

Issue 238

PS

1972 Series

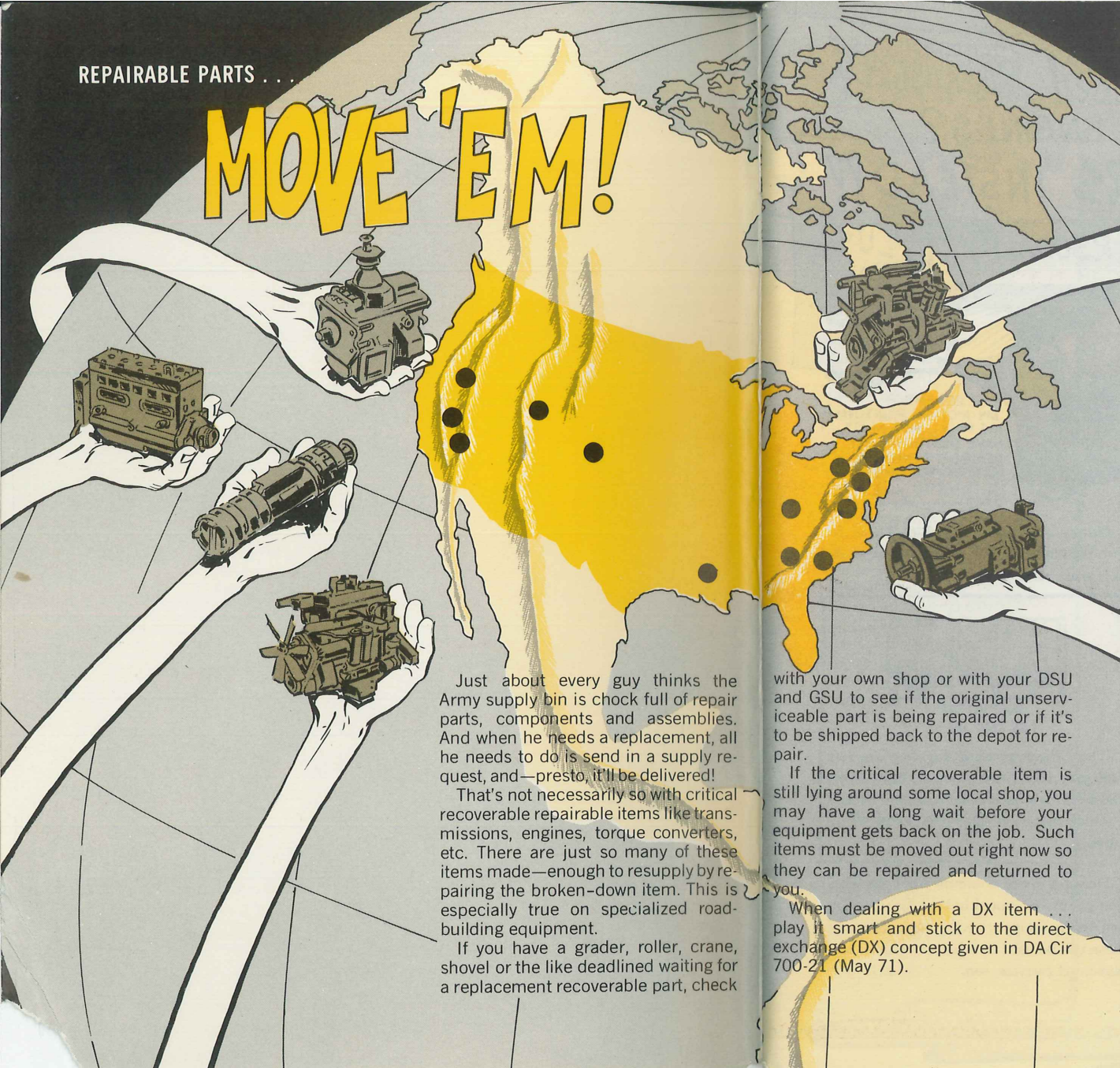
September

THE PREVENTIVE MAINTENANCE MONTHLY



REPAIRABLE PARTS . . .

MOVE 'EM!



Just about every guy thinks the Army supply bin is chock full of repair parts, components and assemblies. And when he needs a replacement, all he needs to do is send in a supply request, and—presto, it'll be delivered!

That's not necessarily so with critical recoverable repairable items like transmissions, engines, torque converters, etc. There are just so many of these items made—enough to resupply by repairing the broken-down item. This is especially true on specialized road-building equipment.

If you have a grader, roller, crane, shovel or the like deadlined waiting for a replacement recoverable part, check

with your own shop or with your DSU and GSU to see if the original unserviceable part is being repaired or if it's to be shipped back to the depot for repair.

If the critical recoverable item is still lying around some local shop, you may have a long wait before your equipment gets back on the job. Such items must be moved out right now so they can be repaired and returned to you.

When dealing with a DX item . . . play it smart and stick to the direct exchange (DX) concept given in DA Cir 700-21 (May 71).

PS

THE
PREVENTIVE
MAINTENANCE
MONTHLY

Published by the Department of the Army for the information of organizational maintenance and supply personnel. Distribution is made through normal publication channels. Within limits of availability, older issues may be obtained direct from U.S. Army Maintenance Board, Attn: PS Magazine, Fort Knox, Kentucky 40121.

ISSUE No. 238 SEPTEMBER 1972

COMBAT SUPPORT

Oil Filters	2-9	Electric Fuel Pump	73
Pinpoint Pubs	10-15	M106 & M3	
New Publications	36	Dispersers	74-75
250-CFM Air		M17 & M17A1 Masks	76
Compressor	64-71	M2 Water Heater	77
350-GPM Pump	72	AMDF	78
Filter Kit	72	Excess Parts	78-79
		SB 700-50	79

AIR MOBILITY

AH-1G	16,17	DA Form 2410	22-23
Bullet Trap	17	Status Symbols	25
T-53 Engine	18,21	OH-58A	26
SPH-4 Helmet	19	UH-1, AH-1G	27
UH-1	20,24	TB Tip	27

FIREPOWER

Chaparral	28,29,30-31	Redeye PM	32-35
-----------	-------------	-----------	-------

COMMUNICATIONS

AN/TPS-33	45	ARC-116	52
AN/PRC-25	46-48	CX-12068/PPS-5A	53
TT-178/179 FG	49	AM-3349/GRC-106	53
Audio Tip	49	M561	54-55
AN/PPS-4A	50-51		

GROUND MOBILITY

M715	56-58	2½-Ton Truck	61
Before Operations		5-Ton Truck	61
Check	59	UNC and UNF	
Fuel Pump Fuse	60	Threads	62-63
¼-Ton Scout	60		

PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

*MSG Half-Mast,
PS Magazine,
Fort Knox, Ky.
40121*

Use of funds for printing of this publication, has been approved by Headquarters, Department of the Army, 11 April 1972.

DISTRIBUTION: In accordance with requirements submitted on DA Form 12-4.

COMBAT SUPPORT

AIR MOBILITY

FIREPOWER

COMMUNICATIONS

GROUND MOBILITY

FILTERS! FILTERS! FILTERS!

WHY CHANGE ENGINES?

CHANGE FILTERS INSTEAD!!

YOUR FILTER ELEMENT CHARACTER PERSONALITY... PLUS OR MINUS

YOU ZEE...
DER PROBLEM IN
YOUR PERZINALITY
STEMS FROM A
SIBLING CONFLICT
MIT A VOLTAGE
REGULATOR...
PLEEZE
CONTINUE.

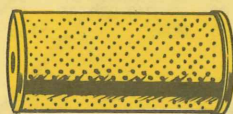


I REMEMBER
MY MOTHER PAINTING
ME PINK... THIS MUST
HAVE DESTROYED MY
DESIRE TO EXPLORE
LIFE AS WE KNOW
IT... ETC.

Know your filter elements well and you won't get caught short, supplywise, PM-wise or maintenancewise.

The most popular element is engine oil filter FSN 2940-141-9026.

You can put it on 2½-, 5-, and 10-ton gasoline trucks plus 6 different pieces of construction and combat support equipment as well as the M59 carrier and M84 SP mortar.



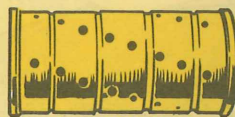
MOST POPULAR
FSN 2940-141-9026

Some elements are loners. They go in only one type of equipment.



A LONER
FSN 2910-922-3956

Others are interchangeable. These fit into the company of a series of equipment or a wide variety.



MOST VERSATILE
FSN 2940-580-6283

Then, there are some that do more than one job, like filter element FSN 2940-580-6283. It's used as an engine oil filter, a transmission oil filter or a hydraulic oil filter.

Here's a list of common filter elements that go on 5 or more kinds of construction and combat support equipment. Some of these can be used in wheeled vehicles and personnel carriers, too.

IT'S CHEAPER...



FSN 2520-766-4714

Fork Lift 4,000-lb MHE 181
(3930-064-6564)
Carrier, M113A1
Carrier, M577A1
Carrier, M106A1
Carrier, M125A1
Carrier, M132A1
Chassis, Gun, XM741



FSN 2910-287-1912

Generator Set, 100-KW, Model MB-16 (6115-081-2030)
Generator Set, 60-KW, MIL-Design Model HF-60-MD/CIED (6115-937-4389)
Generator Set, 60-KW, MIL-Design Model SF-60-MD/CIED (6115-937-4388)
Truck, Fork Lift, 10,000-lb RT, MHE 199 (3930-903-0899)
Crusher, Jaw, Eagle MDL 5157 (3820-783-7311)
Crusher, Roll, Eagle, MDL 5230B (3820-788-5999)
Truck, Fork Lift, 10,000-lb, MHE 215 (3930-465-5869)
Grader Road Mtd Cat 120 (3805-466-0084)
Loader, Scoop, 2¼-cu yd (3805-803-2671/72)
Loader, Scoop, 1½-cu yd (3805-679-6915)

...AND IT MAKES MORE SENSE

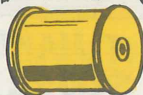
USE
CODE
*

Compressor, Rotary, 250-CFM (4310-952-7142)
(4310-248-3496)
(4310-078-2462)
Compressor, Rotary, 600-CFM (4310-136-4369)
Tractor, TD 24-241 (2410-542-2337/38)
Tractor, TD 20-201 (2410-828-3083/84)
Tractor, TD 18A-182: TD 20-200 (2410-541-7654)
(2410-542-2498)
(2410-541-7655)
(2410-542-2499)
Loader, Scoop, 2½-cu yd (3805-995-3236)
Loader, Scoop, 1½-cu yd (3805-761-1640)
Traxcavator 933 (2410-555-1756)



FSN 2910-287-1930

Generator Set, 30-KW, CE-301-AC/WKI (6115-077-8600)
Generator Set, 15-KW, Model SF-15-MD (6115-922-8690)
Truck, Fork Lift, 6000-lb RT, MHE 222 (3930-419-5744)
Truck, Fork Lift, 6000-lb RT, MHE 200 & 202 (3930-903-0900)
(3930-937-0220)
Loader, Scoop, 2½-cu yd (3805-051-9359)
Tractor Model M450 L (3805-131-4620)



FSN 2910-377-5548

Tractor FT D7E/Winch
(2410-782-1130)
Tractor FT D7E/Ripper
(2410-926-3697)
Tractor FT D4
(2410-843-6374)
(2410-837-4224)
Grader Road Mtd Cat 12 (99E)
(3805-197-4184)
Welder (36024) ODW-300
(3431-894-1573)



