

Issue 163

PS
★

1966 Series

THE PREVENTIVE MAINTENANCE MONTHLY



GREAT!
NOW THAT YOU'VE
BOOMED YOUR
WAY TO THE FRONT,
LET'S TAKE A
LOOK AT THE
ENGINE.

Carl Binder



SPECIAL FEATURE
YOUR GAS TANK PART
Page 217

W. H. F. W. W. W.



FRONT OF TANK

END CORRECTOR WEDGES — Present, not bent, right, left. (A bent wedge is clean, clean as far as it can go (if the wedge is still not right) in the driver slowly moves the vehicle backward), use correct wedge both over and under each connection on the left track while another makes the same checks on the right track. Both men should watch the track as it passes between support rollers for evidence of dead track block, dead blocks or loose wedges will be shown by a sag between them. A loose wedge will rattle when the end connector is shaken and there may be some metal or flaking of metal where the wedge seats between the blocks of the track link pin. (Both lower wedges and lighter main wedge lost when the point of connection is just starting near the compensating idler wheel as it says on page 3-7 of your TCN).



THE CORRECTOR WEDGES — They seated in sockets. Also end wedge present and correct. It is not too loose (if you can wiggle it by hand, tighten the 3 screws.) 1st 2nd and 3rd 2nd signs present and readable.



DRIVE WHEELS — Not bent or broken, both 1st and 2nd signs present and correct. If smooth or only for 1st sign, top wheel and 1st wheel for 1st sign.



LEVER (Y) — No hole, not cracked in the head. These lifting eyes are not strong enough to use for towing or for pulling the vehicle out of the mud. For this use low bars or low hooks.



LOCK BUSH DOCUMENT — Locking nut secure, spring clip engaged between bushing locking nut and screw and washers present and correct. (Coping clip is listed as 1201 1201000-1201, page 3-7 of TM 5-2210-221-200 (see 1201).



LIGHTS — Glass, not cracked or painted over. No lights burned out. (Check lights for operation, and replace bulbs if required. To check if headlights, test for heat on lens. Check both high beam and low beam operation. Presently top headlight shows an arrow, headlight lights go only outside of the vehicle. In an emergency, you can switch left and right headlight assemblies. Likewise, all 4 lamps driver and frontmost and rear beam units are identical and can be interchanged.) To remove and change bulbs or test beam units, refer to chapter 10 of TCN (see page 3-7 of your TCN). To get water out of headlight, do not remove lens, keep marker in direct sunlight or a hot plate and water will evaporate. Condensation droplets are not important.



SUPPORT BOLLS — Insure fitting but no pressure relief fittings present and serviceable. Cap screws, lock washers and flat washers present and tight. Flangeing can often be cured by rotating rear of each pair of wheels on the ball parts are no longer in line.)

TACHOMETER (NO PRESS) — Insure, plug, lockwasher and screw present and secure.



COMPENSATING ROLL SPRING AND SHOCKING — Insure intact. Lube must be showing at the pressure relief fitting on the rear of the ball-covers. Use same early releases the later fitting is located on the top of the covers instead of the bottom where it is less likely to be damaged.)

COMPENSATING ROLL SPRING — Lube and pressure relief fittings present and serviceable. Flat-cap bolts (6) present and tight and nuts (10) present and secure. Rear (slide) bolts (1) on each (800's), 10 on late (800's) and 1000's (1) present and secure.



TRUCK INSTALLATION — See Page 1-10 of your (M10) for the right way to do it.



ROAD WHEELS (Front and rear wheel) — Pressure relief lube fitting (1.5 PSI) and pressure fitting present, accessible. Note (1.5) screw and with lock washers and flat washers. Lube must not leak. Check for broken torsion bar by looking at the angle of the track (10). If only if the bar is broken the wheel will not be pressing down on the track. For 10, 1 the track will swing in the direction of the side that has the broken torsion bar.

ROAD WHEELS (2, 3, 4, 5 each side) — Everything same as above except you test for broken torsion bars by trying to pry up the road wheels with a fork or 1 bar. Put your bar under the wheel from the front. If you can raise the wheel easily the bar is broken.

WEAR PLATES (all wheels) — Securely mounted, not cracked or warped.

DRIVE SHAFT AND WHEELS — Not overheat from locking or clunked on body that the wheel stops during use. Free separation and clunking are permitted on wheels as long as there is no clunking or injury to axles and bearings. Eye test for 1-1000-100-14 (100 100) for the sign of possible wear bolts.



WHEEL BUMPER SPRINGS — Bouncing bolts and track washers present and secure. Spring not cracked or broken. 1.1 (1.1) present. Double spring on front, single spring rear, both coils.)

TRACK-ADJUSTING LINK — Cap screw secure. Cap screw can be securely tightened only when any one of the 5 edges on the link is under the spring. Link not extended beyond rest point of pressure. (See page 1-10 of your (M10) for fitting present and rated, either side is not, screw and lock washer is in assembly.



SIDE OF TANK

FRONT CHECK SPRINGS—ONE 2 each side, MGA4 2 each side) —Center pins in both upper and lower pivot pins. Spring unbroken and no cracks or breaks in the springs. If you can make it work, have your mechanic look it over. If operating right, the cylinder will heat up after the tank has been run. Feel for heat with the back of your hand. ... be careful! Check lower check chamber pin lag lock. If it is broken, replace it.

CENTER CHUCKS—Not broken, bent, or loose. Bolt, cap and nut present and secure. If a guide is bent, it has to be cut loose with a cutting torch. See the center guide checks on page 155 and 164 of page 167.



TRUCK BLOOD—Not cracked or too badly worn or slanted. (See standards in TB above.) Track on properly with V of grouse facing to the front as you look at the track on the support rollers.



MACHINES AND STOPS (4 each side) and 1 **SLIDING** (2 each side) —Check needs for hairline cracks. If found, tell your unit mechanic.



TRUCK DRIVE SPROCKETS—All bolts and self-locking nuts present and secure. Have your company mechanic check with the main pipe and motor bracket or replace as necessary. Change 2 after 40 to 100 hours has the ship.

REAR OF TANK

FENDER CHUCKS — Not broken or slipped, secure with each with washer, lockwasher, washer and nut, all present and secure.

1 INCH ACCESS COVERS —Not sprung, badly and weather pitted and crusted. Diffusers not marked or filled with debris.

ACCESS COVERS —Each complete with gasket, screws (5) and lockwashers. Screws present and tight, gasket and tight.

FORWARD —Not bent or broken. Securely mounted with bolts (5) and flat washers.



FINAL DRIVE —Remove plug of oil once an often and if it over-filling. Wipe off all metallic particles from magnet. Fill if necessary, but not just the center plug line. Check quarterly.

TURNING PIVOT — Turn freely, locks, all bolts present and secure. Make 10 things (3) servomotor, rubber roller, key present and covered by chain, center key and nut present.

DRILL COORDS — Flip from board, front and plus. Coordinate C1 each side with lockwasher and spring (shown). Then, C1 each side (covered with flat washer and roller pin. Roll C1 each side with lockwasher. Use cam when you check the engine oil level if the data you have travel less. Be sure to check the engine oil level if the data you have travel less. Be sure to check the engine oil level if the data you have travel less.



LOCK WASHER



ROLLER PIN

COIL SPRING COILS — Align tightly along, all bolts with lockwashers present and tight. All handles (5 per side) present. Lights (10) each side, front, complete with hinges. All washer, roller pin and roller pin. All strap mounting present and in correct position. Use drive plugs (2 per foot present). Use screw driver (10) (10-10-10) if you need to remove the plugs.



DRIVE PLUG

PERSONNEL SEAT COILS — Align fully seated. 2 bolts right and with flat washers.



ROCK (PACIFIER) — Check "10" steps. This box not shipped or broken.



FUEL TANK — Check for leaks, particularly at the seams.

TOP OF TANK

DOOR AND COVER AS SHOWN — All bolts right with lockwashers and flat washers. Open assembly.



ROCK — All cleaner in hole and roller pin. Assembly mounted, on side, inside of step (10).

FUEL GAGE TANK — Not broken or frayed.



CONDENSER, WHICH DISCONNECT PLUGS — These present and attached at both ends. Spring compression freely.

OIL COOLER SCREWS — Not stop just or turn. If they're dirty due to dust being held by light oil, clean with dry cleaning solvent.



TOP-DOOR CHAIN (10) — 2 steps (10) 1. Turned (10) each side. Then set right with lockwashers and flat washers.



DOOR COILS (10) — Each with 4 bolts, each bolt with flat washer and lock washer.

