

ISSUE 185

PS

1968 Spring

THE
PREVENTIVE
MAINTENANCE
MONTHLY



FIRST-USE
YOUR TEST
EQUIPMENT

SEE PAGE 14

REPAIR
SEE PAGE 14

FIREPOWER

JOIN ME IN A WITTNY-BY-STEP
SAFARI AROUND THE FADAC!

FADAC FACTS

It was rugged 180-lb. gutsy age of electronic gear—that's your M18 gun direction unit, point-of-bearing called FADAC for Field Artillery Digital Automatic Computer.

It will come up with firing data for tubes and make unit. Say also you find it camp above things like the target location, your location, and weather, and it'll do it so fast it'll make your head spin.

There's one more. It works a helping hand in the form of instruments. Some guns with equipment used with the M18

—the AN/FGM-70 computer logic unit set ... AN/FGM-70 signal data computer ... S-W gunner ... AN/FGM-70 14 (1) or 17-171 computer writer ... gun direction computer field table ... a table and not usually ... and a table and location table.

Here's a few randoms you can pull to make sure everything's up to snuff. The team is built type for the team you want to take care of so fast as FADAC can pay you on target. Well, there's no fun.

Here ... the M18 built.

Computer

DOFUT 18 (Small)—Cracked, stained dirt, wet, pale rhizome, leaf, pale yellow and white base, rhizome with rhizoids, leafing, pale brownish green.

WATERWAYS, RIVER TRAFFIC—
 Plows, boats, traffic jams,
 More, road shows, bridge tolls
 across the state, and more.

1000

[illegible]

100

1998-1999

2003 EPA: Hard to take off, not on ramp. Ticks when cold, air not being used, battery, missing, gasket missing, chain broken, missing.

100% — 100%

1. NAME _____
 2. DATE _____
 3. TIME _____

RECEPTACLES—None in second, third, or fourth volume made. None retained.

1. **NAME** _____
 2. **DATE** _____
 3. **TIME** _____



ELECTRICAL CONNECTIONS—Play dirty, sometimes, but, tested, make links, isolate connectors, insulate cracked wiring links.

TRouble INDICATOR PANEL—Switches that, don't work, keep tested and, repairing, replace with time, money.

SPARE PARTS—Switches that, to work, replace with long, missing, keep tested and, repair, missing.

GROUNDING—Noise, don't work.

OVERHEAT—Overheat, cracked, handles broken, missing.

TRouble INDICATOR DISPLAY—Lamps, don't work, don't work, indicators don't work, indicators cracked, broken.

CIRCUIT BOARD EXTENSION PANEL—List of things, into board, tested, make sure for, Signal Data Reproduction and Computer Logic Test Set.

POWER PANEL—Time, stopped, indicator doesn't work, give, substituted, tested, switches that, don't work, switch, looks cracked, missing, keep tested and, repair.

KEYBOARD—Keys that, don't be pushed, time, after, to push, don't be in, more, at, same, time.

POWER DISPLAY METER—No, don't work, cracked, tested, but, don't work, don't work, give, keep, and, don't work, missing.

RELAYS—Circuit board, missing.

3-KW GENERATOR

The generator's the heart of all RADAC operations. When's got it to work every minute for the long run. That's why you have to find time, money, for use, use for, steadily. Keep both in it, I, stage.

Mostly, this means keeping a watchful eye on it to see that it's serviced and protected and that the controls and instruments work right. Fig. 3-1 in TM 5-4113-20-15 (Use 40) and the maintenance log in TM 5-4113-20-15 (Use 40) will help you.

FUEL SYSTEM—Fuel tank, broken, replace, missing, or replace.



GENERATOR—Generator not tested, not set on, not tested, not protected from weather, not well maintained.



GROUNDING—Missing, not set up right (this baby can kill you, so don't miss out on good grounding).



CIRCUIT BOARD—Cracked, tests, printed in, identify, contacts, and their, make sure, checked, missing, tested, and, tested. (Always with the Computer Logic Test Set and Signal Data Reproduction Circuit Board.)

COMPETITIVE FIELD TRAINING



David Merrill—President, David Merrill & Co., Inc., says that, while he is not missing other hard assets like real estate, stocks and bonds.

...don't want to be in
...and

NOTE—Can't be walked on, collapsed or folded, bent, hung, can't be twisted, folded, thrown, or broken.

FRANK, WILLIAM—
Cable connections better
in repair, damaged, con-
tacts being corrected.

PLATE 10—Very common
in the coastal zone.
Common in the
interior zone.



CABLE - ROPE - 1000



CELLS—Cell, incubation
flap; cell mixing;
secondary last 10;
medium data, normal
last 100.

Bill Lee has worked
dining and helped
with the business.

CABLE BRACKET 2007



CALL:—Lange is friendly, but this week, riding broken, over her battered, stained shirt, neatly tucked into her jeans, up to where Callie's up to a missing, pocket missing, of course, friend.

STRENGTH—Good suit of shapes
point mining; soft, square jaw
very loose, rising, medium size
100.