FSN 2910-620-7366

Crusher-Pioneer MDL 300
WDE-66 (3820-832-5170)
Crusher-Pioneer MDL 153 PRD-
66 (3820-832-5168)
Crusher-Pioneer MDL 42VDE-
66 (3820-832-5167)
Drilling Machine, Well Rotary
Trlr Mtd MDL 524
(3820-245-7668)
Truck Dump 20-Ton, 99FD
(3805-832-6229)
Compressor Rotary 600 CFM
(4310-542-2525/26)
Carrier, M113A1
Carrier, M577A1
Carrier, M106A1
Carrier, M125A1
Carrier, M132A1
Chassis, Gun, XM741



FSN 2910-905-9792

Tank & Pump Unit.36W-50;
Bowser, Ins.
(4930-078-4938)

Tank & Pump Unit 2938;
United Mfg & Engr.
(4930-078-4939)

Tank & Pump Unit 4000; Al-
tech. Inc. (4930-926-3581)
Tank & Pump Unit BL 100;
Orr & Sembower Inc.
(4930-926-3692)

Tank & Pump Unit Style 1;
United Mfg & Engr
(4930-542-2800)

Tank & Pump Unit 2519;
United Mfg & Engr
(4930-987-8576)

Tank & Pump Unit 2000; High-
land Ind (4930-877-8678)

Refrigeration Unit
(4110-197-4980)
(4110-967-9762)

Pump 84C15-4A084
(4320-916-9172)

Fuel System 111214-527;
Air Logistics Corp.
(4930-999-2814)

Fuel System 111214-521;
Air Logistics Corp.
(4930-912-3539)

Fuel System 111214-533; Air
Logistics Corp.
(4930-999-4616)

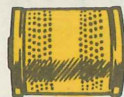
Fill Stand 113379; Air
Logistics Corp.
(4930-999-2815)

Forward Area Ref Sys 53E00-
70A (Bendix Corp)
(4930-087-7494)



FSN 2940-073-3316

Generator Set, 100-KW, MB-16
(6115-081-2030)
5-Ton Trucks, All TM 260-
Series (809, etc.) Same element
supplied in kit,
(2940-404-3057)



FSN 2940-141-9025

Truck, Fork Lift, 6000-lb MHE
205 (3930-935-7855/56/57)

Truck, Fork Lift, 4000-lb MHE
161 (3930-542-2175/76)

Truck, Fork Lift, 4000-lb MHE
166 (3930-678-9913)

Truck, Wheeled, 4000-lb MHE
168 (3930-678-9914)

Truck, Side Loading, 10,000-lb
MHE 167 (3930-678-9915)

Tractor, Wheeled, 4000-lb MHE
162 (3930-679-4823)

Tractor, Wheeled, 4000-lb MHE
180 (3930-953-4890)

Truck, Fork Lift, 2000-lb MHE
182 (3930-958-3682/83)

Truck, Fork Lift, 6000-lb MHE
183 (3930-958-3684)

Truck, Fork Lift, 6000-lb MHE
213 (3930-935-7979)

Truck, Fork Lift, 6000-lb MHE
210 (3930-235-4674)

Truck, Fork Lift, 4000-lb MHE
209 (3930-459-5948)

Truck, Fork Lift, 6000-lb MHE
212 (3930-489-0263)

Tractor, Wheeled, Whse, 4000
lb MHE 217 (3930-181-3217)

Crane, Trk, 10,000-lb MHE 216
(3950-197-4935)

Crane, Trk, 10,000-lb MHE 194
(3950-723-3294)

Crane, Trk, 10,000-lb MHE 195
(3950-723-3295)

Tractor, Wheeled, 4000-lb MHE
189 (3930-724-8146)

Truck, Fork Lift, 6000-lb MHE
193 (3930-738-5938)

Compressor, Rotary 125-CFM
(4310-818-9824)

(4310-691-0877)
Pump 04A12-MVG 4D
(4320-691-1071)

Pump 04A12B-MVG 4D

(4320-069-8494)
Welder GHB3183S
(3431-845-9487)
Welder LE300
(3431-810-9696)
Welder LEW300
(3431-991-2961)
Welder WNG300B
(3431-021-8696)



FSN 2940-141-9026

Generator Set, 100-KW, MB-16
(6115-081-2030)

Truck, Fork Lift, 15,000-lb
MHE 175 (3930-621-7413)

Truck, Fork Lift, 10,000-lb RT,
MHE 165 (3930-678-9056)

Truck, Fork Lift, 6000-lb RT
MHE 164 (3930-679-4458)

Truck, Fork Lift, 10,000-lb
MHE 179 (3930-973-0659)

Truck, Fork Lift, 10,000-lb RT
MHE 173 (3930-799-9956)

Grader Road WABCO 440 HA
(3805-931-7881)

Compressor Rotary 600-CFM
(4310-620-4056)

Compressor Rotary 210-CFM
(4310-983-8025)

(4310-797-3417)
Pump 4093

(4320-691-0967)
Pump 501-112-520

(4320-709-2807)
Pump PP 113

(4320-988-1192)
Pump K906 EWA

(4320-968-6264)
Pump GP110-5

(4320-063-7368)
Pump M715-P

(4320-122-9642)

I GUESS I
ALWAYS WANTED
TO BE A BIG MAN
IN THE FILTER
COMMUNITY...



I ALWAYS
WANTED TO BE
A FILTER IN SOME
REAL EXOTIC PIECE
OF EQUIPMENT.

VERY
INTERESTING.

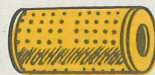
Welder-ODW300
(3431-894-1573)
Pump GP75
(4320-389-6857)
2½-Ton Trucks, All TM 209-
Series Gasoline Engines
(M35, etc.)
5-Ton Trucks, All TM 211-
Series Gasoline Engines (M54,
etc.)
10-Ton Trucks, All TM 206-
Series Gasoline Engines
(M123, etc.)
Crusher, Jaw, Eagle MDL 5157
(3820-783-7311)
Crusher, Roll, Eagle, MDL
5230B (3820-788-5999)
Crusher, Jaw, Iowa MDL 2A-
2A (3820-851-6728)
Crusher, Roll, Iowa MDL 2A-
2B (3820-938-7942)
Carrier, Personnel, All TM 203-
Series Gasoline Engines
(M59, etc.)



FSN 2940-225-4842

Generator Set, 1.5-KW MEP-
015A (6115-889-1446)
Generator Set, 1.5-KW MEP-
025A (6115-017-8236)
Generator Set, 0.5-KW MEP-
019A (6115-940-7862)
Generator Set, 0.5-KW MEP-
024A (6115-940-7867)
Generator Set, 0.5-KW MEP-
014A (6115-923-4469)
Forward Area Ref Sys 53E00-
70A (Bendix Corp)
(4930-087-7494)
Fuel System 111214-533 (Air
Logistics Corp)
(4930-999-4616)

Fuel System 111214-521 (Air
Logistics Corp)
(4930-912-3539)
Fuel System 111214-527 (Air
Logistics Corp)
(4930-999-2814)



FSN 2940-356-0754

Generator Set, 100-KW Model
HB3333 (6115-933-3498)
Tractor, FT D5A
(2410-142-5283)
Traxcavator 933
(3805-555-1756)
Cat D-8 Crawler
(2410-542-4881/4882)



FSN 2940-529-2738

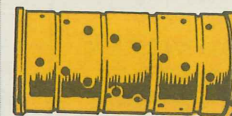
Truck, Fork Lift, 4000-lb MHE
188 (3930-073-8676)
Truck, Fork Lift, 15,000-lb MHE
178 (3930-897-4632)
Truck, Fork Lift, 4000-lb MHE
184 (3930-954-1303/9311)
Truck, Fork Lift, 4000-lb MHE
203 (3930-935-7865/66)
Truck, Fork Lift, 2000-lb MHE
192 (3930-781-3857/58)
Compressor, Rotary 125-CFM
(4310-818-9824)
Conv-Stor-Chg Unit, C02
E46750 (3655-062-7911)



FSN 2940-555-6348

Grader, Road, Huber-Warco 4D
(3805-542-2995/96)

Tactical Marine Terminal
(4930-832-9330)
Carrier, M113A1
Carrier, M577A1
Carrier, M106A1
Carrier, M125A1
Carrier, M132A1
Chassis, Gun, XM741



FSN 2940-580-6283

Truck, Fork Lift, 6000-lb RT
MHE 164 (3930-679-4458)
Truck, Fork Lift, 15,000-lb
MHE 178 (3930-897-4632)
Truck, Fork Lift, 10,000-lb RT
MHE 199 (3930-903-0899)
Truck, Fork Lift, 6000-lb RT
MHE 200 & 202
(3930-903-0900)
(3930-937-0220)
Truck, Fork Lift, 10,000-lb RT
MHE 215 (3930-465-5869)
Truck, Fork Lift, 10,000-lb RT
MHE 215 (3930-465-5869)
Truck, Fork Lift, 6000-lb RT
MHE 222 (3930-419-5744)
Crusher, Mdl 300 WDE-66
(3820-832-5170)
Crusher, Mdl 153 PRD-66
(3820-832-5168)
Crusher, Mdl 42VDE-66
(3820-832-5167)
Truck Dump 99FD
(3805-832-6229)
Grader Road Cat 120
(3805-466-0084)
I. H. TD 20-201
(2410-828-3083/84)
TR FT D4 (2410-843-6374)
(2410-843-4224)



LIKE A FILTER
IN A COBRA GUN
SHIP, RRRRRRR,
REALLY POURIN'
IN THE HOT STUFF
WOW!

HMMM...
PLENTY STRONG
JOHN VANE
TENDENCIES...
KEEP TALKING,
MINE BOY.

Tractor, MRS Mdl 100
(2420-902-3084)
Tractor, HD16M
(2410-078-6483/84)
Loader, Scoop, 2½-cu yd
(3805-995-3236)
Loader, Scoop, 1½-cu yd
(3805-761-1640)
Loader, Scoop, 2½-cu yd
(3805-253-0627)
(3805-866-3849)
Compressor Rotary, 600-CFM
(4310-542-2525)
(4310-620-4056)
(4310-542-2526)
(4310-136-4369)
Tractor D7F
(2410-177-7283/7284)
Generator Set, 200-KW, SF-
200-MD/CIED
(6115-999-7901)
Generator Set, 60-KW, HF-60-
MD/CIED (6115-937-4389)
Generator Set, 60-KW, Mdl
SF-60-MD/CIED (6115-937-4388)
Generator Set, 45-KW, 52300
(6115-475-6573)
Tractor FT D7E/Winch
(2410-782-1130)
Tractor FT D7E/Ripper
(2410-926-3697)



Filter Element Use Code: F=Fuel, E=Engine, T=Transmission,

A=Air, H=Hydraulic, C=Compressor oil



... AND
SO... I'M
DEPRESSED,
DOWN,
BEAT.



FSN 2940-580-6302

Generator Set, 10-KW MEP-018A (6115-889-1447)
Generator Set, 10-KW MEP-023A (6115-926-0843)
Generator Set, 5-KW MEP-022A (6115-017-8241)
Generator Set, 5-KW MEP-017A (6115-017-8240)
Generator Set, 3-KW MEP-021A (6115-017-8238)
Generator Set, 3-KW MEP-016A (6115-017-8237)
Generator Set, 3-KW MEP-026A (6115-017-8239)
Truck, Fork Lift, 4000-lb MHE 184 (3930-954-1303/9311)
Truck, Fork Lift, 2000-lb MHE 192 (3930-781-3857/58)
Pump 84C15-4A084 (4320-916-9172)
Welder LTO 300 (3431-253-0558)
Fill Stand 113379 (Air Logistics Corp) (4930-999-2815)



FSN 2940-580-6304

Generator Set, 30-KW, SF-30-MD/CIED (6115-935-5111)
Generator Set, 15-KW, SF-15-MD (6115-922-8690)

STAY RIGHT WHERE
YOU ARE M'BOY.
I HAVE A FRIEND
WHO MIGHT HELP
YOU.