OIL COOLERS — (Optional for all tanks, inspection)

OIL FILLER AND OIL CO PLUGS — Spring and pulled OK on both. All at proper level according to the oil.



FUEL FILLER COVER—Looking like present with chain attached at both ends. Pin clean and lightly oiled and bell bearings present. Cover and lock work freely. Cover lock lightly oiled and turns freely.

ONE-BALL ALL THESE POINTS!



FUEL FILLER CAP—Yeast, screws undrugged and rubber tube present and serviceable. Filter neck clean and without cuts or leaks. Battery (B) all present and tight. Fuel up higher than 8 to 8 inches from the top. Relief valve closed present and available as required by TS 340-53-1.



FUEL FILLER COVER—Exactly mounted with all clamps (C) for the (B) adjusted for maximum hold. (Screws and washers (C) present and tight for (B) (A). Machine gun and telescope openings not obstructed by any part of the shield. (Machine gun is not to be used to "correct" slope mounting.) Cover not tipped or torn. Hand kept if telescope is loose. If it is, tighten and return to top.

EXTERNAL TELEPHONE (C)—Sub for used in place and not worn. Wiring not worn or frayed. Switch operates and hinge tested. Signal light works. Remember, if the (C) switch on the driver's control box is in the OFF position you won't be able to talk inside the tank from the external phone. If the driver's monitor switch is in the (B) (A), it means you can't transmit on the radio from the external phone.



ONE PIN.



FUEL LOCK—Ring present and in its groove. (Remember the whole lower assembly must get (A).) Adjusted in gun needs tight, loose present, left pin held by retaining pins. If the lock pins can be pushed out, tell your company mechanic. Handle assembly not bent. (A) it under so the handle won't bounce and get damaged.)

DOOR'S HATCH — Lock buckles not bent or broken. Hinge lightly oiled. Latch tight and spring not broken. Gasket and crush pad in usable condition and securely mounted. Lock not bent, works freely, latch and spring clean. (BROCK has a handle bar spring. If it is broken the door is very hard to open. BROCK also has periscope spring in hatch.)



BARRETFINGER WINDOW — Glass not pitted over or broken.



ANTENNA AND MOUNT

— Present, not broken or bent, rubber grommets not deteriorated.



TURRET VENTILATION COVER — Not clogged by mud, leaves or other glop.

COMMANDER'S COUPOLA — Hinge straps (B) not badly broken, painted over or discolored. (Replace a vision block if 25 per cent of its surface is so badly damaged that you can't see through it.)



COUPOLA COVER — No tears or rips, no hole made by tractor catch.



COMMANDER'S COUPOLA HATCH — Lock stop pins not bent. Springs in both locks present. Both locks lightly oiled. Crush pad present, secure and comfortable.

TURRET BASKET — Not bent or broken at its joints. Can take 1000 lb. load, strap works.



CABLE BUCKETS — (2) each side complete with links and chain.



YOUR MOWON HEADLIGHT IS A MIGHTY

BIG CANDLE



WATER INLET — You can flush dirt out of the head exchanger by pouring water into the brewer air inlet. (The light has to be turned off while you're doing this.) Make it a habit to check the Mowon inlet daily, and if there's dirt, dust or sand there, flush it out. Once the water has drained out, it is OK to operate the searchlight again.



INLET AND OUTLET SCREENS

— Not bent or broken. All screens and techniques, pressure and light. No dirt or leaves inside the screens. Wash 'em out by pouring water gently through the 1/4-inch inlet screen.



CONSOLE ASSEMBLY — Take oil seeping to check gasket and fitting. They must make a secure, watertight seal. Clean glass if needed.

WATER EXCHANGER — In your Mowon headlight, there's a water exchanger. Let it help you keep your Mowon headlight shining bright and clear.



WATER LAMP — Continues when replacing a lamp is very simple and easy. A primitive lamp should have gas inside because the lamp contains some gas under pressure. When you change a lamp, seal terminal insulators at both terminal and/or ends of the power lead cable with insulation sealing compound. It comes in under FSB-100-234-200. Coating prevents high voltage arcing at the joint.

TEST — If test of voltage permits, test light in all its methods of operation. Looking straight into the light from above is one thing you can't do for both sides and 8 ft.

PRIMARY REFLECTION — Fear of fingerprints. If there are any, don't use water. Get 'em off with pure alcohol. Use lens tissue or a soft, lint-free cloth.



LIFTERS (8) — Properly adjusted to make water-proof seal. Use 1/2 to 1/4 in. oil needed at end of each lever to release a closed latch. Adjust both as needed.



CARRYING HANDLES — Not bent, enough clearance so that ends do not rub against coating.



PERFORM — You can test with this lamp if your operating latches are tight. See they should be tight when the seal is waterproof. However, do not try to operate the light during testing when it is under water because you'll short out your power supply and burn up the last batteries and generator.



PROTECTIVE COVERS—The tops, all straps and buckles (shown).



WAX PLATES—Present, movable, not painted over.



INDICATOR LIGHT—For all Model 2000 series indicator lights (series 1 through 200) (series 2000 1-6200100-20/1) (See 200) is applied the light on the control panel is an indicator light and glows when power is in ON or STANDBY position.

WARNING LIGHT—For all Model 2000A, Model 2000B and Negative warning lights (2-70100) and shown. It functions as a warning light, coming on when the light is in positive or if the lamp housing is in an unsealed condition. It light is turned-out red with a No. 207 bulb from the spare bulb bin.



POWER SWITCH—Operates easily in all positions. Defiant and broken. (Note: Never try to override defeat.)

POWER RECEPTACLE—Check for stripped threads and make sure pins are not bent, broken or corroded.



LOCKING KEYS—Must be secured by lock wire.



MODEL DIFFERENCE—The Model 2000 lights (serial numbers below 700) are like the lights with serial numbers above 700 except for the difference shown and the fact that in the Model 2000A, 1 of the relays are replaced individually but in the 2000B 200 and other lights these relays are replaced as a unit by a relay assembly. Otherwise the care and repair of both lights is the same.

LAMP BRIDGE (S)—Spring present and under tension. Handle connects with collar pin, chain and latch pin.



VERTICAL ADJUSTMENT SCREW PIN—Latter key is present. Both vertical adjustment pins right and complete with flat washers.



BLOWER MOTOR—The blower motor will run up to 5 minutes after you turn the warning light OFF. If it runs well it shuts itself off, which it does after it has pulled all the heat out of the lamp. Do not turn off the fan's motor switch before this happens because that stops the blower motor and the heat can build up and explode the lamp because damaging the rubber insulation of the top of the lamp.

TORQUE BARS—Properly aligned, no bending torque at either end.

SHINY REEPLACES

—Cap present and at factory safety code. Cap breaks out during repair.

HORIZONTAL ADJUSTMENTS—Horizontal bolts (S) at base of shockmount assembly secure with one lockwasher and one flange washer. Horizontal adjustment and carries and has nuts present and secure.



POWER CABLE—Makes good connection. Terminals and lockwashers present but no nuts. Threads not stripped. In the main (back end) all pins present and straight. In the female, heavy-duty and no getting damaged from wiring.

Be sure you disconnect the power cable before making a repair or inspection that might bring you in contact with electrical connections. Some of the circuits are "hot" even when the power switch is in the OFF position.

Remember when TM 5-6250-204-15 says about not using the overdrive over 15 to 20 seconds in any 5-minute period is actually five times. In fact, it is on the safe side, in words like to make it 30 minutes before the next operation. Before you can remove a warning light your direct support must first apply MWD 9-1208-211-00/10 (Check 200).

M114 SAFETY TIPS

THE FIRST SAFETY TIP OF ALL! THE SAFETY TIP THAT ALL M114S MUST FOLLOW TO STAY SAFE! IT'S SAFETY!

Think, like, the worst thing that could happen... a track breaker.

The thing to do in this case is do nothing, which takes a lot of training. You'll want to pull on the rear bar or slide on the breaker bar this would spin you to the side opposite the broken track and you'd likely turn over.



If you're driving and you hear the SNAP of a broken track, drop your seat, pull a warning to the rear of the crew and hang in. Any movement or looking you do could only make things worse.

Causing the best deal is for the track not to break in the first place. You can help by getting the track tension right.



CHUCK BROWN (M114)

like it calls for on page 180 of your TM 9-2526-124-01 manual. Track tension right on the bottom improves the life expectancy of the track.

NOT THAT WE'VE GOT A LOT OF TIME TO SPEND ON THIS!



