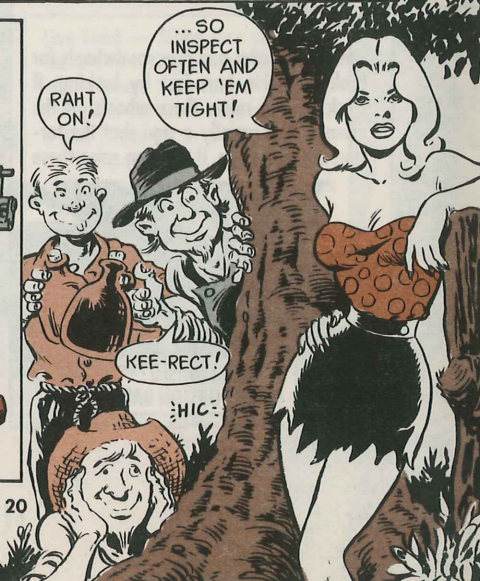
OLD T97E2

NEW T142

the present shoes. By taking the replaceable pads off the new shoes you can move in terrain that would be tough going with your present track.



REPLACEMENT PADS



JOE'S DOPE

YOUR EQUIPMENT HOT? WITHOUT MWO* IT'S NOT.

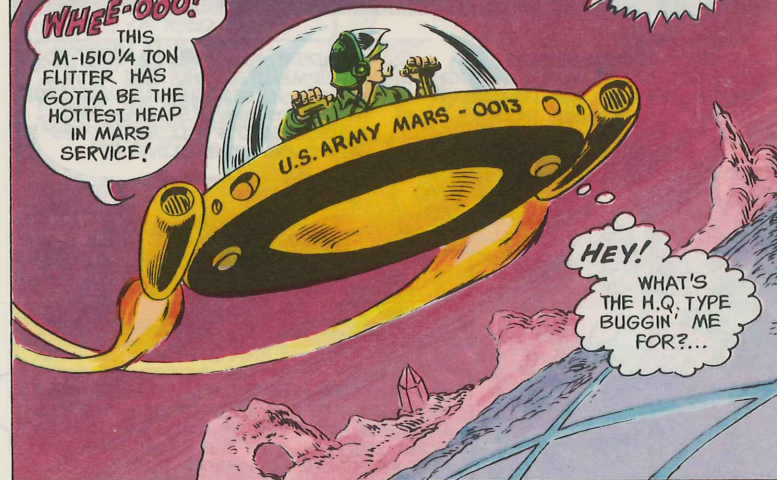
* Modification Work Order



H.Q. FLITTER 008 TO FLITTER 0013 DRIVER... COME IN, PLEASE!

WHEE-OOO!

THIS M-151 1/4 TON FLITTER HAS GOTTA BE THE HOTTEST HEAP IN MARS SERVICE!



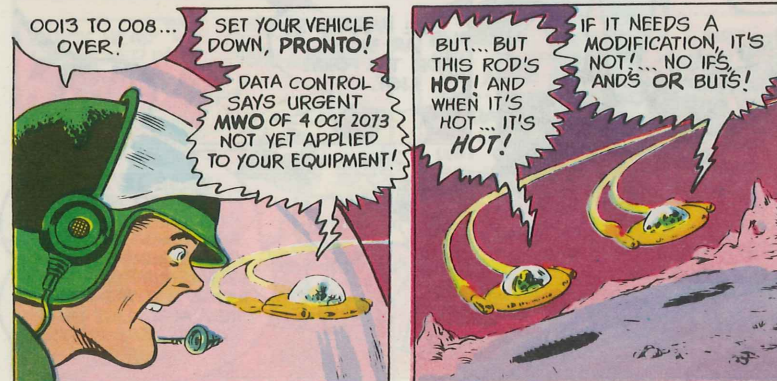
HEY!

WHAT'S THE H.Q. TYPE BUGGIN' ME FOR?...

0013 TO 008... OVER!

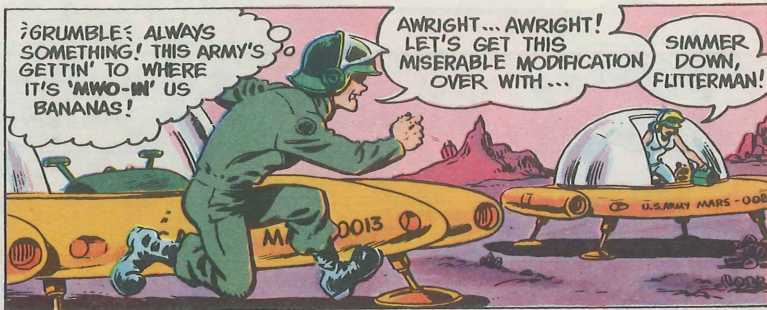
SET YOUR VEHICLE DOWN, PRONTO!

DATA CONTROL SAYS URGENT MWO OF 4 OCT 2073 NOT YET APPLIED TO YOUR EQUIPMENT!



BUT... BUT THIS ROD'S HOT! AND WHEN IT'S HOT... IT'S HOT!

IF IT NEEDS A MODIFICATION, IT'S NOT!... NO IF'S AND'S OR BUTS!



GRUMBLE: ALWAYS SOMETHING! THIS ARMY'S GETTIN' TO WHERE IT'S 'MWO-M' US BANANAS!

AWRIGHT... AWRIGHT! LET'S GET THIS MISERABLE MODIFICATION OVER WITH...

SIMMER DOWN, FLITTERMAN!

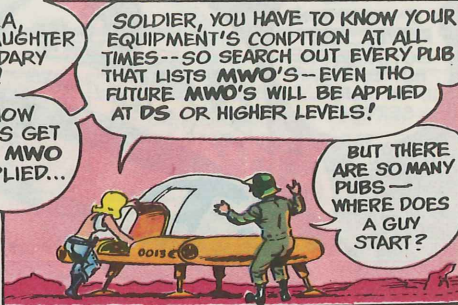
GREAT MARTIAN MOLE HILLS! IT'S... IT'S... IT'S...

CONNIE BARBELLA, GREAT GRANDDAUGHTER OF THE LEGENDARY CONNIE RODD!

SOLDIER, YOU HAVE TO KNOW YOUR EQUIPMENT'S CONDITION AT ALL TIMES--SO SEARCH OUT EVERY PUB THAT LISTS MWO'S--EVEN THO FUTURE MWO'S WILL BE APPLIED AT DS OR HIGHER LEVELS!

NOW LET'S GET THIS MWO APPLIED...

BUT THERE ARE SO MANY PUBS-- WHERE DOES A GUY START?



WHY, WITH DA PAM 310-7, THE MWO INDEX. THEN GET THE EIR DIGEST TB'S. THEY'RE AVAILABLE FROM THE ST. LOUIS AG PUBLICATIONS CENTER. USE THE SAME DA FORM THAT GETS YOUR EQUIPMENT TM'S BY PIN-POINT.

SEE PARA 3-7 OF AR 310-2 FOR THE FORM LIST.



THESE TB'S IN THE 750-900 SERIES LIST UPCOMING AND CURRENT MWO'S WITH EQUIPMENT SERIAL NUMBERS FOR THOSE NOT YET APPLIED. THEY ALSO LIST OUT-GOING (RESCINDED) MWO'S.



SO, IN THE TB FOR YOUR EQUIPMENT GROUP, YOU CAN GET THE COMPLETE MWO PICTURE, COMING AND GOING. THAT'S NOT ENOUGH, THO--

YOU ALSO WATCH THE WEEKLY BULLETINS FROM THE AG PUBS CENTER FOR NEW MWO'S AND MWO CHANGES.

THESE TWO WILL BE PICKED UP LATER IN DA PAM 310-7.



THIS PAMPHLET LISTS CURRENT MWO'S BY TITLE AND URGENCY OF NEED AND BY EQUIPMENT TYPE, MODEL, FSN AND SERIAL NUMBER. BUT IT MAY RUN A BIT BEHIND THE EIR DIGEST TB'S AND AG WEEKLY BULLETINS.



