

Issue 170

PS  
★

1988 Series

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

OH, RIGHT?  
WELL, JUST REMEMBER  
WHEN YOU REPORT ME  
TO NOTAL... PREVENTIVE  
MAINTENANCE IS  
**ALSO** A COMMAND  
RESPONSIBILITY!





# AND AWAY, BEAUTIFUL

That's the down song of transport equipment and supplies into the Arctic. The military never wants when those choppers make the noise.

Air-delivery means getting there fast — no waits for the runway — and proper load rigging plus regular sling FHM is a "must" if supplies are going to reach the ground in one piece.



HOW DO YOU MEASURE THE WEIGHT OF A LOAD?

TM 50-4000 (29 May 65) is an essential procedure manual that tells you on rigging rolling liquid containers, COOLER containers, tanks, 105-800 generators, communications, etc. — procedures in TM 50-400-10 (21 Jun 64) for helicopter external loads rigged with aerial delivery equipment will give you standardized procedures for rigging "type loads" with slings, chokers, straps and connectors.



I WOULD LOVE TO BE TESTING THE LIFTING CAPACITY OF THE 1-1/2 INCH, 2-LOOP NYLON WEBBING!

THE COLOR IS BLUE POUNDS TO 2,000 POUNDS, HERE'S A RANCO LENGTH CHART!

FHM	Length, feet
1870-50-1000	8
1870-50-1200	9
1870-50-1400	11
1870-50-1700	13
1870-50-2000	15
1870-50-2500	20

The safety margin for these 1-1/2 inch, 2-loop nylon webbing slings has been increased by inserting the lifting capacity from 20,000 lbs to 18,000 lbs.

FHM	Length, feet
1870-50-1700	13
1870-50-2000	15
1870-50-2500	20
1870-50-3000	25
1870-50-4000	33
1870-50-5000	42
1870-50-6000	51
1870-50-7500	65

If you worked up with the short end of the scale when these slings were passed out, run your papers over Army DC, 1500-B, (21 Aug 67) and place your order, now!

By doubling the slings you can gain 75 percent of the original rated strength of these slings, however.

For example, with a log using a 2-loop sling and a 1/2 inch sling (ring's old working sling and ring and you can safely lift 11,500 lbs. You can get the same safe increase with 2-loop slings. Each 1-1/2, 1-1/4-in wide slug, 8000 1870-111-0700, has a 10,000-lb lifting capacity.



BY DOURING THE SLINGS YOU CAN GET 10 PERCENT MORE CARRYING CAPACITY!

HEP, BELLEIDA, ARE TANKS VE BEEP SOME WOODS A YET?



## FIXING UP

Rigging and maintaining your slings go hand in hand, just like the work and safety of a job team.

For example, when wetting rubbing against a load generator friction and heat — weaken the fibers... the sling can snap — just like it had dry rot!

So, locate some extra wrap around and marking tape.

Wrap the excess around the sling where it makes rubbing contact with the equipment being hoisted. Use marking tape to hold this padding in place.



If you don't have excess, or all hoist or up all in the table.

Then, for example, when you tow an 8000-lb or 100-gal bladder of JP-4 your slings won't take it on the side.



Cover the class when a Chevrolet picks up supplies the load has to be rigged and ready to go, with the load weight accurately estimated.

Course you know the lifting capacity of your workhorse. No doubt your truck green book has a lot of mighty important figures in it — like applied load weight and the weights of various pieces of equipment. Keep it up to date!



Take the 1-1/2 ton, G714-series, 480-gal water trailer, for one. It weighs 1,600 lbs full. One 2-loop, 12-ft sling, two 2-loop, 11-ft slings and one opening ring will handle this baby.



JUST ABOUT  
FOR TRANSPORTING  
OUR HEAD  
SUPPLY!

That's the kind of info you want at your finger tips because it will clear you on the sling to use. You also want to gear the weight figure along to the dropper crew.

When equipment to be air lifted will have the weight marked on it. If not, don't always do specifications in the TM, right?

When using the 4-20 weighing bag, P/N 1670-241-0101, for loading ammo, shoes, water cans and such you'll have to make with a pencil and paper. You don't need to compute a sling or anything like that. A little simple math should give you the load weight.



THAT'S FOR  
JOB DONE!



ONCE YOU  
GET THE WEIGHT  
ON THE TIE-UP LOAD  
YOU'RE HANGING—  
HERE'S HOW TO  
FIGURE THE  
SLING LENGTH!



DO NOT  
LIFT  
FROM  
SPREADER  
HOOK. ...

DO NOT  
LIFT  
OR  
DUMP  
IN  
ANGLE  
OF  
LESS  
THAN  
30°-45°

Also, if the  
lift angle is  
greater than  
45 degrees  
the legs may  
not have  
the strength  
to carry  
the load.

Check job area  
can be hand  
lightened—  
no machines  
needed.



### USE 7 SHOCKWAVE

If you use the 18-in. 5-3/4-in wide nylon webbing sling, 10,000-lb capacity, PONY 5568-475-5881 — don't use one. Use two in pairs on the left side.

When you actually make your hookups, be sure the link assembly on the sling is positioned away from the chopper surge hook . . . 90-degree from the boom is about right.



Once the chopper swings in for the load, brace yourself for high winds. Goggles and a helmet will come in handy to protect against flying debris. Keeping the hook up and pulled up will protect your baby blues and help prevent BOD in the bird.



**AVOID THIS**

DROPPIN' IT



JUST BRACE!  
DON'T BRACE!  
STAY ELECTRIC!

If you have the time use a static discharge probe to get rid of the static electricity. In dry weather it's not much of a problem. Just grab the doughnuts and leave them in the chopper tilting hook without touching the metal hook and you won't be using standard!



DOH  
MY NOSE!  
BACK!

### CHOPPER — CLEAN HOUSE

The CH-47A has plenty of power to lift its full crew and 15,000 lb max gross. The problem here is that going over the gross weight decreases the life of bird components and that means more maintenance.

Bird weight plus crew, fuel, food boxes, cargo plates, survival kits, guns, ammo, vehicles and troops with their gear mean your heavy could gross 24,000 — maybe 25,000-lb without an external load.

Try to leave extra gear behind — power the compressor!

— Bob Schmitt

## SAVE THE SLINGS

When a chigger swings into your pad for a delivery it's going to be on the wire only long enough to disconnect the load, especially if it sounds like "incoming."

Still, treat the equipment right so it can be used again — no rusting, please!

Take care of the slings and be sure they get back to your supply for use again.

HOWELL  
IT LONG!  
VE GOTTA  
USE IT  
AGAIN

PH — 2 MEX

Whether you're at the shipping or receiving end of the line, slings deserve better treatment than they're getting. Part of that care and love is a constant check of wear made both to be sure slings are suitable for military, by use, PCS, and other slings.

Putting regular preventive maintenance before and after use will keep 'em in shape.

For, for example, you have some of those A-76, A-21 or A-22 cargo bags. The 10-1070-238-20 (21 Nov 61) has all the FM services spelled out for you.

The sling you stacked for dirty, worn, cut, frayed or torn webbing and chock, loose or broken stitching and for broken, bent or corroded rings and adapters. Don't use damaged equipment. Get it repaired, please.

