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Issue 119

PS  
★

1971 Series  
February

THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY



SPRING

SUMMER



USE THE RIGHT  
UNIT FOR THE  
SEASON!



TAKE CARE OF  
FILTERS—  
+FRESH  
+CLEAN  
+COOL

FALL

WINTER



STAY WARM  
AND COZY  
WITH YOUR  
HEATER!



GET RID OF  
EXCESS  
MOISTURE  
BEFORE IT'S  
TOO LATE!









Besides your instruments, use a gauge you were born with—your ears. Put your spark plugs back in the ports, but leave the electrical and disconnected. Then maneuver the engine over (things have to be quiet in the shop) to maximum compression and head on out to the wily whippers—

As piston building gets into the calculator era, even a bad valve valve.



As starting and the matter follows an without valve is best.



Then take the next step—



If it is any cylinder which closed for 1/2 inch, you'll be better off in an of at least three inches. That's all it is if it is 1/2 or 1 inch, then get another reading.

If it were shown about the same as other cylinders, you can believe it's likely bad rings. If compression doesn't come up, it could be valves. Try valve adjustment, then another compression check. But lower this:

Any time reading is below minimum tolerance in the TB, and any time there's consistent compression loss, you're a customer for it.



## TIPS:

1. While your plugs are out, check and clean 'em on your spark plug cleaner-tool. Might be faded plugs that caused low engine performance in the first place.
2. Cylinder compression test on diesel engine is a DBI check to have 'em done. Two compression gaps won't dig it.

# DIESEL ENGINE SAVER



It's free pump for you if your tracked vehicle is powered by a D715 or D715T or W7117 Detroit Diesel engine—

TB758-052 (See No. Miscellaneous of Supplies And Equipment Operators of Tank & Armored Material Powered With Detroit Diesel Engines D715, D715T and W7117.

It's got a lot of good info on both operation and maintenance of these engines.

**Why a special TB on this?**

Like the TB says, most of the "high failure rate" of these engines comes from:

**CAUSE**

- Poor maintenance
- Fuel filters not changed
- Fuel lines not checked and water
- Fuel adulteration
- Fuel starvation
- Poor operation
- Overheating/overworking
- Heavy deposits of trouble
- Failure to handle engines with tanks being over-embanking 'em for shield.

**BELOW IS A LIST OF THE SPECIALS AVAILABLE WITH TANKS**

- |                                      |                                       |
|--------------------------------------|---------------------------------------|
| W7117 Engine, Personnel FT And       | W715 Tractor, Light, 2P, 10,000       |
| W715J Engine, Command Post 2 Tracked | W715 Tractor, Medium, 2P, 10,000      |
| W715AJ Engine, Storage, 10,000, 2P   | W715 Tractor, Heavy, 2P, 10,000       |
| W715AJ Engine, Storage, 10,000, 2P   | W715 Recovery Vehicle FT, 2P, Command |
| W715AJ Engine, Heavy Storage, 2P     | W715J Engine, 10,000, 2P              |
| W715 Engine, Large Tracked, 2P       | W715J Engine, 10,000, 2P              |
| W715 Armored Recon Vehicle Command   | W715J Engine, 10,000, 2P              |
| Vehicle                              | W715J Engine, 10,000, 2P              |
| W715J Gen, 14 2P 10,000              | W715J Engine, 10,000, 2P              |

This TB really puts it on the line, all the way from the gunner's driver up to his commander!

"Commanders also will include special instructions to direct testing programs of their respective commands," the TB says.

# STORAGE BATTERY SAVER

## HOW TO USE THEM 1-1-1

Square peg in the square hole, round peg in the round hole. Simple enough.

Be here once, come guys hook up their batteries wrong!

The right way is just as simple as pegs 'n' holes.

Negative (-) goes to negative (-).

Positive (+) goes to positive (+).



Good tip on this and the best of your vehicles will be a hand-on battery. And you may even rule some of your equipment's electrical components.

Like the AC/DC power windows (alternators) on newer model tactical trucks — you'll follow the gun out of it with the wrong battery hookup. This AT indicator can save Uncle a couple hundred bucks!

No, seriously — when you've had the cables off your batteries, you can hook right. (Remember, negative goes on last.) Some gear what you're hooking up a charger or jumper cables to your batteries. Ok, ok, the cables that hook your batteries make negative goes negative (-) to positive (+). That's what gives you a 24-volt system with 2 12-volt batteries.

Think you might forget?

Then get this deal, \$24 999-913-1624, and stick it inside the battery box cover. Slip a pair of clear "visibility" over electrical to keep it from weather's way. No battery box cover? Then stick the deal close by where anyone working on the batteries can spot it easy.

That's the same deal required on M1114's 141-aa trucks — by TR 746-261-1 (Jan 87), para 47.

Check with your maintenance folks. Your command probably will be satisfied pick to authorize this deal for all your tactical trucks, tracked vehicles, guns, cars, compressors, etc.



Place the label on the top cover of the battery box.

FOR THE BEST OF YOUR EQUIPMENT, ALWAYS USE THE CORRECT POLARITY CONNECTIONS.

## LABEL YOUR LABEL

Place on a wrist on the end of a girl's nose.

New battery cable labels make it plain just which cable is negative (-) and which is positive (+).

That's the labels you'll find on the new M1114's 141-aa truck. They're found in Ch. 2 (Jan 76) or TM 9-229-119-229 —

Label, battery cable lead, negative. \$4 999-47-171



Label, battery cable lead, positive. \$4 999-47-171



Get your command about ordering. Use these labels for all your equipment with standard storage batteries.

In most cases, you just take off the battery-cable clamp, slip on the label and put the clamp back on. If the clamp doesn't come off, maybe you can get the label on from the other end.

These labels are not designed for the big, big battery cables you find on some equipment. But you can use 'em on those cables, anyway. Just lay the label lengthwise on the cable and wrap several turns of electrical tape around it each end. Or, maybe better yet, punch holes near the edges of the label so you

can stick it onto the cable with Snap-Link Supporting, \$24 999-913-1624 or the same thing — you can't buy battery cables from Snapping Around.

Use the label close within a few inches of the clamp where it'll show up.

Here, a good, experienced mechanic can still check cable to vehicle, but it's pretty hard for anybody to make a mistake when the cables are labeled.



OPERATOR USE ONLY FOR 12V/24V BATT

## Now Staff-Work.

Some of our trucks have it and some don't — we don't like eggs.



Remove battery lead before working on generator or engine installation. Remove ground lead too.

Can you tell me where to get this and so down?

Dear Sergeant B. B. B.

It's \$24 999-913-1624 or DC 746-261-1 (Jan 87).

SPC B. B. B.

My Staff

# NO MYSTERY

WHEELS TURNED

THEY TRUCKED

THEY TRUCKED

THEY TRUCKED

THEY TRUCKED

WHO DARNIT!

EASY...

The guy who never loaded his truck at home — that's just above paydirt! Right.

... THE GUY WHO NEVER GOT PAID OVERNIGHT AND HAD TO WAIT FOR HIS MONEY TO BE DEPOSITED. THE GUY WHO WAS ALWAYS ON THE ROAD... PROBABLY THAT GUY WASN'T A GUY!

If your machine calls for *Maxim's* fluids, it'll be done.



If you're in a hurry, no rough roads, that's right.



CALL TOLL FREE



# YOUR No. 1 COMMON SHOP EQUIPMENT



YOU MAY BE THE BEST DANCE PARTNER IN TOWN AND I'VE MET YOU - YOU CAN DANCE THROUGH ANY SHOP EQUIPMENT USING THE SHOPPING TIPS.

Getting the tools you need and knowing how to use 'em is the secret to good maintenance and keeping your equipment on the go.

The best way to make sure you have the tools you need is to check your local supply store or supply manual for your kit or set, and make sure you get all of the changes or sizes you.

If you have—

**NO. 1 COMMON DISASTROUS INCIDENT  
APPROXIMATE MAINTENANCE AND REPAIR SHOP EQUIPMENT  
ON 400-750-0000 (ON WHEELS)**

then you should have **NO. 1 COMMON DISASTROUS INCIDENT (Mar '76), Ch 1 (Sep '76).**

Here're the tools you should have in your shop equipment set. These are different manufacturers, so the tool you have may not look exactly like the one pictured here, but it should still do the same job. You get one each unless noted.





# YOUR No. 1 COMMON SHOP EQUIPMENT

YOU MAY BE  
THE BEST DASH  
AIRBORNE IN THIS  
BAR'S AIRLOCK, BUT  
YOU CAN BEAT  
YOURSELF AND YOUR  
EQUIPMENT USING  
THE SHOPPING TOOL.

Getting the tools you need and knowing how to use 'em is the secret to good maintenance and keeping your equipment on the go.

The best way to make sure you have the tools you need is to check your local supply store or supply manual for your kit or set, and make sure you get all of the changes to those jobs.

If you have—

**NO. 1 COMMON DISASTROUS INCIDENT  
APPROXIMATE MAINTENANCE AND REPAIR SHOP EQUIPMENT  
ON 400-750-0000 (ON WIFE)**

then you should have **NO. 1 COMMON DISASTROUS INCIDENT** (Mar '76), Ch 1 (Sep '76).

Here're the tools you should have in your shop equipment set. These are different manufacturers, so the tool you have may not look exactly like the one pictured here, but it should still do the same job. You get one each unless noted.