SO, IF YOU WAIT FOR MWO'S TO SHOW IN DA PAM 310-7, YOU MAY THINK YOUR EQUIPMENT'S HOT WHEN IT'S NOT. YOU'RE REALLY HOT IN THE MWO DEPARTMENT ONLY WHEN YOU KNOW WHAT YOUR SUPPORT UNIT'S DOING ABOUT 'EM!



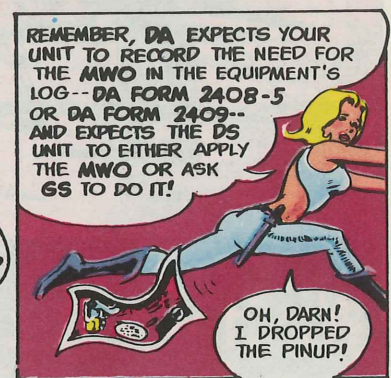
ANYTIME AN MWO APPLIES, YOUR DS SHOULD GET IT, WHETHER THE MODIFICATION IS A JOB FOR DS, GS OR DEPOT.

--ER, CONNIE-- WE GOT A PROBLEM!



QUICK, HEAD FOR COVER IN YOUR FLITTER, CONNIE!

I'LL TRY TO GET MINE GOING AN' HOLD 'EM OFF!



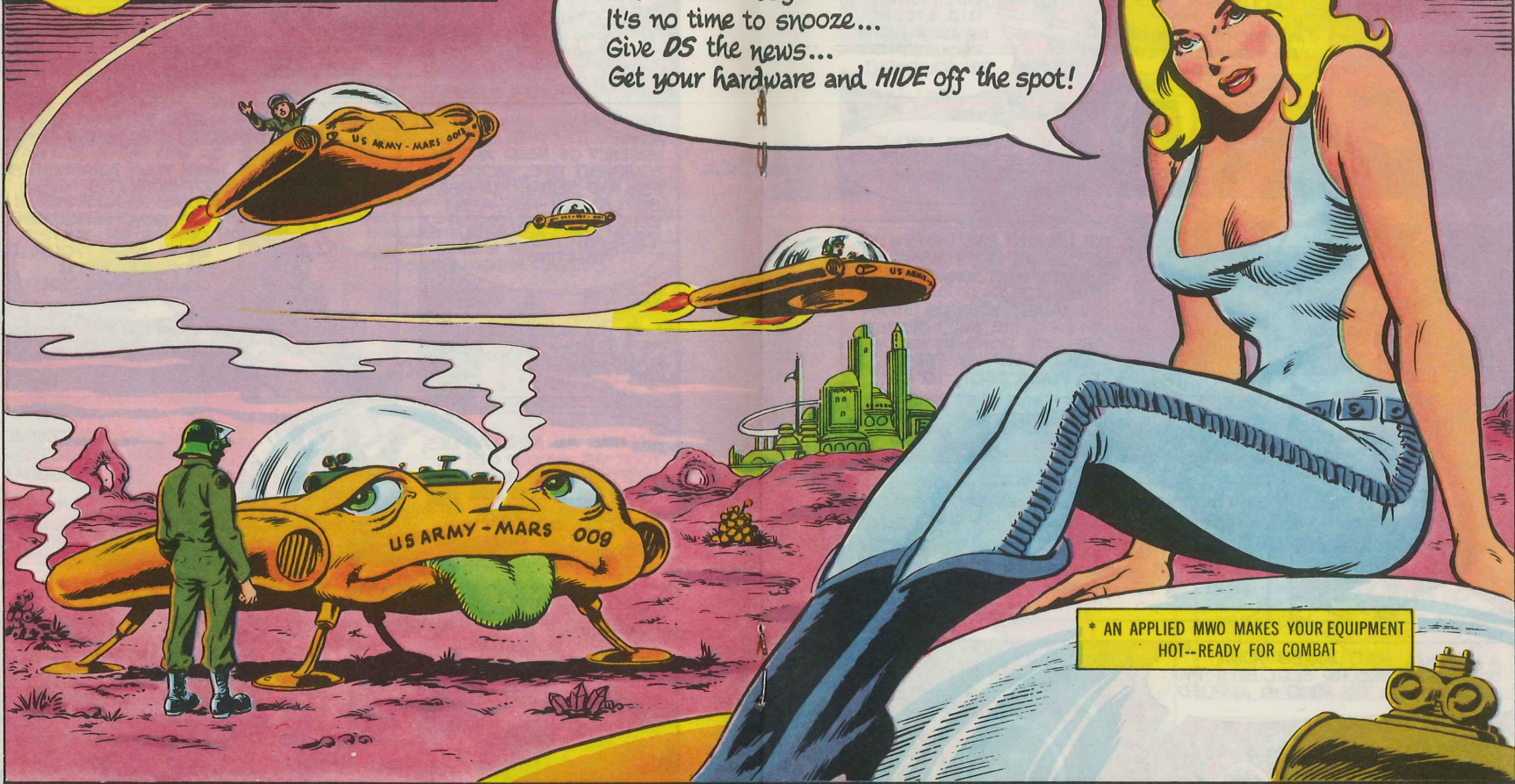
REMEMBER, DA EXPECTS YOUR UNIT TO RECORD THE NEED FOR THE MWO IN THE EQUIPMENT'S LOG--DA FORM 2408-5 OR DA FORM 2409-- AND EXPECTS THE DS UNIT TO EITHER APPLY THE MWO OR ASK GS TO DO IT!

OH, DARN! I DROPPED THE PINUP!

JOE'S

Dope Sheet

When your equipments gotta be hot,*
but an MWO says it's NOT--
It's no time to snooze...
Give DS the news...
Get your hardware and *HIDE* off the spot!



* AN APPLIED MWO MAKES YOUR EQUIPMENT
HOT--READY FOR COMBAT

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

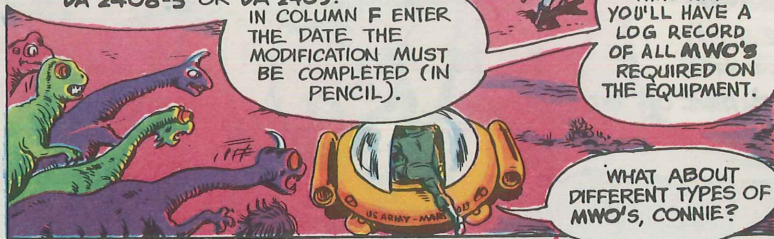
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

ONCE YOU GET INFO ABOUT THE MWO (DA PAM 310-7, EIR TB) YOU SHOULD TURN UP THE HEAT ON THE FRONT BURNER AND RECORD DETAILED MWO DATA IN COLUMNS a THRU e OF DA 2408-5 OR DA 2409.

IN COLUMN F ENTER THE DATE THE MODIFICATION MUST BE COMPLETED (IN PENCIL).

THAT WAY YOU'LL HAVE A LOG RECORD OF ALL MWO'S REQUIRED ON THE EQUIPMENT.

WHAT ABOUT DIFFERENT TYPES OF MWO'S, CONNIE?



WELL! THERE ARE THREE GENERAL GROUPS OF MWO'S.

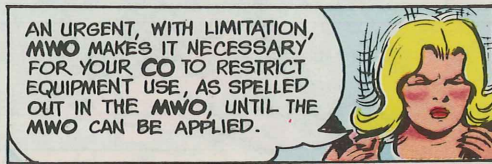
HERE'S HOW THEY STACK UP...



GHOMP

THE URGENT MWO (AS PRINTED ACROSS THE TOP) MAKES YOUR EQUIPMENT NONAVAILABLE IMMEDIATELY. TO GET IT OFF "DEADLINE" YOUR DS EITHER APPLIES THE MWO OR GETS THE JOB DONE BY SENDING A MAINTENANCE REQUEST, DA FORM 2407, TO GS.