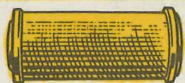


Truck, Fork Lift, 6000-lb MHE 171 (3930-064-5869/70)
Tractor, Wheeled, 4000-lb MHE 172 (3930-724-3471)
Truck, Fork Lift, 4000-lb, MHE 170 (3930-724-3568/70)
Truck, Fork Lift, 6000-lb, MHE 177 (3930-897-4633)
Truck, Fork Lift, 4000-lb, MHE 203 (3930-935-7865/66)
Grader Road, CAT 12 (99E) (3805-197-4184)
Tractor, FT, D-4 (2410-843-6374/4224)



FSN 2940-745-7730

Drilling Machine, Well, Trlr Mounted Winter-Weiss (3820-245-7668)
Truck, Dump, 20-Ton Euclid 99FD (3805-832-6229)
Carrier, M113A1
Carrier, M577A1
Carrier, M106A1
Carrier, M125A1
Carrier, M132A1
Chassis, Gun, XM741



FSN 2940-884-4691

Generator Set, 10-KW MEP-018A (6115-889-1447)
Generator Set, 10-KW MEP-023A (6115-926-0843)

Generator Set, 5-KW MEP-022A (6115-017-8241)
Generator Set, 5-KW MEP-017A (6115-017-8240)
Pump 84C15-4A084 (4320-916-9172)
Welder LTO 300 (3431-253-0558)
Fill Stand 113379 (4930-999-2815)



FSN 2940-986-0276

Truck, Fork Lift, 4000-lb MHE 181 (3930-064-6564)
Truck, Fork Lift, 6000-lb MHE 213 (3930-935-7979)
Truck, Fork Lift, 4000-lb MHE 209 (3930-459-5948)
Truck, Fork Lift, 6000-lb MHE 212 (3930-489-0263)
Truck, Fork Lift, 6000-lb MHE 171A (3930-724-3569)
Truck, Fork Lift, 6000-lb MHE 205 (3930-064-5869/70)



FSN 4330-217-3588

Compressor, Rotary, 210-CFM (4310-679-8696/97)
Compressor, Rotary, 125-CFM (4310-691-0877)
Compressor, Rotary, 250-CFM (4310-952-7142)
(4310-078-2462)
(4310-075-7064)
Truck, Fork Lift, 10,000-lb RT MHE 165 (3930-678-9056)

Truck, Fork Lift, 10,000-lb, RT MHE 173 (3930-799-9956)
Tractor M450 (2410-935-0714)
Loader, Scoop, 1½-cu yd (3805-679-6915)
(3805-752-6089)
(3805-063-6866)
Loader, Scoop, 2½-cu yd (3805-051-9359)

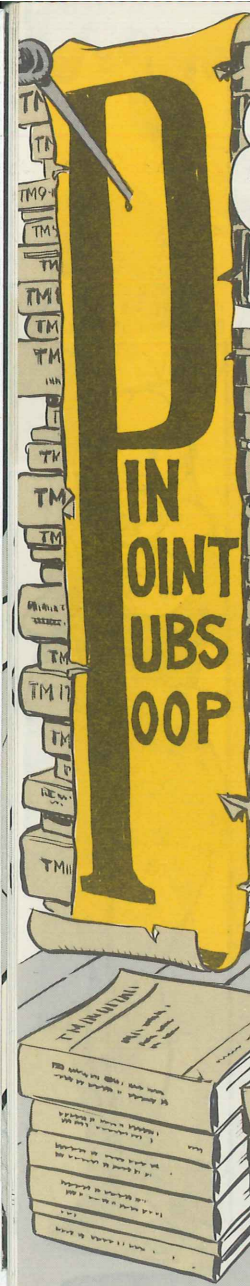


FSN 4330-277-3288

Generator Set, 100-KW, MB-16 (6115-081-2030)
Generator Set, 30-KW, SF-30-MD/CIED (6115-935-5111)
Generator Set, 60-KW, HF-60-MD/CIED (6115-937-4389)
Generator Set, 60-KW, SF-60-MD/CIED (6115-937-4388)
Tractor HD16M (2410-078-6483/84)
Loader, Scoop, 2½-cu yd (3805-995-3236)
Loader, Scoop, 2¼-cu yd (3805-803-2671/72)
Loader, Scoop, 1½-cu yd (3805-679-6915)
(3805-752-6089)
(3805-063-6866)
Compressor, Rotary, 250-CFM (4310-952-7142)
(4310-248-3496)
(4310-078-2462)
(4310-075-7064)
Compressor, Rotary, 600-CFM (4310-878-1905)
(4310-136-4369)
Crusher, Jaw, Eagle MDL 5157 (3820-783-7311)
Crusher, Roll, Eagle MDL 5230B (3820-788-5999)

OH... YOU'RE
THE CUTEST FILTER
I'VE EVER MET.
I'M SURE WE HAVE
LOADS IN COMMON.



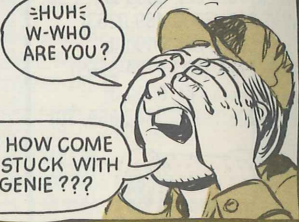


GEE, MY PUBS LIBRARY IS IN TOP SHAPE, BUT THE MO. SAYS THE SHOP'S FALLING APART 'CAUSE WE DONT HAVE THE RIGHT PUBS...I NEED A MAGIC LAMP OR A GENIE... OR SOMETHIN'.

YOO HOO, HANDSOME! DID YOU CALL?? YOU-YOU GORGEOUS HUNK OF SOLDIER YOU SMACK ME KISS, KISS



I'M THE 'SOMETHING WHO'S GOING TO "PINPOINT" THE WAY OUTTA YOUR QUANDRY!



HUHE W-WHO ARE YOU?

... AND HOW COME I GET STUCK WITH A FAT GENIE ???



The BIG SECRET is to update your pinpoint forms—and keep them that way.

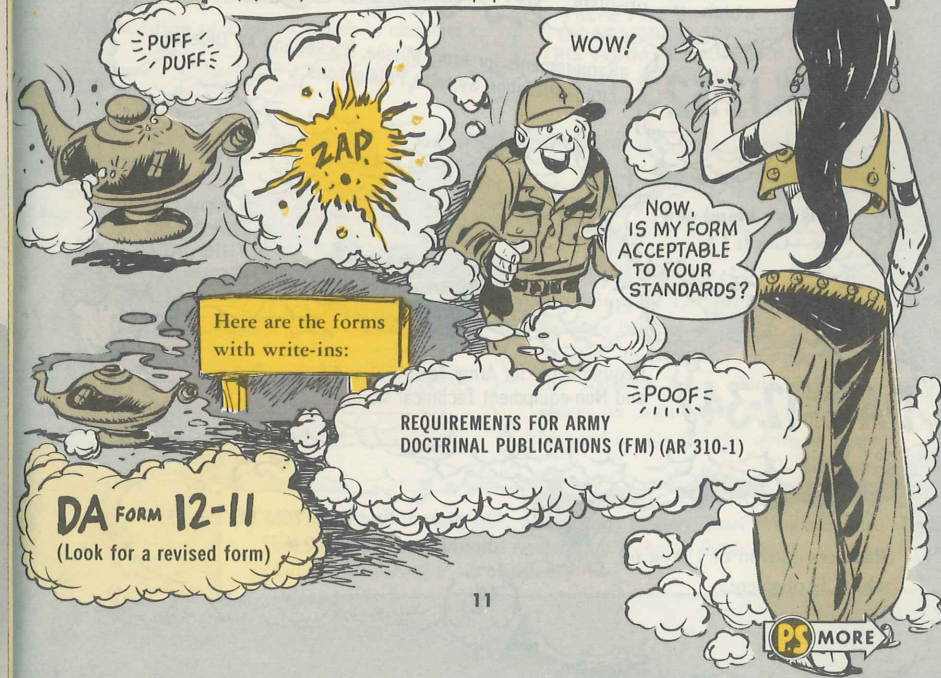
Compare the new forms with the one you have on file and request only those pubs listed on the new forms that were not included on the old form.

Your original form is still on file and you will still get the pubs.

HEY! HOW 'BOUT CHANGING INTO SOMETHING THAT'LL INSPIRE ME WITH THIS STUFF?

These pinpoint forms do not have write-ins, Check your dates to be sure you're using the latest ones.

DA Form 12-4 (Dec 70)	Requirements for Department of the Army Administrative Publications Other Than Regulations and Circulars (Previous editions of this form are obsolete)
DA Form 12-8 (Look for a revised form)	Requirements for Allied Communications Publications (ACP) and Joint Army, Navy, Air Force Publications. (JANAP)
DA Form 12-9 (Look for a revised form)	Requirements for Department of the Army Regulations and Circulars
DA Form 12-12 (Look for a revised form)	Requirements for Tables of Organization and Equipment and Training Publications
DA Form 12-28 (Dec 70)	Requirements for Army Chemical Equipment Publications
DA Form 12-36 (Aug 71)	Requirements for Army Avionics Publications—Change block 60A to read AN/ASA-33
DA Form 12-36A (Aug 71)	(These forms replace DA Form 12-36, 1 Aug 64, which is obsolete)
DA Form 12-50 (Apr 67)	Requirements for Army Radiac and Fixed Radio Equipment Technical Publications



HERE ARE SOME MORE WRITE-INS YOU SHOULD KNOW ABOUT.

DA Form 12-21 Requirements for Federal and Department of the Army (Jul 71)
(Replaces edition of 1 Oct 67, which is obsolete)

DA Form 12-25 Instructions for Completion of DA Forms 12-25A, 12-25B, 12-25C, and 12-25D, (Feb 71)
(This form, together with DA Forms 12-25A, 12-25B, 12-25C, and 12-25D, replace DA Form 12-25 (Aug 67), which is obsolete)

DA Form 12-25A Requirements for Technical Publications for Army Mobility Support Equipment (Feb 71)

DA Form 12-25B Requirements for Technical Publications for Army Construction Equipment (Feb 71)

DA Form 12-25C Requirements for Technical Publications for Army Environmental Equipment (Feb 71)

DA Form 12-25D Requirements for Technical Publications for Army Electrical Generating, Rail, Marine and Amphibious Equipment (Feb 71)

DA FORM 12-31
JUL 70

Requirements for Army Aviation and Army Avionic Configuration Publications

Replaces DA Form 12-31, 1 Feb 66, which is obsolete

A-8) T-41B
A-9) T-42A

ADD THESE TWO WRITE-INS.

DA FORM 12-32
MAY 72

Requirements for Army Missile, Rocket and Air Defense Fire Distribution Systems Publications

This is a brand new one—Get It!!

WOW! HOW DO YOU DO ALL THIS JAZZ?

DA FORM 12-34
DEC 70

Requirements for Army Technical and Supply Bulletins and Non-equipment Technical Manuals

(Replaces edition of 1 Aug 63 which is obsolete.)

On page 3, line B-33(76), TB 750-235 should read TB 750-236.

12

ANOTHER FORM CHANGE FOR YOU.

DA FORM 12-37
JUL 65

Requirements for Army Tracked Vehicles Publications

You have to add items to this form. They should be listed in places shown on the form.

VEHICLES ADDED TO ORIGINAL EDITION OF FORM BY "WRITE-IN"		
CARRIER, CARGO, TRACKED, 6 TON	M540, M540E1	(165)
ARMORED RECONNAISSANCE, ASSAULT VEHICLE	M551	(169)
COMBAT ENGINEER VEHICLE	T110E1	(173)

DA Form 12-38 Requirements for Army Automotive Publications—Trucks (Apr 71)
(Replaces edition of 1 Jul 65 which is obsolete.)

DA FORM 12-39
JUL 65

Requirements for Army Automotive Publications—Dolly, Trailer and Semi-trailer

(This reprint includes write-in items authorized through 20 October 1970.)