Stoke up the hand for troops who keep equipment clean and stored in a ventilated, dry place.

When men have been caught in the rain, spread them out to dry before packing them. You'll be slinging the Mess if you leave them out longer than necessary because direct sun light weakens them.

HEY, HOW LONG  
YOU BEEN WEARING  
THESE NETS?



Make a simple "A" frame for your slings and hang 'em up to dry out of the direct sun light. This baby will give you good air circulation and not cause an accident — which ruins slings.

Hold down on the cleaning kit until vigorous brushing can remove the material. Clean only the soiled areas by shaking and brushing.

When shaking and dry-brushing won't fill the bill, open-chain acetone compounds by good brushing or rubbing the soiled areas with a soft-bristle brush or clean cloth dampened with dry-cleaning solvent, tetrachloroethylene, Spot Red Q-T-250. P/N 6418-419-1120 will get you a 2-gal pail. Run the area with solvent and let the material air dry.

**USE CLEAN WASH AND BRUSH  
ON SOILS NOT ICE DIRT**



**WASH THE WASHING  
WITH CLEAN WATER AND  
LET IT AIR DRY.  
ONE WASH, FURTER  
AND WASH THE SAME  
WASHING.**

Enough spots, stains, rust and corrosion on metal and wood that won't clean off can be removed by using a metal file or by buffing with coarse cloth. Sandpaper will come in handy on wood items.

If you can't identify the material spilled on the slings, ring out to your supplier. You might be dealing with acid, fertilizer or some other destructive stuff that will mean reconditioning the sling.

If it all is doubt — don't use the sling.



As you know, some of your sling bags and other sling-load equipment is also used by parachute riggers on air-drop operations. So, if you've got some spare on your hands, ask 'em what your way thru these jobs for additional info.

TM 16-100 IT May 65) Airdrop Supplies and Equipment, General.

TM 16-1079-249-26-05 Apr 65) Miscellaneous Airdrop Canisters and Weighing.

TM 16-1670-281-25 11-Dec 65) Maintenance of Parachutes and Other Air-drop Equipment.

FM 10-6 021 Oct 64) Air Delivery of Supplies and Equipment in the Field Army.

Rigging your sling loads does not call for a parachute rigger MOJ although you may get some help from them if you're new in country. Once you get a little GVT under your belt, then you'll be in harmony with the old pros.

## AWAY WE GO...WITH



### **How To:**

Ground handling the Coyote (OH-44) ain't no job of men and a heap of time. One way to make the shuffling easier is some distance from your maintenance tent or shop. This design and build, not to get routine use set up a mass of maintenance anywhere for men and machines.

We've got computers and time needed for pushing the OH-44 around to deal with a quick-release attachment added to the towing bar (PN 1748-447-1004).

With slits resting on straps the tail boom slides on a steady level — no strapping down to limit the slings; no side pointers, no needed mechanics.

Our support walking strap made this job in 10 minutes. All you need is a couple of belts, a set of hydraulic jacks, a strap with an shackle, old ropes, hose or rubber ties, and some wrap tape.

Now I can get up the job after, easier.

DAVID L. GYMAN  
Pittsboro, N.C.

## EYE THE DIPSTICK

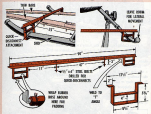
"Keep close to" when filling the hydraulic brake reservoir on your Forded Formula.

First is MIL-B-2088 to the point of overflowing, and that red steel will help down on the Dual ADV-ARM-101, wrap inside the cover and around the works.

To keep the direction fluid on one of the vehicle shop for a thorough cleaning, add hydraulic fluid to within 1 inch of the reservoir top . . . that'll do the trick.



# LOH TOW



## KEEP A CLEAN SCREEN

To keep the fuel injector pump of your F model Semitorb labeled, be sure you get the fuel injector oil screen for maintenance every 500.

You want clean oil for the oil-sprayed wires which is part of the fuel injector. A dirty screen will give you lousy fuel delivery in a rough running engine.

And remember — the screen gets cleaned every 500 PMP according to the pump in page 5-116 of TM 55-15 10-204-20 (28 Apr 66).







# MESCALERO MAGIC



Most Americans make the most of a 7-year development-replacement-and-acceptance cycle. When manufacturers pull their first FMD's a lot of improvements have become part of the car and its FMD job.

Not so with the still-rare T-bird system. It didn't take Chrysler mechanics long, however, to come up with a variety of ideas that ran down on their needles to service and maintain the first, substantial operational safety was a follow-on item.

Your COP's protest appeared to be the only magic wand required to add any of these changes for the pumpkins-and-pellets-on-rings model.

BY BLASPHEM' VEYTER AT TANK ONE NEMEN DEFLACOR 24-CANE LONG BOMT.

MAY!



FUEL DRAIN COVER

This hole \$1.20 goes some ways toward making what you make the fuel maintenance check. Replace the return open drain with a poppet type drain plug. Like maybe an O-1 Bird Dog fuel



drain valve assembly. FROM 2010-410-1400, P. 17 BY CORRIGOR. No drilling or nesting called for. Just take out the plug... put in new one.

A push-to-open poppet type drain cock keeps hands, gloves, clothes dry. Fuel drain's cover is dangerous for hand- or person-or-glove, or slippery spot if dropped on hard surface.

Hold on, the, before you close the door after adding the new drain. It's a mile longer than the Cruise drill, so



you'll have to make a couple of passes with a file to the top of the door. File off a spot about one-eighth inch deep, one-half inch long.

If you don't have the Bird Dog drain valves, Cruise has a fuel drain kit, P/O 0020001-1, that comes with two fuel drain valves and a cap to catch fuel overflow.

Using either of these substitute drain systems will make your fuel sample job easier, safer.

## THINK ABOUT HEAT SHIELD

A real hot Continental engine manifold radiates enough heat during takeoff to white ball heating the tires. The old rubber engine mount — about 4 inches in part of the manifold — takes a real beating from the heat. A simple fix cuts down on heat stress parts. Could keep your engine from being a dragster. Adding an adhesive backing to the shield helps a heap.



HEAT SHIELD BEING



HEAT SHIELD WITH  
1/2-IN. x 1/2-IN.  
RUBBER MOUNT  
IN ENGINE MOUNT.



HEAT SHIELD  
IN PLACE

## THE UP

The heating the tires get on takeoff, touchdowns, rollouts doesn't add up to long tire life. When you need a replacement, try using a heavy-duty tire. You can't do better than Goodyear's 4-ply with 6-ply rated tire, P/N 30008-3204, or one of those from Army supply systems: P/N 3000-543-0017 (30008) or P/N 3000-300-1189 (T-0004).

Any of these tires will last longer — and you won't see changing down-time — and they're not so likely to pop on touchdowns when a heavy-handed birdman lands the aircraft.

## WINDOW LIPS, SLA

Pilots have to lock the window before takeoff, and some heavy-handed types put too much muscle on the handle. Boeing-Bendix will give P/N 5430011P1-5, a new rubber mat, and a window handle that withstands. A cockpit full of flying debris takes a pilot's mind off flying for now.