AN URGENT, WITH LIMITATION, MWO MAKES IT NECESSARY FOR YOUR CO TO RESTRICT EQUIPMENT USE, AS SPELLED OUT IN THE MWO, UNTIL THE MWO CAN BE APPLIED.

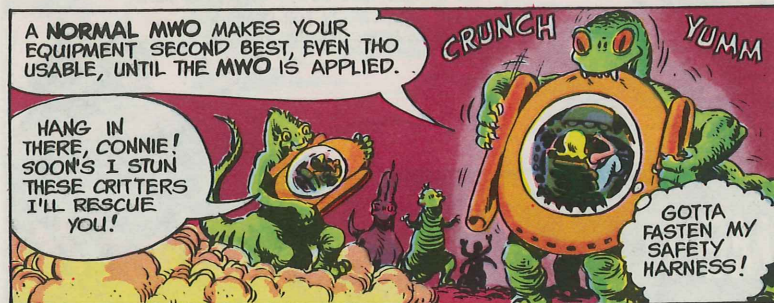


A NORMAL MWO MAKES YOUR EQUIPMENT SECOND BEST, EVEN THO USABLE, UNTIL THE MWO IS APPLIED.

HANG IN THERE, CONNIE! SOON'S I STUN THESE CRITTERS I'LL RESCUE YOU!

CRUNCH YUMM

GOTTA FASTEN MY SAFETY HARNESS!



CHOKE! STUN - RAY'S INOPERATIVE!

CLACK

HALLP!



AT LAST... HARNESS IN PLACE... NOW...

LET'S TRY MY STUNNER ON THESE RED PLANET BUG EYES!



WOW! THANKS, CONNIE! Y'R TERRIF...



CAN'T IMAGINE WHAT HAPPENED TO MY STUNNERS

ULP?

...ER... THAT URGENT MODIFICATION YOU WERE DOING...

MMM-HAMMM!

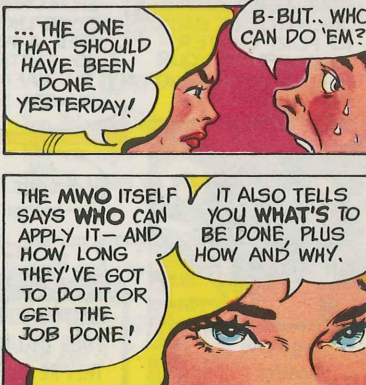


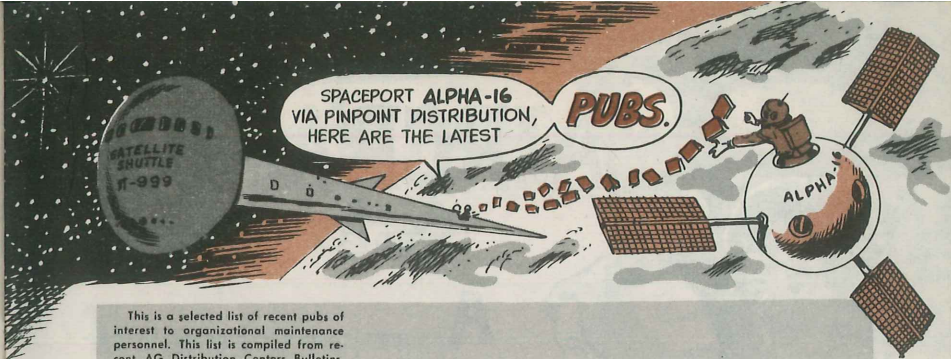
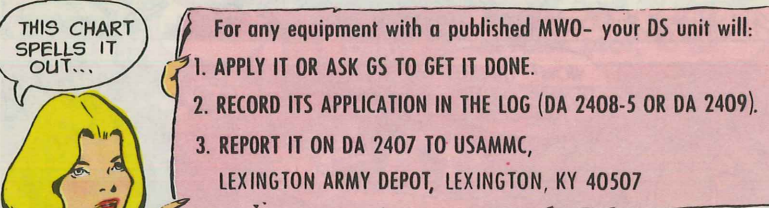
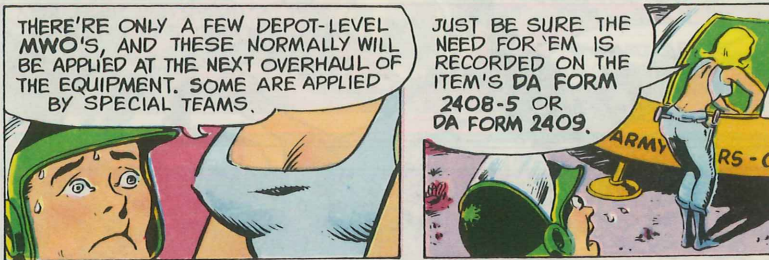
... THE ONE THAT SHOULD HAVE BEEN DONE YESTERDAY!

B-BUT.. WHO CAN DO 'EM?

THE MWO ITSELF SAYS WHO CAN APPLY IT- AND HOW LONG THEY'VE GOT TO DO IT OR GET THE JOB DONE!

IT ALSO TELLS YOU WHAT'S TO BE DONE, PLUS HOW AND WHY.





This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (June 72), and Ch 3 (Feb 73), TM's, 78's, etc.; DA Pam 310-6, (Jul 72), and Ch 3 (Apr 73) SC's and SM's; and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

- TM 3-6910-226-10 Jul Training Set, Chemical Agent Identification: Simulants, M72A1
- TM 5-3800-223-ESC Jun Crane, Rough Terrain; Hanson Models H446 and H446A
- TM 5-6100-208-ESC Jun Generator Set, Electric, Jeta Md1 MD-151815-W and MD-151815-WA; US Motors Md1 15US-10327B-A; Winpower Md1 D-15H18-M and D-15H18-M and D-15H18-Z; SF-15, O-MD, Bogue Md1 6113; HOL-GAR Md1 SF-HF-15, O-MD
- TM 5-6100-210-ESC Jun Generator Set, Electric Consolidated Diesel Md1s 4070 and 4150; Cummins JSGA-601-45; Kurz and Root Alex I; Stewart and Stevenson 54400; Hollingsworth JHDW-45A; 400 HZ Consolidated Diesel 54400; Hollingsworth JSGA-601-45 and JS6-G-45 and JS6-G-45; Hornischfeiger Md1 400A; Stewart and Stevenson 26200, 28100 and 52300
- TM 5-6100-212-ESC Jun Generator Set, Electric, US Motors Md1 ERDL-30-R-MOD-3, Kecco Md1 EG-5 and Jeta Md1 MG-5400
- TM 5-6100-221-ESC Jun Generator Set, Electric, Atlas Polar Md1 MC111; Hol-

- lingsworth Md1 JHGV 7.5A; Bendix Md1-59B2-2-A and 59B2-1-B
- TM 9-1340-203-20 Jul Rocket Launcher M190 with Subcaliber 35MM Practice Rocket M73
- Ch 2TM 9-2320-206-20 Apr Truck 10-Ton, M123C M123A1C M123E2 M125
- TM 9-2320-212-ESC Apr Truck, ¾ Ton, M37 M37B1 M43 M43B1 M201 M201B1
- TM 9-2320-244-ESC Jun Truck 1½ Ton, M715 M725 M726
- TM 9-2330-207-24P Jul Semitrailer; 12-ton, M126 M126A1 M126A1C M126A2C M127 M127A1 M127A1C M127A2C M128A1 M128A1C M128A2C M129A1 M129A1C M129A2C
- Ch1 TM 9-2610-201-14 Apr Standards and Criteria for Inspection and Classification of Tires
- TM 9-2610-201-14-1 Apr Visual Guide for Technical Inspection and Classification of Tires
- TM 11-5805-256-24P Jul TA-43/PT
- TM 11-5965-215-24P Jul Headset-Microphone H-101A/U FSN 5965-627-8382
- TM 11-6665-224-20P Jul Radiac Set AN/PDR-27P FSN 6665-975-7222
- TM 11-6665-228-20P Jul Radiac Set AN/PDR-27G FSN 6665-543-1443
- TM 11-6710-204-14P Jul Camera KE-

