



GROUND MOBILITY

Lift your hand to your face, cousin, and run your fingers alongside your handsome nose.

Right there you find a pair of wonder gadgets: human eyeballs. No doubt about it, your peepers are top tools in anybody's maintenance efforts because they're such easy-running trouble spotters.

So do yourself and your M151-type ¼-tonner a favor. Work a check-and-detect routine on your set of wheels with that pair of ogling orbs. No need to beam all that eyeball energy out in one session—take a part every day.

(Natch, you always go right by the poop in Chapter 3, TM 9-2320-218-10 (Sep 71), for regular driver PM services. The following BYOI is intended for a motor stables—type inspection where your sergeant or mechanic is looking over your shoulder.)

Report all these faults on your DA Form 2404. But, if you run across any of those in heavy type, get 'em corrected before you take off—they'll make the vehicle unsafe for you to operate, or they'll cause further damage or breakdown.

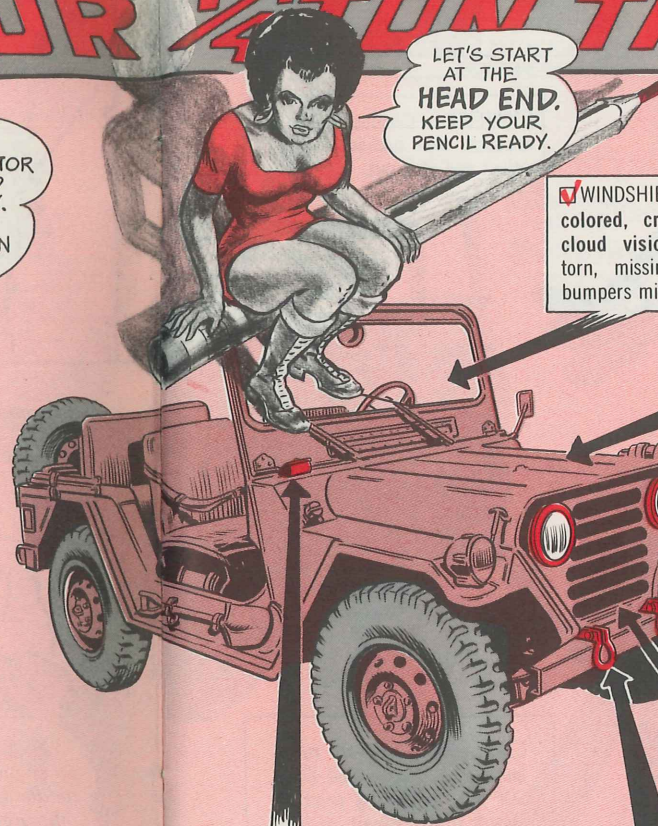
Be Your Own Inspector . . .

# YOUR ¼-TON TRUCK

HERE WE GO ON A BE-YOUR-OWN-INSPECTOR ON YOUR MISIAI AND OTHERS IN ITS FAMILY. WALK THROUGH WITH US, AND CHECK...THEN CHECK IT OFF!



LET'S START AT THE HEAD END. KEEP YOUR PENCIL READY.



☒ WINDSHIELD—Crazed, discolored, cracked enough to cloud vision; stowage strap torn, missing, hood cushion bumpers missing, hinges rusty.

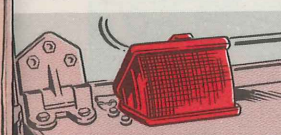
☐ HOOD—Hold-down catches stuck, loose, broken, missing; safety catch bent, broken, out of line; national symbol/markings missing, wrong.

☐ LIGHTS — Painted over, waterlogged, broken; markers/turn signals misaligned; shields or brackets loose.

☐ BUMPERS—Unit markings (see TB 746-93-1) missing, wrong, not legible; fastenings loose, channel cut, rusty, bent.

☐ GRILLE, FENDERS—Bent, rusted, seams cracked; side channel crushed, loose.

☒ COWL VENT—Rusty, stuck, dirty, hinge broken, screen clogged.



☐ LIFTING SHACKLES—Stuck, loose, bent, missing; no retaining pin/chain.

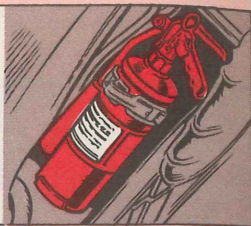
MORE



OKAY! NOW LET'S GO  
AND CHECK THE  
LEFT SIDE!