Make a new stainless steel window plate to fit over the rubber seal. Spot weld a 3/8"thick wide, 3-in long metal tab — one end rolled up 1/2" back — to the window plate to keep the handle from curving 500 degrees.

You might want to add a lughead to each window that shows which way the handle turns. Checkmate for right-side door . . . countercheckmate for left-side door. Arrow-shaped pressure sensitive tape with lughead window with bit-ripped pins should do a good job.



Weld the tab to right of center on the window plate for left-hand windows . . . left of center for right-hand ones.

**[L] HAND WINDOW** . . .



**WELD THE TAB TO RIGHT**

**[R] HAND WINDOW** . . .



**WELD THE TAB TO LEFT**

Remember . . . you only have a manufacturer's manual on this Armybird and their maintenance aids bits won't show up as MNT's or TW's. Frigate aircraft engineers will dig into their experiences to help them keep the new bird airborne and mission ready.

## USE THE MANUFACTURER'S PUBS



The Moccasin is an off-the-shelf job so there won't be any TM Moccasin pubs. Hold on to the manufacturer's pubs and follow them to the letter.

Supply of parts and materials to satisfy a final purchase deal with an military spec and PBY's assigned.

Take the engine oil, for example.

The oil must meet Continental Motors/Corp Spec M25-25A. At least 3 brands have oil that meet this spec.

WITH A LITTLE PERK AND LOTS OF ATTENTION YOU'VE GOTTA BE THE DIVA!

COMMUNICATIONS  
PERK  
PERK  
PERK

IN YOUR OWN DISGUISE ...  
**MAKE THAT**

# PERK

W-100K, W-100L, W-100I  
RECHARGE TRANSMITTER

# PURR

You can't do much better than get the message across, whether you're talking in all-influencing tones like on the J.N.I. PERK, W-100L or W-100I radio set.

**BATTERY CASE** — Breaks, types, looks.

**BATTERY PLUG** — The best, dirty, corroded, pulling out or missing.

**CORD LOCK** — The best, won't lock.

**CONTROL DIALING** — Volume control, some switch — sliding, slipping, too loose, not in location.

**WAVE BOLT SCREW** — The best, missing.

**ONE WAGON** — Broken, dirty, scratched.

You'll spot some of the most valuable parts of the PERK through J.N.I. radio sets, with major deficiencies listed in bold faced type.

**BATTERY CASE BANNED** — Best, looks, size.

**BATTERY CASE OF THE YEAR** — Best, best, corroded.

**SPRING CLAMP** — Best, loose, fail to make tight connection.

**CASE** — Best, corroded, ugly.

**WAGON WAGON WAGON** — Dirty, broken, painted.

# BATTERY

**BATTERY** — Swelling, leaks, cracked, left in car when not being used.

**TERMINAL** — Bent, rusted, corroded, dirty.

## ROCKY ROAD

**POWER CABLE** — Torn or frayed wire, frayed, missing end, not broken.

**FLUID FILL CRACK** — Fails to make contact, leaks, leads torn.

**PLASTIC HOSE** — Torn, missing.

**WASHER** — Oil, moisture, cracked, broken, missing, missing or damaged.

**WASHER** — Oiled, missing, broken, missing or damaged.

## ARTERIES

**WIRE & PVC TUBING** — Cracked, kinked, melted, corroded, loose fit, paint peeling.

**WIRE & PVC TUBING** — Cracked, kinked, melted, corroded, loose fit, paint peeling.

**ACCESSORIES:**

**SHOOTS 12-1500/PM, LOOP SLIDE, SUSPENSION** (seat and shoulder), **BAR CRACKERS**—Off, moisture, torn, frayed, mislabeled.

**HARNESSES** — Cut, metal ends missing, frayed, mislabeled.

HERE'S WHAT TO CHECK ON VEHICLE-MOUNTED EQUIPMENT

**AM-500 L/E AMPLIFIER-POWER SUPPLY**

**AMPLIFIER-POWER SUPPLY** — Connectors cracked at joints, improper fusing.

**MOUNTING BRACKET** — Bent, warped.

**ACCESSORY END CONNECTORS** — Bent, twisted.

**HARDWARE** (screws, nuts, washers) — Damaged, missing.

**POWER CABLE CONNECTORS** — Exposed wire, frayed, twisted.

Just a reminder: Press the push-to-talk switch on your handset only when you're ready for communication. Transferring like the hammy about 15 decibels as hard as working.

Here's some info you'll find helpful in keeping your Park Inventory and logs:

TRM 11-9029 (Rev. 10) Chap. 6-11 Changes 1, 3.

TRM 11-9055 (Rev. 5-1) Chapter 1, 1.1, 3, 5.

**BETTER  
THE  
BATTERY!**

**OUR NEW PS-9  
BAND RECEIVING SET'S  
GOT A SECRET!**

**WELL, YOU NEED  
TO FIELD FOR THOSE  
BA-888'S AUTOMATA,  
AND THAT'S!**

**MEANS NOW  
YOU DO IT!**



Turned the motor clip to accommodate the BA-888's cells.

In case to about inserting tape, after fitting a twisted space between the battery tray and the radio speaker before installing the battery.



That's how the battery has "shorts" out when the metal sleeve makes contact with the positive pole of the cells or resting out.

With the new BA-888's battery, no stress. It has a well-contained location to prevent shorts.

# STICKY...?

Typic's mighty sticky notes, right? Well, maybe not always so sticky. These two strips of security-impregnated pressure tape you may have stuck on the back of your BA-611PT landed the new BA-451PT and TA-1121PT telephone sets had a bad habit of getting itself scratched off.

Naturally, it's no good to anybody scratched off . . . er,



## PETITE TEAMS' PM

**FOR REAL SOUND  
TOGETHERNESS, TEAMS UP PM  
ON YOUR ANA-901-4  
TELEASSEMBLY AND ANA-901-9  
RECEIVING SET.**



It's a good idea to make sure your PM-9 receiver control panel operates in place between the handset and receiver case. If the handset's not a detacher, neither way will plug in receiver's back.

When you have extra reserves, take off the transmitter microphone and clean the antenna element (BA-294-091-000) of dirt or rust. If the element's not stopped for buildup, get another one put in the 4 case in part 2-15, TA 11 200-048-17 000-00.

Incidentally, be careful not to hold the antenna or clean it touches your buttons — or all your buttons' will get you to your head 'cause that grounds 'em too.

In special case BA-4, have your transmitter's antenna fully extended. Otherwise, the antenna base can be grounded to the battery case clamp.

## WELL, MAYBE



what you need a manual full detail PM 1000-871-0001, covering the CUSTOM label, and detail PM 1000-877-0004, covering the SECURITY WARNING.

These'll hold down. The study made checks are authorized by TE 100-811-1 PM-871 on page 41, but your best bet is to check whether you can't see or not.



You say you're having capacitor going kaput in your AM/FM-47 radio or when it's tied in with the AM/FM, S-A, -995, -127 or -132 radio mentioned on...

Don't sweat it.

You're getting the grand old per 55.11 odd capacitors (EOM 9540-9541, 9590) in place of the C31-47C classic? C 35-A/B and C35-A/B filter capacitors (EOM 1918-999-1554, TR 750-511.) (Age 60) has the authority for this.