**EXTRACTOR BIT, SCREW** (open type, spiral fluted drill style, with two cham. pts.) 1 each of the following:



**FOR DRILLING**

SIZE	LENGTH (in.)
1/8" DRILL BIT	3/4 to 1 1/2
3/16" DRILL BIT	3/4 to 3/4
1/4" DRILL BIT	3/4 to 3/4
5/16" DRILL BIT	3/4 to 3/4
3/8" DRILL BIT	3/4 to 3/4
1/2" DRILL BIT	1 to 1 1/2
5/8" DRILL BIT	1 1/4 to 1 1/2
3/4" DRILL BIT	1 1/2 to 2 1/4

**FILE, HAND** American pattern, flat type, double beveled faces, spiral beveled edges. 2 1/2 in. length is pt.



**FOR DRILLING**

**FILE, HAND** American pattern, half-flat type, silver and beveled faces. 2 1/2 in. length is pt.



**FOR DRILLING**

**FILE, HAND** American pattern, half-flat type, smooth, 8 1/2 in. diameter, back into edge or straight. This length is pt.



**FOR DRILLING**

**FILE, HAND** American pattern, mill type, spiral and set faces and edges. 2 1/2 in. length is pt.



**FOR DRILLING**

**FILE, HAND** American pattern, oil type, 3/4 in. dia. of largest sec., double beveled faces. 2 1/2 in. length is pt.



**FOR DRILLING**

**FILE, HAND** American pattern, three-face, double beveled faces. 2 1/2 in. length is pt.



**FOR DRILLING**



**FILE, HAND** American pattern, 11, 12, 13, 14, 15, 16, 17, 18, and 19 threads per inch.



**FOR DRILLING**

**FRISKET TOOL, FRISKETING TOOL** (metal, w/ rubber cup) for test indicator



**FOR DRILLING**

**FRAMING SQUARE, TRIP** (hand use) (steel) (one edge tapered) (one edge flat) for 1/2 in., 3/4 in., 1 1/2 in., 2 in., 2 1/2 in., 3 in., 3 1/2 in., 4 in., 4 1/2 in., and 5 in. to 10 in. (width and angle of faces standard), w/ 1/2 in. prying edge for 1/2 in., 3/4 in., 1 1/2 in., 2 in., 2 1/2 in., 3 in., and 3 1/2 in. hole.



**FOR DRILLING**



**WRENCH, OPEN-END, 12-INCH, 18000** (18000) Heavy-duty alloy-steel, 1/2-in. dia. x 1 1/2-in. thick ends



**FOR 1/2-IN. TO 1 1/2**

**WRENCH, END, 12-INCH, 18000** (18000) Heavy-duty alloy-steel, 1/2-in. dia. x 1 1/2-in. thick ends, 1/2-in. dia. x 1 1/2-in. thick ends



**FOR 1/2-IN. TO 1 1/2**

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**FOR 1/2-IN. TO 1 1/2**

**WRENCH, END, 12-INCH, 18000** (18000) Heavy-duty alloy-steel, 1/2-in. dia. x 1 1/2-in. thick ends, 1/2-in. dia. x 1 1/2-in. thick ends



**FOR 1/2-IN. TO 1 1/2**



**KEY SET, SCOTT HEAD DESIGN** See also, 100-100-1000 or 100-100-1001 both of the following



**FOR 10-1000-1000**

FOR	Minimum Size	Q. amt., U.S.
100-100-1000	0.0010	100
100-100-1001	0.0010	100
100-100-1002	1/16	100
100-100-1003	1/8	100
100-100-1004	1/4	100
100-100-1005	1/2	100
100-100-1006	3/4	100
100-100-1007	1	100
100-100-1008	1 1/4	100
100-100-1009	1 1/2	100
100-100-1010	1 3/4	100
100-100-1011	2	100
100-100-1012	2 1/4	100
100-100-1013	2 1/2	100
100-100-1014	2 3/4	100
100-100-1015	3	100
100-100-1016	3 1/4	100
100-100-1017	3 1/2	100
100-100-1018	3 3/4	100
100-100-1019	4	100
100-100-1020	4 1/4	100
100-100-1021	4 1/2	100
100-100-1022	4 3/4	100
100-100-1023	5	100
100-100-1024	5 1/4	100
100-100-1025	5 1/2	100
100-100-1026	5 3/4	100
100-100-1027	6	100
100-100-1028	6 1/4	100
100-100-1029	6 1/2	100
100-100-1030	6 3/4	100
100-100-1031	7	100
100-100-1032	7 1/4	100
100-100-1033	7 1/2	100
100-100-1034	7 3/4	100
100-100-1035	8	100
100-100-1036	8 1/4	100
100-100-1037	8 1/2	100
100-100-1038	8 3/4	100
100-100-1039	9	100
100-100-1040	9 1/4	100
100-100-1041	9 1/2	100
100-100-1042	9 3/4	100
100-100-1043	10	100
100-100-1044	10 1/4	100
100-100-1045	10 1/2	100
100-100-1046	10 3/4	100
100-100-1047	11	100
100-100-1048	11 1/4	100
100-100-1049	11 1/2	100
100-100-1050	11 3/4	100
100-100-1051	12	100
100-100-1052	12 1/4	100
100-100-1053	12 1/2	100
100-100-1054	12 3/4	100
100-100-1055	13	100
100-100-1056	13 1/4	100
100-100-1057	13 1/2	100
100-100-1058	13 3/4	100
100-100-1059	14	100
100-100-1060	14 1/4	100
100-100-1061	14 1/2	100
100-100-1062	14 3/4	100
100-100-1063	15	100
100-100-1064	15 1/4	100
100-100-1065	15 1/2	100
100-100-1066	15 3/4	100
100-100-1067	16	100
100-100-1068	16 1/4	100
100-100-1069	16 1/2	100
100-100-1070	16 3/4	100
100-100-1071	17	100
100-100-1072	17 1/4	100
100-100-1073	17 1/2	100
100-100-1074	17 3/4	100
100-100-1075	18	100
100-100-1076	18 1/4	100
100-100-1077	18 1/2	100
100-100-1078	18 3/4	100
100-100-1079	19	100
100-100-1080	19 1/4	100
100-100-1081	19 1/2	100
100-100-1082	19 3/4	100
100-100-1083	20	100
100-100-1084	20 1/4	100
100-100-1085	20 1/2	100
100-100-1086	20 3/4	100
100-100-1087	21	100
100-100-1088	21 1/4	100
100-100-1089	21 1/2	100
100-100-1090	21 3/4	100
100-100-1091	22	100
100-100-1092	22 1/4	100
100-100-1093	22 1/2	100
100-100-1094	22 3/4	100
100-100-1095	23	100
100-100-1096	23 1/4	100
100-100-1097	23 1/2	100
100-100-1098	23 3/4	100
100-100-1099	24	100

**KEY, SCOTT HEAD DESIGN** See 100-100-1000 to 100-100-1099 both of the following



**FOR 10-1000-1000**



**KEY, SCOTT HEAD DESIGN**, 100-100-1000



**FOR 1000-1000**

**KEY, EXTENSION** 14 ft. lg., 2 used, type 30 cable, safety stop 1 end, insulator, guard lock, reflector, no ball and no other end, 20 or more feet long accustomed to be 1/2 in. for following area base lamp (2 in. net) when selected use FOR 100-100-1000



**FOR 1000-1000**

**LAMP, INCANDESCENT** 2 x 25-w, red screw base, frosted top, white light, no 20-00

**FOR 100-1000**

**LAMP, INCANDESCENT** 2 x 25-w, red screw base, frosted top, white light, no 20-00

**FOR 100-1000**



**KEY, EXTENSION** 25 ft. lg., 2 used base 50 ft. 1000 cable, 1/2 parallel base plug-in connector 1 end, insulator, guard, lock, reflector, no ball, and no other end, 100 or more feet long accustomed



**FOR 1000-1000**

**LAMP, EXTENSION TUNG**  
Incandescent, 250  
w, 400 or 600



**FOR 1000-1000**



## WARRANTY KIT



### FOR 400-28-4001

Assembling kit  
Tool box, portable, metal  
FOR 28-04-880470

Padlock, 1 1/2 in. pin tumbler mechanism  
FOR 28-04-0124

Clac, hydraulic w/1/2 in. 1/2 gal reservoir w/1  
FOR 400-28-4271

Gas, propane, tank, four operated  
FOR 400-28-2300

Adapter, ground gas coupling, flexible-wire,  
strapped-coupler  
FOR 400-28-5171

Lubricator, bearing, portable  
FOR 400-28-8100

Lubricating fitting tool, for removing and  
installing standard or fittings, self-lubricating  
fitting tubes, flexible-hose (two feet to  
20 ft) or equal  
FOR 28-04-0401



Adapter, hydraulic, straight, 1/2 in. O.D.,  
female  
FOR 400-28-1400

Adapter, ground gas coupling, rigid-wire,  
straight hydraulic-type fitting, Lincoln W-  
Code 3000, Part No. 300-000 is for gas  
W-10  
FOR 400-28-2300

Gas, field, 1 in.  
FOR 400-28-2300

Gas, field, 1 1/2 in. O.D., w/1/2 in. O.D. extension, 10  
flexible-wireless hose, and 10' rigid ground-  
type tube  
FOR 400-28-2300

Fitting, lubrication, hydraulic, surface-  
chrome, 1/2 in. (NPT) female, steel, straight,  
1/2 in.  
FOR 400-28-4000

Clac, body, lubrication fitting, 10 degree  
angle 1/2 in. (NPT) male x 1/2 in. (NPT) female  
FOR 400-28-4000

Clac, body, lubrication fitting, 20 degree  
angle 1/2 in. (NPT) male x 1/2 in. (NPT) female  
FOR 400-28-4001

Lubrication, line, powder, specially, air  
operated, gauge pressure line 1/2 in. O.D.  
at pressure applied 20 to 120 psi or pressure,  
1/2 in. O.D. hose w/optional water-washed tube  
fitting, male, 1/2 in. O.D. tube tool, sets of  
chrome and

### FOR 400-28-8000





**PLATE KIT, MECHANICAL** cast-iron, two sizes for extra long, 1 and 2 pcs. # 10-052 for outside usage, 1 ea. for 75¢ ea. inside usage consisting of 17 items only.