□ FIRE EXTINGUISHER—(if mounted behind seat) Discharged, untagged, unsealed; bracket loose, broken; no inspection tag (check command SOP).



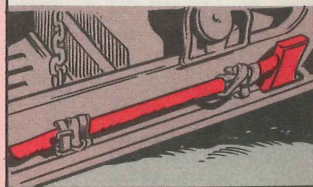
□ MIRROR — Clouded, broken, missing; arm broken, won't adjust and stay put.

□ TIRES—Worn, cut to fabric; beads not snug to rims; valve caps missing, valves leaking; flat, pressure wrong (it's 20 lb front, 25 lb rear for pavement; 18 lb front, 22 rear for cross-country; 12 front and 18 rear for mud/sand/snow—unless your command's SOP says different).



□ WHEELS—Lug nuts loose, missing; studs bent, stripped, broken; rims bent, dented; stud holes reamed or worn too large; airdrop eyes broken, jam nuts loose.

□ AXE—Missing, head rusty; handle not linseed-oiled (local SOP may say to use paint instead); straps, mount, or handle loose, broken.



□ SIDE PANELS—Bent, rusty, gashed, seams cracked; bow-rod hold-downs bent/broken; reflectors broken (On M151A2, that side reflector should stick, not hang. The curtain edge channel must be open and aligned, not broken).

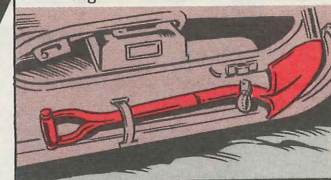


OLD  
STYLE  
REFLECTOR

HERE ARE  
SOME THINGS  
ON THE  
RIGHT SIDE.



□ SHOVEL—Missing; handle broken, linseed oil or paint not used; bracket bent, straps/fittings rotting, unusable, missing.



□ SIDE PANELS — WHEELS - TIRES—... same as left side.

AND  
MORE...

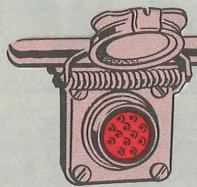


LET'S DO THE  
REAR OF THE  
VEHICLE NOW.

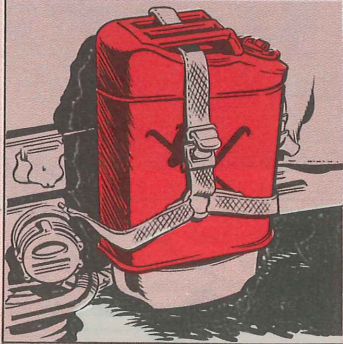
□ SPARE & WHEEL—Tire flat,  
valve cap gone; casing cut,  
worn out, rim bent, mounting  
loose.

□ COUPLING RECEPTACLE —

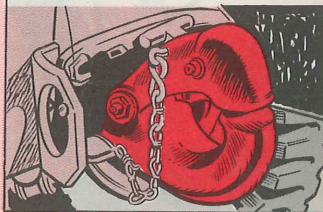
• Cover, gasket missing, spring  
broken; socket damaged, mud-  
clogged.



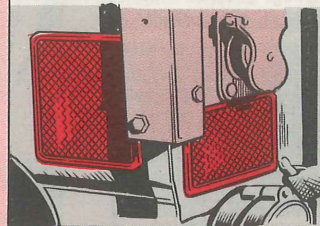
□ FUEL CAN—Leaking, rusty;  
cap or gasket gone; chain  
broken, missing; retaining strap  
unserviceable.



□ PINTLE — Broken, won't  
work, unlubed, rusted stuck.  
Safety pin and chain missing.



□ END PANEL—Dented, rusty;  
tie-down brackets bent, missing;  
reflectors painted over, broken,  
loose.



CHECK OVER YOUR  
CANVAS VERY  
CAREFULLY.

□ BUMPERETTES—Bent, rusty,  
loose; unit markings wrong,  
missing.

□ SHACKLES — Bent, rusted,  
twisted, missing; pin or chain  
broken, missing.

□ WINDOWS, CANVAS—Torn/  
missing, straps cut or frayed,  
seams open; ties loose; win-  
dows badly fogged, dirty.

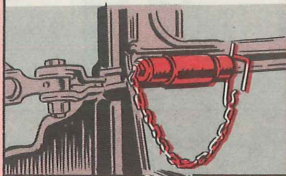
AND  
SOME  
MORE





NOW  
FOR  
THE  
INSIDE.

□ WINDSHIELD—Lock pins stuck, pins or chains broken, gone; stowage strap defective; rim gasket cut, age-cracked.