VAN, ELECTRONIC: 6 TON	M348
CHASSIS TRAILER: 3½ TON,	M536;
2½ TON, M537; 4-TON M795: TRAILER, FLATBED: 4-TON M794	
CHASSIS TRAILER: 2½ TON 2 - WHEEL	M454

DA Form 12-40 Requirements for Army Artillery, Small Arms and Conventional Ammunition Technical Publications (Feb 71)
(Edition of 1 Aug 65 is obsolete.)

DA Form 12-35 Requirements for Nuclear Weapons Publications (Mar 70)
(Replaces DA Form 12-35, 1 Mar 63, which is obsolete.)

VEHICLES ADDED TO ORIGINAL EDITION OF FORM BY "WRITE-IN": (Continued)

BULLDOZER, TANK MOUNTING	M8	(177)
COMMAND POST	M577; M577A1	(181)
DRIVER TRAINER	M34	(185)
FLAME THROWER	M132; M132A1	(189)
MORTAR, 81-MM	M125A1	(193)
MORTAR, 107-MM	M105; M106A1	(197)
GUN, ANTIAIRCRAFT ARTILLERY, SP: 20MM, XM163		(201)
TRAINER, CONDUCT-OF-FIRE, XM35) (LAUNCHER, XM41 & TARGET, XM42)		(205)
TRAINER, CONDUCT-OF-FIRE, XM38		(209)
TANK, COMBAT: 152MM GUN LAUNCHER, M50A1E2		(213)
TANK BRIDGE LAUNCHER, AVLB		(217)
CHASSIS 20MM AAA GUN, XM741		(221)
TRAINER, Sheridan WEAPON SYSTEM XM40		

THERE ARE SOME TYPOGRAPHICAL ERRORS ON THIS FORM, SO INK THEM IN WHILE YOU THINK OF IT.

If you have the 12-39 form that has Van, Supply, 12 Ton M129A1C (325) at the very bottom of page 4, throw it away because there aren't enough spaces for the write-in items. The 12-39 that has spaces on page 4 that go to (405) can still be used if you add the write-in items.

13

PS MORE

DA FORM 12-41
MAR 72

Requirements for Sighting and Fire Control Equipment Publications

This also is a new form—So latch on to it!!

THIS REPLACES DA FORM 12-43, 1 FEB 66, WHICH IS OBSOLETE.

DA Form 12-43
(Mar 70)

Requirements for Army Communications Security (COMSEC) Materiel Technical Publications

DA FORM 12-51
MAY 67

Requirements for Army Field Radio Equipment Technical Publications

Add the following write-in requirement to page 5 after TN-339/GR:

AN/GRC 165 (1045).

DIG THIS ONE, SWEETY.

TO MAKE IT EASIER FOR YOU

Start at the top of each blank space when you're adding those items because some items are too long to go on one line.



The number in front of the write-in item (such as A-2), or the number after it (such as 185) is your clue as to where the item should be written on the form.



The forms printed in red are reprints of an old form. They often include the write-ins but you'd better check so you won't miss some of your pubs.

Keep your pinpoint forms up to date by adding the write-ins as you get 'em.



When you get your write-in notices from the Publications Center, make sure you send 'em back within the time limit specified on the form.



Make sure you have your DA Pamphlet 310-10 (Feb 69) Guide for Publications Supply Personnel handy. In Appendix D pencil the dates after the form numbers. It's easy to erase and you can add new dates as the old forms become obsolete.



Be sure you have Change 1 (Mar 70) to your DA Pam 310-10. It's an illustration of how you fill out DA Form 17.



Use DA Form 17 to get those pubs you didn't get on initial distribution, or to get replacements for worn out or borrowed pubs. If you find you're sending in those 17's too often, better check your pinpoint forms to make sure you've asked for enough pubs.



Always notify your Publication(s) Centers when your unit is going to move. Be sure to include your Account Number(s), your old address, your new address, and the approximate date.



Keep in mind you do not have to fill out a complete form if you just want to increase, or decrease the number of pubs you're getting or ask for some you're not getting. But don't forget to put an X in the Revised or Changed block.



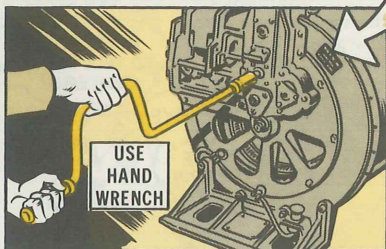


AIR MOBILITY

SOMETIMES
THE FASTER YOU
GO THE BEHINDER
YOU GET!

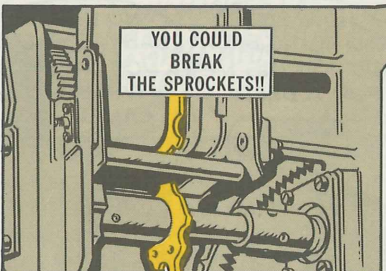
'Specially if you use a powered wrench to speed up loading ammo drums on the HueyCobra (AH-1G).

Even during a hot load job, follow the slowpoke loading poop in para 2-21, TM 9-1090-203-12 (Apr 70) for M28/M28E1 subsystems, and para 2-14, TM 9-1005-257-12 (Nov 67) for M18/M18A1 jobbies.



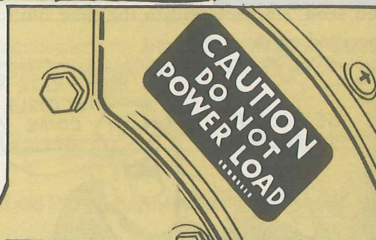
USE
HAND
WRENCH

Never use an electric or pneumatic powered wrench to load 7.62-MM or 40-MM ammo. You'll break the ammo feed sprockets, bend the ammo shafts or tear up the gate assemblies—to mention a few of the things that could happen.



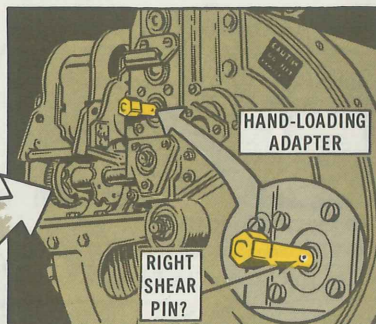
YOU COULD
BREAK
THE SPROCKETS!!

AMMO DRUM LOADING



That's where speed puts you behind, 'cause such high-powered shenanigans mean downtime—and scratched missions.

Having problems with the straight headless pin on the hand-loading adapter on the 7.62-MM ammo magazine assembly?



HAND-LOADING
ADAPTER

RIGHT
SHEAR
PIN?

Make sure it's the right one—P/N MS39086-141, FSN 5315-812-4658. Could be someone replaced it with a nail, steel spring pin, or cotter pin—and these "field fixes" don't hack it!



BORESIGHTING BIZ



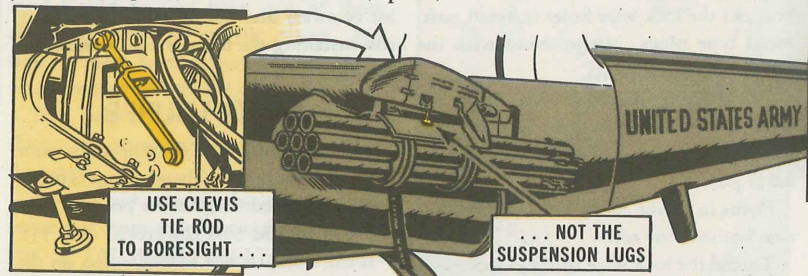
Boresighting 2.75-in rocket launchers on the AH-1G can be a bore, if you go about it the wrong way.

Like maybe you're trying to center the protractor bubble during the up-down launcher leveling scene by turning the 2 suspension lugs. It can't be done that way!

Some launchers even have an extra long suspension lug at the rear. This lug does not ease the boresighting chore.

Never adjust launcher elevation by using the suspension lugs.

Use 2 short lugs, FSN 1325-183-5303, MS3314. Be sure they're straight, clean and have burr-less threads. Both lugs get the same adjustment on the launcher—just like you see in Fig 4-6, TM 9-1090-203-12 (Apr 70).



USE CLEVIS
TIE ROD
TO BORESIGHT ...

... NOT THE
SUSPENSION LUGS

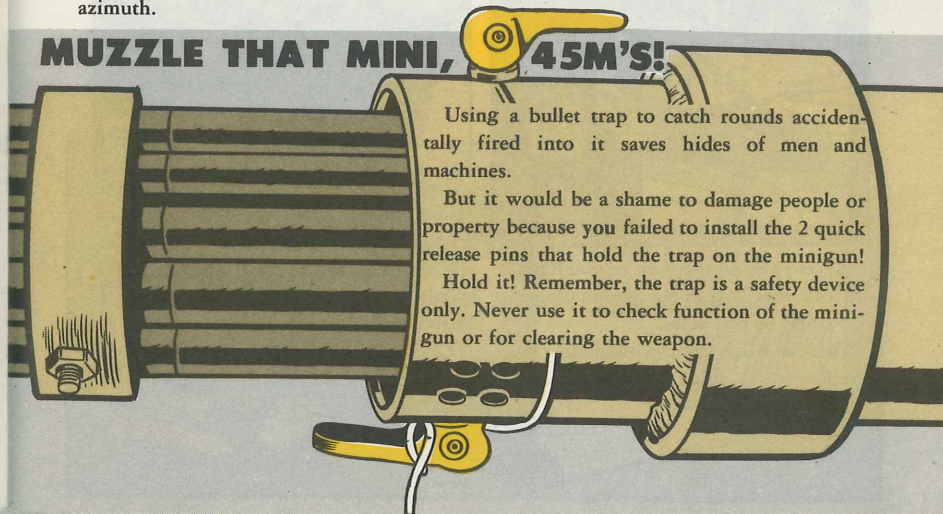
When ready to zero in on the boresight crosshairs, eyeball para 4-8 of the pub for guidelines. Now open the pylon fairing covers.

For an inboard mounted launcher, do the elevation bit by turning the clevis tie rod.

If you're pampering an outboard mounted launcher, turn the rod end clevis nut.

'Course, for the boresight finale, adjust the sway brace bolts for right and left azimuth.

MUZZLE THAT MINI, 45M'S!

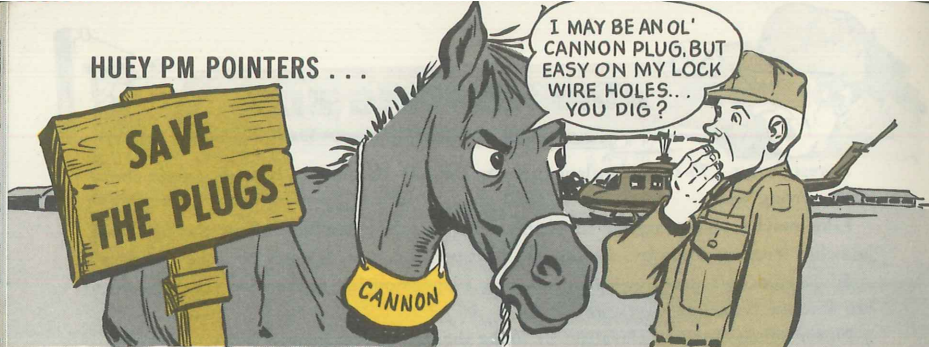


Using a bullet trap to catch rounds accidentally fired into it saves hides of men and machines.

But it would be a shame to damage people or property because you failed to install the 2 quick release pins that hold the trap on the minigun!

Hold it! Remember, the trap is a safety device only. Never use it to check function of the minigun or for clearing the weapon.

HUEY PM POINTERS . . .