- 15(1) FSN 6720-301-4681
- *TM 32-5815-216-15P Aug Teleprinter, TT-641 (V)/U
- *TM 32-5895-242-14 Jun AN/TGC-35A
- *These pubs available only from US Army Security Agency, Materiel Support Command, Vint Hill Farms, Warrenton, VA 22186
- TM 55-1520-227-PMD Jul CH-47B, CH-47C
- TM 55-1520-227-PMI Jul CH-47B, CH-47C
- TM 55-1520-227-20-2 Aug CH-47B, CH-47C

LUBRICATION ORDERS

- LO 5-4210-217-12 Apr Truck, Fire Fighting: Powered Pumper; Foam and Water 750 G.P.M.
- LO 9-1005-286-10 Jul Gun, Towed, 20MM, M167
- LO 9-1430-533-12 Jun Radar Set AN MPO-46 (XO-1) IHIPIR

MISCELLANEOUS

- Ch 1 AR 710-2 Jun Supply Management
- SB 700-25 Jul Supplementary Interchangeable and Substitute Item List (SISIL)

CV Particulate Filter Unit

Never remove a gas-particulate filter unit (M8, M13 or M14-Series) from your vehicle. It's not a basic issue or a TOE item. Once the filter's installed (by MWO, rebuild, or manufacturer) it becomes part of the vehicle. If you remove it (when you turn in your CV for maintenance, or return it to the supply system, or transfer it to another outfit) you create big supply problems all around. So please. Let it be.

Your PD Codes

Top Priority Designator codes (01 thru 08): Use 'em right—for legit emergencies only. They'll speed up your needs when you're hurting. Use 'em wrong . . . and you'll double-cross yourself and your support types . . . all the way to the top. Stick to PD's 09 thru 15 for routine needs. See App G, Ch 1, AR 710-2.

ISN'T HE THE MOST?

WOW!

AIRCRAFT MECHANIC'S CODE

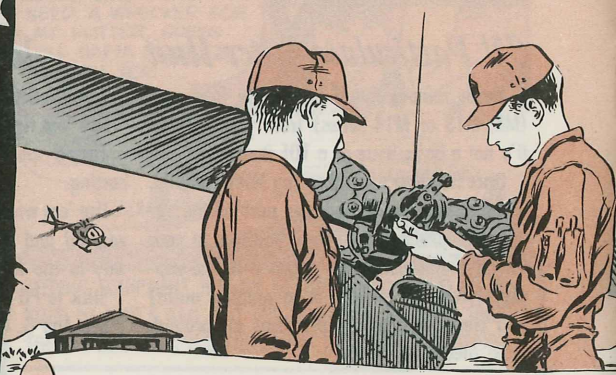
As a maintenance technician, I recognize my obligations:

- ★ To the United States Army, which trusts that I am technically qualified for the tasks expected of me.
- ★ To the aircrews and passengers, who trust their lives and safety to my mechanical skills.
- ★ To my organization, which expects me to be a professional mechanic as well as a professional soldier.
- ★ To my fellow mechanics who, as team members must depend upon me for a task completed.
- ★ To myself for the personal satisfaction of a professional job well done.

MECHANIC'S CODE

To discharge these responsibilities:

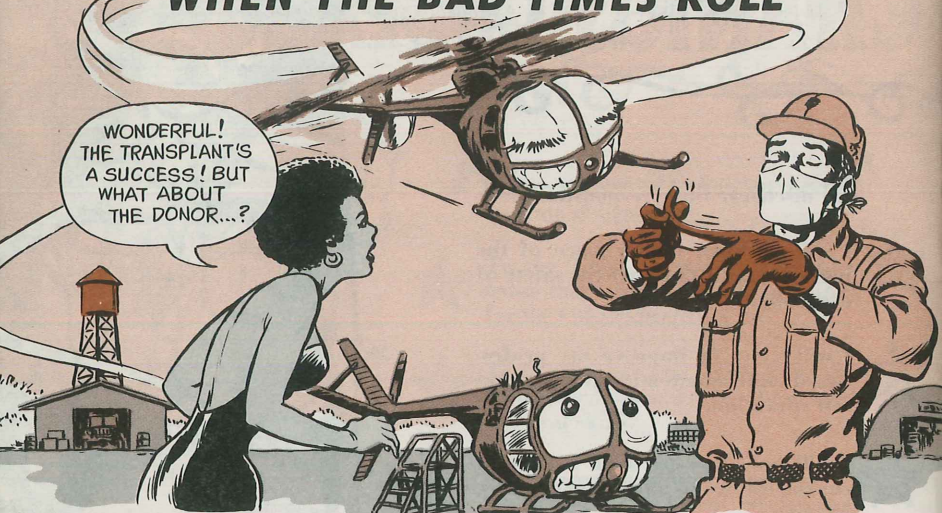
- ★ I will perform maintenance of the highest quality to assure the safety of every flight.
- ★ I will strive to improve my professional skill by attention to duty and self education.
- ★ I will not allow personal desires or considerations to affect performance of duty.
- ★ I will never attempt to perform duty when my mental or physical condition might lead to maintenance error.
- ★ I will keep my tools and equipment in first class condition to insure a job worthy of the professional mechanic that I am.
- ★ I pledge adherence to these principles to reflect credit on myself, my fellow workers and my profession.



CONTROLLED CANNIBALIZATION IS FOR ...

WHEN THE BAD TIMES ROLL

WONDERFUL!
THE TRANSPLANT'S
A SUCCESS! BUT
WHAT ABOUT
THE DONOR...?



When the going gets rough and you gotta get that bird in the blue – cannibalization can be the magic carpet for a fast getaway.

But cannibalizing before you exhaust all other sources of supply turns a good emergency measure into a real man-hour eater.

'Cause every time you borrow a part, you have to follow these steps:

Find an aircraft grounded long enough to act as a donor.



Take the part off with care to avoid damaging the grounded bird.



Be sure all the affected DA Forms are annotated, initiated or transferred as required by TM 38-750. This includes DA Forms 2408-5, 2408-13, 2408-15, 2408-16, 2408-19, or 2410.

Re-order the part so the grounded bird can be repaired . . . keeps the supply system primed.

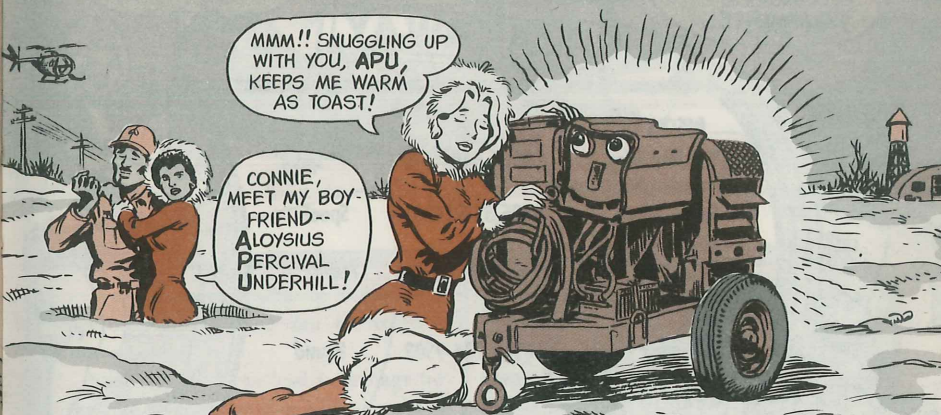


REMEMBER,
AIR-TYPES,
PARA 4-34 IN
AR 750-1 (MAY 72)
KILLS THE OL'
HANGAR QUEEN
SOURCE OF PARTS
DEADER THAN
A DOORNAIL.
SO, UNLESS
THINGS GET
WORSE, HIT
THE SUPPLY
SYSTEM
FIRST!