WORD
LIST

Your JBL® has a great warranty too: you will have no less than 30 months or 3,000 hours of use.

When you're not eating it, cover the MFI to protect it from the weather. And when it's being used, do what you can to keep away rain, snow, blowing dirt or other harm.

At the computer, you can, day in and day out, get on the Internet.

The top reason is safety, he pointed out, and not the cost of the bill's cost to operations.

Charles shows his shorts over and over again—everyday, at parties, when the wind and rain blow.

And while the competition is going to watch as the prospect for the value analogy shifts, it's not your job, as investor value, to open the company checkbook.

KEEP IT OUT
OF THE TRUCK AND
TRUCKER AND
ROADSIDE!



Remember, your RADAC's no-
-showed good to anybody if his no-
-showed place wasn't do a job. The
place to remember with glad
you.

COMPUTER UNIT

PUTTING.—Dirted, dirty and, fastest forward, hardware sales, including cables and hardware tested, only customer may leave, damaged, hidden don't hold, damaged, board as broken hardware.

SAVING AND SPENDING—What do you want they're responsible for.

Direct—batter, cracks, handles bolted, missing.

QUEST 14M—Hard to remove, and replace effects within week being used, laid up, missing, perfect mixing, chain broken, missing.

Signal Data Resources

CHINSEI—Smiling, dirty, wet, long-pastured, burrows loose, malingering, shaggy, catlike and burrows out, badly worn, looking serious, long, somewhat grey hair, looking broken and bad.

1. **NAME** _____
 2. **DATE** _____
 3. **SCORE** _____

1. **CONCLUSIONS**—The authors conclude that the

TEST SET

Don't say a
word about
the value of
that school.

1983—Free entry, no
costed land transfer

CONTACT INFORMATION—Send your article, resume, and references to: **Dr. Robert L. Smith, Editor, Journal of Management Education, 1000 University Ave., Suite 100, San Francisco, CA 94133-1000.** Phone: (415) 774-2300. Fax: (415) 774-2301. E-mail: smithr@sfed.edu

W-C INCORPORATION LIMITED
 Ring up now for working 24
 hour repair service

DOI: 10.1002/for

[illegible]

MCALL MCALL—Imperial Health, plant facilities on cattle and horse country dirt, covered. It consisted of small dirt the type readings will be limited up.) Three points dirt, black.

FILL AND TURN LAMP—
 Turn light on. Plug power
 supply into GPO ... FOM
 6240-001-0000. Lamp, incan-
 descent ... FOM 6240-1 50-
 0000.

[illegible]

PROTEIN SUPPLY—Recent work suggests that the protein supply of the United States is adequate.

CLINICAL CORRELATIONS—Common
Toothache, sensitivity

Abstract

1. **Introduction**
 2. **Background**
 3. **Methodology**
 4. **Results**
 5. **Conclusion**
 6. **References**



Using common program transfer codes, you can transfer your data to other, more advanced, systems. They're operational.



1 Press the **F** and **I** matrix buttons.

2 Press the **DEL** (delete) control key.

3 Press the **PRINT** (F) key and press the **ENTER** key.

4 Press the **F** and **I** matrix buttons.

5 Press the **DEL** key.

6 Press the **PRINT** (F) key and press the **ENTER** key.

7 Press the **F** and **I** matrix buttons.

8 Press the **DEL** key.

9 Press the **F** button buttons — but don't touch the **ENTER** key.

10 You should see **10** on the screen.

1 Press the **DEL** button.

2 Move the cursor through the above steps for the rest of the digits, with 0 coming last.

3 Next... press the **DEL** key.

4 Press the **PRINT** key 10 times. You should see 10 printed points in the status.

5 Press the **DEL** button.

6 Press the **F** and **I** matrix buttons.

7 Press the **DEL** key.

8 Push the **+** and **-** keys. The right one should show in the display.

9 Press the **DEL** button to end your display.

TT-517 TELETYPEWRITER

Here's the type of trouble to look for on your TT-517 teletypewriter:

POWER—Cable tested, missing letters, SRT 1 not, SRT2.

OPERATIONAL—Cable—equipment not found properly, may immediate, otherwise work fine up right, wrong character printed.

REPAIR—Cable—equipment not found properly, may immediate, otherwise work fine up right, wrong character printed.

REPAIR—Cable—equipment not found properly, may immediate, otherwise work fine up right, wrong character printed.



REPAIR—Cable—equipment not found properly, may immediate, otherwise work fine up right, wrong character printed.