□ DATA PLATES — Missing, painted over, flapping loose.

□ BOTTOM — Rusty, dirty, drains plugged, trashy.

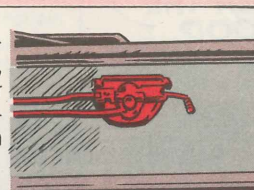
□ FUEL TANK—Cap rusty, missing, gasket broken; vent valve clogged (lets pressure build inside with valve at "Open"); tank leaks; strainer missing, clogged, broken; loose objects under seat endangering lines.



□ TOOL BOX—Dirty, wet, rusty; unauthorized tools carried; authorized items broken, missing.



□ WINDSHIELD WIPERS — Hoses cracked, loose, leaking, short; parts missing; wiper blade missing, scraping, over-age. (Check wiring on M151A2.)



□ DIALS, GAGES — Broken, painted over, pointers missing, markings not legible.

□ SEATS—Torn, dirty, greasy; frames bent/broken; pins or retaining eyes unusable, missing; safety strap (right side) broken, missing; adjustments sticking.

□ BATTERIES—Cracked, dirty, posts broken; corroded; caps loose, missing; vents clogged; holddowns too loose/tight; electrolyte level low; charge low (hydrometer should show 1.200-1.225 in tropics, 1.285 elsewhere). Box trashy, corroded, clips or cover bent.



WOULD  
YOU  
BELIEVE  
MORE?



NOW TO CHECK  
**UNDER THE HOOD.**



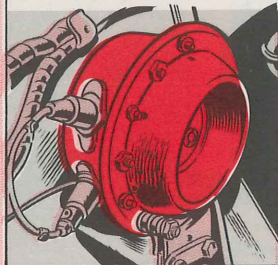
☐ **ENGINE VENT VALVE**—Lines bent, crushed, leaking; valve sticking (See operating checks).

☐ **CARBURETOR**—Loose, leaking; couplings and joints bent, binding, crushed; retainers or pins bent, missing.

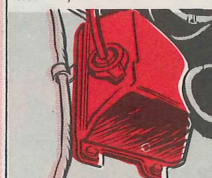


☐ **SAFETY CATCH**—Rusty, won't work right, misaligned.

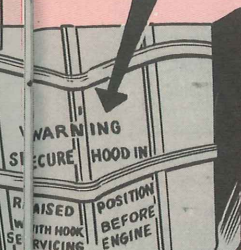
☐ **HORN**—Loose; wires frayed, cut, loose.



☐ **WINDSHIELD WASHER**—Empty, loose on mount, hoses broken



☐ **SAFETY STENCIL** — Missing, painted over.



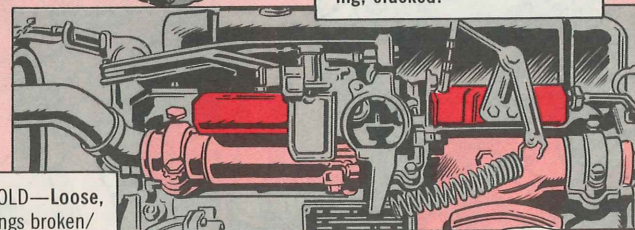
☐ **AIR CLEANER**—Gravel screen missing, broken; bowl bottom gritty, oil level low; fastenings loose, gaskets/joints leaking air.



☐ **RADIATOR**—Trash clogging fins; coolant level low; overflow line plugged, crushed; tank leaking (top or bottom) hoses spongy, cut, leaky; clamps rusty; cap wrong (right: 7 PSI).

☐ **LIGHTS**—Wires exposed; connectors loose / cracked / corroded.

☐ **INTAKE MANIFOLD** — Loose, leaking, cracked; gasket missing, cracked.



☐ **EXHAUST MANIFOLD**—Loose, rusted thru, lock tangs broken/missing; pipe flange gasket missing or defective.

EYE-BALL ALL THESE ITEMS VERY CAREFULLY.



MORE  
UNDER THE  
HOOD.



☐ FUEL LINES—Crushed, chafing, leaking, loose.

☐ OIL FILTER—Loose, leaking.

☐ FUEL PUMP — Any leak, break in case, or part missing is too much.

☐ OIL DIPSTICK—Bent, won't seat right, O-ring cut/missing; lube level below ADD mark.

☐ OIL PRESSURE SENDING UNIT — Connections broken, loose.

☐ OIL FILLER CAP—MISSING; gasket loose, missing; cap bent; chain broken, missing.