**FOR EACH ORDER**

1 cast-iron plate	10.00
Part # 10-1-000	0
1 jaw, inside	17%
Part # 10-2-000	
1 jaw, inside	17%
Part # 10-3-000	
1 jaw, outside	17%
Part # 10-4-000	
1 jaw, outside	17%
Part # 10-5-000	
1 jaw, single	17%
Part # 10-6-000	
1 jaw, single	17%
Part # 10-7-000	
1 jaw, roller	17%
Part # 10-8-000	
1 cast, heated	17%
Part # 10-9-000	
2 jaws	
Part # 10-10-000	
1 cast, heated	0
Part # 10-11-000	
1 cast	10
Part # 10-12-000	
1 cast	17% to 20%
Part # 10-13-000	
1 cast	17% to 20%
Part # 10-14-000	

**PLATE KIT, MECHANICAL** steel, 4 1/2" dia. jaw steel for use with protector and set tool

4-4-4-4



**FOR EACH ORDER**

**PLATE, MECHANICAL** gear and die, die-rolling 2 sizes jaw, 100 lbs. spreader, 100 lbs. each



**FOR EACH ORDER**



**PUMP, SUCTION, LUBRICATING** hand operated, 25 to 100 lb. cap. 1000 psi pressure, 1/2 to 1 1/2 gal. base and gearless motor, 1/2" threaded cover and handle fitting for grease gun



**FOR EACH ORDER**

**PUMP, SUCTION, LUBRICATING** hand op. 25 to 100 lb. cap. 1000 psi pressure, 70 to 100 psi stroke, 1/2 to 1 1/2 gal. base, ball-bearing, 1/2" threaded cover and handle stem



**FOR EACH ORDER**

**SPREADER KIT, PULVERIZING** 100 lbs. manual POF No. 8000 or equal (Self-propelled)



**FOR EACH ORDER**

**REPAIR TOOL, PNEUMATIC** FIBER TUBE for all threads



**FOR EACH ORDER**

**RETRIVING TOOL, MAGNETIC** recovering iron, 100 lb. capacity, 20 to 100 ft.



**FOR EACH ORDER**



**STEEL, SOCKET WRENCH**  $\frac{1}{2}$  in. square,  
 $\frac{3}{4}$  in. long, 100-1000



**FOR USE WITH:**

**SOCKET SET, SOCKET WRENCH**  $\frac{1}{2}$  in. square,  
12 pt. long, 1000 style, 1000, 1/8 in. 1 in. of  
the following



**FOR USE WITH:**

SIZE	LONG IN.
1/8 in. (10-100)	1/8
1/4 in. (10-100)	1/4
3/8 in. (10-100)	3/8
1/2 in. (10-100)	1/2
5/8 in. (10-100)	5/8
3/4 in. (10-100)	3/4
7/8 in. (10-100)	7/8
1 in. (10-100)	1
1 1/4 in. (10-100)	1 1/4
1 1/2 in. (10-100)	1 1/2

**SOCKET TORCH SET**  $\frac{1}{2}$  in. diameter tool  
set, 1000 square, 10 and 1000 1000,  
welding iron 10, lighter, instructions and  
1000 set



**FOR USE WITH:**

**PORTABLE TOOL SET** 1000 1000,  
1000 1000 1000 1000



**FOR USE WITH:**

**STEEL, SET WRENCH** 1000 1000,  
1000 1000 1000 1000 1000,  
1000, 1000, 1000, 1000, 1000,  
and 1000

SIZE	LENGTH OF SHANK (IN.)
1000-1000-1000	1
1000-1000-1000	1 1/2
1000-1000-1000	2
1000-1000-1000	3



**STEEL, WRENCHING TOOL** 1000 1000,  
1000 1000, 1000, 1000 and 1000  
1000 1000 1000 1000 1000



**FOR USE WITH:**

**PORTABLE  
SAFETY KIT  
TOOLING**



**FOR USE WITH:**

**TOOL**

**PORTABLE SAFETY ELECTRIC/1000  
TOOLING**



**FOR USE WITH:**

**TOOL**



Don't let  
**YOURSELF AND  
OTHERS BE INJURED  
OR KILLED** by  
an accident!  
Don't let  
**YOURSELF AND  
OTHERS BE INJURED  
OR KILLED** by  
an accident!

**STEEL CRACKER  
COMBINATION**  
Steel tool



**FOR USE WITH**

**STEEL CRACKER COMBINATION** FROM  
ASSEMBLED, for testing, marking, marking and  
forming process. For 1/2" diameter steel to  
17" in, various ga. and  
length, by varying size.



**FOR USE WITH**

Steel

**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**



**FOR USE WITH**

**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**



**FOR USE WITH**

Steel

**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**



**FOR USE WITH**

Steel



**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**



**FOR USE WITH**

Steel

**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**



**FOR USE WITH**



**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**



**FOR USE WITH**

**THE IRON 1/2 in. 1/4 in. (1/4 in.) (1/4 in.) 1/4 in.  
1/4 in.**

**TOOL KIT, AIRCRAFT ELECTRICAL**  
 C/P's included in the following:



**FOR THE AIRCRAFT**

**FOR AIRCRAFT-TOOL KIT, 10 P. (PART 1)**  
 FOR AIRCRAFT-TOOL KIT (CONTAINS 10 P. OF-  
 Tended up, plastic bag, waterproof cover  
 gloves, non-skid mat, non-skid mat, non-skid mat  
 kit.

**WEIGHT, APPROX. (LBS.)**

Weight lb.	Weight kg.	Weight oz. (oz. M)	Weight oz. (oz. M)	Weight oz. (oz. M)
10.0	4.5	12	10	1

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	10	10	1
------	-----	----	----	---

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	12	10	1
------	-----	----	----	---

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	10	10	1
------	-----	----	----	---

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	12	10	10
------	-----	----	----	----

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	10	10	10
------	-----	----	----	----

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	12	10	10
------	-----	----	----	----

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	10	10	10
------	-----	----	----	----

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	12	10	10
------	-----	----	----	----

**FOR AIRCRAFT-TOOL KIT**

10.0	4.5	10	10	10
------	-----	----	----	----

**FOR AIRCRAFT-TOOL KIT**

**TRIPLE, WITH VEHICLE MOUNTING, 5**  
 Storage (No. 10000)



**FOR THE AIRCRAFT**

10000

**TRIP, AIRCRAFT, HYDRAULIC BRACK** 2-man  
 (with 1/2" dia. 1" dia. 10000) (with 1/2" dia. 1" dia. 10000)



**FOR THE AIRCRAFT**

10000



**TOOL, AIRCRAFT, HYDRAULIC BRACK** 2-man  
 (with 1/2" dia. 1" dia. 10000) (with 1/2" dia. 1" dia. 10000)



**FOR THE AIRCRAFT**

**TOOL, AIRCRAFT, HYDRAULIC BRACK** 2-man  
 (with 1/2" dia. 1" dia. 10000) (with 1/2" dia. 1" dia. 10000)



**FOR THE AIRCRAFT**

WRENCH, OPEN END, NON-ADJUSTABLE, open-end type, 11 to 1.00 in. range, 17 in. long



FIGURE 10-10

1 each

WRENCH, END, regular offset closed type, 1 1/2 in. and 1 3/4 in. O.D. of range, with 1/4 in. to 1/2 in. range of length



FIGURE 10-11

2 each

WRENCH, END, regular offset closed type, 1 1/2 in. and 1 3/4 in. O.D. of range, with 1/4 in. to 1/2 in. range of length



FIGURE 10-12

WRENCH, END, offset offset closed type, 1 1/2 in. and 1 3/4 in. O.D. of range, 1 1/2 in. to 1 3/4 in.