You might also keep an eye out for this in addition to TM 11-5820-509-11P.

The general leader up the C15-A/B and C25-A/B 400-ohm capacitors in DC input bridge on by variation

in battery, battery changes or odd radio generator/capacitor system.

This'll show the filter capacitor which is run back the fully dry out of the Q1 and Q2 power amplifier transistors (EOM 1068-992.7111), and not they go.

So, to save the day in your portable Perk, the voltage rating is applied from 400 vdc to 410-521 vdc by the change in plug-out capacitors.



## WHY SIDETRACK YOUR TRACK?

If you want to go these lanes with the common... then take the long way around when you give your AM/FM-995, -1201, or -132 radio mentioned on its limited tuning control settings.

That's right. You go the whole route... you follow the track.

No delay between like tuning the power supply for through the receiver frequency. This can burn out the MB pre-amplifier second deck amplifier — which shifts battery output down time.

Just stick with all the steps it shows in para 111 to read in, Page 85, TR 11-5820-513-11 (the old, and to see you double-check the warning about no using either receiver-tuner parallel or series 100-ohm of the selected intermediate frequency.



## NUT NIPS KNOCKING

A bent, bugged or bunched up antenna connection in the a vehicle with a heavy gauge 'house' you can't get much mileage out of either of 'em.

Like, for instance, the JMI antenna on your RT-240 or -415 receiver-transmitter when it gets kinked or bunched, leaving it looking like it had been crushed by a small alligator.

Your best bet's to prevent it with a 3/4" dia stainless tubing nut (EOM 1011-700-1005). You'll find it on Page 8 in Change 3 on TM 11-5820-980-30 (EOM 910-17' means, you have to make sure the nut's set on the Q2 1775'U radio frequency cable assembly's Q2-30,31D connector-down it.

When putting on this generator-type nut and you find it won't work right, just reuse 'er with a nutser or sharp blade. If this doesn't do the job, get another one.

## SHINE ON... AND ON... AND ON

Keeping the light on the subject is a must when it comes to your RM798-1 X-ray worklight.

That's why it's a mighty important rubber gasket and seals out up around... not inside, pulling loose or anything.

Like when you're trying the trouble during a PM period you should take a good look at the rubber gasket sealing compound in the lamp housing assembly.

If the compound has given up on the X-ray lamp, how best, get 'er in your support maintenance for an up lifting with an approved sealing compound (EOM 8443-341-994).

That'll keep that lamp in the place and off the block.





ALERT! ALARM ...



## KEEPS YOU FROM HARM

Were you ever woken and set your alarm clock, but were still asleep 'cause you forgot to set the dialer to use if it was ringing?

In you were late to the job and got a shoveler or a dockler' ...

If you'd been so careful with your AM/CELL-O anti-intrusion alarm so you might not even get a shoveler to wake up late ... you might not even wake up.

If you haven't done it already your best bet's to get a reliable equipment deal and put it on the CELL-O.

NO GREAT SETTING  
DECADES ... ALL LISTS  
WITH ALARM SETS  
ARE ISSUED SOME!

To apply the dialer, to  
start the alarm, first  
press.

Bottom dialer button.

Press the working part  
of dialer to right side  
of the speaker side.

Press the dialer's in  
direction portion firmly  
toward the screen and to  
the side of set.

Be sure to push out the portion between box and dialer.  
Replace alarm box cover.

Most important thing about the dialer is to follow the safe-  
check steps down to the last word. 'Cause that somebody  
you're allowing might be you.

## SECURITY GLOW



If you want to keep sensitive information away from unauthorized ears, there's a glow-in-the-dark flashlight you'll appreciate the all-weather lamp (E5M 5804-700-5844) for the TA-411PT and TA-112PT telephones.



This lamp'll be a shining wonder in finding you know where the transmitter is open and transmitting.

Remove the panel screw next to the hook-switch-end of the mounting cradle.

Use the panel screw to buckle down the lamp assembly.

REMOVE PANEL SCREW



Run the 2 leads from the lamp assembly around the cradle to the B&T binding post and secure 'em.

## ON WITH EASE



Push the male connector on your AN/PRC-12 radio or AN/PRC-11 series receiver can be appreciable when the connector's O-ring is hard as dry.

Yup! . . . But, before you spit on 'er to make the O-RING or O-RINGS connector slip or make giv' a look.

Squeeze a little silicone compound (E5M 5070-100-1000) out on your finger, dab it by rubbing your fingers together, then rub it on the O-ring.

While you're at it rub it around the connector on the RT-244, -244, or -264 receiver assemblies.

This'll keep the O-ring or o-rings wet and from rolling out of the cable connector.

Remember to keep the rest tight. Cause a little gap a long way, and pushing it on will build up a dead center.

By wetting the O-ring (instead of using the compound), there's no tendency for the connector to corrode or short out your receiver equipment in warm climates and freeze up in cold ones.





**JOE'S**  
**DOPE**

THE  
COMMUNICATOR



LADY POY  
TRUD BE TALKS  
-ONE - HOW SAY  
YOU WERE AS  
ONE?

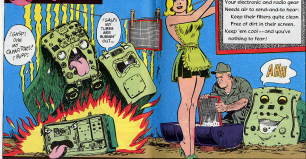
HAH,  
POY A BANG  
UP... THINK  
DOWN WITH  
DOWN AND SHO  
OUT WE ON  
COURSE DETAIL  
ROUND THE  
CLICK!

I THOUGHT  
YOU CARRIED  
PERSONS WENT  
OUT WITH WORLD  
WAS I ?





# Jolly Dope Sheet



IF YOU WANT TO DISPLAY THIS CONTINUOUS ON YOUR BILLBOARD BOARD, WHEN BANNERS, LET IT BUY AND FOR IT UP.





FOR CLEANING WIRE-TYPE USE  
MILK OR BUTTER AND LAKE  
WATER (ORAL-B) WASH WITH A  
STRONG SOAPY SOLUTION.



EASY ON THE HAND... NO  
ROUGH SCRUBBING... JUST  
MOVE THE LONG ENDS TO  
LEFT AND RIGHT... SCRAMBLE  
AROUND A BIT.



THEN WASH  
IN CLEAN WATER!



AND LET THE  
**AIR**  
DRY!



IF YOU'RE IN A HURRY  
TRY A LOW PRESSURE  
OIL FOR A FEW HOURS...  
BUT DON'T YOU  
FORGET OR YOU'LL  
BURN THE  
WIRES!



THEN WASH IT OFF IN IT  
IN A LIGHT THIN OIL.



AND LET THE OIL DRIP  
AWAY BEFORE YOU PUT  
IT BACK IN.



**AND SOON**

EVERYTHING'S  
GONE TO HELL,  
COMED!

YOU MEAN MY  
REPLACEMENT IS  
GONE?

NEAR  
YOU BEEN  
REPLACED  
BY CLEAN  
& NEAT  
SOLDIERS!



## FIREPOWER



YEA, WE  
GETTA SHAMROGG  
TOWARD OUR CHICKS  
AND BUTT!

## LOCK, STOCK AND BUTT

WE THINK  
LIKE THE MANN  
WE SEE BEST!