☐ FAN—Belt frayed, cracked, too tight or loose ( $\frac{1}{2}$ -in deflection in center of belt is right); fan blades bent, cracked; pulley gashed, bent.

☐ WATER TEMP SENDING UNIT —Connections broken, loose.

☐ VOLTAGE REGULATOR — (if used) Loose on mount; connections loose; wires fraying.

☐ MASTER CYLINDER — Vent hole (side of plug) clogged, plug too tight (finger-tight is enough); fluid low (more than  $1\frac{1}{16}$  inch below top edge of hole threads).

☐ DISTRIBUTOR — Cracked (look sharp: hard to see), cables loose, insulation cut, fraying; seal missing.

☐ GENERATOR — (Or Alternator)—Belt worn heavily on one side only; pulley cracked, out of line; connector loose, mount loose; belt cut.

KEEP CHECKING TROOPS.

OKAY!  
NOW WE'RE  
COMING TO  
THE  
UNDERSIDE.

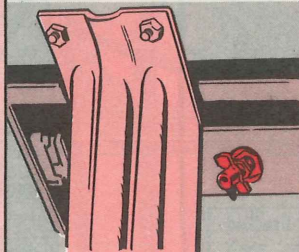
MORE  
AND  
MORE..



LET'S GET  
UNDER THE  
VEHICLE.

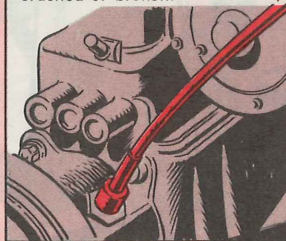


□ RADIATOR DRAIN COCK —  
Stuck, broken, lower tank  
caved in.

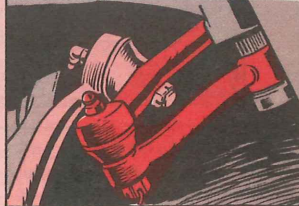


□ FLANGE GUARD—Bent, bolts  
or washers loose/missing.

□ SPEEDOMETER DRIVE—Con-  
nector loose/broken; fittings  
crushed or broken.



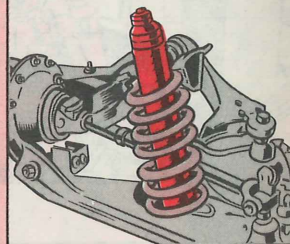
□ STEERING—Loose pitman or  
idler arms; tie rod or spindle  
arm assembly bent, loose;  
grease fittings broken off,  
missing, unlubed; bushings  
worn badly enough to rattle;  
cotter pins/nuts missing.



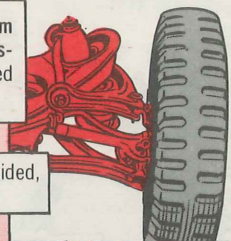
□ ENGINE OIL PAN—Pan gas-  
ket leaking; drain plug loose;  
screws loose/missing; pan  
badly dented.

□ DIFFERENTIAL — Breather  
plugged or missing; dripping  
lubricant.

□ SHOCK ABSORBERS — Leak-  
ing, bent, loose, broken..

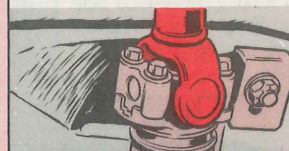


□ FRONT SUSPENSION — Arm  
assembly loose, shims miss-  
ing; bolts loose; parts cracked  
or bent.



□ COIL SPRINGS — Lopsided,  
tips broken off.

□ FRONT UNIVERSALS—(Wheel  
drives, shaft) Worn enough to  
rattle; parts loose or missing,  
not lubed.