PUBLICATIONS

You've got books, catalogs and technical your book of your day's news, the publications that go with the **TT-517** computer and the year round with it. Here's what you want:



COMPUTER BOOK

10-1-100-100-100 (Jan 68)
10-1-100-100-100 (Feb 68)
10-1-100-100-100 (Mar 68)
10-1-100-100-100 (Apr 68)



DATA REPRODUCTION

10-1-100-100-100 (Jan 68)
10-1-100-100-100 (Feb 68)



TELETYPEWRITER

10-1-100-100-100 (Jan 68)



REPRODUCTION

10-1-100-100-100 (Jan 68)
10-1-100-100-100 (Feb 68)
10-1-100-100-100 (Mar 68)
10-1-100-100-100 (Apr 68)



10-1-100-100-100 (Jan 68)
10-1-100-100-100 (Feb 68)
10-1-100-100-100 (Mar 68)
10-1-100-100-100 (Apr 68)
10-1-100-100-100 (May 68)
10-1-100-100-100 (Jun 68)
10-1-100-100-100 (Jul 68)
10-1-100-100-100 (Aug 68)
10-1-100-100-100 (Sep 68)
10-1-100-100-100 (Oct 68)
10-1-100-100-100 (Nov 68)
10-1-100-100-100 (Dec 68)

TRIPLE SHOOT



log book records make a good comparison chart for detecting reasons for sudden changes in supply request patterns. Watch it, they'll tell you what's happening in your motor pool, faster — or slower than!

Each DEX part has a price tag attached — also, you'll never use the amount of paper work that goes with each DEX cartons to repair . . . and back to DEX stock after test-and-repair.



Transporting

Another change is in shipping unkill-repairable parts back for repair . . . like somebody seats those runtimes into the back of an open truck — one on top of another . . . sending previous spare parts from bouncing and banging against each other. Delicate components like front panel guards, controls, plugs and jacks on electronic stuff, for instance — may be so damaged they have to be declared un-repairable. They get sent to salvage instead of back to DEX.



OLD WAY	NEW WAY
	
PUT TRUCK ON WITH A DRIVER	PROTECT PARTS
	 

Give all exposed openings on parts like distributors, solenoids or regulators by covering them with caps — and maintenance hydraulic rags or by using plastic caps and plugs. Parts that run or corrode appreciate light coats of preservative like oil grease.

Some Other Good Ideas

Use old containers, wood boxes, cotton waste and preservative wrapping that your own parts come in with. You can use these to repair accessories. Mashed paper and cotton waste are good for protecting parts in transit.



A Trouble Shooting SOP Is The Answer

CHECK
YOUR
TOE TO
BE SURE
YOU'VE GOT
ALL THE
PROPER
TEST
EQUIP



Your TOE assortment of equipment is your authority. Put in a supply request for whatever test equipment you're missing and need. For units with extensive and diverse equipment, many of these items are part of a well kit collected by the TOE.

Test, Man—Test

KEEP JUST A
FEW OF THE
TESTERS YOU'LL
FIND IN YOUR NO.
2 COMMON
TOE KIT.



SCREW
DRIVER
KIT



WIRE
SNIFFER
KIT



VACUUM
TESTER

COMMON
CATHODE
KIT



MULTIMETER



BATTERY
TESTER
KIT



SPARK PLUG
TESTER
KIT



AUTOMOTIVE
TESTER
KIT



MASTER KIT
FOR KIT

Many of these same test items are in the No. 2 Supplemental OC 4940-09-CL-A000 and some of them appear in the No. 1 Common OC 4910-09-CL-A741 and in the No. 1 Supplemental OC 4910-09-CL-A741.

The equipment available for Signal type and Item depends on which radio, telephone, radio, intercom and switchboard your TOE items you — that the test items are also listed as individual TOE test items.

Already you will find equipment users mostly in their organizational matter manuals and Army manuals . . . like A, A Supply, R, C and 4028-95-CL-A71.

Guided inside people will find TOE-authorized and element-based rights in their shop equipment cabinets along with their order forms individually listed under their own TOE list items.

Instructions

Most test equipment is covered by at least one set of instructions. DA Form 110-4 Index of Test Publications is where you find them.

DA Form 11, Request For Publications, is how you order them.



On the low voltage circuit tester, officially referred to as . . . Test Set, Generator & Voltage Regulator, Resistance . . . there are six differ-

If there is an Army manual, only an manufacturer's instructions. Write down to the DSEP of the Army Community Command with logistical responsibility for that test equipment.

YOU CAN APPLY THE
SUCCESS AND HOW-TO-
HOOK-UP INSTRUCTIONS
IN YOUR-30 EQUIPMENT
ADDRESS... HERE'S A
SIMPLE HOOK-UP
FOR A LIFT!



Keep Up The Training

Published instructions are not enough by themselves. You need on-the-job training to both make and keep you acquainted with each piece of new gear. This OJT has to be repeated on a regular basis, so you don't forget critical details.

HELP!



Each connectivity command has its own group of maintenance technicians waiting to be asked for help. When there's no technician assigned to your area for the type equipment you need help with, forward a request down channel to the connectivity command level. The proper addresses are listed in AR 700-4.

Use The System

Troubleshooting is a system which uses a step-by-step method to narrow down possible problems until you identify the trouble component. You analyze symptoms, test the defective system to find the faulty part—correct that fault.



HERE'S AN
EXAMPLE.