COLD WEATHER FRIEND

MMM!! SNUGLING UP
WITH YOU, APU,
KEEPS ME WARM
AS TOAST!

CONNIE,
MEET MY BOY-
FRIEND--
ALOYSIUS
PERCIVAL
UNDERHILL!



You may not need the 7.5-KW auxiliary power unit every time your Huey T-53 engine is cranked up in warm weather. But you want to plug in the APU during cold weather, bird types. Here's why.

Say your chopper is sitting out overnight in freezing temperatures. That "cold soak" condition means the nickel-cadmium battery won't be able to turn over the N1 fast enough to expel all the gases.

The result is a hot start. You know what that means – a lot of extra sweat and el-

bow grease pulling a special hot end inspection, looking for possible engine damage.

SO,
USE THE
APU,
MAN!



MWOs of the MONTH

Waste no time, you AH-1G/TH-1G organizational mechs, in completing MWO 55-1520-221-20/9 (Apr 70) and MWO 55-1520-221-20/10 (Dec 69).

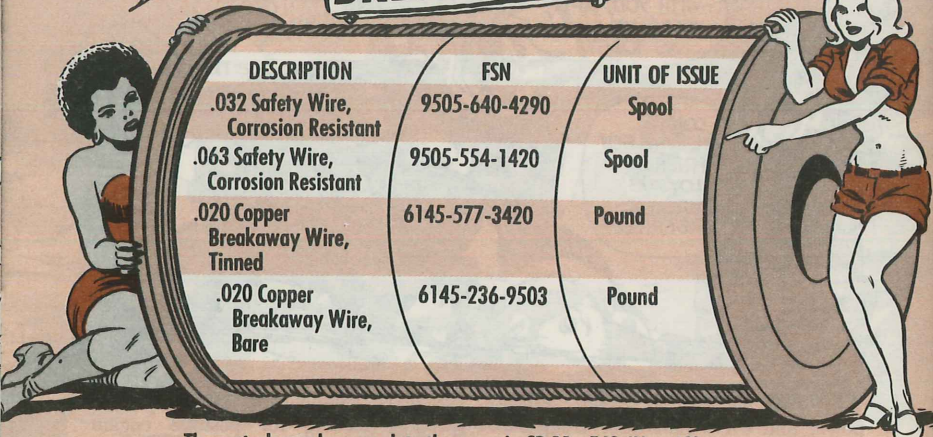
The -20/9 eliminates false signals in the Stability and Control Augmentation System (SCAS) Pylon Compensation Network.

The -20/10 is a modification of pilot and gunner instrument light circuits, to keep power flowing to the instrument lights in case of generator failure. It gives both pilot and gunner independent instrument panel lighting circuits.

IN A BIND FOR SAFETY AND BREAKAWAY WIRE FOR YOUR AIRCRAFT ELECTRONICS EQUIPMENT?...

BREAKAWAY, BREAKAWAY, BREAKAWAY

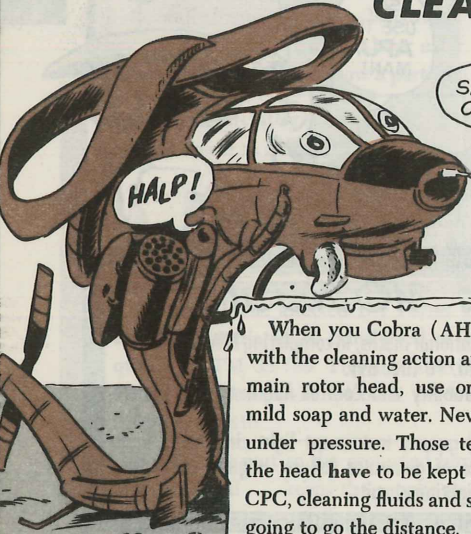
... HANG LOOSE, COMMO-MECHS, ASK FOR THIS COPPER AND STEEL WIRE.



DESCRIPTION	FSN	UNIT OF ISSUE
.032 Safety Wire, Corrosion Resistant	9505-640-4290	Spool
.063 Safety Wire, Corrosion Resistant	9505-554-1420	Spool
.020 Copper Breakaway Wire, Tinned	6145-577-3420	Pound
.020 Copper Breakaway Wire, Bare	6145-236-9503	Pound

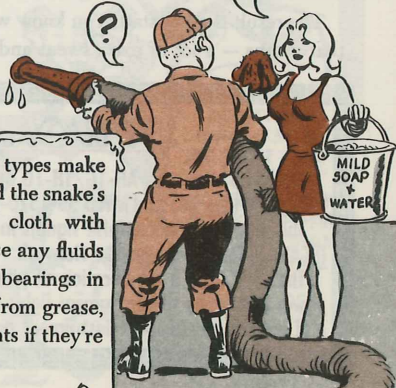
Those stock numbers up-date the poop in SB 11- 543 (Nov 62).

CLEAN AND DRY



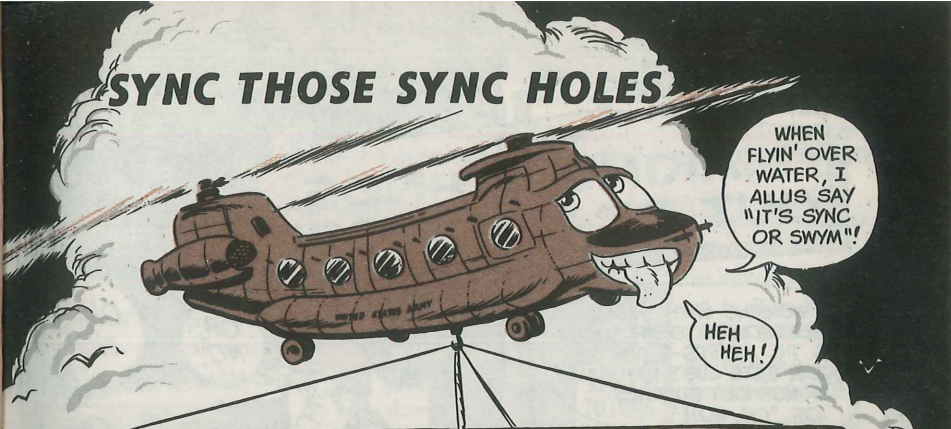
SAVE ME, CONNIE!

NO, FLOYD! NEVER USE A HOSE AROUND THE MAIN ROTOR HEAD... ONLY THIS!



When you Cobra (AH-1G) types make with the cleaning action around the snake's main rotor head, use only a cloth with mild soap and water. Never use any fluids under pressure. Those teflon bearings in the head have to be kept free from grease, CPC, cleaning fluids and solvents if they're going to go the distance.

SYNC THOSE SYNC HOLES



If a shaft of your Chinook is operating out of balance, there can be troubles, bird-mech.

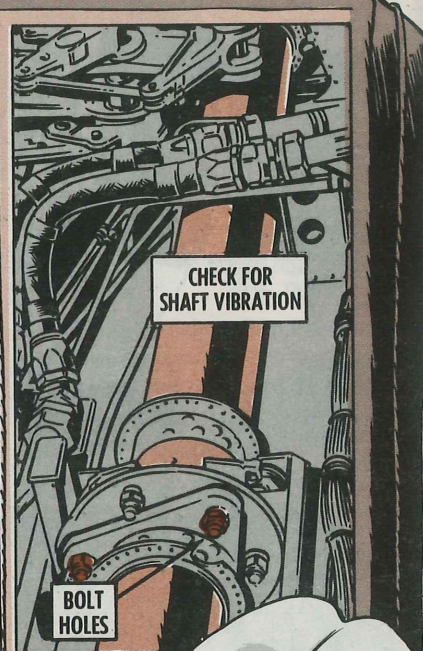
Shaft vibration can lead to damage for the 114DS340-1 bearing and the shock mount.

You can head off such driveshaft hijinks by seeing that the bolt-holes in the splined adapter, are lined up within 5 degrees of the matching holes in the adaptor assembly at the opposite end of the shaft.