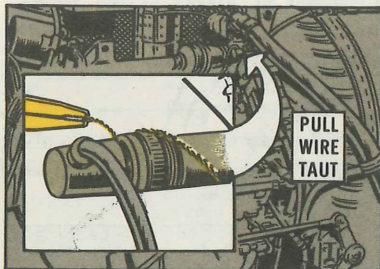
Easy does it, birdmen, when stringing lock wire thru cannon plugs on your aircraft. Using muscle with the pliers can bust out the lock wire holes in small, soft-metal type plugs. No problem with the large, hard metal plugs.

Use 0.020-in diameter wire when the hole is 0.045 inch or less. Use 0.032-in diameter wire when the hole is more than 0.045 inch.

Focus in on the Huey T-53 engine ignition harness, for real.

Thread the lock wire thru the soft metal plug and twist 'er just short of the anchoring point.

Then—pull the wire taut with pliers and complete the safety.



Never yank on the wire or you'll break the lock wire hole in the cannon plug and that could be bad news.

There're 2 holes in the plug but if both are shot you're going to have to take off

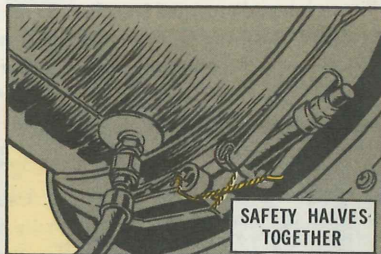
the ignition harness to have another hole drilled in the plug.

That means grounding the bird and a lot of sweat and elbow grease removing and installing the harness . . . in real close quarters.

SAFETY TAILPIPE

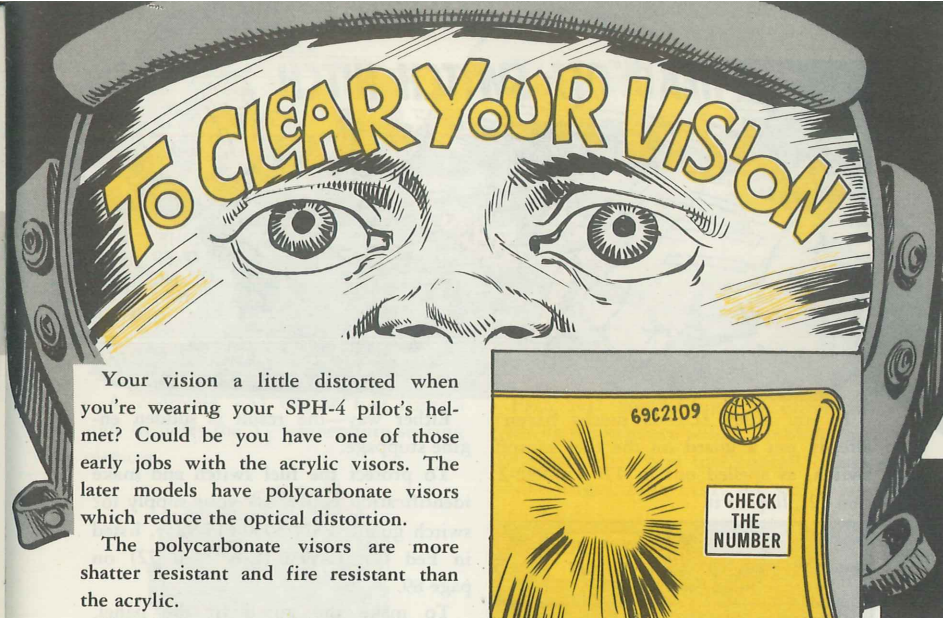
Any time you install the tailpipe on your T-53 make sure the V-band clamp is properly seated according to the poop in para 5-16e(3) of TM 55-1520-210-20 (Sep 71).

If the clamp is not seated, stress on the clamp bolt, caused by metal expansion during operation, can snap the bolt.



Just in case—safety both halves of the clamp together using the bolt body as an anchoring point. The bolt is not drilled so the all-metal, self-locking bolt nut is not safetied. Just torque the nut to 100-130 inch-pounds.

Check the torque on the clamp nut after the initial ground run or test flight.

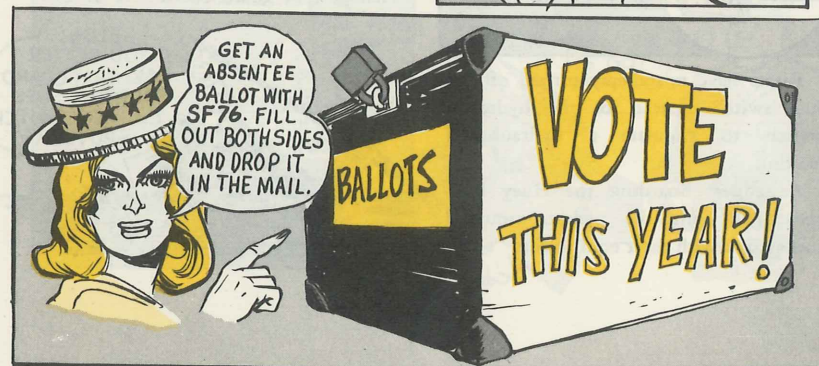


Your vision a little distorted when you're wearing your SPH-4 pilot's helmet? Could be you have one of those early jobs with the acrylic visors. The later models have polycarbonate visors which reduce the optical distortion.

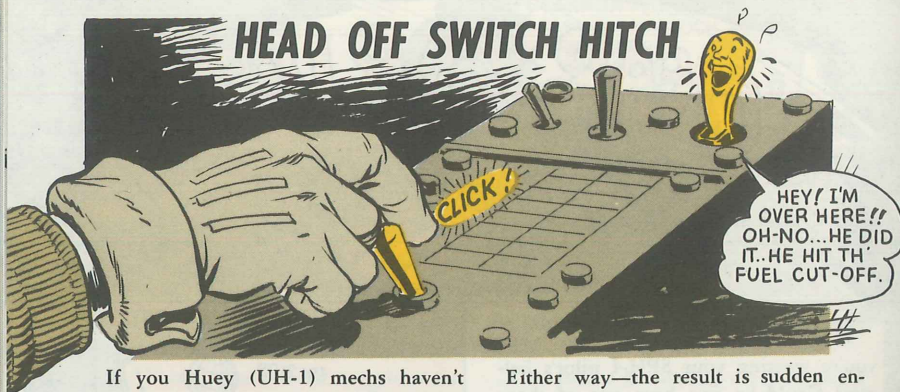
The polycarbonate visors are more shatter resistant and fire resistant than the acrylic.

If you're not sure which visor you have, remove it from the housing (like it tells you in TM 10-8415-202-13), and check the number stenciled on the side of the visor. The numbers for the acrylic visors are 66C1611 (clear), and 65C1489 (tinted). The polycarbonate have these: 69C2110 (clear), and 69C2109 (tinted).

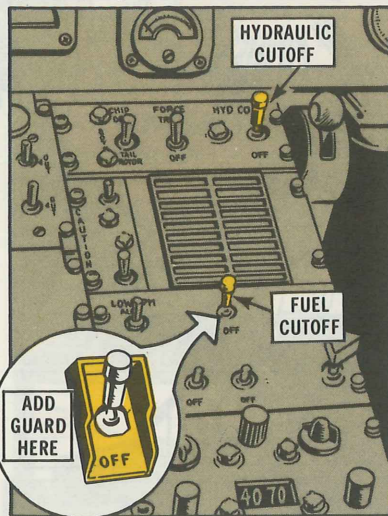
To get replacement polycarbonate visors, ask for Visor Lens Assembly, neutral tinted, 8415-490-1196; or Visor Lens Assembly, clear, 8415-490-1197.



HEAD OFF SWITCH HITCH



If you Huey (UH-1) mechs haven't already put a guard on the fuel shutoff switch, as spelled out in TB 750-992-2, (Jan 72), hop to it.



Pilots have mistakenly turned off the fuel switch instead of the hydraulic switch to simulate a hydraulic-off landing.

Passengers boarding the Huey have accidentally hit the pedestal-mounted fuel switch with their equipment.

Either way—the result is sudden engine stoppage.

To protect the fuel switch and make identification easier, ask your supply for switch guard, FSN 5930-615-9215, listed in Fed Cat C-5930-IL-A (Jun 72) on page 89.

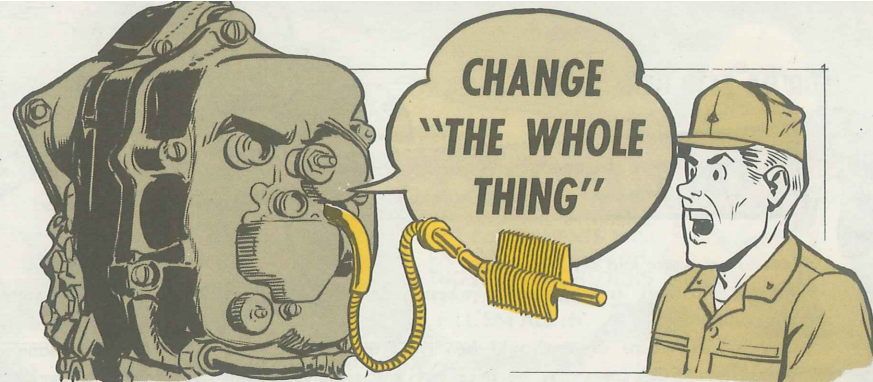
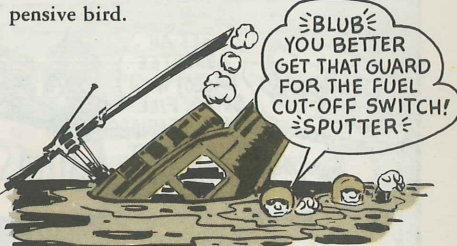
To make the guard fit the panel, grind off $\frac{3}{8}$ inch from each end of the guard and de-burr the edges.

Stamp one end OFF and the other end ON.

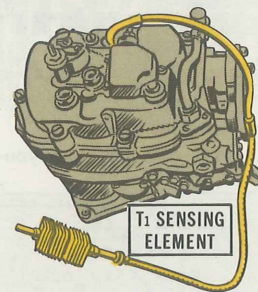
Sand the panel where you're going to mount the guard with 400-grit sandpaper. Rough up the back of the guard so you'll get good bond.

Bond the guard to the panel using Metal Set A-4, or equivalent adhesive, placing the ON end at the top of the panel.

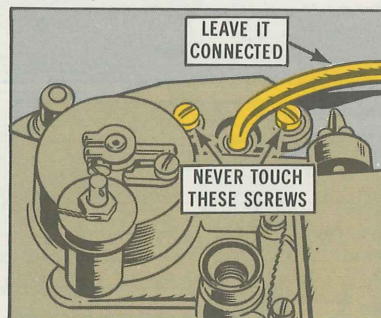
That 20-cent guard could save an expensive bird.



A complete T53 engine fuel control unit includes the T_1 temperature sensing element.



So-o-o-o, 67-November types, never—like N-E-V-E-R—take the sensing element tube loose from the fuel control regulator. That's strictly a job for depot dudes.



Each fuel control unit is calibrated with its temperature sensor. Hooking an old sensor to a new fuel control causes power surges, high EGT, hot starts, engine damage.

And a sudden drop in power during lift-off, or a sudden power surge on touchdown can hurt a pilot's pride—not to mention the bird's hide!

Change the fuel control by disconnecting the T_1 sensor at the engine inlet. You'll find the easy-does-it bit in chapter 5 of the engine tech manuals—TM 55-2840-229-24 (Apr 71) and TM 55-2840-233-24 (Jul 71). It'll save money, downtime, and frazzled nerves.

The fuel control has its own special shipping box. Use it when you ship the old control, and its sensor, to depot. You'll find packing poop in the engine TM.



FOR DA 2410 HERE'S HOW TO ...