FIGURE 10-13



WRENCH, OPEN END, ADJUSTABLE, open-end type, 1 to 1.00 in. range, 17 in. long



FIGURE 10-14

1 each

WRENCH, OPEN END, NON-ADJUSTABLE, open-end type, 11 to 1.00 in. range, 17 in. long



FIGURE 10-15

1 each

WRENCH, END END, regular closed type, 1 1/2 in. range, 1/4 in. and 3/4 in. range, 1/4 in. to 1/2 in. O.D. of range



FIGURE 10-16

1 each

WRENCH, OPEN END, regular closed type, 1 1/2 in. range, 1/4 in. and 3/4 in. range, 1/4 in. to 1/2 in. O.D. of range



FIGURE 10-17

1 each

WRENCH, OPEN END, regular closed type, 1 1/2 in. range, 1/4 in. and 3/4 in. range, 1/4 in. to 1/2 in. O.D. of range



FIGURE 10-18

WRENCH, PIPE, with jaw style, 1 1/2 in. to 1 in. O.D. of range



FIGURE 10-19

2 each

WRENCH, PIPE, with jaw style, 1 1/2 in. to 1 in. O.D. of range



FIGURE 10-20

WRENCH, TORQUE, open frame adjustable type, 1/4 in. to 1/2 in. range of distributing flat ends, 1/4 in. main section, 1 1/2 in. to 1 in. O.D. of range



FIGURE 10-21

1 each



**WRENCH, TORQUE** 1/2 in. square, hex, 1/4 in. main body, 1/2 in. main body, 1/2 in. hex body



**FOR 1/2 IN. DIA. HEX**

**WRENCH TORQUE**

**FOR 1/2 IN. DIA. HEX**

**WRENCH, WREN, CHISEL END, OPEN END, SOCKET, 1/2 in. main body, 1/2 in. main body**



**FOR 1/2 IN. DIA. HEX**



**WRENCH SET, OPEN END, TORQUE, 1/2 in. main body, 1/2 in. main body, 1/2 in. main body**



**FOR 1/2 IN. DIA. HEX**

**1 SET**

ITEM	QTY.	UNIT
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2
WRENCH-TORQUE	1/2	1/2

**WRENCH SET, SOCKET, 1/2 in. main body, 1/2 in. main body, 1/2 in. main body**



**FOR 1/2 IN. DIA. HEX**

**SOCKET, SOCKET WRENCH**

ITEM	QTY.	UNIT
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2
SOCKET-1/2 IN.	1/2	1/2

**EXTENSION, SOCKET WRENCH**

EXTENSION-1/2 IN.	1/2	1/2
EXTENSION-1/2 IN.	1/2	1/2

**HANDLE, SOCKET WRENCH**

HANDLE-1/2 IN.	1/2	1/2
HANDLE-1/2 IN.	1/2	1/2

**WRENCH, WREN, SOCKET WRENCH**

WRENCH-1/2 IN.	1/2	1/2
WRENCH-1/2 IN.	1/2	1/2

**CASE, SOCKET WRENCH SET**

**FOR 1/2 IN. DIA. HEX**



WRENCH SET, SOCKET 1/4 in. square, 17 pt.  
 (incl. 4/16in, 1/2 in.) each of the following



FOR 120-100-000

Each

**SOCKET, SOCKET WRENCH**

FOR	sq. in.
562002-001	1/4
562002-002	1/4
562002-003	1/4
562002-004	1/4
562002-005	1/4
562002-006	1/4
562002-007	1/4
562002-008	1/4
562002-009	1/4

SET, SCREWDRIVER 1/4 in. sq.  
 FOR 120-100-000

DRUMKIT ATTACHMENT, SOCKET WRENCH  
 FOR 120-100-000

DRUMKIT ATTACHMENT, SOCKET WRENCH  
 FOR 120-100-000

**EXTENSION, SOCKET WRENCH**

FOR	sq. in.
120-274-001	1/2
120-274-002	1
120-274-003	1 1/2

**HANDLE, SOCKET WRENCH**

FOR	sq. in.
120-274-004	1/2
120-274-005	1
120-274-006	1 1/2
120-274-007	1 1/2

WRENCH, OPEN SOCKET WRENCH  
 1/4 in. sq.  
 FOR 120-100-000

WRENCH SET, SOCKET 1/2 in. square, 17 pt.  
 (incl. 4/16in, 1/2 in.) each of the following



FOR 120-100-000

**SOCKET, SOCKET WRENCH**

FOR	sq. in.
562003-001	1/2
562003-002	1/2
562003-003	1
562003-004	1 1/2
562003-005	1 1/2
562003-006	1 1/2
562003-007	1 1/2
562003-008	1 1/2
562003-009	1 1/2
562003-010	1 1/2
562003-011	1 1/2
562003-012	1 1/2
562003-013	1 1/2
562003-014	1 1/2
562003-015	1 1/2
562003-016	1 1/2
562003-017	1 1/2
562003-018	1 1/2
562003-019	1 1/2
562003-020	1 1/2
562003-021	1 1/2
562003-022	1 1/2
562003-023	1 1/2
562003-024	1 1/2
562003-025	1 1/2
562003-026	1 1/2
562003-027	1 1/2
562003-028	1 1/2
562003-029	1 1/2
562003-030	1 1/2
562003-031	1 1/2
562003-032	1 1/2
562003-033	1 1/2
562003-034	1 1/2
562003-035	1 1/2
562003-036	1 1/2
562003-037	1 1/2
562003-038	1 1/2
562003-039	1 1/2
562003-040	1 1/2
562003-041	1 1/2
562003-042	1 1/2
562003-043	1 1/2
562003-044	1 1/2
562003-045	1 1/2
562003-046	1 1/2
562003-047	1 1/2
562003-048	1 1/2
562003-049	1 1/2
562003-050	1 1/2
562003-051	1 1/2
562003-052	1 1/2
562003-053	1 1/2
562003-054	1 1/2
562003-055	1 1/2
562003-056	1 1/2
562003-057	1 1/2
562003-058	1 1/2
562003-059	1 1/2
562003-060	1 1/2
562003-061	1 1/2
562003-062	1 1/2
562003-063	1 1/2
562003-064	1 1/2
562003-065	1 1/2
562003-066	1 1/2
562003-067	1 1/2
562003-068	1 1/2
562003-069	1 1/2
562003-070	1 1/2
562003-071	1 1/2
562003-072	1 1/2
562003-073	1 1/2
562003-074	1 1/2
562003-075	1 1/2
562003-076	1 1/2
562003-077	1 1/2
562003-078	1 1/2
562003-079	1 1/2
562003-080	1 1/2
562003-081	1 1/2
562003-082	1 1/2
562003-083	1 1/2
562003-084	1 1/2
562003-085	1 1/2
562003-086	1 1/2
562003-087	1 1/2
562003-088	1 1/2
562003-089	1 1/2
562003-090	1 1/2
562003-091	1 1/2
562003-092	1 1/2
562003-093	1 1/2
562003-094	1 1/2
562003-095	1 1/2
562003-096	1 1/2
562003-097	1 1/2
562003-098	1 1/2
562003-099	1 1/2
562003-100	1 1/2

**DRUMKIT, SOCKET WRENCH**

FOR	sq. in.
120-274-008	1
120-274-009	1 1/2
120-274-010	1 1/2

**HANDLE, SOCKET WRENCH**

FOR	sq. in.
120-274-011	1
120-274-012	1 1/2
120-274-013	1 1/2

**WRENCH, OPEN SOCKET WRENCH**

1/2 in. sq.  
 FOR 120-100-000

## 2000 TRACTOR SIZE-UP COUPLER LUBE PICK-UP

COUPLER  
LUBE PICK-UP!

Out of sight, out of mind — that's the lube hiding on your 2000 tractor.

Back in the little hole under the coupler support, it waits, just neglected and left dry until that big ball joint just breaks up.

The time is late enough, often enough. Late enough means until fresh grease runs out the cracks and drips on the dirt. And often enough can be every 100 hours work like the 10 days, or every 3rd day in heavy, going-going.

Lower your scraper level to the ground to take off the muck while you shoot in the grease.



## NEW 45-KW FUEL TANK CAP FSN™

Now no more over tank numbers. For fuel-tank cap and vent on your "Dodge and Daves" 45-KW generator set, Model 26300, FSN 6115-117-0144. And forget other numbers you may have heard of with "Great Dan's" the same word.

Cap/Strap assembly, w/strut, FSN 2710-100-022.

Cap, Fuel Tank, w/strut, without strap, FSN 2710-117-0200.

So other engines better do you good.





**JOE'S**  
DOPE

**ENGINE**  
**HEALTH**  
**HINTS**

—SFC—

BRING A BIRD AND  
TIRE REMOVER FOR COMMON ILL THAT  
HIT! BRUCK LAMBL, HIGH-PRESSURE  
METALRY, TRACTOR, GENERATOR  
AND BACH

YE OLD OPERATOR'S  
MECHANICS *Almanac*



MILLIONS OF MEN AND  
MILLION MORE MACHINES AND  
TECHNICAL SKILLS  
COMBINED TO MAKE  
OUR GREAT FARMING  
EQUIPMENT!

OUT OF THE FACTORY  
THEY'VE GOT... HOURS  
OF RESEARCH AND  
TEST!

LOOK!

GAH!

...AND AFTER A BIT  
IN THE SPOTS OF SOME  
TROOPERS (GASP)  
WAVE AT 'EM!

YOU  
NEED A  
COPY OF  
FARMER'S  
EQUIPMENT  
FOR YOUR  
HED!

# OVERHEATING

THERE ARE THREE COMMON CAUSES OF ENGINE OVERHEATING. THIS IS ONE.

LET'S SEE WHAT THE OPERATOR AND MECHANIC CAN DO TO PREVENT OVERHEATING TROUBLES.

## OPERATOR

WASH UP YOUR ENGINE. YOU'RE SURE YOU PUT IT UNDER WATER?

ENGINE OVERHEAT FROM HOT HEADS ENGINE SHOULD GET ... AND KEEP IT WASH UP THAT SOUND!

WHEN ITS HOT ... IT'LL GIVE YOU THE RIGHT INVOICE SELECTIONS AND COOL-OFF PERIOD.

## MECHANIC

IF THE ENGINE'S PERFORMING TOO HOT, COOL OR SLOW, FIRST CUT WAX AND CORRECT IT.

MOST LIKELY IT'S THE COOLING SYSTEM WHEN YOU'RE GOT AN OVERHEATED ENGINE -- STOP AND TROUBLESHOOT ... CHECK BLOWER CAPS & BELT ... FLUSH COOLING SYSTEM ... REPLACE FAN BELT OR ADJUST THEM.

KEEP THOSE WHEELS SPINNING ADJUSTED!