If the serial number of the splined adapter matches the serial number of the drive shaft . . . that's what you want for good sync. Check it—for sure.

And, if you spot any mech temporarily stowing a rolled-up historical form (DA 2408) inside driveshafts during assembly, do him a favor, huh?

Tell him that's no place to put records. They have been left behind.



REMEMBER... FOR GOOD SYNC, THOSE SERIAL NUMBERS GOTTA MATCH!



COMMUNICATIONS

PIPSY-5 BY 5

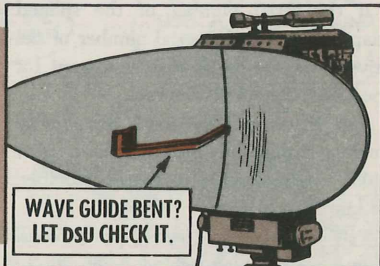
MAKING NO-NOS OUT OF "OH, NOS!"

WORKING WITH TRICKY ELECTRONICS GEAR SUCH AS THE AN/PPS-5 AND 5A RADAR SETS JUST NATURALLY BRINGS OUT BUNCHES OF "OH, NO!!" SHOUTS!



Like, reach back to the short time ago when you thought or said, "Oh, no. If I hadn't twisted it that hard, it wouldn't a-broke!"

Read on, friend, to see how a few simple no-no actions can eliminate at least that many "oh, no" screams.



Frinstance, straightening the waveguide on radar sets is a big no-no. You're bound to get bad readings. On the plain model Pipsy-5, any attempt to straighten the waveguide is a perfect way to damage the sliding waveguide joint (which you can't see). That'll throw off your readings.

You shouldn't even try with the -5A model (which doesn't have the sliding joint). Like, if the waveguide's bent (it happens), let your DSU look at it and decide. If it's a training set, maybe Support can true it up for re-use.

CONTROL-INDICATOR

The extended latches of the C-4610 C-I can cause all sorts of loud "Oh, nos," plus some pure yelps of pain.



So keep down the noise by depressing the C-I cover latches (and those on other components) whether the covers are on or off the components. Extended latches grab clothes, knees, arms, tools... and can damage you and the set.

Having trouble adjusting the A-scope on the C-I?

Then eyeball the 2-position SWEEP switch.



The only operator adjustment involving the switch is spelled out in Para 2-32 of TM 11-5840-298-12. Just be sure to return the switch to LONG after you make the markers check.

Those circuit breaker retaining nuts on the top of the C-I panel tend to work loose with use, but tightening from the outside will net you a great big "Oh, no!"



If you try to tighten them from outside the panel, you can twist the breakers and short them.

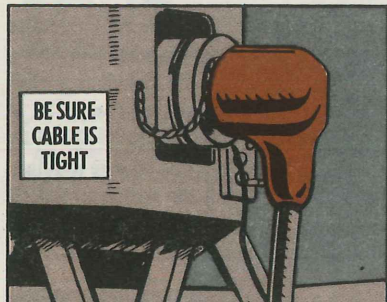
If the breakers are loose, let your DSU tighten 'em. It has to be done from inside the chassis.

ALSO, BEFORE YOU SLIP THE COVER ON THE C-4610, BE SURE THE RANGE CRANK HANDLE IS DEPRESSED.



RECEIVE-TRANSMITTER

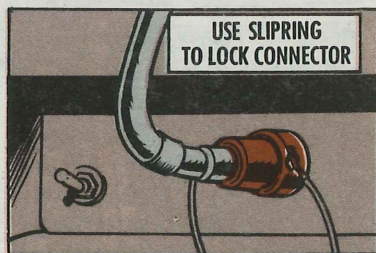
If your magnetron and AFC are not up to par, or up at all, chances are you've got a loose remote cable connection.



The cable (CX-12004) connects the RT to the C-I, and the connector must be fully seated for good maggie and AFC reaction. The connector is all the way in when the spring-loaded detents in the connector head pop into place.

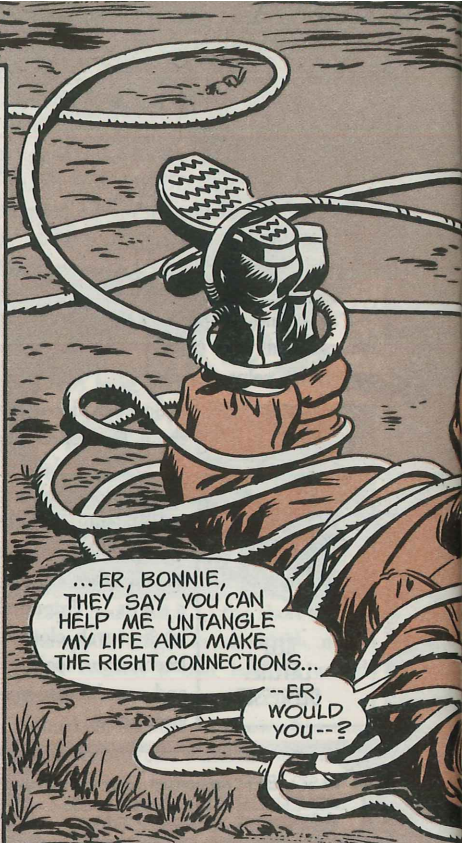
ANOTHER KIND OF CONNECTOR PROBLEM CONCERNS THE BATTERY CABLE RECEPTACLE ON THE RT.

The connector head slides into place . . . and you lock it there by tightening the slipping on the connector head.

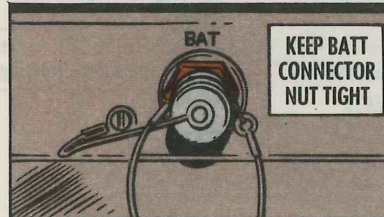


If you twist the connector instead of the slipping, you can damage the receptacle.

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The BATT connector nut must be tight, too. If you have to snug it down, be sure the connector doesn't rotate while you're



doing it. That way, you prevent damaging the wiring.

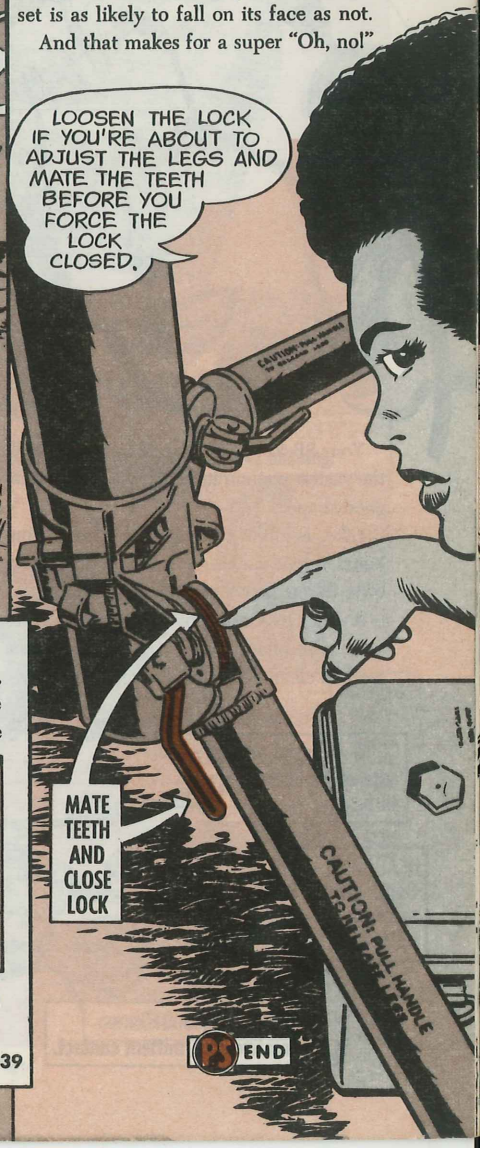
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TRIPOD

A tripod leg joint without teeth is kind of like a 90-year-old lover. There may be a mating but not much of a connection. If the gear teeth on the tripod are worn, the set is as likely to fall on its face as not.