Takeup yourself and read your M114 manual, you need good brakes. Have your company mechanic check them out for you the way it says on page 179, page 180 of this TM 9-2526-124-01.



AFTER A SPINNY FROM THE M114, YOU'VE GOT TO BE A LITTLE MORE CAREFUL IN CASE OF A CRASH.

You could lose your life in any one of these three ways:

1. Loose or broken water and oil pump drive belt.
2. Broken crank shaft.
3. Broken shear pump.

All M114 and M114A1's are being modified to take care of these three problems. The new pump is gear-driven (instead of belt-driven), there's a stronger crankshaft with an oil-cooled bearing, and a different shear pump.

Also in the modification is a new commander's replica, the M26, which has power elevation and traverse.



Guess it's nice to know what your future forest will be like but until you're guaranteed, here's what you should do to keep your vehicle operational....

WATER AND OIL DRIVE BELT

It's a little awkward to check this belt between you have to reach down between the fan and alternator drive belts and the tensioner barbing the correct tension. It's absolutely Murder One. It's right when a pull of 8 to 12 pounds on a pull scale hooked away the belt halfway between the pump pulleys defines the belt is lock.

There's no pull scale in your GEM but your company mechanic has one (Call code: GEM 6010-214-4004 which measures 8 to 10 pounds).

If you need a new belt, order it from page 41 of your 24P. Your mechanic will give it out for you but watch how he does it because this might be pretty handy to know.

If your vehicle has a serial number under 1241, make sure (MWO) 9-2130-234-50A/1 (MWO) 60 has been applied. This is an improved adjusting device for the belt.

Also, if your vehicle name plate shows a serial number below 2418, check your form 2409-1 on us. If (MWO) 9-2130-234-50A/1 (MWO) 60 was applied. It improves the fan and alternator drive belt tension. The new belts are no longer in matched sets.



GRASS GRAB HEALTH

Too much tension on the drive belt puts extra stress on the shaft. Believe it or not, if belts are too tight you can define the shaft shaft. Keep the belt tensioner between 7.5 inches and 8 inches on your tension gauge.



STEER PUMP HEALTH

Two things to watch for a healthy pump:

—Have enough oil (about 1.5 quarts for a refill in the rear unit, at the dipstick level is SAFE TO START.



—Have our your angles in a high RPM unit is in completely warmed up. With high RPM's and cold, think all you could blow the rear unit oil blow off—which increases the danger.



SAFE OPERATING RULES



The road lock or your 20 million is for the safety of the driver as well as to keep the gas from being damaged. When you're in a forced situation, keep the gas in the tank, or at least fairly full and pointed away from the driver. A low-riding gas tank can double a driver.

Have the driver breathe up his hands if the gas is going to be hard.

Have the driver off the back seat. Stop, but turn in these rules, or you'll see our own gas in a car seat. In short, a vehicle with no tank which, except, will be going in either or gas.



The gas tank can be a combustion. The motor has made of a fuel tank you see, you'll find your car not really better for cooling too things.

If you make use of your heating, too slowly, and reduce speed in hot water, you'll be around when the engine starts to heat.



Oh, yeah, one other thing to remember... a good way to prevent the transmission from cracking is to keep the transmission mounting bolts tightened up right in 100 ft-lbs.

HOLD YOUR

Power on a rampage is like a maniac ... smothering, smothering and smothering whatever gets in its way. But harness and control it, that power will put for you and save you like a devoted band.

Vehicle speed is power. Allowed to run wild, it becomes uncontrollable and no amount of engine braking alone can hold back a gung-ho truck on a downhill slope.

It takes a combination of the right gear selection and foot braking to keep the engine speed down, particularly on high compression diesel and modified engines.

A governor can't control your engine

speed on a downhill slope. The vehicle's wheels take over up to engine to the point where it can do a lot of damage.

The same is true when you slow a vehicle to too high an RPM. Oversteering easily occurs when slowing a heavy gear—you must reduce the vehicle speed to stay within the RPM limits.

The wrong use of your engine as a vehicle speed brake can tear up bearings, pistons, connecting rods, valve train and injection equipment. In extreme cases, improper use can even give your engine.

SPARK IGNITION VS DIESEL

The big difference is that a spark ignition engine can be used for downhill braking ... but a diesel (compression ignition) cannot be used as a braking device.

A spark ignition engine, such as the R4000, uses spark plugs and a distributor. Although it has some braking power, you will have to be careful not to overstep the red-line warning. You can do this very easily by constant tapping of the foot brake ... on ... off ... on ... off.

A diesel engine, which includes the modified, has no braking power on a downgrade—or at any other time, for that matter. In fact it, and ... foot brakes only when you're driving a new modified.

CONTROL RUL

In down the hill in the same, or use gear down, that the car and control up ... and use the foot brake to keep engine RPM below the red line on the table.

20 DON'T DO

You can also get into trouble—by using too high a gear range or too low an engine RPM—overloading the engine.

RPM



SPIN! FOR AN OF

If you're an operator—vehicle, that is—you should stick within the limits. Good here ... below ... right here.

OPERATION CONTROLS RPM

	Minimum RPM under load Below this RPM is dragging	Low side of range preferred for downshifting. Place ... do not try it downshifting 2000 rpm ... or you'll jump the engine.	Normal working range for most units per gallon	Highest RPM for use under load ... with no pulling very heavy load up steep hill.
20-400 Series				
20-400-1 (modified)	1400	1400-1800	1800-2000	2000
20-400-2 (modified)	1200	1400-1800	1800-2000	2000
50-400 Series				
50-400-1 (modified)	1400	1600-1800	1800-2000	2000
500-400 (modified)	1400	1600-1800	1800-2000	2000
500-400 (modified)	1400	1600-1800	1800-2000	2000

RPM'S FOR GEARBOXES

The RPM's in the last column are limits for full load operation of diesel and modified engines. However, the actual governor settings will allow a slightly higher maximum RPM at less than full load—such as is shown in the next chart.

While the RPM's listed below are controlled by vehicle operators, the governor settings listed next are controlled from the engine by mechanics.

RPM'S SET BY GOV.		
1½-ton Trucks	Idle	Governor (No Load)
60-650-1	600-700	700-800
60-650-2	600-700	700-800
60-650-3	600-700	700-800
5-ton Trucks	Idle	Governor (No Load)
100-650-1 (modified)	600-700	700-800
100-650-2 (modified)	600-700	700-800
100-650-3 (modified)	600-700	700-800

These RPM limits may not agree with the ones given in TM 5-7330-200-10 and TM 5-7330-201-10, but they are the latest established limits and will show up in future changes to the 2½- and 5-ton trucks TM's.

DANGER ARROWS

Do you need some of these curved, red "Danger" arrows decal for your wheeled or tracked vehicle instruments? Order: Red Arrow Decal, 1954 7000-000-1003. Just slip the decal in water for a few seconds and then stick it off the backing paper onto the instrument glass—clean glass for a good stick, of course.



Your MIFAL 245 non-truck's clutch pedal travels only a few inches — a short trip as trips go. Part of this distance is a matter of life and death to the clutch.

Too much or too little free travel — especially too much — can be fatal. The clutch won't completely disengage and the driving will wear out long before its time, maybe even getting chewed to bits in short order.

Like TM 9-2119-108-28 (Apr 68) says, free pedal travel must be no less than 1½ inches and no more than 2 inches. Figure 187 on page 140 in the TM shows the yoke and lockout when free travel is adjusted.

You can tell in a second whether the free travel is on the nose by pointing two stripes across the clutch pedal shaft — one at exactly 1½ inches from the floor and the other at exactly 2 inches from the floor.



If you feel the pressure — when you press down on the pedal — either below the first line or above the second line, better be an adjustment quick.

And another "clutch maverick" is the guy who takes off in second gear. First gear never fits — it's as simple as that.



M151 CARBURETORS



you need carburetor from engine, never adjust the float valve!

The early jobs mount the Holley. Later M111A1's—starting with serial number 26,000—mount the Zenith.

Either one works OK, until you get a replacement that's a different model from the one you had on your vehicle. When this happens it calls for a bit of fiddling up to get 'em in order.

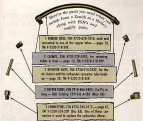
When you switch from the Zenith to a Holley there are several items you'll need to give the Holley a test run. If you happen to have another M151 around with the new tune on it, you can use it as a guide.

Here're the parts, along with FIM's and supply points:

When replacing the Holley with a Zenith carburetor, the vent's not needed. The Zenith has its own internal venting system.