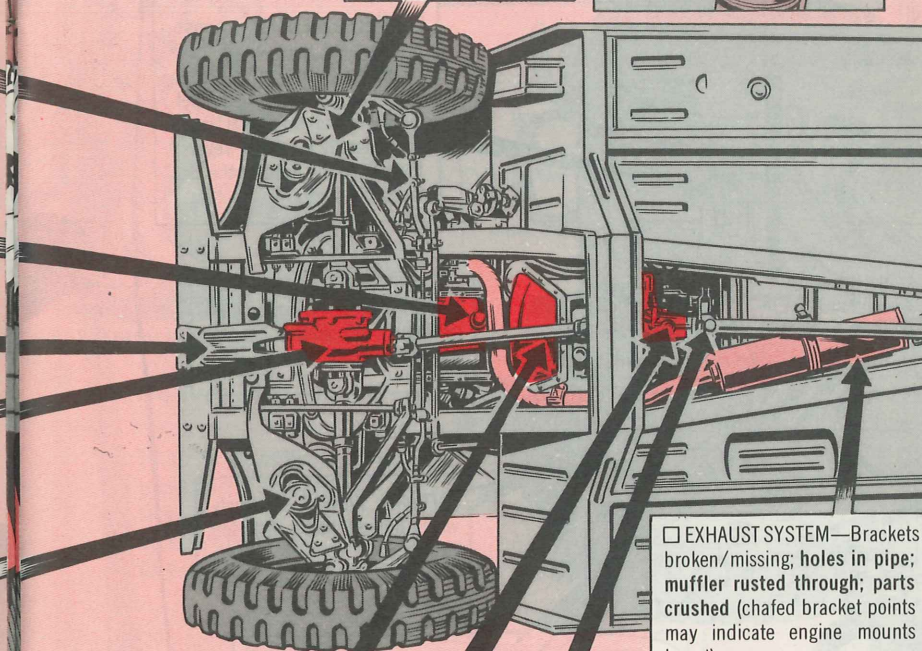


□ FLYWHEEL - CLUTCH COVER  
—Dripping lubricant; drain plug  
not in blind boss.

□ TRANSMISSION-TRANSFER—  
Breather clogged, missing fill/  
level plug or either drain plug  
(there're 2) loose, leaking (The  
reverse shift pivot pin is not a  
plug).

□ PARKING BRAKE—Parts bent  
or loose; oil dripping on brake  
band; return spring disengaged/  
slack (clean band and check  
wear).

□ EXHAUST SYSTEM—Brackets  
broken/missing; holes in pipe;  
muffler rusted through; parts  
crushed (chafed bracket points  
may indicate engine mounts  
kaput).



AND  
MORE...



☐ FRAME, PANELS — Rusty, welds broken, holes, distorted, badly bent.

SO MUCH  
FOR THE  
UNDERSIDE

In map pocket, back of driver's seat:

## WORKING TIPS

When you're hosing down after a day afield, keep water out of **all** commo gear. Take the radio off first, or tarpaulin-wrap it completely—anything you can do—but make sure it's kept dry.

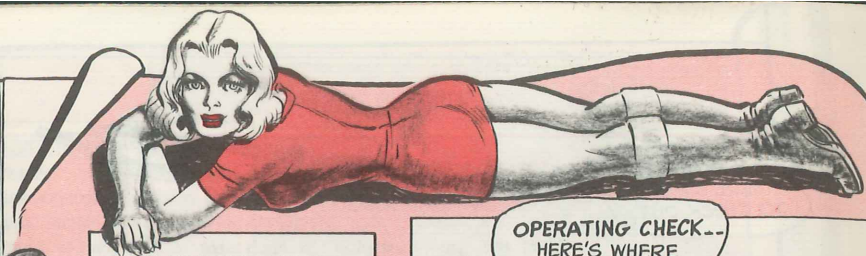
WE KEEP  
TH' FLAVOR  
IN.

TM 9-2320-218-ESC (May 70)  
DA Form 2404 (latest ESC rating in log  
pocket, optional).

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET (FM 10-74)									
1. ORGANIZATION		2. INSPECTION/MAINT. TYPE				3. INSPECTION/CLAS. AND NOTES			
		As Req'd	4. HOURS	5. HOURS USED	6. USE REPAIRS	7. DATE	8. FIRE INSPECTION		
No. INSPECTION		APPLICABLE REFERENCE							
		No. DATE	OF CHARTER					No. DATE	
<p>INSTRUCTIONS—Perform each check listed on the TM applicable to the inspection performed. Following the inspection hand in pertinent TM, complete report as follows:</p> <p>COLUMN 1—Enter TM serial number</p> <p>COLUMN 2—Enter the applicable condition codes as symbol</p> <p>COLUMN 3—Enter deficiencies and short-ccomings</p> <p>COLUMN 4—Enter deficiencies and short-ccomings</p> <p>COLUMN 5—Enter deficiencies and short-ccomings</p> <p>COLUMN 6—Enter deficiencies and short-ccomings</p> <p>COLUMN 7—Enter deficiencies and short-ccomings</p> <p>COLUMN 8—Enter deficiencies and short-ccomings</p> <p>COLUMN 9—Enter deficiencies and short-ccomings</p> <p>COLUMN 10—Enter deficiencies and short-ccomings</p>									
<p>ALL DEFICIENCIES AND EQUIPMENT CORRECTIONS RECORDED ON THE FORMS HEREIN MUST BE RETAINED IN ACCORDANCE WITH DEFENSE PROCEDURES AND STANDARDS OF THE FM CITED HEREIN</p>									
9a. SIGNATURE (Person performing inspection)		9b. DATE		9c. SIGNATURE (Maintenance Inspector)		9d. DATE			
FM FILE NO.		DEFICIENCIES AND SHORT-COMINGS				CORRECTIVE ACTION			

OH, OH, HERE  
IS SOMETHING  
ELSE...