CUT BLANK-BLOCK WASTE

Want to cut waste and save tax bucks?

One way is to quit "firing" blanks—when you fill out DA Form 2410 on your reportable aircraft components.

Blank blocks where there should be "fill" can sideline scads of aircraft components for extra tests. Such tests may be necessary any time DA 2410 data doesn't answer the questions why, when, where, what, who, and how.

Lack of any of these answers can turn the aircraft component supply system sour with frustratititis because the remaining serviceable life of components is uncertain. As a result, serviceable components—and bales of long-green—may have to go down the drain just to play safe.

Identify the component completely, blocks 1 thru 6.

List all usage data called for in blocks 7 and 8.

The aircraft DA 2408-16 may be the only source. So the entry must be made when the component is removed—not after it gathers dust in some bin.

Fill in all removal data at removal time, especially—

- 1 Identity of the aircraft the component's removed from.
- 2 Your own outfit's UIC.
- 3 The component failure code. (in block 18 and top of form)

All the blocks are important but these are critical.

DA FORM 2410

AW...THEY'LL KNOW WHAT TO DO WITH THIS PART!

COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD (TM 38-750)

SECTION I — IDENTIFICATION

CONTROL NO. 126387 1. NOUN NOMENCLATURE (Comp) PUMP ASSY, HYD 2. MODEL NA

4. SERIAL NO. PE 829 5. MANUFACTURER'S CODE 26512 6. PART NO. 56175

7. USE SINCE LAST INSTALLATION 73 HOURS NA 8. USE SINCE OVERHAUL (hrs) 673

9. FOR AIRCRAFT COMPONENTS ONLY 10. PRIOR OVERHAULS (No.) 1 11. ESTABLISHED T.O. (hrs) 900 12. USAGE SINCE NEW (hrs) 1441

SECTION II — REMOVAL DATA

9. REMOVED FROM (In men) AIRCRAFT, OBSV 10. MODEL OV-1B 11. FEDERAL STOCK NO. 1510-715-9379 12. SERIAL NO. 62-2612

14. DATE REMOVED (Julian) 2256 15. ORGANIZATION 111TH HEL CO 16. LOCATION APO 07631

18. FAILURE CODE 020

19. FAILURE DETECTED DURING

20. EFFECT ON MISSION

21. DISPOSITION

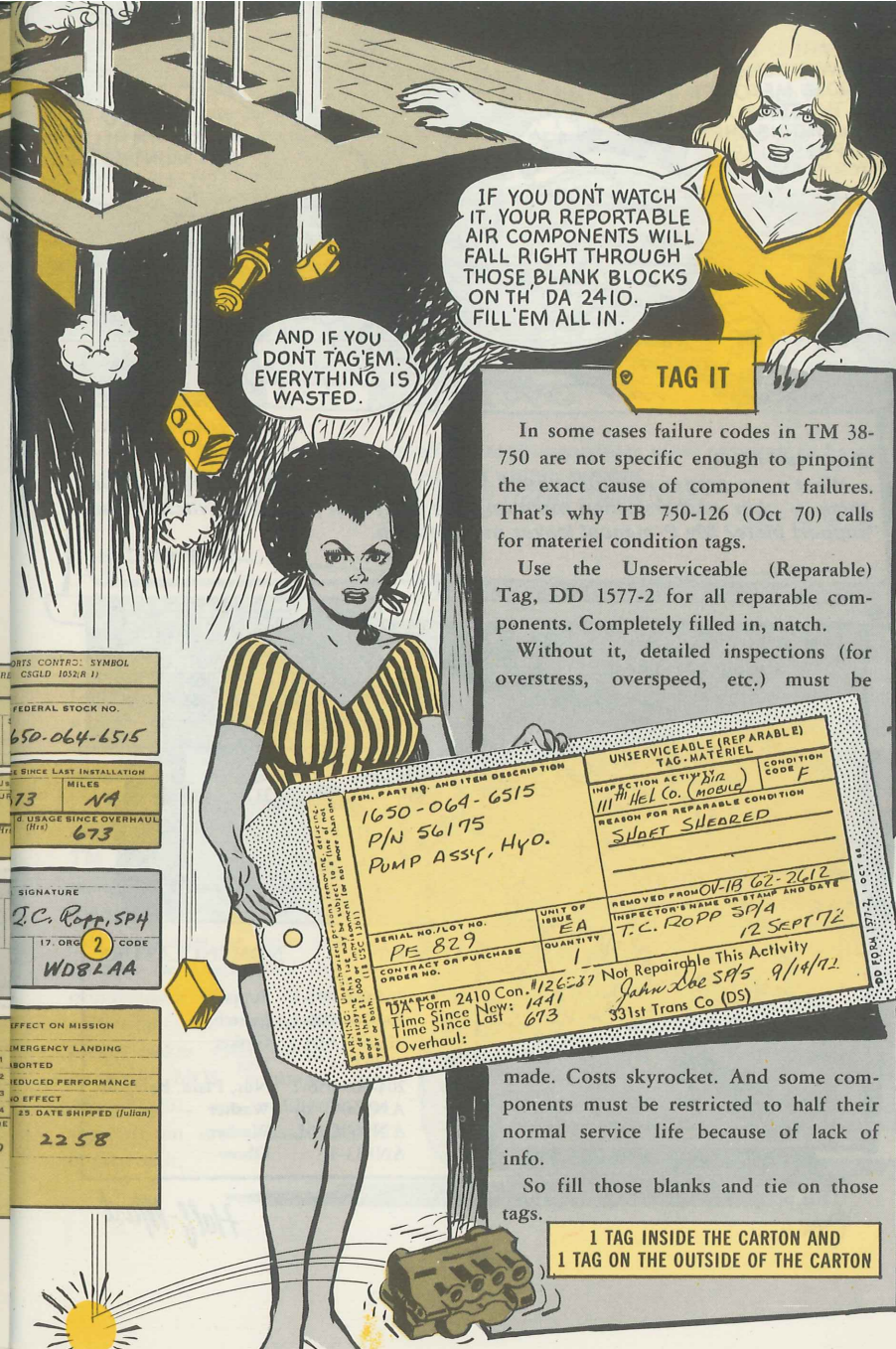
22. SHIPPED TO (Organization) 331TRANS CO (DS) 23. LOCATION APO 07631 24. ORG IDENT CODE WJ580

25. DATE SHIPPED (Julian) 2258

26. RECEIVED BY (Organization) 27. DATE RECEIVED 28. SIGNATURE

DA FORM 2410

Submit the right copy as spelled out in TM 38-750. See the chart in Fig 3-29 (3-34 in the upcoming revision of the TM).



HEY SARGE! THIS SANDWICH JUST REMINDED ME TO ASK ABOUT THE STACKUP FOR MOUNTING THE FUEL PRESSURE SWITCH ON MY HUEY.

THICK 'N' THIN OF IT

WELL, IF YOU PUT DOWN ALL OF NEXT MONTH'S CHOW, I'LL CLUE YOU IN.

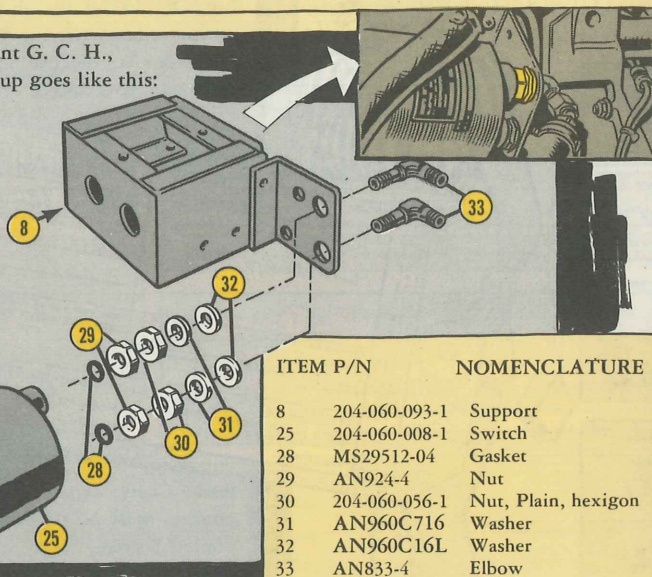
Dear Half-Mast,

What's the proper stackup when I install the elbows, gasket, nuts and the thick 'n' thin washers when mounting the Huey fuel pressure switch to the support plate? My P-manual leaves me guessing.

SSG G. C. H.

Dear Sergeant G. C. H.,

The stackup goes like this:



This poop is in Ch 1, (Apr 72) Huey P-manual.

Half-Mast

YOU AIN'T GOT NO AUTHORITY TO RED "X" MY BIRDS.

PUT IT IN WRITING

SEZ YOU!

HOLD IT YOU GUYS...LET ME SET YOU STRAIGHT!

Dear Windy,

I have been in several units where tech inspectors were required to be on unit orders in order to sign off a red X status symbol.

What is the authority, Windy, or is it strictly a local SOP?

SFC G. W. H.

Dear Sergeant G. W. H.,

Local SOP—and a good one!

AR 310-10 Ch 1 (Aug 70) Chap 1, Sect IV, para 1-11 says a commander may use unit orders to announce duty assignments.

The authority cited on the unit orders is Para 4-2c(2) (b), TM 38-750, which says the maintenance action must be inspected by qualified supervisory personnel or unit tech inspectors as designated by the commanding officer.

Putting the authority on paper makes clear which tech inspector MOS personnel, per AR 611-201, are authorized to sign off on the various aircraft in your unit.

DEPARTMENT OF THE ARMY
FOURTH US ARMY FLIGHT DETACHMENT
Fort Sam Houston, Texas 78234

UNIT ORDERS
NUMBER 9

13 May 1971

1. TC 469. Following orders are changed as indicated.

Action: Recission
So much of: Para 2, DO 38, this HQ, 31 Oct 70
Pertaining to: Individuals authorized to sign off all Red X and Circle Red X, and all Safety-of-Flight TBs, messages, etc.

As reads: NA
How changed: NA
Authority: VOOO Fourth US Army Flight Detachment

Authority: Para 4-2 c (2) (b), TM 38-750
Designated as: NA
Certified as: NA
Appointed as: Non-rated personnel authorized to sign off all Red X and Circle Red X, and all Safety-of-Flight TBs, messages, etc., with the concurrence from CO, Fourth US Army Flight Detachment, for aircraft types as listed below

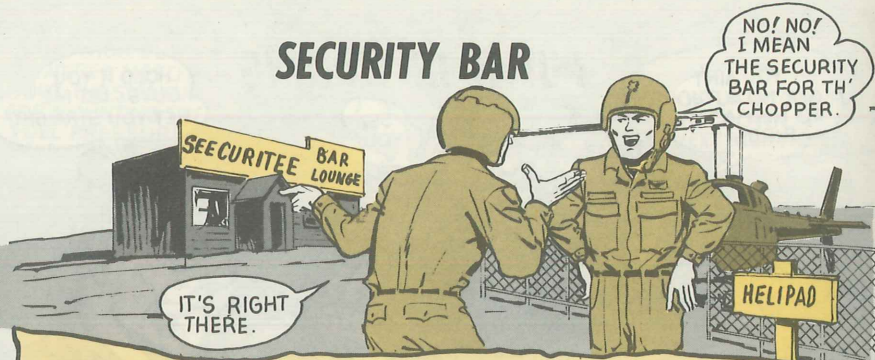
Effective date: 13 May 71
Special Instructions: None

	TYPE AIRCRAFT				
	T41	T42	U-6	U-6	UH-1
PARKER, RICHARD H 509-26-4187 SFC 67250 P1	X	X	X	X	X
McMILLAN, WALTER D 480-52-7488 SSG 67F40 P1	X	X	X	X	X
TANNER, RUBEN L 264-46-4003 SSG 67G4H P1	X	X	X	X	X
BASZL, JAMES T 398-40-5321 SP6 67F20 P1	X	X	X	X	X
MARTINEZ, RUDY 453-48-7766 SP6 67U20 P1	X	X	X	X	X
MEDINA, HENRY R 453-56-1406 SP6 67F20 P1	X	X	X	X	X
TATE, BILLY G 467-46-9935 SP6 67M20	X	X	X	X	X

JOHN D. PASSANO
LTC, AR
Commanding

Windy

SECURITY BAR



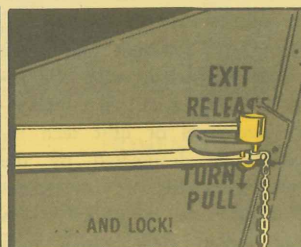
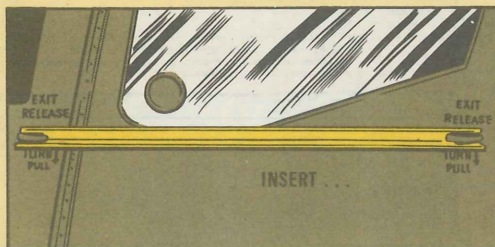
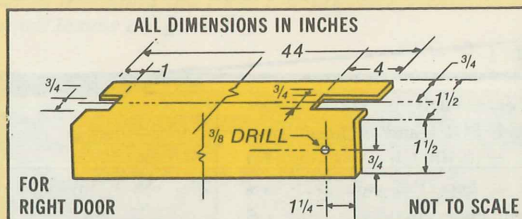
Dear Editor,

A couple of locking bars and locks came in mighty handy on a recent cross-country.