3. Describe the operator or both over the equipment's 24-hour radio.

NAME OF THE OPERATOR

Angela Delpa
Colleen Hall

1. Locate defective component.



2. Isolate system.



4. Evaluate action.



NOTE

YOUR KEY TO
COLLABORATION TIPS
IS ON THE SIDE
LISTED BY
THE
COMMUNITY
COMPANIES

How's Your Collaboration

Network Command

Radio Equipment	TE 11-440-224-15/1 21 May-07
Test & Measuring Equipment	TE 11-403-892-15/1 27 Jan-07
Info. Tech. Rents	TE 11-403-892-15/1 27 Jan-02
Technological Equipment	TE 11-440-224-15/1 22 Feb-02

Mobile Command

RFID Cell Systems	TE 11-403-224-25 24 May-07
RFID	TE 11-403-224-25 24 Feb-07
Logistics	TE 11-403-224-25 27 Dec-07
Perishing	TE 11-403-224-25 1 Jul-07
RFID Shipping Solutions	TE 11-403-224 27 21 Apr-02
RFID	TE 11-403-224-25 27 Apr-02
RFID/RFID Mobile Systems	TE 11-403-224-25 24 Dec-02
Smart Jobs	TE 11-403-224-25 24 Apr-07
Info. Tech.	TE 11-403-224-25 27 May-07
RFID Mobile Collaboration	TE 11-403-224-25 24 Dec-02

Mobility Equipment Command

Tools & Equipment	TE 11-403-224 27 27 Apr-02 (2nd ed.) by TE 11-403-224-25-02
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Tools Information Command

Tools & Equipment	TE 11-403 27 27 Apr-02
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Aviation Command

Aviation Test & Measuring Equipment	TE 11-403-224-25 27 Dec-02
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Weapons Command

Test Jobs	TE 11-403 27 27 Apr-07 (formerly TE 11-403 27 27 Apr-02)
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Weapons Command

Special Weapons (for support)	TE 11-403 27 27 Apr-07 TE 11-403-224-25 27 27 Apr-02 (formerly TE 11-403 27 27 Apr-02)
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Army Security Agency

RFID Equipment	TE 11-403 27 27 Apr-07
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THESE TB'S TELL
YOU HOW OFTEN EACH
TEST EQUIPMENT SHOULD
BE CALIBRATED AND AT WHAT
LEVEL. **A** LEVEL IS
EASIER TO CALIBRATE
THAN **C** LEVEL. BY
MAINTAINING SUPPORT
EQUIP.



Test Equipment	Calibration Frequency	Calibration Level
MEASUREMENT	1	LEVEL 1 1.00
TEST EQUIP.	1	LEVEL 1 1.00
TEST EQUIP.	1	LEVEL 1 1.00

When you can't find a path, establish a frequency of 1 month or 90 days between calibrations in your local maintenance SOP. This time period should keep your meters within the range of useful accuracy.

YOUR TEST EQUIPMENT
AND NEEDS REQUIRE
SUPPORT... FOLLOW THE
FOUR STEP PROCEDURE
IN
SM 38-720.



Each 90 days, or whenever the TB says, ask support to make its check. If your immediate support can't give you this service, team up the nearest calibration facility and make some sort of visiting arrangement with them.

Control calibration frequencies by checking each meter's SM Form 31-601 required by your command. Use the correct "C" marks and compare them with the date on that meter's current SM Label 80.



Make It Pay

A little incentive on the part of NCCPs, shop officers and commanders goes a long way in encouraging proficiency with test equipment and a corresponding drop in parts usage.



A MECHANIC WHO
APPLIES TEST
EQUIPMENT TO
TROUBLESHOOT, AND
WHO SUCCEEDS IN
CUTTING THE DE-
FURNAL RATE IN
A GIVEN PERIOD
OF TIME SHOULD
BE REWARDED.



Over a long enough period, the amount of money (a number of hours on pay) could be increased progressively with each award to the same mechanic. Each increase in dollar reward for troubleshooting programs is a troubleshooting. Keeping at same level of proficiency is not enough unless the top level of proficiency is reached — and held.



IT PAYS
TO USE YOUR
TEST
EQUIPMENT
FOR TROUBLESHOOTERS
GAIN — AGAIN
AND AGAIN!



CRUISE MOBILITY



THAT SOMEONE...

ENEMY: WATER

...YOU WERE TELLING
ME WHICH WAY YOU
WANTED TO TURN...
IF ANY?



You've got a private little war if you've got directional turn signals on your tactical wheeled vehicle—especially if you're where it's hot 'n' humid.

That's the trouble to keep water—cross make six—out of your turn signal distribution box. Until the new, solid-state hits the field, you'll have these other tried-and-true in your distribution box. These contacts are the relays that open and close when you operate your turn signals. Just the tiniest bit of moisture will build a ring of corrosion on these contacts. Then—no electrical current—no turn signals.



Your distribution box seems to pull water like a magnet does pickpockets.

That's swampy water—it'll seep in around covers, the cover gaskets and even the wing-firing mechanisms. But it won't leave, even if you get a jolted in there.