☐ TURN/WARNING LIGHTS — (Check all bulbs, all lamps, front and rear, with engine running, standing still) bulbs burnt out, circuits broken, controls damaged, dirty.

☐ IGNITION SWITCH—Handle screw loose, missing; mount loose; won't work.

☐ BLACKOUT AND HEADLIGHTS—Won't work, maladjusted, flicker when jolted.

☐ MAIN LIGHT SWITCH—Won't stay in LOCK (Some models are made to give you STOP LIGHT and SERVICE DRIVE without going to UNLOCK).

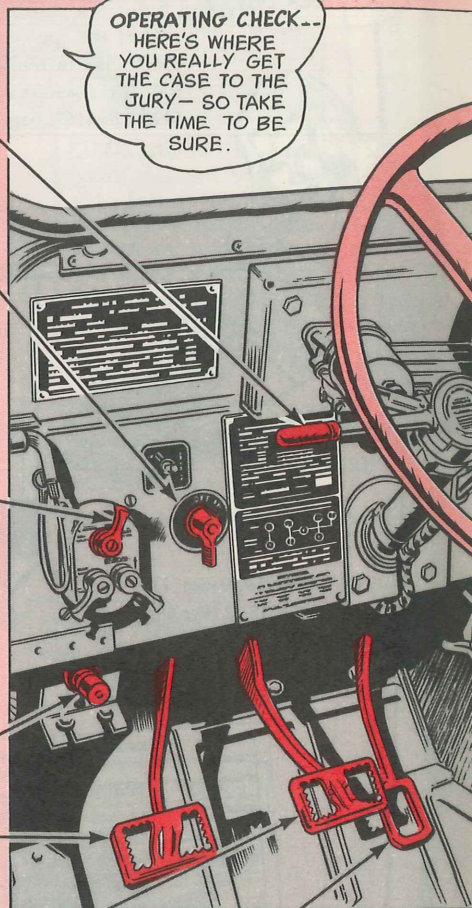
☐ DIMMER SWITCH — (Check "high beam" against a wall with dash panel indicator on.) Won't work, loose, sticks.

☐ STARTER PEDAL—Hard to use, sticks, loose, off mount.

☐ CLUTCH—Slips, grabs, chatters, free pedal travel wrong (1½-to-1½-in is right).

☐ SERVICE BRAKES—Wrong free travel (hand check at standstill: ¼ inch plus or minus 1/16 inch and 2 inches floor clearance is right); grab, slip.

OPERATING CHECK—  
HERE'S WHERE  
YOU REALLY GET  
THE CASE TO THE  
JURY— SO TAKE  
THE TIME TO BE  
SURE.



☐ ACCELERATOR PEDAL — Loose, sticking, broken.

☐ CHOKE, THROTTLE—Sticks, loose, won't stay put.

☐ WIPERS — Chatter, weak, parts missing, noisy, won't work, streak.

☐ SPEEDOMETER-ODOMETER—Broken, won't work smoothly.

☐ BATTERY-GENERATOR INDICATOR—Needle not in green while running above idle speed, won't work, stays in yellow without changing.

☐ ENGINE TEMP GAGE—Won't warm up to 160°-180° and stay around 200° under usual operating conditions.

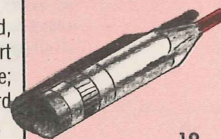
☐ OIL PRESSURE GAGE—Below or above 15-30 PSI on idle, 40 PSI on road.

☐ TRANSMISSION—Knob missing, boot torn, noisy, sticking, jumps out of gear.

☐ TRANSFER — Works hard; knob missing; boot torn; won't engage or disengage without clutching in forward travel.

☐ PARKING BRAKE — Won't hold on slope, slips or grabs; boot torn.

☐ STEERING—Wheel gouged, cracked badly enough to hurt hands; column/bracket loose; horn button stuck; wheel hard to turn; front end shimmies.



THERE'S  
NO MORE.  
THIS IS  
THE END.