There is no way to lock up the Kiowa (OH-58A) and you can't always find a security guard right-off at some airfields.

So, we made up 2 bars, for the right and left doors, from $\frac{1}{8}$ -in thick angle iron. You can also use $\frac{1}{8}$ or $\frac{1}{4}$ -in aluminum. We cut a slot in each end of the iron and drilled a hole to accommodate the lock.

To use the bar you insert the small slot into the front door handle, the large slot over the rear door handle and add the lock. The door handle can't be turned.



With the bars we secured the aircraft in a matter of minutes... worked like a charm.

CW2 Gregory K. Libby
Fort Knox, Ky

(Ed Note: Right-on. Looks like a winner.)

FUEL AND OIL FILTER FACTS...

THE STORY OF "O"

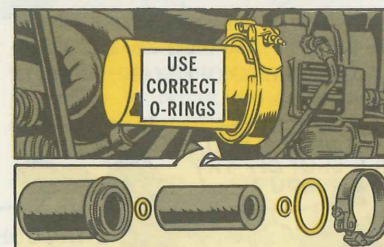
The fuel and transmission oil filters on your Huey (UH-1) and HueyCobra (AH-1G) are almost identical—which is why you ask for fuel and oil filter kit, FSN 2945-019-0280, when changing either one.

During installation, 2 small packings go in each end of the filter element. A

large packing seats the filter to the mounting surface.

Careful, tho, that you insert the right O-ring packings. They're made from 2 different materials. Packings made for the fuel system won't keep a seal if used in the oil system and vice-versa.

To keep your bird from turning into a drippy droop, here's how those new O-rings should stack up.



TRANSMISSION OIL FILTER

P/N	FSN	Qty
MS29561-024	5350-964-0058	2
MS29561-237	5330-726-4153	1

FUEL FILTER

P/N	FSN	Qty
MS29513-024	5330-250-0236	2
MS29513-237	5330-291-3078	1

TRUST THE TB

Dear Windy,

TB 55-1500-307-25, (Nov71) on aircraft components requiring historical data lists pitch link, P/N 209-010-411-1, as having a retirement life requiring a DA Form 2408-16.

The pitch change link we have on our Cobra, tho, is P/N 209-010-460-1. The part is listed in our log book 2408-16 but not in the TB.

I'm puzzled. Shouldn't it also appear in the TB?

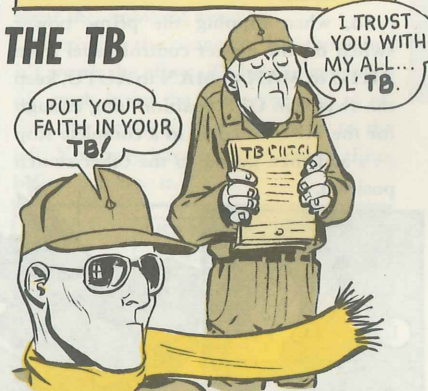
SP6 B. C. L.

Dear Specialist B. C. L.,

No! But I can see the reason for the mix-up. P/N 209-010-460-1, FSN 1615-486-0539, should not have a 2408-16 because it's not a finite life item.

The link is not listed in the TM overhaul and retirement schedule. Keep using the part until it no longer passes inspection.

The link is not listed in the TB because it's not a part "selected" for data collection by the Aviation Systems Command.





CHAPARRAL MPU SAVE THE BELLOWS, FELLOWS

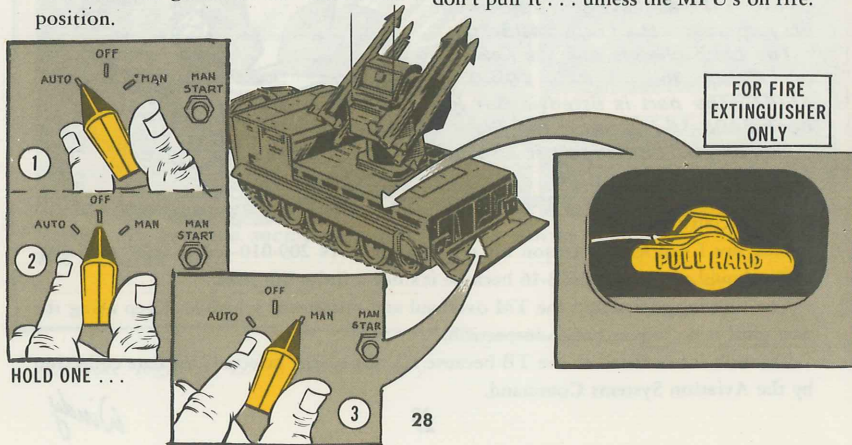
HEY! HOW COME WE'RE SAVIN THESE MOLDY OL' BELLOWS?

WE MAY NEED 'EM ON OUR CHAPARRAL.

A short pause in the OFF position can save your MPU a cracked bellows any time you switch modes of power control.

Like so: The main power unit in the rear of the Chaparral missile system's launching station should come to a complete stop when you're switching from automatic to manual control, or vice versa. Otherwise, you cause backfire . . . which cracks the bellows and sets up MPU repair.

So, when flipping the prime power switch on the master control panel from AUTO to MAN or MAN to AUTO, keep the switch in OFF position long enough for the MPU to come to a complete stop . . . and then go on to the other switch position.



Another point on the MPU: Shut it off when the track's moving, or the sway of the vehicle will prevent proper lube of the MPU . . . and cause damage. Again, keep the AUTO-OFF-MAN switch in OFF position.

HEY, DID YOU SHUT OFF TH' MPU?

NO, I THOUGHT YOU DID.

And, that "PULL HARD" red handle on the left side of the track is the fire extinguisher handle for the MPU. It sprays foam all over the MPU compartment. So, don't pull it . . . unless the MPU's on fire.

WING SCREWS AND CABLE CAPS

CHAPARRAL PRACTICE SHOTS

NOTICE! WITH MY BLINDING SPEED I'LL BE DONE SUPER QUICK.

E-A-S-Y, QUICK HANDS COULD REALLY DAMAGE THAT BIRD.

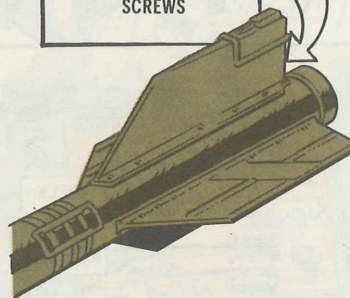


Speed is important in a Chaparral missile system time trial, but not so important as to permit damage through over-eager hands.

Like with the wing screws for the flat and rolleron wings . . . especially as used with the M30 training missile.

Go easy on the tightening of the wing screws. The screws at the aft end of the flat and rolleron wings should be torqued to 100 in-lbs, plus or minus 10, as spelled out in TM 9-1440-585-12.

EASY ON THOSE WING SCREWS

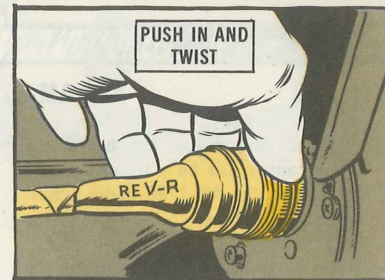


If you bug up the screw, the missile is put down . . . and the whole rig goes to the machine shop to get the screw out. That, of course, saves no time at all.

Another time when patience pays is in removing the umbilical cable before you off-load the M30 from the rail. If you don't first disconnect the cable, you can shear the umbilical assembly.

Getting at the connector is a chore, but it's worth the effort. To help in getting it off, push in on the connector ring to relieve the pressure, and then twist to the left. You may have to do it several times before you free it.

PUSH IN AND TWIST



If you somehow bung up the cable connector ring, you've got to replace the umbilical cable assembly.

CHAPARRAL COMMO

POWER OFF;

FEET, TOO

Commo problems in the Chaparral AD missile system are created in large part by people, right? Nothing new there.

So, obviously, people can cure the problems.

Here are a few cures to ponder:

RT-524

The RT-524 receiver-transmitter local control, the C-2329A, is fired by a separate power source (dry-cell batteries), and therefore has to be turned off and on separately.

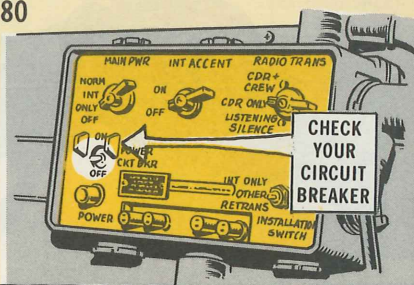
Which gives you 2 options:

1. Turn it on so that your RT will perform.
2. Turn it off when you're not using it...so you don't run down the battery.

AM-1780

If your commo goes out, one of the prime causes can be a tripped circuit breaker on the AM-1780 audio amplifier...above and to the right of the C-2329A.

Any surge in the system can trip the breaker, so check the amplifier. If the breaker switch is in OFF position, flip it to ON.



CHECK
THESE
TIPS

R-442

That R-442 auxiliary radio receiver nestled in the battery compartment of the launching station makes a tempting step...but resist the urge.

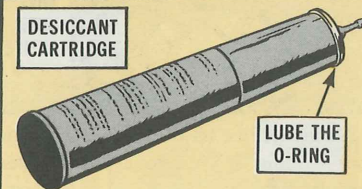
A careless foot snagging or stomping the receiver's RF cable (CG-52) can put your receiver out of business.

CHAPARRAL VALVE GREASE



Forget those valve grease specs in para 4-13 of TM 9-1440-585-12 (Oct 69). What you need to lube Chaparral desiccant cartridge O-rings is valve grease MIS-16265 (KEL-F-90), FSN 9150-754-2760. A change to the TM will update the grease specs.