Ever hear of an M40 machine gun butt stock falling off? It can happen — if you don't put it on right in the first place.

That means lining up the guide grooves in the stock with the receiver guide rails and then pushing forward until the stock arms lock. And you know the stock is seated when you hear a click that tells you the butt stock lock has gone in the groove on the buffer assembly cap.

To make sure the stock's locked, give it a yank or two. Could save you a bruise and kill or three later on.



## PLASTIC STOCK ENAMEL



If your support guys can't find the damn drying enamel mentioned in PI 184 for mounting up the plastic stock on your M79 (M203) grenade launcher, tell 'em to look on page 142 of USA Catalog PMA 071 on page 9 of Fed Cat C2000-ILA (1 Jan 88). P/N 8020-520-1041 is enamel for a 1-gal spray can . . . P/N 8020-520-1042. Other stock numbers: P/N 8018-520-1004, 1-gal can; P/N 8018-520-1005, 1-gal can; P/N 8020-520-1004, 1-gal can. The IL-004 all but the 1-gal can.

# LSA FOR M79? SURE...!

Sure, your M79 grenade launcher normally gets PL Special in a regular tube but if it's more convenient to use LSA (Laser, self, self-illuminated, MIL-1, illuminated), go right ahead and use it.

But, remember this: Use LSA only when you'd use PL Special and use it exactly the same way, following the prep in para 11 and 12 of TM 9-1014-209.12 (Feb 83) with changes.

LSA comes in handy sizes, including 1-lb (DSN 9130-000-0071) and 2-lb (DSN 9130-000-0122) plastic bottles.



## THREE TIMELY TIPS

If your rifle gun direction component — good old TADDA — would normally give the information after you punched a few buttons, it would still handle.

Be careful when you're using tracking points around the legs for the computer's hold mode. Make sure you make the supporting points too stable to wobble extending the legs.

Watch what you're doing when you put the computer on the table so that you don't lose the height that hold the M79 on the table.

Please don't fit the computer by its eye socket or any other component on the front panel. They're not built for that kind of fitting. And the same goes for the rear panel on the AN1102-04 signal data reproducer.

## 2007 GET THE PICTURE? 2007



**FULL LENGTH**



**SHORT DISPLACEMENT**



**LONG DISPLACEMENT**

Always make sure you're not aiming in other places. Here's the difference right picture the picture should have of the M1 softener — after gas displacement and before restocking — when it's working for displacement.

## COME CLEAN...AND UNDAMAGED

HE'S TRYING TO  
FIGURE OUT A  
SHARP CLEANING  
JOB IN HIS  
MIND...!

THE WORKER  
AND HE GOT  
A HANDLE  
OVER HOW TO  
EXTRACT IT!

CALL  
SUPPORT?

To lead off this embarrassing situation, always stop the best the way it says in TM 9-109-229-29 (May 07) and FM 23-8 (May 05). And that includes using the right tools — the 2-1/2-in. square jibs listed in the TM.

# THE "BASEBALL" GRENADES

Hold 'em right. Then 'em right. Carry 'em right.

That's vital safety SOP for handling the M2141 and the M2142 "baseball" grenades.

Spelled out the safety steps made this clear:

When you remove the safety pin you must keep feet, hands, fingers pressed on the spring down. Hold grenade flat way until you see it.

Then, you try to replace the safety pin.

When drop the grenade on concrete or other hard surface, keep carefully watched if not good. Test it at least 10 yards. And, remember, it'll burst in about 7 seconds after you release it.

Knockdown the safety pin legs before parking the pull ring.

Now, handle as easy the grenade by the pull ring. M2141 \$12000 (2) for 100 M2142 same rate, F21 M42-M4-002, for 2 grenades, and same rate, F21 M42-M4-004, for 4 grenades.

Always use a primer with when handling "baseball" grenades.



## SURE-FIRE AMMO GAGE

Dear Editor,

We find the best and simplest gage for directing lively rounds to keep 'em from popping up air-side! Subsequent's machine guns is the same but they cover that. You have to take it off anyway for loading, so why not put it in use?

The way we do it, one man holds the cover upside down and the other pulls the bullet round through. Any round that's too long won't go through. And if you don't pull the round through too fast, you can easily spot rounds that're too slow or getting.

CPT Harold A. Smith

C Sq, 17th Air Cav



(Ed Note — Good! It's always there when you need it, too!)

# VEHICLE RIFLE HOLDERS



No matter what size truck you pilot when the action is—say where from a 1/4-ton M150 to a 30-ton M120—make sure it's equipped with a bracket to hold your (and your sub-4000's) M249 or M24 rifle.

If you're looking out of these new 1/4-ton M150s or M150's, no more. They come equipped with a single rifle bracket mounted on the left side of the panel behind the driver's seat.

But, on all other trucks, you install

a pair of brackets right up front. The M11 gets two on the left of the driver and the other on the right of the passenger. The others get 2 located just to the right of the driver.

Anyway, the lines you want gone by the numbers: K4, Mounting, Rifle Bracket, and answer to FM 2100-005-001. The brackets will handle either the M249 or the M24, though you may have to do a little maneuvering to get the M24 up to the way you want it.



Here's where to look for illustrations and part numbers for the various vehicles: TM 9-1280-209-20 (Feb 07) for 1/4, 3/4's, 5- and 30-ton trucks.

TM 9-2320-218-20 (Apr 05) with Change 2 (Nov 01) and Change 1 (Jan 00) for the M249 1/4-tonners.

GROUND  
MOBILITY

5-MIN. TASK

## PICKIN' A PART

HOW DO YOU GET  
NEW UPRIGHTS  
ON THIS  
CLIP-IT?



It could happen. Your G44-series 1 1/4-ton cargo truck could absorb a ruck. Some of these metal uprights for the cab and cargo body panels could be mangled beyond repair. How do you get new ones?

Take Item 1 on page 72 in TM 5-2229-212-20P (Rev. 08). It's support, uprights, reinforcements and retainers. P/N 2418-700-5486. The screw for 5 in. Figure 64 should point to the right rear of the cab.

If you need the left rear cab support, it's P/N 2418-700-5481—in Fed Cat C-2510-EL-A (Clip 68).



Left rear, P/N 2418-700-5481

Right rear, P/N 2418-700-5482

in Fed Cat C-2510-EL-A (Clip 68)

AFTER UPRIGHTS  
ON THE  
CARGO BODY  
ARE CALLED  
"Steel Bark  
Support  
Assembly,"  
EACH HAS  
ITS OWN  
P/N.



Left side, P/N 2418-221-0228

Right side, P/N 2418-221-0229

Left rear, P/N 2418-221-0228

Right rear, P/N 2418-221-0229

in Fed Cat C-2510-EL-A (Clip 68)







## TOO MUCH OIL

If you try to replace a whole quart of oil in the crank drum and don't use oil from your 3/4-ton truck you may have too much.

The oil will run into the drum and leak out where the cubic and goes in, making you think you've got a bad leak.

But you'll get exactly the right amount in by taking the plug out of the check hole first and then pouring oil in the fill hole until it starts to run out the check hole.

The right amount now will take about a quart, but use the check hole check, too.