## OPERATOR

CHECK THE COOLANT LEVELS  
OFTEN - ANDNE TIGHTENING BOLTS  
MAY HELP YOU BE SAFE. THE  
PUSHOVERS CAN BE VERY  
DANGEROUS!



IT'S THE WAY THEY'RE BUILT THAT  
IS MADE FOR YOUR COOLANT SYSTEM.

KEEP TRACKS ADJUSTED  
TO GET TRAM ON THE  
ENGINE.



GOING DOWN HILL IF  
USE YOUR BRAKES AND  
DOWN - WANT TO CONTROL  
THE ENGINE'S SPEED - AND  
WATCH YOUR TRACKS GO!  
YOU DON'T OVERHEAT!



## MECHANIC

BLEED THE HOSE AND  
SYSTEM IF YOU  
TRUCK THERE'S AIR  
IN IT!



ADJUST OR REPLACE  
COOLANT FAN DRIVE BELTS.  
REPLACE MULTIPLE BELTS  
BY BELTS.



MAKE SURE FAN BELT  
PULLEY BELT AND CHECK  
OTHER THINGS ARE NOT  
PLUGGED!

...AND  
FOR  
THE  
PULLEY



**Joe's**

**Dope Sheet**

# YOUR ENGINE'S HOROSCOPE



SCOTT FARMER'S  
CHECK YOUR  
EQUIPMENT



SCOTT FARMER'S  
CHECK YOUR  
EQUIPMENT



SCOTT FARMER'S  
CHECK YOUR  
EQUIPMENT



SCOTT FARMER'S  
CHECK YOUR  
EQUIPMENT



WOOD **PM**  
IS EVERYBODY'S  
**SIGN!**  
KEEP AN EYE ON  
YOUR MACHINES  
WITH THE WOODS!



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

IF YOU WANT TO DISPLAY THIS HOROSCOPE ON YOUR BULLETIN BOARD, OPEN STAPLES, GET IT HOT AND HOT IT UP.



# LIVE, NOT RIGHT

THE  
MOTOR-OIL  
FURNISHES FUEL  
AND ENERGY THROUGH  
AN OIL-TY  
LUBRICATION



## OPERATOR

KEEP YOUR  
EYES ON THE  
OIL AT THE  
PROPER  
LEVEL.



WATCH FOR LOW  
OIL PRESSURE  
WARNING AND RE-  
PORT THEM TO  
YOUR  
MECHANIC



MAKE  
SURE YOUR  
OIL IS RIGHT  
FOR THE  
MOTOR  
BEFORE  
YOU  
START  
YOUR  
MACHINE



## MECHANIC

IF LOW PRESSURE WARNINGS  
ARE REPEATED—CHECK YOUR  
MOTOR OILS—MAYBE YOUR  
OIL IS SUFFERING POOR OXIDATION

CAFE



ANYTIME LOW OILS ARE  
STOCKED WITH SLUDGE, GET IT OUT  
FAST AND REPLACE OIL  
AND NEW FILTER  
AS NEEDED



OIL IS NOT JUST REFUELING TO  
MOTOR OIL... THIS APPLIES TO ALL  
MOTOR POWERED MACHINES





WON'T  
LOVE IF IT  
GETS YOU  
TRAINING  
WITH THE  
BEST OF  
THE...

AND ALWAYS  
WEAR YOUR LID  
CAREFULLY FOR  
SAFETY'S SAKE



NEEDN'T LEAVE  
YOURSELF TOO OPEN,  
BEFORE OFFER. AFTER  
THEY'RE PLACED  
WHERE YOU WANT  
THEM.

AND, THAT BEING  
SAID... PLEASED WOULD  
YOU PLEASE GO. NEED  
A CHECK-OUT.



**AIR NOT RIGHT**

THE  
THIRD COMMON  
CAUSE OF ENGINE  
TROUBLE IS AIR  
MIXTURE.



**OPERATOR**

KEEP  
AWAY FROM  
THE ENGINE  
AND MECHANICAL  
PARTS OF  
THE ENGINE,  
ELECTRICAL,  
Etc.



**MECHANIC**

FROM TIME AN ENGINE  
IS IN THE WORKSHOP  
FOR CLEANING  
AND REPAIR,  
FUEL  
ADJUSTMENT.

# OPERATOR



...AND HAVE THEM REMOVED IN ORDER TO CLASH IF SUCKS AND FLIES TO MY DREAM.



AND OPERATOR, IN COLLECT, MUST BE SERVICED REGULARLY!



NEED MORE PEOPLE IN PLACE—THE ENGINEERS KNOW WHAT THEY'RE DOING WHEN THEY DESIGN IT!



AND MISTAKES ARE MADE BY PEOPLE WHO'RE NOT IN IT FROM THE START.



...SO BE CAREFUL ABOUT HOW AND PLANTS GETTING SUCKED IN BY MACHINES.

# MECHANIC



MAKE SURE YOUR EQUIPMENT ISN'T BROKE.



NEED TO MAKE SURE IT'S READY FOR CLEANING—AND DON'T DO IT YOURSELF.



# LUBES

# OVERHEATING



IT'S NOT OVERHEATING JUST BECAUSE BEHIND A TREE.



## DOOR STOPPER

### Door Sturdy

When the main landing gear doors are closed (left) are closed the rear ends rest against the rear edge of the fuselage.

During flight this center-wing center struts the bottom of the engine nacelle, creating a lot of rear and extra about main axle. The door hinges also takes a beating.

To stop door chattering and save some money we came up with this little door stop which is easy to make.



Put the door stops (see you what well) on the fuselage at the rear end of the landing gear wells so that the rubber bumper strip on the stop contacts the landing gear doors equally when the doors are closed.

Drill a 1/8" hole and insert the door stops in the fuselage using 1/8" diameter bolts, washers and nuts.

Make a vertical adjustment of the door stops to give slight pressure of the doors against the rubber strip when the doors are closed. . . works like a charm.

Harold L. Gipp  
 Ft. Smith, Mo.

**Ed Note**—Good idea! Your door stop is similar to one published in *TE* (26-297-2) (Apr 47). Either one will work just fine.



# NO SHORTCUTS, PLEASE!



## 500 BLUE HOLE

Take the main rotor blade grip assembly, for example. The place to add oil is down the filler

tube the time to use the safety, remove the filler plug, add oil and reinsert the plug!



Instead, they take out the rear plug which doesn't get removed, add oil and put the plug back.

Here it works. But an over-torque on the rear plug will strip it out. When that happens the whole main rotor hub has to come off the bird to replace the plug that forms the inner oil cover of the reservoir. That means 48 hours or so of extra work for D2 and the loss of the bird to your unit.

Should the filler plug get stripped you can replace the outer oil cover of the reservoir all by yourself in 30 minutes flat.

Never touch the rear plug. Always fill the reservoir thru the filler hole.

And, just like the hole down in the organizational maintenance pub-crawl, "Would you believe some types don't

**HUEY (UP-1)  
BY-THE-BOOK  
MAINTENANCE**

EVERY BODYPART WORKS BLAZED IN PAIR'S PART. THE SHORTCUTS ON FOUR WHEELS WILL HILL BE UP TO THEIR ADDRESS IN FOUR MAINTENANCE.

I CAN'T TELL IF I WANT THAT COOL BERRY STRAW-BERRY!

OPERATIONS IS SCHEDULED MAINTENANCE THE CALLED MAINTENANCE MAINTENANCE.



Put the matched cone on on the cone without any forcing of grease on the 2 halves to "hold 'em in place."

How casual! Well, the motion of the hand in flight will expunge the grease out. You'll lose the 120-150 foot-pounds torque on the main remaining nut.

That's exactly a comforting feeling in this torque on the "J" nut that holds the big fat nut. The grease in the cone will hold the cone on.

If, per chance, you should drop the cone on, you can't tell if there's internal damage. So, play it safe by swapping the nut and using a new cone.

The same deal goes for the tall cone cone nut, for the same reasons. For the split cone nut on the gear box shaft, stop.



### GOOD PRACTICE ONLY

When you put the tall cone back on your bike, say don't do it with the new composite thrust bearing, P/N 204-011-740-5.

Some make us heavy pressure on the outer race. Then the inner race may get while the outer race goes forward and the ball bearings fly all over the place!



Save the bearing by using hand pressure on the inner cone to seat the bearing on the pinch charge rod. Then add the washer and nut.



**COAT HANGER, TYPE 4-1**

By the best maintenance, backed up by OIT inspections, will keep your baby on the available line.

Take the roll-popping seal and dust separator that protects the T-33 engine inlet. It does a sweet job of clearing dust overhead.

The discharge tube may block up, too, if you're operating in a really dusty area. It's a good idea to put your hand under the discharge tube when the engine is running to feel for the flow of air.

If you don't feel air which carries the dirt overhead, try this for size:

Lash onto a metal coat hanger. Disconnect the separator and insert the wire into the tube from the top, down. That'll keep any jam-up in the works.



#### **KEEP WATER OUT**

Pulling maintenance in the wet season, like in the dry season, calls for a little extra PM.

Focus on the vertical flight control tubes during a Periodic, for one.

Water can enter these tubes where the rod-and-bearing threads into the upper end of the tube. Water leads to corrosion.

To head off this sort of aviation' development make sure the inside of the tube is dry and free of corrosion. Then, use sealing compound, MIL-C-8900, PN 8040-715-1148, on the upper rod threads during your inspection and when you make a rod adjustment.