So you've got to throw up a real tight "prisoner defense," like so:

1. Take off the cover and slide the gasket into the notch on the bottom of the box and that they come together. If you can't shove the gasket under the notch, you've got a bad one or you need a new one.



1. Then connect the gasket ends together with rubber running compound, P/N 1300-800-0000. Used in Ford Car C33000-A (1 1/2 ton, 4 wheel, 100 MPH), P/N 1300-800-0000-0000 Used in Ford Car C33000-B-A (2 ton, 4 wheel).



2. Wait until the adhesive sets dry to touch before getting cover back on box.

4. Just underlip of cover of the box around with screws, P/N 1300-800-0000-0000 (1/2 inch), Used in Ford Car C33000-B-A (2 ton, 4 wheel).



5. Use some rubber to seal around all areas, cracks and damaged blocks.



Take the front end of the vehicle on the ground just on this setting. If you have to, it will be worth the trouble in the long run.

SEE HOW THEY...

BUM RUBBER BUMPER?



A heavy load of snow... becoming even heavier... a dash or a rock... only makes rubber bumper on frame.

Much of this Wreck the profit of one of those rubber bumpers on your M500 14-ton snow trailer. Weather'll do the rest. The bumper cracks and falls apart.

So you get new ones—Bumper, Rubber, P/N 2110-400-0000, Used in Ford Car C3310-0000-A (1 1/2 ton, 4 wheel).



WHEEL BUS-AMBIANCE....

EASY UP — EASY DOWN



Bearings need oil—or some kind of lube. Right? Right!

Your GMC 44-passenger D65M 2012 low-maintenance has a turbocharger that spins on bearings that are pre-lubed.

Engine oil won't get to your turbocharger's bearings until pressure has built up. So you idle at 700 to 800 RPM for the first minute or so after starting up. This gives oil a chance to get to those bearings while the turbocharger's running at low speed.

Then, when you step up your engine to normal operating speed and get your turbocharger spinning at about 70,000 RPM, the bearings will be ready to take the pull.

Same goes for shutting down your engine. If you shut 'er off too fast, you leave your turbocharger spinning like mad with no pressure in the oil system. That means no oil in the bearings. And that means no bearings.

So idle at 700 to 800 RPM for a couple of minutes before shutting down. Right? Right!



M111 100-AMP SYSTEM

They're a team, Generators, P/N 2930-099-0024, and Carburetors, P/N 2930-700-0007. That's what it says in Ch 5 (Jan 80) to TM 9-2300-215-209. The task is the Scotch job. They pair up on the generator's wedge-like assembly with the carburetor. The other team is the Holley carb, P/N 2930-070-1007, and Generator, P/N 2930-214-0030.

REFUEL — BUT SAFELY

Ever wonder what's the maximum safe refueling rate for your M111's, too much? It's 20 gallons per minute. The scoop's in R&M Digest TB 758-083-1 (Jan 67), page 117, para 43. Be sure it's attached on your M111's, like para 13 in TB 745-03-1 (Oct 64) tells you.



UNLOCK THE LOCK

THESE GUNS
COULDN'T
AGREE!



The light switch unlock lever on your M-series truck or school vehicle serves a good purpose.

The spring-loaded unlock lever prevents accidental movement of the selector lever to any position except to (O) MARKER and OFF.

To move the main switch selector lever to any OFF position, except (O) MARKER, the unlock lever must be lifted to the unlock position—or shut! Using struts on the selector lever while moving using the unlock lever will force the switch far and will damage your vehicle.



So, to keep focused resistors from piling up in the repair shop be sure you hold the unlock lever "up"—when using your selector switch.

CTM-BRE (1-2000) ...

GASOLINE ENGINE RPM

NO LOAD RPM



1150 RPM

Top governed RPM (no-load) for your 3000 gasoline engine is 1950. You'll see "1750 to 3000 RPM" in Ch 3 (Pw 604 to TM 9-1109-111-00, but that's talking about top governed RPM "under load."

UNDER LOAD RPM



1750-1900 RPM

HAND-BRAKE SCREW

HURRY UP
WITH THAT
SCREW!

Need the Bolt, Washer, adjusting, brake-hand bracket for your 94-aa that's listed under F8N 3401-713-0141 on page 56 of TM 9-1500-113-10F (Feb 68)? Then ask for it by using F8N 1400-413-9494. The F8N listed in the 10F brings the long back bolt that's shown in Fig. 49—see the adjusting screw, F8N 1401-403-0484 is a good number and is listed in Ref-Car C1305-11-A Vol 2 (Jul 68).

CONTROL BEARING SEIZURES



Any of the control bearings in your 1968 F1R riding spring joint?

There're over 28 of these bearings, F8N 1430-671-1001, in the steering, shifting and drive-control linkages.

They have a tough life because they're out in all kinds of weather without any protection from water, grease, oil and dirt.

So, if the upper bearing seems to be binding, adjust the control bearing assembly and try working the bearing by hand.