## 3/4-TON TRUCK PART



Now, lower brackets for these lifting shackles on your 3/4-ton truck — you need 'em if your truck was made in 1962 or before. Brackets, **GM 2140-871-4100**, replace Brackets, **GM 2140-770-0770**, don't in **TM 9-2130-112-00P** (Rev. 65). Make sure you've got the correct rear job.

Here's some differences told in parentheses: one steel from level, base distance, 17 1/2 inch (5 1/8 inch); from center of mounting hole to outer edge, 5 1/8 inch (1 1/2 inch); overall width, 5 1/4 inches (5 inches).



BRACKET

WITH  
AND THE  
SOME  
ORDER  
FROM  
NEW

LIFTING  
SHACKLE  
BRACKETS



# MEXI NUMBERS

Maybe you're adding, and the serial number and the registration number do sum to an M711 serial 124-100 truck? You add 'em. A Ford-built vehicle comes down with the serial number and registration number the same. A Kaiser-Jeep or Willys-built M711 has a registration number different from the serial number.



## VENT VALVE SERVICE

Time to go to 1-800-9-5528-1184-02 (After 6:00 when it "reaches maximum") servicing your engine's crankcase ventilar exhaust valves. They're not designed! They serve you! It's a job for experienced maintenance.

TM 9-2028-118-00 (Apr 85) gives you all the steps in servicing the ventilar valves. This goes for the M711 1/2-ton truck and all other members of the OMB family.



USE  
SERIALS  
ONLY.

## TUBE TO RESCUE



(Old Man — just give us other alternatives than our way to ground rubber — and a ball at the same time.)

**Other Notes:**  
 When we need an **M711** in the truck riding on the ground, riding on a new parking-brake-down that should be good temporary while we try to get them a replacement tube. A heavy tube like's used on the 1/2-ton and 3/4-ton trucks. But the original should be 2028-118-0000 in a position.

**Bill Edward J. Switzer**  
**ARMY ORCA-CARLEN**  
 Vietnam

## RING-A-DING MUFFLER



Maybe your muffler's not supposed to vibrate your right rear lifting shackle. If you get a ringing noise when excited along in your M711 1/2-ton truck, that's probably the trouble. The problem's with the muffler — there's a bunch of 'em that've got the front things out of kilter.

If you've got a ring-a-ding muffler that's in good shape otherwise, you can switch it to the tailpipe will be turned down away from the lifting shackle.

Just loosen the three things from the muffler pipe. Give the three pipe piece about a 30-degree rear counter-clockwise. Tack weld it back on. Now tack the muffler and tailpipe back on the exhaust pipe. If the tailpipe clears the lifting shackle, finish the welding job.



## WELDING TM

The new TM 9-2077 (Nov 67), Operator's Manual Welding Theory and Application, is loaded with step-by-step welding instructions, workshop welding equipment, provides a trouble-shooting chart, and supply lists on welding materials.

BEHOLD THE TRAILER...

## FITTINGS AWOL?

WHAT'S THE JUSTIFICATION FOR THE ORDER?



Check fittings on some M274 L/2 Low trailer spring shackle loadings are pressed from the outside in. If you use a high-pressure grease gun on 'em, they may pop out. So use a low-pressure grease gun instead.

But if you do pop one of those fittings, replace it with one that's pressed from the inside out. It's got a flange on the inside end.

There's no FSM for it yet, so you order it from WHATACOM under Part No. 127162 (MIL-118). Use an "exception data" type request. EIC is 804. DIC for request is 805 — the COMB is 806. Write your justification on the back of your order card.



REAR'S MIGHTY...



Differences between the M274 and M274A1 L/2 Low trucks include the air cleaner-coalburner box. Hosi, Performance, FSM 2948-578-6661, is TM 9-2428-213-28P (Aug 68) is for the M274 only. The M274A1 uses FSM 2948-599-6591.

U-JOINT PARTS KIT ... 76-788

WE DON'T HAVE  
A BIT FOR IT?

**NOT SO  
UNIVERSAL**

FOR TURNING  
SHARP CURVES.

You can't get a universal-joint parts kit to repair the weather-to-forward-manual-prop-shaft and transmission-transfer on your M56A1 2-1/2-ton modular truck. You can't if your vehicle doesn't meet General Motors No. TM-30-113-AMC-87248 (CI) and has a USA number in the series 020113-9098, 020004-4198, 014024-0000 or 020001-6010.

Seems that these trucks have oddball universal joints on their shafts — they have an internal snap-ring to hold the joints in place. Part No. P20V 2030-742-0508 (used on page 100 of TM 9-2120-209-20P (Jan 65)) won't match the parts.

So . . . if you need U-joint parts — and want to repair kit 76-788 on the scene — ask for the earlier prop-shaft, P20V 2109-742-1001, which is also on page 110 of the 20P.

The universal-joint parts kit now in the 20P will work with all other M56A1's, plus the replacement prop-shaft. The U-joints for these have internal snap-rings or a cover plate with two snap-rings.



**U-JOINT HAS  
TRANSFER TO FRONT**



**FORWARD  
END OF  
VEHICLE**







KEYS TO  
SUCCESS...

# PM HELP FOR OFFICE MACHINES

To give more figured maintenance on that adding machine, typewriter, calculator or cash disburse for number machines, etc?

You've got the wrong elevator and the wrong garage door, friend. Records and supply men's work with a string of enterprises and retailers. Clear price and freight figures are value lighting for the home to have, right?

Right. In your set of keys for no way to shops. Here's how.

## LOADING

**ROAM** — Wipe clean with a soft, damp cloth. If your typewriter plates the big roller for the paper comes out easily, remove it. Use wire eraser. This eraser removed never on keys or rolling or rotating machine.



TAKE OUT ROLLER



WIRE  
ERASER



...AND I  
SAY IT IS A  
COMBAT WEAPON  
AND IT'S GOOD  
TO ART  
COMBAT TYPE  
MACHINES!

**THE PIN** — A push-pin held down on a blank material lightly with the thumb nail is best.



**CORRECTION** — If the keys to correct the roller will shift to disengage and roll on all general characters.



## REPAIRS AND LUBRICATION TIPS

**REPAIRMENT** — In several kinds of the work performance. When others or ink stops, try, get new parts.

**ADJUSTMENT** — Before cleaning all other, look closely to see how it's finished. Before you to go in thought — to finish in time, the adding machine, watch above you for those little screws holding from the machine.



**REPAIR** — Look machine can be washed if you'd like. Why not put the ink for the ribbon again, you can also use different type on your paper plate?

## IDEAL PURPOSE MACHINES

On duplicators, typewriters, mimeographs and so on, watch:

Don't let a salesman or agent talk you into buying and carrying extra, heavy-duty, double, triple, and extra. There are only better and after you see.

**COPIES** — Make exposure to dark and light on the transfer line your machine. Goodly paper has to be provided from light to well.

**SPRINGS** — Double type like double and three-row a hand that are gone overall and other parts. Storage developer just plenty. Use oil solution set and watch down the system when you think a job.



## OTHER CARE

**CARTRIDGE** — Don't use — they keep out the dust that ... and the carriage fully stops from getting at the keyboard.

**FORMS** — Use only the best and materials recommended for office equipment.

LITTLE PREVENTIONS  
MAY SAVE YOU  
TWO HUNDRED!