To disband the vent from assembly and plug Plug, FIM #700-020-1201, into the hole in the air cleaner where the vent line was hooked up. This plug's in 04700-01-A (Jan 64).

To keep retuning carburetors to a minimum, always requisition the one that goes on your M151 or M111A1.



Remember to use—
FIM 000-04700-101 for the Holley Carburetor vent line.
FIM 000-0700-047 for the Zenith Carburetor vent line.

RE: M151A1



The customer has in your M151, M111A1, M151A1 or M151A2 an crack might develop hole-line cracks between the mounting holes and stems.

When the fan is at a reasonable, if you spot even a tiny crack, write it for a better one.



3-TON HIGH TRUCKS...



**ELBOWS
CAN GO**

Sometimes the last step to solve a problem is to just get rid of it.

Like the 4 elbows in the cold weather starting wiring harness on your diesel BOMAG 3-ton cargo truck or M134A1 tank tractor. They get cracked and break pretty often.

To just have your support take out the elbows and sleeves and install the

wiring without these parts just like it says in TM 750-003-1 (Oct 80) page 158.

These connector assemblies are non-supply items, but they come as part of a Load, electrical, branched, cold-starting, BOM 2180-073-260-4, listed on page 57 of TM 5-2126-211-11P (May 64).



TO SUPPORT TO HEAVY TRUCK

THAT'S THE WAY...

FOLLOW TM FOR LUBING

There's no lubrication order anywhere for the BOMAG 3-ton cargo truck, but the lube chart and other instructions in TM 9-2180-211-04 (Jan 64) will do just as well for the M134, the M136 water tank trailer and others in the G754-series.

LO's for some other tractors have been extended too, so you use the lube instructions in their TM's. Among these other tractors are the BOMAG 4-ton, BOMAG 6-ton, M138 7-ton and BOMAG 8-ton.



JOE'S
DOPE

TAERS DAY BY DAY

FORNID
FORNID
FORNID
FORNID
FORNID

IT
STARTED
WITH
THE
SACRIFICIAL
CURSE
OF
THIS
CASE.

DRIVER JOE

DRIVER JOE
WAS A
TYPICAL
AMERICAN
YOUNG MAN
WHO
HAD
JUST
STARTED
WORKING
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IN
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OF
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AND
HAD
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TO
SAVE
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WAS THE
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SURE. LIKE A
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HAD A NATURAL
FEELING OF
UNDERSTANDING
BY DRIVING FROM
NEW YORK. HE WAS IN
HARD A CHANCE TO
SEE THEM AT
WORK.



\$0.

GET THE
UNIFORMS!
JIM A
PAPER
TO A GUY
NOT OUTY.

HOW REMEMBER ALL I
TOLD YOU ABOUT HAZARDOUS?
A SUSTAINABLE JAWZ
OFFICE WITHOUT PROCEEDS.
TAKES IN THE ADULT'S WAY
THE BOTTLE TRICK OF
THE HAZARDOUS!

I DON'T
WANT
THE TRICK



...SAY THE POLYMER
BOMB, AND BOMBING



IN ORDER
FEEL THE
HOMELAND?

NO! NO! NO!
IT IS IN THE WORLD
FOR THE OTHER
CONCEPT

THE TRICK IS TO GET THE FORM
*440. HAZARDOUS BOMB
WHILE ... BUT I'VE GOT
NO DRIVERS!

* Limited
Amount for
Equipment



WILL
SAY
THE
BOMB
BOMB

THE HAZARDOUS
BOMBING BOMB
BOMB, GET ANDRE GARD
THE HAZARDOUS BOMB BOMB
AND HAZARDOUS A BOMB BOMB
BOMB BOMB ON THE ROAD.



JUST TURN
THE LIGHTS!



THEY JOB IS
THE HAZARDOUS
THE JOB HAZARDOUS
THE JOB IS
HAZARDOUS.

HAZARDOUS





* Forward
production
forward

* The above information
197-442-1983-121

Joe's Dope Sheet

THE FORMS IN THE SPOTLIGHT ARE OF MAJOR INTEREST TO THE OPERATOR

OPERATOR MUST CHECK THESE FORMS REGULARLY TO BE ABLE TO MAINTAIN THE EQUIPMENT IN GOOD CONDITION

THE FORMS ARE SPECIFICALLY DESIGNED TO CHECK THE MAINTENANCE OF THE EQUIPMENT (SEE THE LIST ON THE BACK)

OPERATOR MUST CHECK THESE FORMS REGULARLY TO BE ABLE TO MAINTAIN THE EQUIPMENT IN GOOD CONDITION

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EQUIPMENT OPERATOR'S **WORLD OF TAERS**





NOT PARTIAL TO ANY PARTY
NOT PARTIAL TO ANY PARTY
PROBATION NOT ALL PARTIAL
THESE ARE THE PARTIALS OF THE



2000

[illegible]

HEY, GABRIEL! I FIGURED THE BATTERY COMES ON THAT WHEN YOU GO INTO VEHICULAR BETTER. ITS POWER, INCLUDING ON THAT BATTERY AND IT IS.

TO THE HONORABLE
THE SENATE OF THE UNITED STATES
IN SENATE
JANUARY 10, 1901

1

100% **FREE** **PHONE** **QUOTE**



100

REPORT IS 1-YEAR
ANNUAL COMPONENT CHANGE
AND RECORDED ON 8408 - EQ.
SPR. 1985. PAGES 2 AND
THE 84 - 120, AND 120-121
COMPARED TO THE 1984-121



NO
ONE
WAS
KILLED
OR
SERIOUSLY
INJURED
DURING
THE
ATTACKS.

the first time in
history of the world
there will be no
one opposed to me
There will be

IMPROVE YOUR SURVIVAL KITS TO ...

BRING 'EM BACK

ALIVE

Anytime a pilot pokes the nose of his bird into the wide blue, beyond the unknown or unfriendly territory, he's sure to take along survival kits—just in case!!

WHO GETS THE KIT?

Survival equipment is called for whenever you're heading over water, into the desert, jungle or the arctic. That's the word in AR 75-1 (5 Mar 64), Army Aviation—General Provisions. ... next TV, para 28 on emergency equipment.

For many a season, air-eyes have been rummaging 'tilts and pieces here and there to make up individual survival kits, as suggested in Change 2 (21 Jul 64) to FM 21-55 on survival.

So, it figures that the individual survival kit, outlined in Part 4, Section 1B of TM 30-504 (24 Sep 64) on clothing and equipment, would make the grade.

TM 30-504 (4 Dec 62) on Army adopted items of material lists the kits as follows.

Kit item No. UT2417— (Formerly 504 567) Survival kit, cold climate— items IV, V, VI, VII
Kit item No. UT2418— (Formerly 504 567) Survival kit, hot climate— items I, II, III
Kit item No. UT2419— (Formerly 504 568) Survival kit, arctic— all items

You'll find the kits you want and how listed in Federal Supply Catalog CB440, FM-IL-A (1 Dec 64) on Pages 181 and 185.



Received by: **Mr. [REDACTED]**, **Mr. [REDACTED]**, **Mr. [REDACTED]**
 [REDACTED] [REDACTED] [REDACTED]
 [REDACTED] [REDACTED] [REDACTED]
 [REDACTED] [REDACTED] [REDACTED]

[illegible]