Loosen it and clean the disc out with mineral base solvent such as kerosene or aliphatic naphtha type 11 TT-M-71.

Ordinary solvents can soften the upper and make it wear worse than ever.



IF THE
ROLLER IS
WORKING OUT—
ORDER A
NEW ROLLER-AND
BRACKET.







Joe's Dope Sheet

DIRTY FUEL
RUINS ENGINES

GUARD AGAINST
DIRTY FUEL



HANDLE DRIPS
WITH CARE

STORE
LARGO AND
DRINK
PROPERLY



USE ONLY
CLEANED
ATTACHMENTS

KEEP
TAP
HOLES
CLEAN

GO ON
WARPATH

THINKING AND THINKING ARE THE
PETROLEUM INDUSTRY'S BIBLE -
KEEP 'EM HAPPY

NO MATTER WHAT FUEL YOU USE
ON WARPATH, ALWAYS BAKE IT
THROUGH A FUEL-SEPARATOR.

Dirty Fuel's
The Enemy Within!
... That's Where
Engine Troubles Begin!
So, Keep Your Fuels Clean
Store 'W Handling! Heen.
Cool Fuel Handling!
Will Sure Save Your Skin!

FLAMMABLE
NO SMOKING
WITHIN
50 FEET

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

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

IF YOU HAVE AN SPRIGHT
DRINK GET UP, BECAUSE A DRIPPING
POUND OF MUTTON FATS ... YOU GET
4 INCHES FUEL...

YOU
BE CAUSE
YOU KNOW
THE MUTTON
MORE THAN
4 INCHES
FROM THE
MUTTON.

1998

IF YOU HAVE AN SPRIGHT
DRINK GET UP, BECAUSE A DRIPPING
POUND OF MUTTON FATS ... YOU GET
4 INCHES FUEL...

YOU
BE CAUSE
YOU KNOW
THE MUTTON
MORE THAN
4 INCHES
FROM THE
MUTTON.

1998

CRANKING UP, FROM A
TAP OR JAR AND UPROAR!
... FIRST THERE'S A SAMPLE IN A
CLEAN CAN OR JAR AND
CHECK IT FOR SEDIMENT OR
WATER.



IF YOU FIND SOME, LET US
TALK FOR GET THE PUMP GOING!
- YOU DON'T WANT TO FEED
ANY OF THIS GUT TO YOUR
EQUIPMENT!



HOW DOES WATER
GET INTO PUMP?
ANYBODY? THERE
MIGHT BE A
TIGHT!

WELL, ONE
WAY IS THIS
CHANGING
AND THIS
LOOKS
PUMP!



THERE ARE TWO COINAGE
MACHINES ON CIRCULARS... THE
RIGHT AND THE RIGHT
- THEY ~~WILL~~ TO FIT
AND THE SAME WAY BUT
THEY DON'T FIT RIGHT!

SO
DON'T
TRY TO
SUCK
THE
PUMP
GET A
LEAK.



ANOTHER WAY WATER GETS INTO PUMP
IS DUE TO CRACKED PUMP TUBING
ESPECIALLY WITH CRACKS AND LEAK
UPROAR TO COLLECT BLUE WATER.

THE HOT
GUN ALSO EXPANDS
THE AIR INSIDE.



It's Possible, will be
control control a bit

SCENE OF THE CRIME
AND REVEALS THAT THE
LEADY SPREAD BEANS!



AT NIGHT, OR WHEN THE
WEATHER TURNS COOL, THE AIR
MAKES THE COIN CONTRACT...A
NATURAL INSULIN DEVELOPS
AND SUCKS IN ANY MOISTURE
ON THE SURFACE OF THE
TRAIL.



SO, YOU NEED CLEAN FUEL CLEAN BY
STRESSING CLEAN, PROTECTED AND DRY
SO THE HOT WEATHER WILL ROLL
RIGHT OFF.

ANYTHING THAT TOUCHES
FUEL SHOULD BE CLEAN,
RIGHT?





LIGHT ON THE BLINK??



If your Raven 300-200 transmission oil-pressure warning light winks at you — hold everything!

Don't go changing the switch before you spot the trouble-making short. Table 3-1 in TM 55-1526-286-20 111. Call 600 for other possibilities. Otherwise you might be changing a perfectly good switch.

If there's a drain hole in the transmission oil pump — they're on all "U" models before serial number 46411170 — it could be the problem.

Even that air enters the line and can be sucked past the pump impeller seal, setting off the low-oil-pressure warning light.

To draw oil instead of air, follow the corrective action in the chart.



1 Disconnect the drain hose and test it.

3 Tap the line fitting where the other end of the hose was connected.

2 Give it a tap and plug the pump.

4 Insulate the plug and you're got a permanent fix.



You won't run into this problem on later models — they don't have a drain hole.

YOUR
ORIGINAL TRUCK
WARRANTY
SAVES YOU COST
& A TON OF STRESS

**KNOW
YOUR
TOOLS**

When you browse up on auto supply and ask for a tool to do a job, you and the supply manager should agree on the tool nomenclature and what it looks like.