## WAX GREASE REMOVAL TOOL

While you go about your routine maintenance chores, here's a handy little tool you can make for taking off the excess grease when packing the drive shafts.

To get the 1/2000-0.880-in. wall of grease above the top of the splines, insert the tool so that the first step of the tool rests on the smooth wall portion of the drive shaft's inner coupling.

Rotate the tool around the shaft and you've got it made in the shade.



## STARTER-GENERATOR TOOL

IF YOU'VE HAD TROUBLE WITH THE STARTER AT HIGH SPEED, TRY THE STARTER-GENERATOR TOOL.

GREAT! BUT WHY NOT USE YOUR HANDS?



Anyone who's been around the Hoop any amount of time will tell you it's about impossible to put on the starter-generator mounting nut at the 12 o'clock position.

The tool is so difficult to make some machinists even leave it off. Tool's never needed.

Demand, back into a copy of TM 10-2840-210-20P (Use TC on TM repair parts and tools. You're authorized special box wrench, LTCT T0818, DIM 11.20-078-011), don't let them show these squares.

## KEEP YOUR EYES ON

When you inspect your baby be sure you burnin' 'er up right.

Especially the transmission yoke rubber mounts.

When you lift the lower covers to eye the mounts for deterioration, put the covers back. You're, if that synthetic-lube crankshaft oil gets on the mounts, girdle's mount — run 'em something level.





#### KEEP OIL CIRCUIT IN GOOD



#### DIRTY HIGH FREQ?

Ever spend days and days looking for the cause of an airplane high-frequency vibration? Sure you have.

A short-time run after you on the coast of most of them—the oil cooler fan.

Don't fix the fan and realize no one else, allowing the blades out of balance. With the high fan RPM it's easy to see how you can get an airplane high freq.

You can't stop them from hitting the fan, but you can keep it clean.

#### TORQUE GEAR AND BOLTS



Anytime you take a part off your bird and put it back, see Table 2-1 in TM 15-1108-104-1571 (Apr 70) on general maintenance. It gives you the torque to use on most of the nuts and bolts for your baby.

Any special torque values are right in the bird pub.

Take the intermediate H2-ignited gear box, for example.

The 4 gear box retaining bolts that go into the cast plate to hold the whole shiftable in place have to be torqued to 18-21 inch-pounds and lubricated. Course, a steel washer goes under the head of each bolt and an aluminum washer between the steel washer and flange, in the last place.

Any loss of bolt torque can give you a loose gear box, elongation of the mounting flange bolts — and maybe an amputation in the bargain.

So, stick with the torque limits and the maximum allowable wear limits for the bolts in the flange.



CHECK THAT FOR THE SPECIAL TORQUE VALUES USE THE 3/16 IN-4 IN OR THE 1/2 IN GEAR BOX MOUNTING BOLT.

Finally—see, run your fingers thru the white pages of the pubs when you pull maintenance. They've revised all the data just to keep you "in the know."

## CHIP DETECTOR DOCTOR

CAUTION! PLACING IS NOT CLEAR  
INDICATES TO REMOVE  
FROM CASE!

YOU BETTER GET  
DOWN PETER! THAT  
FIRE DETECTOR IS GOING  
BEEP! YOUR MOTHER'S GOT A  
CASE OF SCANDALOUS  
DUMPS BY THAT NAME!

ALL... I  
WANT TO  
KNOW IS  
HOW TO  
GET IT  
OFF!

IT'S GOOD  
LIFE, GOOD  
LIFE! BUT  
THESE  
MOTHERS  
ARE... ARE!

THAT'S ONE OF  
THOSE THINGS  
YOU WANT TO  
KNOW AND  
DON'T WANT  
TO ASK ANYBODY!

WELL, I  
GUESS  
THAT'S  
ABOUT  
ALL I  
CAN  
TELL  
YOU!

I  
WANT  
TO  
KNOW  
HOW  
TO  
GET  
IT  
OFF!



Every classic magnetic chip detector plug on your GM-150 needs THE Knowledge.

Down on 'em and they'll respond to the treatment with Code 4 service. Otherwise, your bird will have a criminal case of demerolitis.

It's the bly-bly granola — fast-on plugs, broken or loose wires and terminals, rough handling — that make chip detectors flashing sissy-gray null.

Flashes, a Klixer over open leads, not loose, dropping the symptoms, causing the T/R CHIP DET control light to blink six layways.

Normally the blinking light was meant enough for Peter (Pier) to sit in his hot-driven POR. He thought there were foreign granules in the million-gear line.

The crew chief cleaned the plug. Shut-up ... rate off ... another blinking light ... sit down. This time the plug was replaced. Another stop.

silence. No more ... complex recovery. (Find diagnosis: Misaligned plug.)

Sometimes, some time the magnetic chip detector plug had been dropped, maybe rapped on, and the pins wacked.



CHECK IN  
LOW LINE  
RIDE  
STATION

Rx  
FORD F80

Carroll's version of Chips 5, 7, and 12 of your F80 doctor's manual, Tel. 55-1180-226-00 F80 F80 is guaranteed. The correct tools for surgery, i.e., no removal and replace plugs.



STOP ON  
STOP WHEN  
STOP

It's time to back off the nut on electrical lead before grinding the detector in, testing, reconnection, removal. That'll save breaking wires, terminals.

Insert plugs for stripped or damaged devices, however pins. Clean T/R plugs with P-22 600; reconnection plugs with low-heat shock.

eyeball, recheck, r.r.r.r.r.r.r.r.r.r. Make sure they're not loose or grounded out.

After time you're examining your bird in a chip detector plug area and need double-checking, or drop a nail on it, check it out from 1 to 2 below sign off on the workday.



THE  
WHEEL  
STOP  
EXAMINATION

# DATE — DONE AT — DATA

Dear Mr. Editor:

For almost identical entries on EN 3488-13, page 4-144 of the 34-700 says enter date, finished date and name and location of entity that makes the entry. Fig. 4-23 has these entries in 1-3-2 order. What's right? P. W. T., SAC



Dear Mr. E.W.E.,

With 2 "right" answers, you could take your pick. But the 1-3-2 answer in Fig. 4-23 of the TM is preferred.

*Hot-Head*



## SCRAP 'EM LOCALLY

Before you sit upon pack dropper race blades into a container for shipment to overhaul, eyeball the repair limits in all local organizational maintenance points. When with shipping rolls, it's cheaper if you wrap a blade with a shipping spacer that is obviously junk than for the manufacturer or depot to dump it.

## A 5X POWER LOOK



When you Mikura (DP-1) needs eyeball the engine mount for cracks after an engine removal, the magnifier in your already organizational maintenance A, B, and C tool set will do the trick. Eye protection (safety goggles) is a must.

## A SNAKE'S LO!

Unusual operating conditions will be stepped up like jibs. Like maybe you A-1-G jibs have mountain-type missions or dust and sand storms. The Snake's call-come grip assembly gets extra abuse — such extra TLC. So, GRF purge it every PM (instead every 100 hours) and care your tail-vent bearings.

## SELF-SEALING TEMPORARY



Dear Windy,

One of the self-sealing tanks on our B737 (N3114) was punctured, but after a few minutes it worked as advertised and the leak stopped.

Does the tank ever need repair, or do we continue to use it as long as it's not leaking?

BOB B. II

Dear Gregory R. H.,

The tank has to be repaired as soon as possible because the self-sealing feature is a temporary fix.

The MAC in TM 15-1130-209-20 (Mar 89) says field maintenance can repair it.

The repair info's in para 5A.180 of TM 15-1130-209-21 (Mar 89) backed up by para 1-214 of TM 15-1180-204-10/1 (Apr 78) on general maintenance info.

*Cliff*



## MORE FREQUENT LOOK

Now, you Huey (UH-1H/M) needs eye protection check the stabilizer bar twice for cracks every Periodic Inspection. Play it safe by eyeballing 'em during the Daily and Intermediate, also. Eye check any suspect tubes.

## AIRCRAFT ANTENNA TIPS



COMMUNICATIONS

WARRIORS IN FIGHT, THIS  
THE AIRCRAFT ON "GOLF"  
AIRCRAFT THIS NEED  
YOUR TIPS!



The landing, or PB, antenna  
under the aircraft has a large  
connector and can't take loads,  
budge or snap.

The PB antenna  
is not a headset, it  
breaks with a good  
grab. Better, there  
is not ... and grab  
you back.

The landing antenna is not a  
headset, nor is it a headset  
for a rear job. You just might  
end up carrying it home to the  
repair shop.

IF YOU DON'T  
GET A GOOD FIT FOR  
MY LEASE!  
TIGHTEN THE  
BOLT CANT  
AROUND.

## REVERSE FILTER



If sand and grit are getting to the  
Morse motor of your AN/ARC-100  
radio set's transmitter, and you don't  
have a new filter you may need a trans-  
omitted.

Like, turn the filter around ... it's  
the new foam rubber insert in almost on  
the bottom frame. That keeps FCC  
from slipping through the filter on the  
each side to it, where it would jam the  
Morse motor and cause the set to over-  
heat.

What's more, the filter is secure  
enough so that it cannot slide to one  
side ... and that helps keep out dust.

Remember! There's no substitute for  
a new, clean filter. Use a new one when  
you can get it ... and need it.

# THE OLD, THE NEW WITH PM, TOO



Whether you're moving along with the AM-5000-100 radio or to one of the new 4 models, you've got mighty dependable communication.

In handling your AM-5000-100 1 radio set, make sure you don't put the HT KEYS switch on TUNE until you have primary voltage. A cold set can be (joked) with high voltage and go out of communication with a cracked neutralizing capacitor.