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ITEM		QTY
8845-885-0010	Bag, Orange, Drinking Water	1
8845-885-0011	Box, White	1
8845-885-0012	Cup, Clear	1
8845-885-0013	Cup, Red	1
8845-885-0014	Cup, Blue	1
8845-885-0015	Cup, Green	1
8845-885-0016	Cup, Yellow	1
8845-885-0017	Cup, Purple	1
8845-885-0018	Cup, Pink	1
8845-885-0019	Cup, Brown	1
8845-885-0020	Cup, Silver	1
8845-885-0021	Cup, Gold	1
8845-885-0022	Cup, Copper	1
8845-885-0023	Cup, Bronze	1
8845-885-0024	Cup, Steel	1
8845-885-0025	Cup, Aluminum	1
8845-885-0026	Cup, Plastic	1
8845-885-0027	Cup, Paper	1
8845-885-0028	Cup, Glass	1
8845-885-0029	Cup, Ceramic	1
8845-885-0030	Cup, Wood	1
8845-885-0031	Cup, Bamboo	1
8845-885-0032	Cup, Rubber	1
8845-885-0033	Cup, Leather	1
8845-885-0034	Cup, Fabric	1
8845-885-0035	Cup, Metal	1
8845-885-0036	Cup, Stone	1
8845-885-0037	Cup, Clay	1
8845-885-0038	Cup, Paper	1
8845-885-0039	Cup, Glass	1
8845-885-0040	Cup, Ceramic	1
8845-885-0041	Cup, Wood	1
8845-885-0042	Cup, Bamboo	1
8845-885-0043	Cup, Rubber	1
8845-885-0044	Cup, Leather	1
8845-885-0045	Cup, Fabric	1
8845-885-0046	Cup, Metal	1
8845-885-0047	Cup, Stone	1
8845-885-0048	Cup, Clay	1
8845-885-0049	Cup, Paper	1
8845-885-0050	Cup, Glass	1
8845-885-0051	Cup, Ceramic	1
8845-885-0052	Cup, Wood	1
8845-885-0053	Cup, Bamboo	1
8845-885-0054	Cup, Rubber	1
8845-885-0055	Cup, Leather	1
8845-885-0056	Cup, Fabric	1
8845-885-0057	Cup, Metal	1
8845-885-0058	Cup, Stone	1
8845-885-0059	Cup, Clay	1
8845-885-0060	Cup, Paper	1
8845-885-0061	Cup, Glass	1
8845-885-0062	Cup, Ceramic	1
8845-885-0063	Cup, Wood	1
8845-885-0064	Cup, Bamboo	1
8845-885-0065	Cup, Rubber	1
8845-885-0066	Cup, Leather	1
8845-885-0067	Cup, Fabric	1
8845-885-0068	Cup, Metal	1
8845-885-0069	Cup, Stone	1
8845-885-0070	Cup, Clay	1
8845-885-0071	Cup, Paper	1
8845-885-0072	Cup, Glass	1
8845-885-0073	Cup, Ceramic	1
8845-885-0074	Cup, Wood	1
8845-885-0075	Cup, Bamboo	1
8845-885-0076	Cup, Rubber	1
8845-885-0077	Cup, Leather	1
8845-885-0078	Cup, Fabric	1
8845-885-0079	Cup, Metal	1
8845-885-0080	Cup, Stone	1
8845-885-0081	Cup, Clay	1
8845-885-0082	Cup, Paper	1
8845-885-0083	Cup, Glass	1
8845-885-0084	Cup, Ceramic	1
8845-885-0085	Cup, Wood	1
8845-885-0086	Cup, Bamboo	1
8845-885-0087	Cup, Rubber	1
8845-885-0088	Cup, Leather	1
8845-885-0089	Cup, Fabric	1
8845-885-0090	Cup, Metal	1
8845-885-0091	Cup, Stone	1
8845-885-0092	Cup, Clay	1
8845-885-0093	Cup, Paper	1
8845-885-0094	Cup, Glass	1
8845-885-0095	Cup, Ceramic	1
8845-885-0096	Cup, Wood	1
8845-885-0097	Cup, Bamboo	1
8845-885-0098	Cup, Rubber	1
8845-885-0099	Cup, Leather	1
8845-885-0100	Cup, Fabric	1



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 Available with one, two, four, eight, 16,
 32, 64, 128, 256, 512, 1024, 2048, 4096, 8192, 16384, 32768, 65536, 131072, 262144, 524288, 1048576, 2097152, 4194304, 8388608, 16777216, 33554432, 67108864, 134217728, 268435456, 536870912, 1073741824, 2147483648, 4294967296, 8589934592, 17179869184, 34359738368, 68719476736, 137438953472, 274877906944, 549755813888, 1099511627776, 2199023255552, 4398046511104, 8796093022208, 17592186044416, 35184372088832, 70368744177664, 140737488355328, 281474976710656, 562949953421312, 1125899906842624, 2251799813685248, 4503599627370496, 9007199254740992, 18014398509481984, 36028797018963968, 72057594037927936, 144115188075855872, 288230376151711744, 576460752303423488, 1152921504606846976, 2305843009213693952, 4611686018427387904, 9223372036854775808, 18446744073709551616, 36893488147419103232, 73786976294838206464, 147573952589676412928, 295147905179352825856, 590295810358705651712, 1180591620717411303424, 2361183241434822606848, 4722366482869645213696, 9444732965739290427392, 18889465931478580854784, 37778931862957161709568, 75557863725914323419136, 151115727451828646838272, 302231454903657293676544, 604462909807314587353088, 1208925819614629174706176, 2417851639229258349412352, 4835703278458516698824704, 9671406556917033397649408, 19342813113834066795298816, 38685626227668133590597632, 77371252455336267181195264, 154742504910672534362390528, 309485009821345068724781056, 618970019642690137449562112, 1237940039285380274899124224, 2475880078570760549798248448, 4951760157141521099596496896, 9903520314283042199192993792, 19807040628566084398385987584, 39614081257132168796771975168, 79228162514264337593543950336, 158456325028528675187087900672, 316912650057057350374175801344, 633825300114114700748351602688, 1267650600228229401496703205376, 2535301200456458802993406410752, 5070602400912917605986812821504, 10141204801825835211973625643008, 20282409603651670423947251286016, 40564819207303340847894502572032, 81129638414606681695789005144064, 162259276829213363391578010288128, 324518553658426726783156020576256, 649037107316853453566312041152512, 1298074214633706907132624082305024, 2596148429267413814265248164610048, 5192296858534827628530496329220096, 10384593717069655257060992658440192, 20769187434139310514121985316880384, 41538374868278621028243970633760768, 83076749736557242056487941267521536, 166153499473114484112975882535043072, 332306998946228968225951765070086144, 664613997892457936451903530140172288, 1329227995784915872903807060280344576, 2658455991569831745807614120560689152, 5316911983139663491615228241121378304, 10633823966279326983230456482242756608, 21267647932558653966460912964485513216, 42535295865117307932921825928971026432, 85070591730234615865843651857942052864, 170141183460469231731687303715884105728, 340282366920938463463374607431768211456, 680564733841876926926749214863536422912, 1361129467683753853853498429727072845824, 2722258935367507707706996859454145691648, 5444517870735015415413993718908291383296, 10889035741470030830827987437816582766592, 21778071482940061661655974875633165533184, 43556142965880123323311949751266331066368, 87112285931760246646623899502532662132736, 174224571863520493293247799005065324265472, 348449143727040986586495598010130648530944, 696898287454081973172991196020261297061888, 1393796574908163946345982392040522594123776, 2787593149816327892691964784081045188247552, 5575186299632655785383929568162090376495104, 11150372599265311570767859136324180752990208, 22300745198530623141535718272648361505980416, 44601490397061246283071436545296723011960832, 89202980794122492566142873090593446023921664, 178405961588244985132285746181186892047843328, 356811923176489970264571492362373784095686656, 713623846352979940529142984724747568191373312, 1427247692705959881058285969449495136382746624, 2854495385411919762116571938898990272765493248, 5708990770823839524233143877797980545530986496, 11417981541647679048466287755595961091061972992, 22835963083295358096932575511191922182123945984, 45671926166590716193865151022383844364247891968, 9134385233



0043-583-0004	Bay, Storage, Holding Water	
0043-583-0009	Belt, Buck	
0043-583-0010	Belt, Buckle	
0043-583-0011	Box, Individual/Variable Kit	
0043-583-0014	Box, Individual/Variable Kit	
0043-583-0026	Campan, Magnetic, Removable	
0043-583-0031	Canister Kit, for Water, MS	
0043-583-0034	First Aid Kit, Inhaler	
0043-583-0040	Fishing Lure Kit	
0043-583-0045	Food Packet, Sterilized	
0043-583-0046	Foot, Component, Insoles	
0043-583-0049	Gas, Aerosol, for	
0043-583-0050	Insulated, Road	
0043-583-0051	Isola, Arctic	
0043-583-0052	Life Belt, Inflatable, MS	
0043-583-0053	Matt, Memory	Special
0043-583-0054	Matt, Memory, Sporting, MS	
0043-583-0055	Public, Security, Life Belt	
0043-583-0056	Pen, Flying	
0043-583-0057	Reptile Kit, Life Belt	
0043-583-0058	Sea, Motion, Fluorescent	
0043-583-0059	Sand, Smoke and Illuminating, Water	
0043-583-0060	Spring, Collapsible	
0043-583-0061	Spine, Fish	
0043-583-0062	Surface, Navigation, Preparation	
0043-583-0063	For FLY, Insect, Net	
0043-583-0064	For FLY, Insect, Net	



The individual married life should be kept with parachute, life raft and other floats given in a day, often more. When the demands of these life are not in everyday use, the only maintenance needed, to make sure a descent struggle for everything going for him, is an insurance.