Which is a pretty good reason why mechanics and supply types are giving SC 4030-03-03-471, Ch 1, 111 Out 575 the once-over-lightly.

Here are the tools that make up the four sets and what they look like. Don't fret if some of your tools don't match exactly. Variation rules between manufacturers.

THESE ARE THE SETS...



USE THIS CODE...

To determine item name, it size, or inch
tools are 1/2 inch each set.



**ADAPTER, WRENCH, SOFT
COMPOUND** 1/2 inch wide
flange & 1/2 inch wide, 1/2
inch (1/2 inch) wide, 1/2
inch (1/2 inch) wide.



FOR 1/2 INCH SET

1 2 3 4

**ADAPTER, WRENCH, SOFT
COMPOUND** 1/2 inch wide
flange, 1/2 inch wide, 1/2
inch (1/2 inch) wide, 1/2
inch (1/2 inch) wide.



FOR 1/2 INCH SET

1 2 3 4

ADAPTER, SOCKET WRENCH
male to female, 1/2 inch
male end 1/2 inch to female
end.



FOR 1/2 INCH SET

1 2 3 4

ADAPTER, SOCKET WRENCH
male to female, 1/2 inch
male end 1/2 inch to female
end.



FOR 1/2 INCH SET

1 2 3

ADAPTER, SOCKET WRENCH
male to female, 1/2 inch
male end 1/2 inch to female
end.



FOR 1/2 INCH SET

1 2 3

ADAPTER, SOCKET WRENCH
male to female, 1/2 inch
male end 1/2 inch to female
end.



FOR 1/2 INCH SET

1 2 3



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1



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FOR HAND SAW 1 1 1



FOR HAND SAW 1 1 1

FOR HAND SAW



FOR HAND SAW

**WEIRD, CRIPPLE, CRACK-
ED WHEEL, 10-1/2" DIAMETER**
1/2" x 1/2" x 1/2" x 1/2"
1/2" x 1/2" x 1/2" x 1/2"



FOR DISASSEMBLING 1 1 1

**WEIRD, CRIPPLE, CRACK-
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FOR DISASSEMBLING 1 1 1



NOTE A: This chart is for use only in
cases only. It won't automatically
get you out of the car. For
more information, see the
owner's manual.

NOTE B: The parts from the car
are not automatically
included in the car.

NOTE C: Flaming cars are not
included in the car. For
more information, see the
owner's manual.

NOTE D: Don't get
involved if you don't
want to. This is your
car. You can get out of it
anytime.

NOTE E: You can't get
out of the car. This is
your car. You can get out
of it anytime.

NOTE F: Don't get
out of the car. This is
your car. You can get out
of it anytime.

NOTE G: This is the
only way to get out of
the car.

NOTE H: Don't get
out of the car. This is
your car. You can get out
of it anytime.

NOTE I: If you take
care of the car, it will
be out of the car. This is
your car. You can get out
of it anytime.

NOTE J: Don't get
out of the car. This is
your car. You can get out
of it anytime.

NOTE K: Don't get
out of the car. This is
your car. You can get out
of it anytime.



MAN, YOU'RE
JUST
BORING
YOUR
ANTENNA.
... LET
ME
CLAP
YOU!



YOUR
ANGRY
-100...



As you're setting up a storm with your AN FIBCO-100 radio set, you're not going through.

Could be that the whip antenna you figure is making out the word hasn't got a chance of a moment in the RF section of doing its job. And for a good reason.

As it takes it for you to leave the SO-200A/11 adapter connector on the Whelan line after you're through with it. The adapter connector holds open the antenna switch, taking the whip antenna out of the picture.

Something else you want to do is make sure the RF BERRY switch is always on OPERATE before you turn off the set. If you turn it off with the switch on TRNG, the high-voltage relay won't energize, and that leaves you with a non-working set.



RF BERRY
SWITCH

GET THE MOST OUT OF IT

Be sure you stay away from putting the RF BERRY switch on TRNG until you have primary coverage. Why? With a cold set, a surge of high voltage can cause a cracked insulating capacitor. And that puts the set out of commission.

Some times guys get mixed up when it comes to the green triangle and grey



circle on the test meter. When the SO-200A/11 (21 Aug 54) talks about the meter being in the green or grey section during checks and adjustments, it means the larger green or grey markings on the scale identified by the symbol triangle or circle.

When you connect the CX-10000/11 electrical special purpose cable across



CX-10000/11

to the set, do you tighten both ends on the same side? Good deal. If you don't, the flexible metal plate you might snap, for long assembly!

It's a little thing, but it can help to keep your antenna down in one place.

That is, when you're using the whip antenna, put the lower antenna clamp clamp on the wires. The clamp keeps the wires from splitting when the antenna goes to whipping.



Another thing worth doing is what the SO-200A/11 says about adjusting the antenna assemblies. If a release handle is not tight, it can't get past the ground. Some guys try to get it the handle in force as it pulls out of its mounting hole. The handle fits into the ground. Check up a fixed ground.