If you're adjusting the ANTENNA TUNE and ANTENNA LOAD of the AM-5000 amplifier and can't get the meter indicators to center at the same time, try this:

Turn both knobs together. If the meter needles are left of center, turn the knobs right . . . slow . . . until the needles center. If the needles are to the right, turn the knobs left.

Any time you change frequencies on the RT-600 receiver-transmitter, you'll need to center the LOAD and TUNE meter pointers.



And if you release your air, check the **LOAD** and **TUNE** meters and re-center the pointers, if necessary. That'll make that tuning operation last longer.

Some real tightbeats with your radio set can head off a blowup sooner than most. (2-11)

WELL, HERE TO  
REVERSE TO  
CHECK YOUR  
METER

IT'S  
METER TO  
SEE, JIMMY

Firsttime, what you do — when you turn on the primary power switch of the AM-1143 — is to put your hand over the blower to make sure the blower is working. If it's not, wait an hour. Then your set off. Right now, a stuck blower motor can fry your set fast.



Incidentally when you turn on the primary power, leave it on. Remember turning the **RT-403 SERVICE SELECTOR** switch to **OFF**, means off the entire AN/GRC-143. So when you plan to remove one of the major components, leave the **SERVICE SELECTOR** switch in **STANDBY**.

Always check to see if the right antenna whip or disabled is connected to the RF output. And it's a fine idea to inspect the antenna connections for broken leads, loose connections, etc.



WOW! WE  
LEARNED IT ON  
THE RADIO



Before you close down your radio set every day, set the **SERVICE SELECTOR** of the **RT-403 receiver-transmitter** to **STANDBY** and let it run for a couple of minutes.

That'll draw off the heat in the final amplifier and save the transmitter.

The **AN/GRC-143 radio** always works on AC, of which the **Angry-100** is a component, requires a single-phase 115-volt input when it's connected to an AC source.

In fact, single phase should be used for connections to any source.

The red wire in the AC power cable (CN-18091-AG) is a common ground which you should connect to the frame ground of the generator.

If you're using generator PU-419 with the -142, for example, the 4-pole/120 switch should be placed in the 120 1 PH position. The AC power cable from the AN-98C-142 to AN-98C-121 should be connected like this:

The black lead, L1778C, attaches to L2 or L3 of the generator. The white lead, Bama, goes with L1 or L3. The green lead, AC common, connects with the frame ground of the generator.

If the connection isn't made on a single-phase source, there can be damage to components of the -142 or -121.

It's mighty easy to break the primary power switch on the AM-349 amplifier. If you give it any hard treatment, the switch stays.

So, better examples in different construction and model is all possible cooperation.

That may teach "I work wonders at people" your AN-98C-121 (also available).

It's the same situation with the ANTENNA TUNE and ANTENNA LEAD leads on the AM-349, whether it's used with the -121 or with the AN-98C-121 or AN-98C-142, just be gentle.



in these systems. Your Special Issues are missing. The entire issue assembly will have to be replaced!



Amelia finds generator supplies who to the CN-18099 special purpose interconnecting cable between the RT-600 receiver-transmitter and the AM-349.





## CAUTION: MODULE

# HANDS OFF!

Print it in big red letters: **HANDS OFF!**

Print it on the forehead of any goof-off you spot messing with a module. Like a drunk behind the wheel, you lose control your fiddles when you get hit off the road.

Here is point: The A1000 and A1000 module boards in AM/FM-CB radio sets.

Follow by the brass routine the course of cheap decks . . . and find 'em up.

Chief culprit are the A1000 and A1500 capacitor tuning stages in the A1000 assembly. Fiddling with the tuning stage throws your equipment off frequency.

Messing with the tuning stage in the A1000 throws the power amplifier driver and grid voltage off.

And you're got a job for suppose . . . which should have been the only people adjusting the stage in the first place.

Like, who's kidding what if you're unqualified to make the adjustments, don't! Besides, the odds say no adjustment was necessary, or helpful.

Couple' compensating resistors on radio sets.

Remember to tighten the clamp when you put a component in a socket. Loose — shakedown!

Turn off your radio before you start or stop your vehicle. Otherwise, you'll damage the set!

### HANDS OFF RADIO! HANDS



A1000

A1500



TIGHTEN THESE SCREWS

AND DON'T FORGET TO TIGHTEN OFF THE SCREWS BEARING YOUR SET AND MAKE THE STRAP!

# FUZZY FUZEHANDLING'S HAZARDOUS



...to take a minute to learn how these fuses operate. It's better to read about how these than to be part of them.

And speaking of reading, be sure to tune up on these fuse news in THE 5-1000-000 w/changes.

### THE M26A1 RCL

The M26A1 is designed for super-quick impact action with greater wind-drift and speed than fuses formerly used with M-100 cartridges. It'll work on either grain (impact or grain count).

In addition to being fast, it's designed not to go off closer than 200 feet from the end of the tube.



To prepare it for firing, first turn the slot in the primer (at nose of fuse) to align with M or D index on fuse body depending on which you want. (The M position gives immediate — POW!)



...action when the primer lands while the D position sets it off after a delay of 1/10th of a second.)

The D safety pin, when assembled right, makes it impossible for the fuse to become armed.





The lower pin (backstop safety pin) holds a rod in place so it can't separate. You remove the safety pin first.

The upper pin (plunger safety pin) connects with the plunger. You remove it last.

Never remove either pin until just before firing.

If you can't get the upper safety pin out (like, say, the mounting eye of the pin breaks away) the round will not arm. It will be a dud no one's bother to fire it. On "other hand," it's not dangerous to dispose of.

But if you hear a buzzing sound when you remove the pin, what on the upper pin think of it as a "understand-eye warning" because that's exactly what it is.

This buzzing means that the plunger has moved toward the armed position even though it has to get all the way there before the fuse is a round.



Like you or loved the wrong house, boom, BOOM to the road, obviously, boom.

Try to put the upper safety pin back (this jams your plunger), and then carefully away the round to a spot from which nobody would get hurt if it went off. Then call the explosive ordinance disposal (EOD) people and ask them to get rid of the round for you.



But suppose you can't get the upper safety pin back in?

In this case the fuse may already be armed, so you have to be even more careful with it.



When holding a fused round you never hold the point down or get the round through any movement that could cause the plunger to move forward against the snap spring. Either of these motions could cause the detonator to move forward against the firing pin, and blow the round.

If you even suspect that the fuse is armed, you don't fire the round. You don't repack it. You don't even handle it except to put it aside under guard until the EOD people come. When you handle it you hold the round vertically with the fuse at the assembly lined up.

Now, it's handy to have a big pile of rounds with all safety pins drawn ready for firing. But that's a big cause of accidents, because with the pins pulled the rounds become armed if they get a little rough handling. Once they're armed, it just takes one more wrong move to set them off.

To pull the pins just before you fire. Pull out the lower safety pin first and then the upper.

If there's a change in pins and you don't fire the round, put the pins back in before you move the round.

Do this last the opposite from the way you pulled them originally—put the upper pin in first and then the lower.

If you can't get both the upper and the lower safety pins back in place, put the round aside for the EOD people. You never, but never, put it back in its fiber container or other packing unless both the safety pins are in place.



## 30751 POINT ILLUMINATING RIFLE

Now suppose the 30-MM rounds you have are equipped with the 2007-16 fuse. Here's what you look for by the numbers:

1. Take the round out of its packing to check its condition. Make sure the safety wire, the cap and fuse and disk and the fusesetting safety pin are all in place.

2. With the safety wire out, press and release the fusesetting safety pin to see if it moves freely. If there is no movement, the fuse is bad and the round would probably be a dud if fired. However, instead of firing it you put the round aside for the 150 group.



3. Take off the cap and fuse and disk and the safety wire.

4. Important: If the fusesetting safety pin is missing when you remove the round or if it becomes loosened or stuck when you pull the safety wire or when you push on the safety pin to test its movement . . . if any one of these things happens, the fuse is now armed and dangerous. Put it aside, under guard, in the 150. If the primer is hit, the round will go off.



On rounds prepared for use but not used, replace the safety wire and cap and disk, and return the round to its original packing. Rounds prepared for use but not used should be marked so you can find them first next time.

## 30751 ILLUMINATING ROUNDS

Speaking of packing . . . on all 30-MM M30-series illuminating rounds, this is something you need to know:

Cover the rounds in the metal containers (or jugs) with wrapped fiber cushions) until just before you fire the round. This will keep the round dry and get down on the number of duds, short rounds and misfires. (The same thing goes for the M31-series illuminating rounds for the 30-MM mortar.)



# M551 DETENT SERVICING

Get - BACK'S - GO -  
NOW - BACK - TO - THE  
SHOP FOR DETENT  
SERVICING.

No matter what kind of detent you get on the gun trigger of your M551 it needs servicing after every 40 conventional rounds you fire.

Change 5 to TM 9-1140-10-01 (Jan 66) brings this out.

Your cheerful company mechanic replaces professional packing every time the detent is serviced.

Use DA Form 280-1 (Revised) of Branch Field to help check you in on when the detent needs to be serviced next.



## BOLTS FOR BASES



Bolts can be B - A - A - B for your M551 even when - B' they're the wrong size.

If you get the 3/8-18 x 1-3/4 dia nut-tery with your AT-512 antenna, then you've got the wrong bolts for installing the AB-118/VBC antenna support base.

Look under the 3/8-18 x 1-3/4 2-bolts, under FM 1581-289-1007.