And that makes for a super "Oh, no!"

LOOSEN THE LOCK IF YOU'RE ABOUT TO ADJUST THE LEGS AND MATE THE TEETH BEFORE YOU FORCE THE LOCK CLOSED.



PS END

A LOOK
CAN KEEP
YOU TALKING
WHEN IT'S
SB-22 PM
TIME

A LOOK AT CONNIE
KEEPS EVERY-BODY
TALKIN'-- ANY TIME!

Your SB-22()/PT switchboard is one of the easiest commo items around to keep in good shape.

Like, a minute's looking can save you hours of hair yanking . . . and let you catch little things before they make big trouble.

A quick look can spot corrosion, a frayed cord, a mildewed strap. And, a minute's work in cleaning up dirt, corrosion or mois-

ture can pay off in big dividends.

So, with one gentle reminder — REMOVE THE BA-30 BATTERIES WHEN THE 'BOARD'S STORED — eyeball the following trouble spots. Those in **bold type** should be corrected right now. And, remember to pull the organizational PM spelled out in TM 11-5805-262-12 (Dec 60) (with Ch 2 and 4).

H-81A/U OR H-144()/U

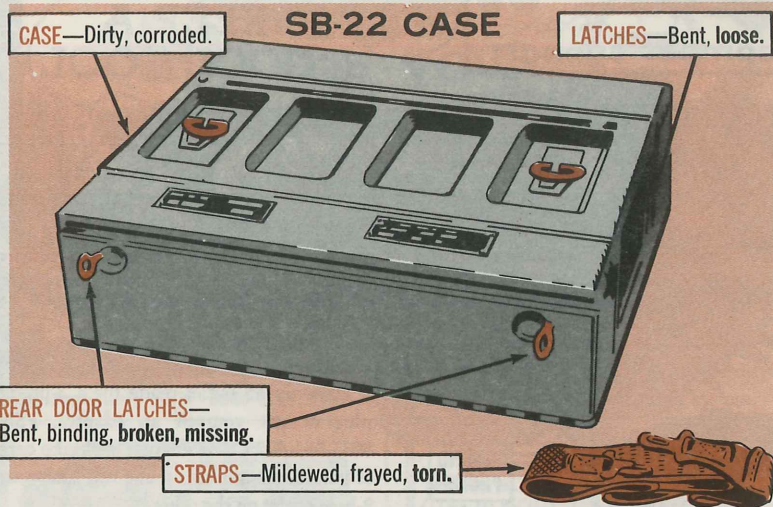
CORD—Frayed, wire exposed, mildewed, dirty.

CONNECTOR—Bent, pins dirty, missing.

HEADBAND—Bent, dirty, cracked, mildewed.

PUSH-TO-TALK SWITCH—Inoperative, intermittent contact.

MICROPHONE & EARPHONE COVERS—Cracked, missing.



TA-221, -222 CIRCUITS

TRAFFIC DIAGRAM—Dirty, scratched out.

CAPTIVE SCREWS—Loose, missing.

GATEYES—Loose, cracked, missing.

LINE JACK REELS—Poor tension, jacks hang loose.

GASKET—Damaged, dried out.

DESIGNATION STRIPS—Dirty, loose, missing.

PLUGS—Dirty, bent.

HAND GENERATOR—Handle bent, broken. Spring missing.

BATTERY COMPARTMENT

BATTERIES—Leaking, bulging, corroded.

BATTERY CASE—Dented, cracked, corroded. Contacts dirty.

combat support

DON'T BE A FOOL--

KEEP A COOL TOOL

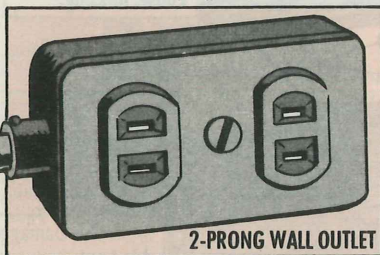
WEE OW!



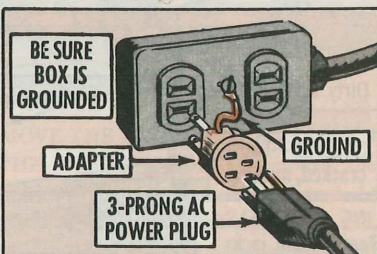
Hunt up an outlet made for a 3-prong plug or get yourself an adapter, FSN 5935-081-8025. The adapter will take care of your 3-prong plug on one side and your 2-hole outlet on the other.

GROUND PRONG

Got a 3-pronged plug on the cord of your electric tool? And you're staring at an outlet made for a 2-pronger?



2-PRONG WALL OUTLET



Be sure to hitch the ground wire on the adapter to the screw in the electrical outlet cover.

That is, you hitch 'em up if the screw is metal and if it's a good ground. Best way to see if it's a good ground is to have your unit repairman test it with a multimeter. A ground wire running from the outlet's lead-in cable to the wall of the outlet box is a good sign that you're grounded.

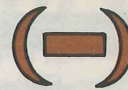
If the screw's not a good ground, then look for an outlet with a screw that is a good ground.

NO, NO!

THE LAST THING YOU WANT TO DO IS BREAK OR CUT OFF THE GROUND PRONG!



FOR YOUR

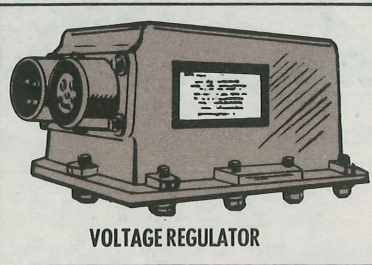


HEY THERE, POWER PUSHERS!



Here's one for your 45-KW 400-Hz DED generator. If the replacement voltage regulator, FSN 2920-900-7993, for

"B" with an adapter made of No. 12-AWG wire. Then it'll be OK for use on a positive- or negative-grounded charging system.



VOLTAGE REGULATOR

your engine has a "Negative Ground Only" warning plate, don't get overcharged. That regulator may be OK for your positive-grounded DC charging system.

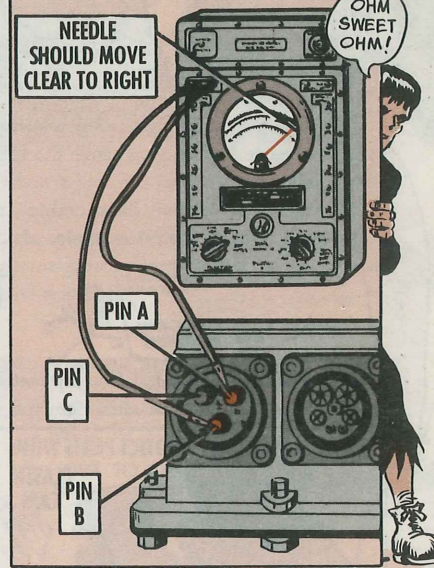
Before mounting, check pins "A" and "B" of the regulator's male receptacle for continuity. Use an ohmmeter.

If they're interconnected, it's OK for your positive-ground system.

If they're not, have your DS unit open the regulator and connect pins "A" and

NEEDLE SHOULD MOVE CLEAR TO RIGHT

OHM SWEET OHM!



OK, NOW YOU CAN SHOOT THE JUICE TO ME, BRUCE... EITHER (+) OR (-)!



THOSE DELICATE EXPOSED PARTS...

NAKED TO THE COLD, COLD WORLD

BANGED-UP CONNECTOR THREADS



MASHED FITTING FACES



GOUGED CABLE TERMINALS



NICKED HYDRAULIC LINES



MAKE THE LIST ANY LENGTH.

BUT 6 WORDS OR 600, IT MEANS THE SAME...

It happens to couplings, receptacles or attachments left unprotected. Most often, the damage is done as guys move the detached part from end item to the work bench or to support.

But there's a before-it-starts ambush to knock off such havoc. Right in Vol 2 of C-5340-IL-A you'll see 50 examples of "Cap, Protective, Dust and Moisture Seal."