There is no one else for the Society. A commanding officer may assign his importance in making a decision, but

fully, handwritten or stamped check—depending on the office. No T1040 record-keeping is needed on this simplified case.

Should the CO decide to want more equipment packed into the bins, such as an AMPLUG-1 or -1B, -1C, or -14 universal radios, the inventory would probably be on a monthly basis to make sure the radio inventory was up to snuff.



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If you wind up with JT of the right brand, nobody's been competing with the kit. If you're short on time, remember that you can requisition all the components without going all-out for a new kit.

Actually, the only inspection needed on the items in these kits is on the primer first aid kit. Just like TB AYM 10 (18 May 66) calls for an annual check by the medics on the airplane first aid kit, the same check should be made on the survival first aid kit.



MAKE YOUR KIT



Make diggers use your CO₂ tanks for the one-man inflatable life raft is useful. If not, chemist are you've got no CO₂...and no inflation for your life raft. It never needs a pressure test. Also, make sure the cylinder is connected to the raft as the CO₂ will go into the raft when you want to float. It gives you an uneasy feeling to be out in the water with your raft and the CO₂ shoot off into the air.

THE SURVIVAL KIT

The three basic survival kits, usually attached to the parachute harness, can be stored almost all aircraft with one exception — the Mohawk (SM-1).

The Mohawk kit is packaged into the oxygen tank and they can include an SM-1/URC-4 or -18, -11 or -14 survival kit. The old climate kit carrier — ESM 6401-761-1005, the low climate kit — ESM 6401-955-1701, the extreme kit — ESM 6401-651-1702.

A packing kit is also in each kit, which is transported in the same manner as the basic kit.





A bird in the hand is worth 2 in the bush, sayings.

'Course any bird on hand is up-as-a-1000 as preventive maintenance inspections, sure as shootin'. These birds in the bush should be so lucky.

And yet there's no trick to seeing that all your aircraft get their PM and PMP checks before the hourly deadline rolls 'round. All it takes to see that intervals are not exceeded is a little planning and scheduling. That's the word in part 4 of TB-AVS 11-47 (11 Feb 55) on pulling inspections.

Part 1c of the TB also says that you can't go beyond the inspection interval. This could mean grounding the bird. To operations people that's a bird in the bush, for real.

That aircraft can't be flown as a mission except in an emergency condition such as combat or evacuation in the face of a hurricane or other disaster—with our exception.



"Yes" can mean the bird if you check the red K for —say— a one-time flight to support us when the over-due inspection can be made.

So what about the poop in the PM regulations that says the bird should not be flown over the due date—there's that give "up" some leeway!

Negative! The words should not take care of the one-time flight and emergency deal when, come hell or high water, you have the hook and scramble these birds.

Yours too . . . pulling an inspection before time runs out is planning, man. The app called for in FSC 1-12 (20 Sep 81) an organizational maintenance.

Chap 7, sec H, para 7.4 gives crew chiefs and mechanics the green light to make up a status chart which shows at a glance the hours on each bird to-day and the hours to go before an inspection or Periodic is due.

The chart will help prevent unscheduled grounding of aircraft, as use is simple. Don't crowd yourself by flying down to the last few minutes before pulling an inspection. Give yourself an hour-or-so leeway.

Unscheduled groundings can throw a monkey wrench into the maintenance works by changing schedules and adding to the demands of aircraft.

No, whether your chart has fancy lettering or is just written on a blackboard, be sure you record the hours and status changes on each bird taken from the ILS Form 240B-1H every day.

With an accurate chart your inspections will be pulled on time and your birds'll be on hand . . . not in the hush.

WET MIKE BUTTONS DON'T COMMO



Next thing you know you've got a started-out floor switch and your favorite fly types have to rely entirely on the spillo trigger switch for their common check returns.

Good grief!



A GREAT PLACE FOR PLUGS

Dear Editor,

Any mechanic worth his salt knows that moisture-soaked soil and corrosion between the contacts and metallic structures of a spark plug can shorten the life of the plug. This is a real problem when you're working in a moisture-laden jungle.

To stop this, you need to find a temporary place for plugs removed from an engine . . . a place where the temperature is even and moisture can't form.

Well, here's a handy dandy little spark plug oven that fills the bill. Not only does it give you a uniform temperature but it gives you a place to keep all plugs so they don't get mis-handled. You know what they say . . . "a dropped plug usually means a shot plug."

The oven has perforated shelves so heat from two distant light bulbs circulates from bottom to top. The wiring must be installed by an authorized electrician. The 17-25° temperature in the oven, built-in control tray is made to hold 16 spark plugs.

This little jewel has increased the life expectancy of all our plugs.

John A. Sotola
Reno Nevada, Va.



Old Note — Looks like a good way to keep the spark in your plugs. Of course, the oven wiring should be done by qualified personnel to make sure it's in line with safety and fire regulations.



IN THE CORNER... IS NO "THREAT"...

THE PERSHING MISSILE

FIREPOWER

BY BOB BELL

A tank weighing that much would be a real featherweight. But when it's a missile that's packing the 14,000 pounds — and a good chunk of that weight is the warhead! — then you have something . . . a heavyweight.

Like any good fighter, the Pershing has no way in tailoring . . . and its good shape. Unlike other fighters, it has to depend on others — you — to keep it in the fighting line. If necessary . . .

FIXE BIRD GUARDS

Before putting the quadrons around the missile, wipe down and oil the holes and make sure to hold them together close to the end where joints. Put a light coat of grease on the outside of the nose and holes and on the pins of the quadrons that mate with the body. Don't get grease between the body sections. You want friction in these places, not a slippery situation.



QUADRON PIN



POWER GLASS

Give lots of eyeball time to all the flows, especially if you're in a place where the real enemy takes to the air now and again. If any of the filter elements need changing, do the job now—every month. Dirty flows cause damage to the turbine bearings and shorten the life of the air compressor.



IN CASE OF EMERGENCY, call the nearest gas station. Tell them you need a filter. They'll give you one... **THAT'S FOR BUREAU!**

COMPRESSION TOOL

The right compression spring tool for making the GAC seal and wheel assembly goes under PDM 1120.763-0040 and it's in your missile making and assembly kit. Don't forget the old one, PDM 1120.040-8790. If you say no you're no work, you'll break the wheel compression switch mechanism.



WHEEL
TOOL
IN
USE

CONCLUSION

Your aluminum GAC section can take some really good punishment you can use as a workbench. If you have an aluminum cover, use the one you found in your spare tire section to support the GAC section when you work on it. Cover numbered below 143 and above 174 are made of steel and can take the weight of the GAC section.

The plastic tubing on the wiring harness in your shipping and storage containers needs to be replaced if it turns dark brown or black. The change in color from clear means the stuff is turning brittle and is no longer doing the kind of insulating job it should.

Check the tubing at least once every six months. If it needs replacing, your support people will take care of it the way it says in TM 9-81-40-147-14.

CHANGE THE
TUBING AT
SIX MONTHS



INSTRUCTIONS

You don't do any ginning about the level of the hydraulic fluid in the launch pad service gas box of your remote-launcher. You mark OMA in the box and the staff's going to find its way into the mine and onto the clutch. To keep the problem of not knowing how much fluid's in the gas box because there's no way to check the level, you mark from scratch whatever you want to put in fluid. Drain off the OMA and then put in a fresh batch.

Take out the upper and lower gas-line plugs . . . let all the fluid drain out . . . put back the lower plug . . . pour in five ounces of the OMA . . . and then replace the upper plug.



Be sure to pour the fluid from a can that hasn't been opened before . . . and make sure no dirt or other stuff gets into the gas box when you're pouring in the OMA.

REPAIRS...

The main module compartment on your remote-launcher must not get wet. A plumber or carpenter will do a good job of keeping rain off the wiring harness, electric breakers and other stuff you want the water cover for the compartment is removed. Be sure the water cover's in place before you ever hang down the remote-launcher.

If the gas in the compartment don't get wet, the last thing you want to do — and do quickly — is cut off the power going to the remote-launcher. Then get out some dry rags and your maintenance heater and go to work on every thing that got wet. Don't bother to look for any drain-plugs at the bottom of the compartment . . . there're none.

Now you
know Operators!
OMY OMY OMY

The latest type of SPW is made assembly has an outside diameter that's larger than the original. It won't work with the hardware installed in the main module compartment instead of your launchers, which mounted between OM000 and OM001.