You need the 3/8-18 x 1-3/4 dia bolts to mount the MR-4707 base of the AB-170 antenna.





**SUPPLY MEN,  
TAKE A GOOD  
LOOK AT...**

"What can SB 700-50 do for you?"

Well, just take a look at this checklist. It covers thousands of different items and some 600 SIC's (Federal Supply Class).

Specifically—if an item's expendable, doesn't cost more'n 25 cents, and it's not repairable, reconditioned, or reworked by some other pack, you'll most likely find it authorized by the SB.

Hold on—the SB doesn't cover repair parts, armor, modified, or heretofore supplies. These expendables are authorized by other packs like TM's, CT's, M's covering the items themselves, or the equipment concerned.

Before you order anything from the SB, though, be sure to check your local supply SOP on expendables. If there's a restrictive supply-center handy, your outfit can use its storage account at the store instead of going through supply channels for SB 700-50 items.

Be sure to read the SB's "introduction" section carefully so you'll not go wrong on your requests. Some goes for the functions in Chap. 1, while SIC's items go on an "as required" basis. The functions will show you on whether you use Chap. 1, Chap. 2, or go elsewhere for expendables in the various supply classes.

**SB  
FOR  
700-50  
EXPENDABLE  
SUPPLIES**

I WANT  
AN SB  
FOR SB!

Chap. 2 lists only the SIC's. But, if you have a good FSN—if it's included in your support's AREF (Army Materiel Data SIC)—and the item is not authorized in the SB's Chap. 1, you can use Chap. 2 to order the item "as required". Just check the item code alongside the SIC covering your FSN, and follow through like it says in the functions.



And, your authorized allowance for an item in Chap. 2 is whatever quantity is specified by your code when the document covers.

In Chap. 2 you'll find separate sections for each commodity concerned (that's the Army commands responsible for supplying the different SIC's). Each section lists the supplies alphabetically, and the sections contain headings equal to the title, Unit's Maintenance, FSN, Unit of Issue, Quantity authorized in PT (Provision), and M&C (Maintenance), and Application (usage notes).

Some items are SIC'd for specific outfits only. This info's in the "Application" columns. So, always check these before you make up your request.



To find your initial allowance for an item listed in Chap. 1, you send your outfit's head-count and the info to the SB's Quantity column and its Application column. You just multiply your head-count by the info in the Quantity column.

When you're headed up by usage records or expected demand info for an item, you can increase your storage allowance up to 10 percent above the initial allowance listed for an item in the SB.

Like with other expendable supplies, you use SB 700-50 SOP for expensing, maintaining, and using supplies SIC'd by the SB. The SB gets updated each year, and changes are published as needed. So, for the latest data on the SB keep an eye on DA Form 54-64. Also, you, get SB 700-50 and its changes by telephone on DA Form 12-9 (Black 888).





## "MISSING"



### How to Identify

How do I get a repair part when it's not in the parts manual? The FMN, as part number, an manufacturer listing, an picture, an description or all — an marking.

I can access the problem with equipment that's been in the field for years. Changes in the parts manual have never picked up the part.

I also have the trouble with new equipment, which may be just a case of parts manual changes lagging a little behind those of the equipment.

What's the answer?

DR. J. P. J.

Dear Specialist J. P. J.,

If the MAC in the equipment's FMN say's you can replace the part, all you have to do is fit the maintenance manual, along with the parts manual, in Block-B of your DA Form 758, like it says in para 4-L, AB 758-11 (Nov 76).



True, sometimes the trouble may be parts manual lag. The part has an FMN, it's on the shelf and available through normal supply channels, but you may've got the word on it when your parts manual is up-to-date.

## REPAIR PART

## TRICKS TO TRY THEM

No, what are you supposed to do in the meantime? Well, that's where your close contact with your direct support (DS) unit really pays off. Cause when you see your part's missing in those changing lists, all you have to do is call it on your DS, like it says in para 7, and fig. 1, AB 758-7 (Aug 76).



If a part's not on the shelf, your DS unit will help you through their other back-up supply sources (like war pools, local purchase or local manufacturers, or by borrowing from neighboring DS units, etc).

The big thing you have to do is give your DS as much info as you can on the needed part — the part's description, manufacturer's part number, where the part fits, what it does, the performance (if any) listing the part, the major and item it's for, etc.

You can put the info on the back of your DA Form 758 request, or on a separate piece of paper and attach it to the 758. Some DS units even provide a form for the listing the exception data on each request. So check with your DS. It's their job to help you with your maintenance supply problems. That's why they follow you around in the field.

A lotta guys write to FS looking for FMN's for parts that's not listed in the parts manual, or anywhere else. Sometimes it turns out there's an FMN assigned that's not been finalized in any way. More often than not, the item has not been given an FMN for one reason or another.



The big point is, FMN's are the best way of identifying an item — but not the only way. The supply system does not come to a screeching halt just because there's no handy FMN. Any unusual amount of time you spend searching for an FMN on hand in your pals will just slow down your supply action. Give your support what info you can, and they'll provide the parts — if they can be had.

# CONSTRAINT OF SUPPLY REPORT



Are your demands for repair parts stacking up for some reason or other, like:

1. You're told your contract is out of money.
2. Demand for higher supply has put a hold on all requests except those which are top priority (PI).
3. Your shop doesn't have a PI card, and no one else can fit yours in that day for supply paperwork, or to fill up supplies, or spare, maintain, and issue the PI cards.
4. Or, maybe your staff doesn't have a job plan to clear the items you need.

Well, what have you done about this situation?

How about a constraint of supply report, as called out in para. 15, AR 150-140? The AR calls for a constraint of supply report when your work has any problem that keeps it from submitting routine requests for supplies. And, the report is due 2 work days after a problem shows up. The report flows from your COB goes to your next higher headquarters. Then it's up to headquarters to route up help to handle the bottleneck.

The AR tells you the action you can take too.

The report is due on MoCo requests for repair parts and other supplies.

HERE'S AN EXAMPLE OF WHAT TO PUT IN YOUR CONSTRAINT OF SUPPLY REPORT.



REPORT: Constraint of Supply Report (AR 150-140)

1. Reference to AR 150-140, para. 15, (Constraint of Supply Report) - (This report is due 2 work days after a problem that keeps it from submitting routine requests for supplies, or to fill up supplies, or spare, maintain, and issue the PI cards.)
2. Requester's name, organization, and address (This report is due 2 work days after a problem that keeps it from submitting routine requests for supplies, or to fill up supplies, or spare, maintain, and issue the PI cards.)
3. Requester's name, organization, and address (This report is due 2 work days after a problem that keeps it from submitting routine requests for supplies, or to fill up supplies, or spare, maintain, and issue the PI cards.)
4. Requester's name, organization, and address (This report is due 2 work days after a problem that keeps it from submitting routine requests for supplies, or to fill up supplies, or spare, maintain, and issue the PI cards.)
5. Requester's name, organization, and address (This report is due 2 work days after a problem that keeps it from submitting routine requests for supplies, or to fill up supplies, or spare, maintain, and issue the PI cards.)

## Coventry's Mini Minis



### Washer Light

If you want to know how to mount a washing/washer light on your M542 2-ton wrecker, check the detailed instructions and drawings in Article 3-22, TR 120-991-3 (Vol. 2). This page covers wrecker washers with either roll-top or hard-top cabs.

### How Months Go Fast

If you have a Model 2285 Rough Terrain Crane, American P88L, and if you're in hot, wet country — about looking, the engine mounts on your crawler vehicle are probably working out from under you. If not now, look again in 30 days — and every month afterward. Call support if they need replacing.

### PCV Valve For West

Need one? Order it — positive pressure ventilation valve, P/N 2102-024-2202, for your M51-series vehicle. The old type was a one-time item. This new type is on the shelf and working.

### Wash-A-Way Rug

Here's what you need for mud flap replacement on your M542 17-ton cargo truck: Wash-A-Way wheel clean-up mats, 2140-992-4787; Rubber Rug and strip, P/N 2140-992-4788; detail only, P/N 2140-992-4789, cover, P/N 2102-024-2102, set, P/N 2112-992-4908.

### Special NRP Call

Like it says in PS 211 and in TR 28-150, ER exhibits can hold "all the NRP calls for you," but the NRP can call for specific types of items by way of supply letters. So, review your supply letters and keep those called for ER exhibits coming in.

### Real P/1 or M Cover?

Don't find a cover cover for your P/1 or M generator outfit? Don't waste your time in the 3-4W 187 or the 212-14P manual for the trailer. Turn to TR 1-41 15-265-15, page 2-14, request Form, P/N 2140-914-2536. Slip it on your outfit, and it'll never leave it's generator's P/1 or M (they're the same size as M187G).

### Up Personal

The poop from the group is that some guys are being treated not because the M52, M53L, or M53L percentage on your tracks is missing on ID photo. The fact is, some percentage includes cover head — or none will have — on ID photo. Photographs without photos will be identified by a standard-on P/N when it goes back for overhaul. Meanwhile, we need for a guy.

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

# ARE YOU YOUR OUTFIT'S PUBLICATIONS "BOTTLENECK"?



- ◆ GEDYT send in Form 12 to get public accounts set up with pubs under your Battalion and St. Louis.
- ◆ GEDYT send principal order forms into centers.
- ◆ GEDYT send in updated principal forms as unit and equipment changed.
- ◆ GEDYT order enough pubs for number of people who need 'em.
- ◆ GEDYT allow lower level units to have public accounts.
- ◆ GEDYT notify centers of changes of address.
- ◆ GEDYT order extra copies on BA Form 17 as needed.