EFFORT  
COSTS

## RUBBER

Preventive care  
documents  
rolls.

Carbon tetrachloride  
forms are poisonous.

Grease and cigarette ash  
do not clog rollers. For extra-  
durable shafts a special oil  
is necessary.



Carbon tetrachloride can be allowed to slip into rollers, gears, or rollers.



**WINTER WORK** — If you are lucky enough to have good clean weather, remember that you can be dangerous. Keep eyes open for frozen wires, broken plugs, and cards linked or tangled. Use oil solution when you can.

**TYPE** — Carbon and other, in these seasons, and hot opening number to carry after exposure to winter conditions or better should be possible in winter conditions.

**BEST CARE** — Removing keyboard and printing and from will better office machine.



Typewriter carriage cover handles. The right way to carry a typewriter is with both hands, under the bottom, between the front and rear feet.

**SOLD BY THE** — The way to solve these problems will that support them, let a professional fix across a flat-top roll with the job.



## KEEPING UP THE

If you're stuck for part-or maintenance TM's and DA Part 518-4 like soon, there may be a way out. To get manufacturers' parts, send a request — giving make, serial number, model, and P/N of machine — to U.S. Army Mobility Equipment Command, 4580 Goodfellow Boulevard, St. Louis, Mo. 63120. Mark the request ATTN: ARMED-STL-6.

to get the best  
of the best  
from fingers.  
IN 10/10/10  
10/10/10 (10/10/10)  
give you  
2000 2000

# FILTER CLEANUP TRUCKS GRADER



You can quit worrying as this lesson plans on your Model 22 Cellular Grader trying to read air filter cleaning instructions. There'll be one word you'll see in the pilot car be changed . . . and like you probably know, the steps to see in the LO or TOE 3-1000 200 11 anyway.

But when could we you up in the whole new scope — including available.

For that, you remember check and the instructions. The primary filter element gets cleaned every 125 hours normally, quarterly at least, and less often in rough going. Check!

Then the secondary filter element gets cleaned every 1000 hours, or changed once a year. One that!

Sounds simple, but doesn't a trick or two proceed solutions.



I DON'T HAVE TO READ THE AIR FILTER CLEANING INSTRUCTIONS, CORRE!



The next step is to take off these 2 bolts using nut and dipper the whole way. If there's more than a hand, let us in of that then, you're not doing enough.

Then you take down the 4 wing nuts on the side. Then you take down the primary element of steps . . .



Next you're ready for the steps of level the 4 wings up behind the things on 2 more wing nuts, and working by the filter without any leading nuts, you might never see them.



YOU DON'T NEED TO TAKE THE WHOLE FILTER BODY OFF TO FINISH THE JOB . . .



Just take off the 4 wing nuts, and you when you see that 'em again, and the secondary element will come right out with almost no-worry.

JUST BE SURE I DON'T LET IT DROP!



## THE REST IS EASY

Then there are, of course,

If you found a can of *Just Spray* that top filter element, you may be able to blow it out with compressed air. Hold



the air hose 6 or 8 inches away, get it good all around, in and out, and then turn it over. Blow it all good upside down.

As long as you have the primary element roll, give that a good airing out, too. Then clean out, and wipe out, the cloth top of bottom cup and the ear that's locked to the engine air intake. Make sure you don't leave filter strings loose inside the ear.

## IT HAPPY GET

If you've been working in heavy dirt and the elements are badly clogged, you may need to wash them out instead of using air.



Your wash-out job is about all that top element can stand, and if it gets hot and gunk-loaded, change it anyway. Just let somebody over put oil in that crack like, at least. And use brushes, goodies, or dry-cleaning solvent on those ears who want a few can bits inside?

IF THERE'S AN FSN...

## REPORT THE CHANGE



Dear Bill West,

Our manufacturer will have made equipment items that are commercial models — but still reportable under FM 88-430.

Perhaps you're when receiving equipment of parts and components an entire case records for them. Some of the parts and components don't have FSN's. Some parts even have serial or part numbers.

How should these be recorded on DA 3400-0 or DA 3407?

SP4 B. T. L.

Dear Specialist B. T. L.,

Every part or component replacement (except minor hardware) must be recorded.

If there's an FSN, enter part number or part serial number in the FSN space on the DA 3400-0 or DA 3407.

Even if there's no number at all, enter the name manufacturer of the item replaced — or let the NMF know what parts or components are wearing out, breaking or otherwise going to you. Then enter "UNK" in the FSN space on that form.

*Bill West*

## NEW OIL NEEDED

Send us one if you've got a Hopkins Model 2000 Two Oil Horse that's used with asphalt rollers.

You should use oil that conforms to MIL Spec MIL-L-20811, Type II, in the cargo tank and reservoir and expansion tank, and you'll need 750 gallons.

You can get a 55-gallon container by adding the Lubricating Oil, Aircraft Engine, FSN 9114-900-2100, and FSN 9114-901-2100 will get you a 3-gallon container.



The 5-699-204-15 Hop Oil comes just Hopkins two oil horses and asphalt rollers.

There're guys who want to get things done but are not sure if they have all the tools.

# ELECTRICIAN'S

The Electrician's Tool Kit No. 2, P/N 1189-111-0011, L175 10/21/14, is there'll be no doubt as to what you should have, here's a list of the tools in that kit.

You only get one and unless it's used. The tools you have may not look exactly like the ones shown here; different manufacturers, you know. They work the same, though. You can find this kit in Full Cat 5100-01-A-01 Jan 14.

## TOOL KIT NO. 2

I TOLD YOU WE SHOULD'VE CHECKED HIS TOOL KIT.

842, 100, 10000) 200 g



FOR 1189-111-0011

842, 100, 10000) 200 g



FOR 1189-111-0011

0000, 000, 10000) 100 g



FOR 1189-111-0011

111, 1000, 10000) 100 g



FOR 1189-111-0011

111, 1000, 10000) 100 g



FOR 1189-111-0011

1000, 1000, 10000) 100 g



FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

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FOR 1189-111-0011

1000, 1000, 10000) 100 g



FOR 1189-111-0011

1000, 1000, 10000) 100 g



FOR 1189-111-0011

1000, 1000, 10000) 100 g



FOR 1189-111-0011

1000, 1000, 10000) 100 g



FOR 1189-111-0011



WHEN YOU'RE ...

# COOKING WITH GAS

Your 502 burner model, F02N 11100410-0017, can give you your job of cooking, wherever it's used in the M100 or the M95 cabinets. But you should always heed these safety precautions when you're using it.

Take the burner out of the control or test when you're going to adjust. Make sure there's contact on the control between the control on the fuel regulator and the fuel rack to keep off valve activity.



Always be sure the burner is turned off and cool before you adjust the rack, air limitation means just that when you're filling the fuel rack, don't make sure there's no fuel or other inflammable material on or near the burner when.

Wipe up spilled gasoline quickly. Keep the fuel rack and fuel regulator caps tight at all times. Never cover the fuel regulator cover for an open flame.