The hardware installed with the other remote-launcher is in the P-1000-215-2511 (P) set 000—

Ground plate, P10-1000-215-2511

Breaker switch, P10-1000-215-2511

Breaker switch, P10-1000-215-2511

The plant and remote repair the main in the field. But the plant and remote that's removed need to be used again they can be used — if the need develops — in other parts of the main module compartment.

If the launchers are already in your remote-launcher, the launchers will be damaged by your support unit to replace them with standard P10-1000-215-2511 fittings. Then you won't have to use a special gas-line gas adapter. The fittings, P10-1000-215-2511, are on page 8 in P10-1000-215-2511 (P) set 000.

OMY OMY



PERFORMER: TED TARDY

Time clean the inside and outside of the PTH with plain soap and water, make sure (check off) everything around 'cause there's a chance it might get into the semiconductor and heat up the chassis with corrosion and short circuits.

When you take out or put in an assembly, make sure the cables don't hang or rub on the mounting rail. . . . and make sure a potential circuit isn't short-circuiting and where it can get heated. Is there's a hole inside for a component on the rail, or the printed circuit, or get heated.

CAUTION: Working on assembly is or use of the mounting rail with the power on can cause arcing that will damage the contacts in the chassis—or all with the power! After the gas operating the power station gets that power to the PTH is off, it doesn't hurt any to walk up to the power station for a look-in.

TAPE HEADS

When you put in tape in the tape reader, let's be sure—see the rollers. Lifting on the rollers causes them to become and break the tape. Just . . . the tape can be spliced, but there's a chance you'll lose some of the info on the tape when you make the splice.

Another way you can lose info is by having a dirty light source. Don't use lamp light from passing through the holes in the tape and which no light, you lose the info. A dirty tape reader head can also feed up things—like sending the tape to put the wrong script into the computer.



Clean the light source and tape reader head at least once a week with a soft, lint-free cloth that's been dampened with isopropyl alcohol.

FOR 7820-205-1455 will get you a package of the cloth from the IBM catalog. A piece of the alcohol comes under 6820-205-0113. It's rubbing alcohol—the kind the medical use.

TESTING PROGRAMS

Before cranking up a total program, take a look at the clearing plug outside the PTH. They have holes in the J1, J2, J3 and J4 connectors in the PTH's rear cable entry. If they are open, an error as you put information into the computer and cause the machine the info's going to get hung up in the computer and stored up inside the memory, where it belongs when you're in the auxiliary mode.



If you don't know the right control program to use, check Section IV of TSI 9-1450-215-12, Section XIX, tells you the right programs to use. Section V gives you the right diagrams, section number to use.





BACKWARD POWER FOR A TRACK- 80



Well, if you've reversed the polarity with that auxiliary power source for your AN/TRC-80 radio terminal set, it could be.

To avoid the polarity panic, watch the AUX FAILURE light on the M-145 power distribution panel.



If the light doesn't come on immediately when you flip on the M-145 control panel's master switch, you can bet your last Saturday night that the polarity's reversed.



Just turn the connection around on the AUX POWER connector on the power and signal entry panel. This will line up the polarity right.

Throwing that backward power into the Track-80's system will reverse the air compressor motor, blow the shaft and chip-the Vance in the air pump away the 3,154 dollars.

Then, the next time . . . if there is a next time . . . you won't be able to fix the antenna leg.

SAVE YOUR AZIMUTH SHAFT

Making the worm turn is tough with a bent shaft.
That's right.

A bent line antenna adjust shaft causes a poor AN/TRC-80 radio connection. If the spring doesn't free the adjuster after you're on the azimuth bearing. Give the adjust knob a gentle pull after doing like it says in para 25 in TM 11-1420-400-00 (Jaw 44) for azimuth orientation and you'll head off damage.

If the shaft stays engaged with the gears, the shaft'll get bent like a bow when the AN/TRC-80 antenna assembly's lowered and put away.

Next time you set up the Trac-80 for operation the adjuster won't make the drive worm turn for an azimuth setting. . . .

... Oh, it'll keep things up in the air. Like, Polarisnet, it'll dig the antenna bearing assembly, keeping it from snagging into its next stop the shifter.

It's best to use your eyeballs and your fingers to make sure the adjuster's released after each azimuth setting is made.



GOTTA SCREW LUG LOOSE?

A lug running loose in your AN/TRC-80 radio causes an ear from up the wicket.

Especially, if it's the lug that holds the output tuning fork. That's a screw to wind its place on the variable multiplier in the AN-1441 receiver amplifier-converter. When it.

Too much twisting of the tuning fork'll free the lug and let it drop into the rack's equipment. It can get up a display where you don't want one. And piff, a short radio operation.

The same goes for the lugs on the multiplier unit and phase shifter in make 4 and 5 . . . and the transmit amplifier-converter rack.

Releasing the fork with a couple or 5 turns . . . or enough turns to free the tuning control knob . . . will save away a hair-pulling headache -- and many hours of labor reworking the screw.



PUT THE CLIP TO YOUR H-138



Dear Soldier,

When the action gets hot, during maneuvers or otherwise, that's about the time we start taking our H-138's handsets. They drop, break . . . and get in trouble on our A&P/HC-30 communications.

Like you know, handset replacement is slow . . . and it's hard to exchange them if the shell is cracked.

So now, what to do? We solved it by attaching a belt clip to the handset, and then clipping it to the radio's shoulder harness. That way, the radio operator can monitor incoming messages with, above, a free hand.

Manufactured as a long search with handset in hand or pocket gets sticky, so the clip really sets in.

We use the belt clip from T3-1/5PT telephone sets. The wires are spaced about like they were made for the H-138. Two half-inch rubber grommets (or you can split 3 grommets in half) and 3 long screws attach the clip to the handset.

The clip the wires use cost considerable money and problems in replacing handsets.

Major Don G. Hylberg
Fort Benning, Georgia

IF WIRING ARE TOO LONG,
USE AN OVER THE
SHOULDER CLIP (OR OVER BY

ATTACH CLIP AS SHOWN,
SCREWS SUPPLIED WITH
INSTALLATION KIT.
RJA 1380 PPH 3000



(Ed Note: Great idea, and it should save more than cash. Also, you can now get the belt clip thru the supply system with P&N 3440-010-2625. You get a perfect screwable match with the special clip, too. And, great news, all future procured H-138 handsets will come with the belt clip attached.)

SB ROD FOR THE GOD

Dear Mark Allen,

Free Stone Tooling for a steel member for the ground and for the 10-10-10 cutboard. But no luck. Will you give me a hand?

Best W. F.

Dear Sergeant M. F.,

Here with SB-11's TM 11-5805-102-12 (SB-11) says you need the MC-1010 eye—which has no ERM.

The nearest acceptable substitute is a 5-ft galvanized steel ground rod, ERM 1071-240-8808. It's listed in SM 11-4-5871 (Feb 54) on Page 65 and G&D catalog C1071 IL-A (Nov 63) on Page 4-112.

There's a GP-1010 eye which is 2 feet, 10 inches long. Its stock number, ERM 1071-090-2885, is on the same page in the above supply pubs. However, this shorter rod's for rugged rocky regions, where you'll probably have to furnish your own means for a reasonable ground.

Half-rod

UNUSUALLY
BOTH RODS ARE
LISTED FOR THE
SB-11-10-10
GROUND ROD.

ART FOR ART'S SAKE

When your equipment gets beat and needs for repairs, you may never see it again.

Meanwhile, old faithful—painted panel and all—is passed around like a hot rock until it's repaired or overhauled. And Your brand's still on 'er. This often takes extra doing to give our little beauty a facelift before she's ready for release.

IF YOU
WANT A
NEW
EQUIPMENT
REPAIR
AND
MAINTENANCE
SERVICE
FOR
YOUR
EQUIPMENT
CONTACT
US
NOW
FOR
A
FREE
CATALOG

TO MEASURE THE WIND, TIGHTEN



If you can't get a reading from the transmitter of your AM/FM/8 wind measuring set, grab a look at the transmitter cable connector. There's a good chance the connector isn't firmly seated in the transmitter receptacle.

So, before you raise the mast over the side, or if you can't get a reading during operation, slip the right-angle cable connector into the transmitter receptacle carefully but firmly. When it's in place and snug-like, tighten the connector's outside threaded ring. Turn the ring all the way in, clockwise, over the receptacle sleeve.

If you let the ring loose, the connector can back off during use.

For insurance, loop a half-inch or so of cable around the neck of the transmitter. An eighth-inch or so loop will keep the neck off the connector.