Measurements are all listed for easy match to most any fitting. These plastic goodies are tougher than seals of aluminum foil and tape—which are better than nothing.

You can protect the inside faces of an opening with "Cap-Plug, Protective, Dust and Moisture Seal." Over 5 dozen of these little helpers are in the catalog, measurements and all. In a pinch, just reverse a suitable-size cap and shove it into the gap.

PROTECT PARTS WITH: PLASTIC CAPS...



... TAPE OR FOIL

... OR REVERSE PLASTIC CAPS



CARELESS DAMAGE, AND A BIG PIECE OF EQUIPMENT SHUT DOWN.



when a part has to go to your DSU. And it's smart to fill the cavity left on an end item when you take an attachment off. Home-grown dirt is aching to get inside and grind away.

It's smart to save plugs and caps off new items when you install them. Then you can be more certain of having the right size



AFTER ALL, YOU DON'T OFTEN GET 1600-TO-1 ODDS-- AND 10¢ IN A CAP TO SAVE \$160 WORTH OF GENERATOR ISN'T AT ALL BAD ON THE TOTE.

PLL TYPES —

IS

HERE

IF IT HASN'T HIT YOUR AREA YET, IT WILL SOON!

WONDER THEY GOT MY SIZE?

DON'T SHOVE, MAC!

GREAT HORNY TOADS! I CAN'T BELIEVE IT!

YIPPEE!

BALLS O' FIRE!

WOTTA BARGAIN!

GREAT SERVICE!

WOW!

RIGHT ON!

QUICK SUPPLY STORE

ENTER

TODAY'S SPECIALS

EXIT

DA 2765

QUANTITY 3

IT WORKS LIKE SO: Your DSU will give you a list covering items in its QSS stocks, and a

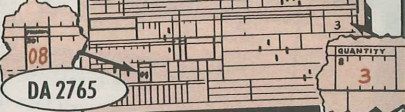


preprinted DA Form 2765 for each QSS item you're authorized. The list is updated quarterly.

When you need an item you simply fill in the quantity required, UIC, and priority blocks on the preprinted form. Hand carry the request to the QSS and you'll get on-the-spot delivery



of the item. You also get your preprinted request back, 'cause you can use an item's card over and over. To re-use the form you simply correct its quantity and priority info as needed.



QSS preprints will be replaced as needed—but if you don't have a preprint, a handwritten request will do until preprints are provided.

To shop the QSS, of course, you need a DA Form 1687, Notice of Delegation of Authority—Receipt for Supplies.

NOTICE OF DELEGATION OF AUTHORITY—RECEIPT FOR SUPPLIES			
For use of this form, see AR 711-16; the preprint agency is the OIC.			
ORGANIZATION	1-651 ARMOR	AUTHORITY	PT KRUSKI
LAST NAME—FIRST NAME—MIDDLE INITIAL	WELCH, J.	SOCIAL SECURITY ACCOUNT NUMBER	515-36-0000
		SIGNATURE	X J Welch

YOUR NAME MUST BE ON THIS FORM

DA 1687

- The QSS will not stock:
- Items that are in short supply, seasonal items, items that are perishable or require special handling. Items with a shelf life of less than 3 years.
 - Items that normally take extra controls (like spark plugs).
 - Recoverable-repairable items.
 - Items that are too bulky to handle over the counter.

QSS TURN-IN: Turn-in of QSS items? No sweat. Just tag an item with its correct FSN and return it to the store. No 2765 needed.

THAT'S ABOUT IT: Check your DSU's SOP on QSS.

THE SCOOP IS COVERED IN CH1 (15 JUN 73) TO AR 710-2.



A QSS (Quick Supply Store) means your DSU will provide over-the-counter issue of repair parts and other organizational maintenance supplies you're authorized. The store stocks demand-supported items which cost under five bucks and have a low annual usage rate.

The super supply service will delete a slew of items from your PLL. It'll cut down on your record-keeping and paperwork. You need no document register, DA Form 2064, and no DA Form 3318 files with QSS items. And best of all it'll cut down on waiting time for repair parts supply.

YOU CAN DROP THESE ITEMS FROM YOUR PLL.



GREAT, BUT DO YA GIVE TRADING STAMPS?

KNOW YOUR SMR CODE...

NO FSN? NO SWEAT...IF...

IS THE REPAIR PART YOU NEED CODED WITH A "P" AND AN "O"?

(1) SMR CODE	(2) FEDERAL STOCK NUMBER	(3) DESCRIPTION	USABLE
		REFERENCE NUMBER & MFG. CODE	
		GROUP 0613—CHASSIS WIRING—	
		FRONT VEHICLE WIRING—60 AMP. C	
		M151A1C AND M7181. FIG.	
PO	5310-256-3460	CLIP: front lighting cable, MS51928-10	
PO		CLIP: front lighting cable, MS51928-8	



OR WITH A "PA" AND AN "O"?



(1) SMR code	(2) Federal stock number	(3) Description	Usable on code
		Reference number & mfr. code	
		1507—LANDING GEAR, LEVELING JACKS—Continued	
PAOZZ		SCREW, CAP, HEXAGON: mounting 147925 (24617)	BD, BE
PAOZZ	5310-080-6004	WASHER PLAT...	

But your parts manual shows no FSN? There's only a part number?

Don't lose your cool — you can request that part just as if it had an FSN.

Those letters in the SMR CODE column are explained in the front of your parts manual:

The "P" — or the "PA" — means the part is on the shelf.
The "O" means it's authorized for Organizational Maintenance. That's you.

"O" THAT'S YOU.

You just go ahead and order the part by its part number. Your supply support will carry the ball from there on.

They'll check out the part number to see if an FSN has been assigned to the part. Even if no FSN shows up, they'll order the part for you — with an "exception data" requisition.



Connie's Mini Mini's



Hold 'EM Down

The wheel lug nuts on the RT 10,000-lb diesel fork lifts will fool you if you don't watch out. They can work loose even after being torqued 450-500 lbs-ft the first time. So, check 'em and torque 'em again every 2 to 4 hours of operation till they're fully seated. OK?

Know Your Antifreeze

Supply may issue you some commercial antifreeze this year instead of that all-purpose GI type. If so, here are some things you have to watch:

Never mix one commercial brand of antifreeze with another commercial brand in a single cooling system. It's OK to mix any single brand of commercial with Mil Spec MIL-A-46153 or Fed Spec O-A-548C antifreeze. However, if you do, it will mean you'll have to drain and flush next year. The same is true with straight commercial antifreeze -- one year retention only.

Never use commercial antifreeze in any combat vehicle or in the Gama Goat. And finally, the Test Kit, FSN 6630-169-1506, called for in TD 750-651 does not work with commercial antifreezes or mixtures.

Specific details have been sent to all commands. Ask your maintenance officer.

PRC-77 Gas Gasket

Item 2-38 in TB 750-911-4 (Sep 73) gives you the authority to install gasket FSN 5330-109-6450 around the battery connector in your AN/PRC-77 and AN/PRC-25 sets. The gasket is added insurance against seepage and ignition of hydrogen gas. The gas can seep through the connector into the chassis of the radio.

Less Battery Boil-Over

Set the voltage regulator on your Kiowa (OH-58A) at 27.5 volts for winter operation, bird mechs. You'll get less battery boil-over. The 28.5-volt setting recommended in TM 55-1520-228-20 (Oct 72) is being changed.

Watch The Arrow

Watch that arrow on the DA Form 3318 on page 79 of PS 249. The "permanent entry" is in the "QTY" block—not in the block down below.

☆U.S. GOVERNMENT PRINTING OFFICE: 1973 - 758-440/4

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

NEVER TINKER

A MECH WHO
TRIES TO DO SIMPLE
PM OFF THE TOP
OF HIS HEAD...

... SOON LEARNS
HE NEEDS
THE TM
INSTEAD!

SAVE TIME AND ELBOW GREASE
READ THE BOOK FIRST