You should guarantee the fuel rack with the inflating pump, F16 4324-001-0004, also comes with your accessory rack, and also, the M95C, substitute the air flow from a tank. The pump will be pressure eggs from 14 to 30 PSI. That's the best used to 30 14. Call 100 12 Web 68.



If the pressure gas into the rack area or the egg when the air's flowing, use the flame down about half what it was, and keep an eye on it. If it stops in the rack area, shut the rack down without cost.

Never release any air pressure while the burner is lighted or while the gas is still hot.



Your generator should operate 100 to 100 hours, depending upon the grade of fuel you use. When you replace the generator, always inspect the equipment for cracks or any type of defects. Never load the sled or force the generator into position.

When you're operating your burner unit, make sure there's plenty ventilation so you won't be concerned with carbon monoxide. And, have your fire extinguisher, F16 4324-001-0011, handy.

With a little care and attention you can make your burner unit ... and make you get the bang of it you want to get the bang of it!

## FIELD RANGE TOOLS

YOU GOTTA BE GOOD...  
SINCE WHEN DO THE MESSHOGS  
KNOWER TELL US TO GET TOOLS?

YOU  
GOT A BETTER  
EXPLANATION?

Dear Mr. Messhog,

We have an MS burner unit in our MSR field range,  
what tools are we supposed to use on it?

YPC H. E. H.

Dear Sergeant H. E. H.,

Here are the tools you use on that burner unit:



Wrench, adjustable,  
17" long,  
P/N 029-340-029



Level, combination,  
P/N 109-003-717



Screwdriver, flat tip,  
17" shaft length,  
P/N 029-180-028

You'll see these listed in TM 18-1560-284-12 (Pub. 40).

*Hot Shot*

## SPACE HEATER FLAME SPREADER

Dear Mr. Messhog,

Is there an P/N for the flame spreader  
that goes inside the burner assembly, P/N  
029-180-028, of our 45,000-BTU space  
heater?

YPC H. E. H.

Dear Sergeant H. E. H.,

No. You have to order the repairing  
part-only burner, P/N 029-311-0247,  
and it includes the flame spreader. That  
P/N is in the latest TM 18-4500-200-  
21P.

*Hot Shot*



TO GET THE  
FLAME SPREADER,  
YOU HAVE TO  
ORDER THE  
BURNER!



**NO  
SECOND  
GUESSING,  
PLEASE!**



Second guessing the guys who designed your generator set by disconnecting parts of the cooling system never pays. In the long run it means extra wires and elbow grease for you and your support ... more down time for maintenance.

Talkin' about the valveless diesel elements and thermostats, like those on your Hol-Car Model CE-501-AC/75K1 generator set,

open slotted fuel is rich fuel mixture into the cylinders and build up excess carbon on the spark plugs, valves and pistons.

The same over-rich mixture is fed to your baby on light loads ... more carbon build up.

Before long somebody puts a big load on your rig and — whoa! What? The engine is so carboned up she can't handle the load!

Covers having the slotted elements and thermostats removed means that the set will get out all the juice you need. During warm-up and low load periods the slotted will be partially closed and you'll get the right fuel-air mixture. When the engine reaches the proper operating temperature, the thermostats will open those slotted as wide as you please.

If you suspect your baby is running a little on the hot side, then, check out the thermostat.

TM 1-6115-420-12 (Mar 64) page 107, tells you how to run your Hol-Car 50KW thermostat. Replacement parts are listed right in the JOP.

**WATER**



**WATER**

**WATER  
REGULATOR**



It takes a few minutes for a newly-started engine to warm up to operating temperature. Meanwhile, those wide

## Cornie Rodd's BRIEFS



### Get this Down!

Here's the new address for your OM, Form 2028's and other suggestions or questions on TR 38-708, TR 38-708-1, TR 38-708-2, AD 111-18 and AD 732-20. Send 'em through commercial channels to M. L. Army Logistics Institute, Systems and Academic Agency, New Continental Army Depot, P. O. Box 2947, Huntsburg, Pa. 17124. You can make a note about this change in your job's M you get written.

### Yellow Fever?

Need some 4 1/2 wide yellow reflecting tape to mark your lightning ground support equipment? 504 939-007-4440 gets a 50-yd roll that meets Mil Spec 15290 and costs \$49.95. 154 909-527-4341 will get a 1 1/2 wide, 50-yd roll for \$34.95. Or 1 1/4 (No. 87) to TR 30-400-8 requires one of the tape. Regulations from ARDCs, SIC 817.

### Supply Records Call

Supply types, hear this: . . . If you're keeping your records by fiscal year . . . come on. AR 340-214 (Mar 87) puts it on [2], O's cutoff by fiscal or calendar year . . . whatever suits your operation. Best info in the AR's Appendix C provides examples only.

### Cable Cross Up

The way you're trying to label onto a CX-30831's power cable exactly like the one under PMA 999-349-0844 is TR 11-2029-292-10 Line 525, but you keep getting a CX-18031's special gear gear electrical cable capacity listed. Check up . . . and use PMA 2993-130-1182 as listed on Page 44 in Fed Cat C3998-A (Aug 87). Still got you that CX-18031?

### Champion Compression Wearing

Regardless of what you may need—on the state pleasure manufacturer's olive matters are sealed for life and get including Champion Air Compressor, Models 483-894, 487-894, 60CA/900-894 and 60CA/900894, as well as Model 309-400-814-1. Just follow the O's.

### Seminole Prep Drop

The next time you make a Seminoles (U-4) prep control check at 2600 894 remember you're allowed only a 500-140 894 drop as called for in page 1-10, Item 21 of the 23-1290-201-08 1 Apr 86. The 200-828 894 figure gives in page 3-21(g) of the operator's job listing changed.



### Hot Stuff!

First thing you do when you get in a new supply of Ballistic Shield, Electrolyte, F24-2410-349-2004, is popping the shipping container and check for leaks. Make sure the plastic bags aren't punctured. Take off the cap and see that the seal in the neck is secure. Then get the cap screwed on snug.

### Willy Wile 73E

The Willy Wile is now covered by TR 11-1040-234-13 1 Apr 87. Medical Dispenser, Star Control Agent, Portable. 432 274-8-110. The P manual for the bike is still in the works, though.

### P.L.L. Reconnection

Get your copy of G-8 (Mar 88) to TR 9-2800-203-2091. That's your COMAL. It gives you wrap on PL or convertible form.

### Long Range Friends

Get a couple of direct optics, like the AA4/P93-2 and P91 M93-2A radio sets, too close together can make a pair of enemies of you. Come when there's operator in the same area in the same frequency band they light each other's radio frequency, and you have you yourself in video images. So, keep 'em apart—very, 50 meters or more. Also, don't let 'em look at each other.

### Water Can Gasket You

You can get gas for giving the gasket to the closure assembly of your water can if you'll call for definition certificate, 262 504-88-4-1154, PMA 88-4-275-8717 (2 ad). You'll find it listed in Fed Cat C3998-A. And if you need the gasket, ask for W4048, Nonconductive, O-R, 20mm (3/16in), PMA 2390-204-5004. You'll find it listed in Fed Cat C3998-A.

Would You Stake Your Life *right now* on

the Condition of Your Equipment?

# TOOLS

# NEED MAINTENANCE

# TOO!