FLASHBULB POPPER STOPPER

You still try to light those popper flashbulbs on your K1-12A(1) camera set?



If you've worked with the K1-12A(1) camera, more's likely it's your faultgun. Get a nickel on it.

The way the work is that the K1-12A(1) of the camera set has a circuit which closes when the faultgun's circuit control switch is in either M or L position. Naturally, when you insert a flashbulb into the gun with the circuit closed, the flashbulb pops.

But there's a fix, so grab your Minored finger and point us one here. Keep the faultgun's switch on Position 1. That way, the bulb'll fire when you want it to.

Naturally, the normal setting of the faultgun switch for other model cameras of the K1-12 set is M.



THIS'LL KEEP
THE
WIND OUT

CLOSE THOSE
DOORS, BECAUSE
YOU HAVE ONE.

What you're just rolling along with the house . . . means that house!

Because, if you didn't close the wind doors of your 6-800/800-105 slider before you started rolling, that road-way house is liable to play havoc with your slider. Mower mow.

The roadway air rushes through the open vents, while the wind of the mower mow fan is reverse . . . and damages the motor.

When the slider's needed down again that a long ride, it's good PM to check the 800-105 exponent vent's power distribution panel for loose connections. Like, the wires that hang down the wiring can work loose over the road.

THE HOLE STORY ON KE-4

The sun'll come and go, and you'll never know it's left its mark on that KE-4 mill picture camera.

That is, you won't know until the film's developed with spots on it.

Stop looking puzzled, and listen.

Adding in a magnifying glass, the lens'll help those house hole pictures — no more — in the camera curtain. And, the camera curtain for the film.

Keeping the lens hood on when you're not picture taking'll help shield the lens from the sun.

Naturally, that's a perfect setup for using — especially with the main circuit breaker wires. Which is not so handy for the equipment.



KE-4 MILL
EIGHT
EIGHT
EIGHT
EIGHT
EIGHT



Your lens box, though, is a long the lens-exp-on, too. It'll also guard against dust and other lens enemies.



GENERAL & SUPPORT

Your Model 2000 American crane stands P&H 348-000-0000 and P&H 348-000-0000, have a new recipe for better drum adjustments. The idea is to make the drum head better and cut down slipping.

The drum is just behind the operator's seat and below the big drum at his elbow, and on the other end of the same axle assembly.

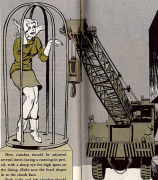
Ask your support or check hydraulic instructions please to see that it is between 100 and 500 PSI. Then the drum head should be inspected to be sure it is free from grease and dirt or oil—a few drops of oil on the head make it worse.

Then you can adjust the equalizer cap screws present. Cut down head clearance to only .005 in. and in "dead" and lead to .010 in. cylinder in "live" and, with .005 inch gap in the center. This is tighter than T&H 3-25 20-027-11 1240-041 calls for in para 1004421.



DRUM HEAD

GO-GO POWER IN YOUR CRANE TOWER



FEET RIP

Another thing, you may have run into coordination trouble with the transmission solenoid valve on your Model 2000. When coordination went the wrong, the clutch may shoot out and the transmission may not shift from high to low or from low to high.

You can solve the problem by taking the solenoid up off and drilling a three hole in the top of the cap a half-inch to the side of center nearest. Right's in, and down turn the whole wheel, including the bracket, upside down. Then any resistance that goes in will drive right out again.



Before you flip the solenoid, be sure to take the wire and hose lines. They will reach just fine in connection.

New clutches should be adjusted several times during a running in period, with a sharp eye for high spots on the lining. Make sure the band drops in to the clutch face.

Both right and left clutches should be balanced so you get proper control for smoother work.

Go place ... or go up to under ...

That gas can may burn you up—

So be your own inspector and fire fighter.

Before you go to gas, run a glider eye over that can for anything wrong (and for wrong ones, its built type, sure it is to support).

ANY INSPECTOR
NEEDS A CAN
IN ARM.

IF YOU CAN INSPECT IN ...

5 GAL GAS CAN

SCARS — cracked, punctured, broken, deformed

ANY INSPECTOR
NEEDS A CAN
IN ARM.

HANDLE ASSEMBLY — handle to carry, foot-pedal, bracket, wiring

SCREWS — usually, dentist more than four places to attach over 1 1/2 inches

HOOD OF CAN — for or against contamination, fully rust, heat, dirt, etc.

FLANGE — threads wrapped or wrapped, not-hood, dentist

VENT TUBE — plugged

CAP SCREEN ASSEMBLY — plugged, fully rusted, full, threads damaged by rust or wear

FUELING NOZZLE — rusted, leaking, leaking, water leaking, fully rusted, fully

ANY INSPECTOR
NEEDS A CAN
IN ARM.

FUEL PLUG — rust, bent, rusted, fully, threads stripped, leaking

SCREWS — cracked, missing, worn, etc.

CAN LIP — dented, poked, fully rusted

CYLINDER SAVER SECRET

SEE PAGE
71, 1967

Your Model 42-Walsh-Wasco motor grader may look like other graders, but it's not exactly like the others. There's a master plan installed inside the cab to the right of operator's seat. It gives certain precautions which must be taken during operation so you won't damage the hydraulic lift cylinder on your equipment. The plan is easy to overlook, so make sure you find it.

These precautions apply only to your Walsh-Wasco grader so read 'em until you know 'em by heart.



NEW FIRE EXTINGUISHER



There's no need to be burned up by using your 2½-lb dry chemical fire extinguisher (PSN 411B-000-1001) long in service and then can't be recharged.

Help's on the way! When these fire extinguishers become unserviceable, they'll be replaced by a 2½-lb hand type dry chemical fire extinguisher (PSN 411B-000-1001), Walsh-Eddy part number 87459 or equal.

That's not all... the new type extinguisher can be serviced by ordering a replacement cylinder (PSN 411B-000-1001).

The U.S. Army Mobility Equipment Center in Ft. Leab is the Army manager for the new items.

Connie Rodd's BRIEFS

WHY'S HARTSHORN
NOT TO GO WITH
FOUR-NEE?



Ernie Rantan

It's a good idea to manually cross the info in your older technical pubs which says to send DA Form 723B to Barban Arsenal. Just take a look at Appendix B of the DA-750 to match up the manual's subject with a category listed. Next, turn to Appendix C and get the address for that category. Send the 723B to that address. You send the 723B as general type jobs to Commanding Officer, Laboratory Army Depot, ATTN: SSMALL HP, Chambersburg, Pa. 17001.

No Refill

The water testing kit, AN-42, P/M 4444-171-AT-07 is expendable. So when the kit's reagents are used up, you needn't buy for a kit refill. Just order a new kit. DA Gen 40 P 1d 42 gives you the steps on using the kit.

Check Those Nuts!

It'd pay you to get down on your hands and knees right this minute to the gun wall of your JAGP gun or JAGO machine and check to see that the two nuts on the traversing final drive assembly are tight—and their washer tabs are bent into the slots on the nuts. If the nuts are loose—or at least one nut's not bent in—don't you tighten 'em or bend 'em. Get support to do it manual. But not fast—or the nut'll work loose from vibration and gun firing... the housing (and a supply item... P/M 2220-430-0046... P/M 10000-430) will break... and there goes your steady firing platform.

New L / R Chargers


You've got until 30 June 68 to update the L/Rs in your property books and records. AR 771-140 (31 Mar 66) lists the new L/Rs, and DA Cs 771-14 (8 Mar 66) tells it tells how to start converting to the new L/Rs. There was an article on the new L/Rs on page 41, P 1d 17.

Red Circle Flag

Flagging property book pages has been updated by DA TRX 73249 (DCSUG-CA), dated 18 Mar 66. The TRX sets pages for all reportable items (both X and PX) take a 14-46 red circle. The TRX changes info in AR 731-21, para 2.3(C), page 3-2, and P 128, page 42.

Empire is Polley

There's only 2 authorized manufacturers for your M21 14-46—the Halley and the Smith makes. But... you may see the name Empire on the top of the Polley carburetor. That's the name of the manufacturer of the Halley carburetor casting only.

Would You Stake Your Life  on
the Condition of Your Equipment?

YOUR OUTFIT, TOO, CAN GET ITS PUBS DIRECT



It. Who May Establish an Account. All the members of the Department of the Army, Navy and Air Force, including the Department of the Army, Navy and Air Force, are authorized to establish a publications account.

—See Also 50-10

No outfit is too small to have a pin-point publications account. All you need is an OK from your battalion-level HQ.