Some other guy will keep the handle from coming into the ground. But when he sees it won't get by the ground, he'll do something just as bad — try to pry it past with a screwdriver. He can end up with a broken ground . . . and maybe a broken antenna.

COMPOUND YOUR TROUBLES



How can you get you mail enough to where you want to take a hammer to the radio cable connector the equipment like your RT-100 or RT-504 and RT-505 receiver transmitters. You know . . . when you have no time to get the connector on the air.

What makes for a hard time is that sometimes mail inside the connector. But it's a hassle that's really true.

Get yourself some different compound and put a little coat on the seal—has not on the connector. Not only will it make it easier to put on the connector . . . the seal will be given a new lease on life.



Page 4-3 of *Radio Shack RT-100-RT-505* (1975-76) has an illustration of the compound under RT-100-RT-505.

CABLES COMING UP

Don't Ditch, Dick, trying to find a replacement cable that goes from the telephone to the switch case of your RT-100 RT-504 RT-505 receiver microphone.

You'll find the CX-8002/003 special purpose electrical cable assembly. RT-100-004-008, and CX-8002A/003, RT-100-004-008, listed in TM 780-011-4 (Jul 67).

These numbers are being added as TM 11-5901-202-15 (Rev 60).

SPRING, SPRANG, SPRUNG

Slings handy . . . and it sure looks like a handle. But that handle for your TA-41/PT or TA-412/PT telephone answer is no handle.

When you use the handle as a handle, there's a loop of wire on the coiled spring on the answer cradle. Next thing you know, the spring is sprung.

Another thing don't take the wire out of the spring in an attempt the handle from the cradle by pulling straight up . . . or replace it by pushing straight down. Either way, the spring takes a beating.

The spring will last a lot longer if you take the handle out of the cradle by pushing it toward the spring and then lifting up on the cord end. And it's replaced by first holding the cord end up while pushing the other end in toward the spring.



HOT TIME IN A HIGH LINE



Dear Bell Line:

Since SE 11-2420-000-10 (May 84) states no reference to a service plan for the 80-000 customer equipment, does SE 11-414 (Jan 87), covering service notes for various lines, trunks, and other most structures, apply to the 80-000?

904 F. E. D.

Dear Ingram F. E. D.,

Yes . . . because the SE covers many companies, including the E.C. 001, which is considered "other most structures."



POWERED BY JOHN DEERE CASE!

THIS FIX WILL MAKE YOU ABLE

I COULD USE
SHORTER CABLES.



Trying to put that new tachometer drive cable, P/N 3860-731-0061, in that 2054 wheelbarrow?

Here's a recipe to make it easy.

Take out the tachometer lead and the speedometer lead, and slip the cables to each back out the fire wall.

Enlarge the fire-wall openings for both cables as illustrated; won't cut them. You want a 1-in. diameter hole, centered 1/2 inch above the top edge of the existing hole for each cable. Round off the points and the sprigges, and enlarge the cable reinforcement brace back of the speedometer hole. Prime the body metal, and put the new tach cable in and reconnect the tach lead and speedometer lead.



...USE
IF
POSSIBLE



Just one caution. Then clamp on the engine and throttle to the center and rear up screws of the oil-filter housing.

And you're right — this new tach cable is 20 inches shorter than the old one.

ANTHONY AND CHRYSLER MHE

JUSTING A LUBE POINT
THAT'S NOT A HOSE,
OR OIL LOT

There may be one lube point on your Chrysler or Anthony 4,000-pound rough-terrain forklift that you may be missing—the differential backup hydraulic cylinder. It's not listed in your TM or ILI.

It's easy to get so focused you can see it right there in the driver's seat. Lift the rubber boot and make sure that OE 10 oil is within 1/4 inch from the top. Check it at least every two months.

Wipe the dust and dirt off all the boots and from around the top of the cylinder so it won't fall into the oil while you're checking.



DON'T MISS THIS REAL LUBE POINT

Make sure that rubber boot is back in place or you'll get dirt in the cylinder for sure.

PMI 9158-205-0475 will get you a 5-gal pail of OE 10 oil.

CRANE CRIPPLER

The right torque on a capstan can save your PMH Model 811 800-class crane much pain.

It's at the lower right of the big digging clutch (TM 5-160.6-206-10) Step 654, Fig 26, Items 6, 7, and 8.)

You want 150 to 160 ft-lb torque on the capstan to keep the excavator from backing out and losing the clutch cable head.



DON'T
MISS
IT!!!



150-160 FT
POUNDS HERE

KEEP YOUR P.M.

UP TO DATE

You Can't Handle
Modern Army Equipment
Unless You Use
Up-To-Date Manuals!
So, Keep On Top
Of Your Indexes... or
You're "13 Sticks!"

USE YOUR INDEXES

Set up your Pinpoint
order for 'em on
DA Form 124

*All Groups Want The Manual