DESICCANT
CARTRIDGE



YOUR REDEYE MISSILE SYSTEM DOES ITS JOB WHEN YOU DO YOURS. HERE'RE A FEW INSTANCES:

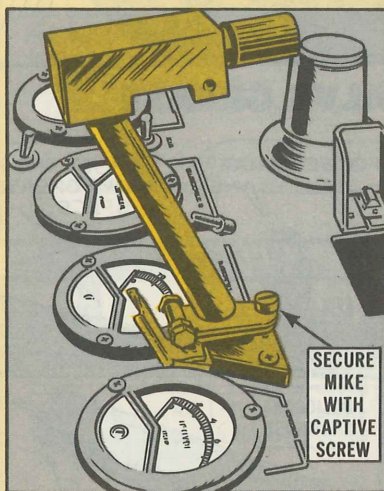
REDEYE

ROUNDUP

TEST SET

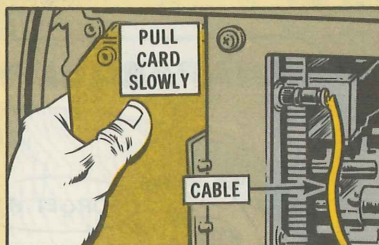
THE NEWER TYPE microphone on the AN/TSM-82 test set (GMTS) breaks at the hinge...from several causes.

So, when you're not using the mike, secure it with its captive screw. That prevents it from swinging free, especially when you flip the test set over.

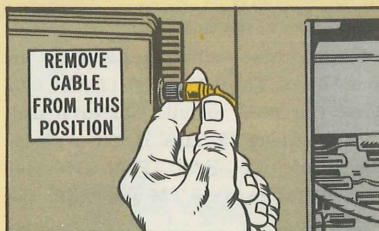


Naturally, line up the screw before you start turning it... to avoid stripped threads.

RESIST THE URGE to pull the A208 card, on the underside of the GMTS, all the way out when you've got to check or change it. The A208 has a cable attached to the rear (the only card with a cable). If you pull it out like the others, you can pull the connector off the cable... or worse.



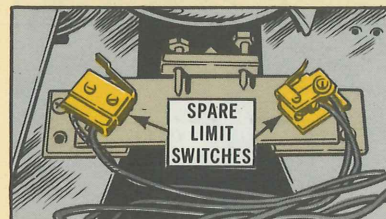
Pull it to the edge of the housing, remove the cable... and the card is free.



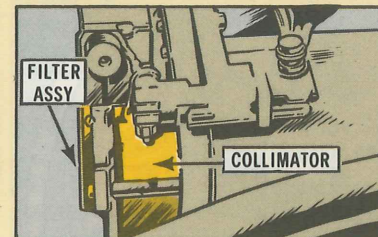
THE AZIMUTH LOCK has to be in place whenever you move the test set—to prevent the visual target assembly and other components from swinging free.



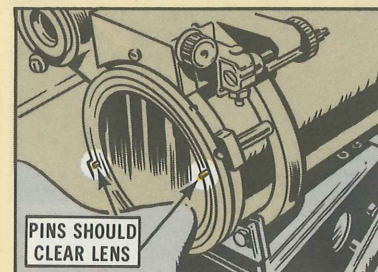
A free-wheeling assembly can smash into the two limit switches on the underside and break them... or the assembly itself can be damaged. Either way, somebody loses. And it doesn't take much to get the assembly swinging.



BE CAREFUL when you put the attenuator/filter assembly in place. Adjust it so that it barely clears the lip of the collimator. That way, the pins on the filter clear the lens on the weapon round and trainer.



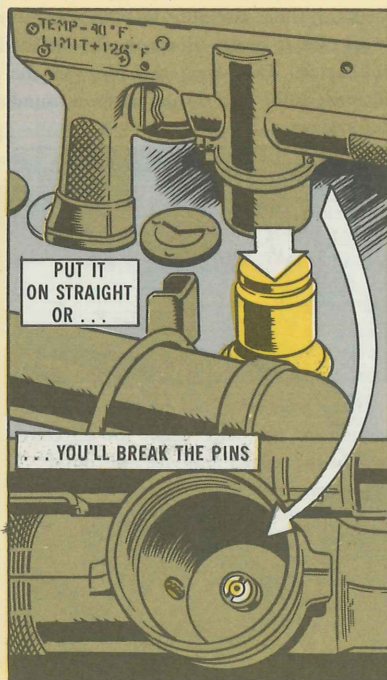
If the pins stick out too far, they can scratch the lens and reduce the effectiveness of the trainer and weapon round.



WEAPON ROUND

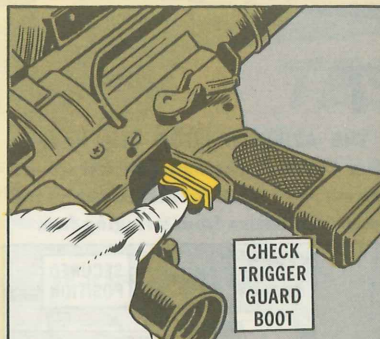
CORRAL THIS WEAPON ROUND INFO... IT'S IMPORTANT.

Straight on is right on when you install the M41E2 weapon round in the test set. Same goes when you remove it.



Angling it in place or off breaks the pins in the launcher receptacle.

THE RUBBER BOOTS on the trigger guard and uncaging switch sometimes break loose from their adhesive, letting in dirt and moisture.



If the switch boots are loose, reseal them with adhesive, MIL-A-1154, FSN 8040-273-8717. M41E2 weapon rounds with serial numbers starting upward from 306520 do not require adhesive for the boots.

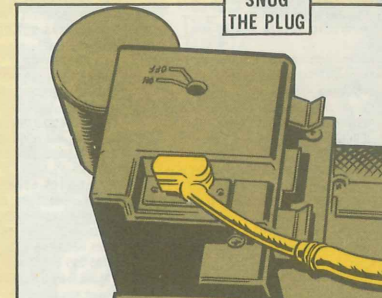


TRAINER

SNUG THE PLUG

The cable connector (for P1 plug and J1 jack) to the A8 module always has to be firmly in place, with screws snugged down, just in case the performance indicator on the trainer should unsnap.

With the cable snugged down, the indicator falls only a few inches. Otherwise, it can go bouncing off and get zapped by ground, floor or whatever.



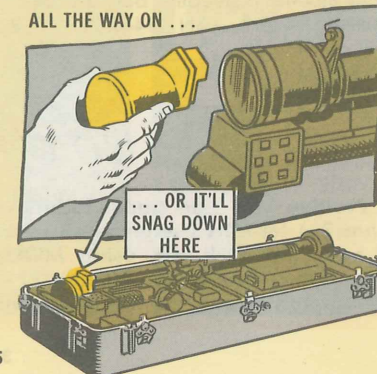
COVERUP



When you're putting the cover on the trainer of your Redeye M76 GMS training set, put it all the way on, friend.

Snugged down right, you prevent damage to the covers when you put the M49E3 trainer into its shipping and storage container. Loose covers snag on the sides of the container and can be damaged.

ALL THE WAY ON ...



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Jun 71), and Ch 4 (Feb 72), TM's, TB's, etc.; DA Pam 310-6 (Jul 71) and Ch 3 (Apr 72), SC's and SM's; DA Pam 310-7 (Feb 72), MWO's; and DA Pam 310-9 (Nov 71), COMSEC Pubs.



TECHNICAL MANUALS

TM 9-1005-299-ESC May 20-MM M35
 TM 9-1005-299-12 May 20-MM Gun M35
 TM 9-1010-221-24 Mar 40-MM, M203
 TM 9-1400-461-20 C6 May M22
 TM 9-1430-250-24-2 Apr Technical Evaluation Procedures for Radar Course Directing Central and AN/MPQ-11 Simulator (NIKE-HERCULES and Improved NIKE-HERCULES)
 TM 9-1430-589-12 May Target Alert Data Display Set AN/GSQ-137 (XO-2) (Forward Area Alerting Radar System)
 TM 9-2300-216-20 C2 Nov Gun FA Self-Propelled: 175-MM, M107 and Howitzer, Heavy, Self-Propelled: 8-Inch, M110
 TB 9-2300-295-15/10 May Reporting of Veh Deficiencies During Warranty Period-Contact DAA F03-7-C-0015 (Chrysler Corp): M60A1 Tank, M728 CEV, M60A1 AVBL
 TM 9-2320-206-20P C1 May 10 Ton, M123, M123C, M123A1C, M123E2, M125
 TM 9-2320-209-20 C5 Apr 2-1/2 Ton Truck
 TM 9-2330-223-14 C3 May Trailer, Rocket Transporter: 762-MM Rocket, M329, M329A1, M329A2
 TM 9-2350-222-10 C11 Apr Veh Combat Engr Full Tracked: M728W/E
 TM 9-4935-501-14P Apr AN/TSM-44

(XO-4) (FSN 4935-690-5962) (Basic HAWK and Self-Propelled HAWK)
 TM 9-6920-470-20P May Training Set, Guided Missile Sys XM 70 (FSN 6920-179-7320) (TOW)
 TM 11-3895-207-20P May Reeling Machine Cable Motor Driven RL-172/G and RL-172A/G
 TM 11-1510-201-20P-1 May Electronic Equip Configuration for RU-8D Aircraft
 TM 11-5820-727-20P Apr Radio Terminal Set AN/TRC-132A
 TM 11-5825-231-25P-3 May Antenna AN/TRA-32
 TM 11-5895-687-ESC May Interrogator Set AN/TPX-50
 TM 11-6625-441-20P Jun Test Sets TS-1588/AIC and TS-1588A/AIC (FSN 6625-895-6646 and FSN 6625-239-6010)
 TM 11-6625-564-12 C2 Apr Manual Maint Kits Electronic Equip MK-731/ARC-51X and MK-731A/ARC-51X
 TM 55-1500-204-25/1 C8 Apr General Aircraft Maint Manual
 TM 55-1510-201-20P-1 May U-8D, F, G; RU-8D
 TM 55-1510-209-20P Apr U-21A, U-21AG, RU-21A, RU-21B, RU-21C, RU-21D, RU-21E
 TM 55-1520-210-20P-1 C3 May UH-1B, C, D, H, M
 TM 55-1520-214-PMD Apr OH-6A
 TM 55-1520-217-20/2 C9 Apr CH-54B
 TM 55-1520-217-20PMP/2 C1

Apr CH-54B

TM 55-1520-221-CL C1 Mar AH-1B
 TM 55-1520-221-10 C4 May AH-1G
 TM 55-1520-221-10 C6 Jun AH-1G
 TM 55-1520-209-10 C15
 Jun CH-47A
 TM 55-1930-205-20P May Lighter, Amphibious, (LARC-5)
 TM 55-2810-221-20P Apr Engine 0-435-238, 0-435-23C, 0-435-25, 0-435-25A, 0-540-9, 0-540-9A
 TM 55-2840-229-24 C3 May Engine T53-L-9A, T53-L-11, T53-L-11 SER NO, SUFF A, T53-L-11A, T53-L-11A SER NO, SUFF A, T53-L-11B, T53-L-11C, T53-L-11D, T53-L-13A, T53-L-13B
 TM 55-2840-233-24 C4 May Engine T53-L-7, T53-L-7A, T53-L-15, T53-L-701
 TM 55-2840-234-24/1 C2 May T55-L-7, T55-L-7B, T55-L-7C
 TM 55-2840-234-24/2 C2 May T55-L-11A

MISCELLANEOUS

TB 750-992-2 C1 (NSTAG) Jun EIR Rotary Wing
 TB 5-4200-200-10 May Hand Portable Fire Extinguishers Approved for Army Users
 CS945-IL-A Vol 2 of 2 Aug Identification List FSC 5945 Relays, Contactors and Solenoids
 LO 9-2320-242-12 Apr Truck Cargo 1-1/4 Ton M561, Truck Ambul M792

Sleeping Bag Lace

Need a new lace to fasten together your mountain sleeping bag and protective cover? FSN 8465-227-1218 will get it.

T-42A Checklist

Latch onto a copy of the new TM 55-1510-208-CL (Mar 72) and put it in your Cochise (T-42A). The binder for the pilot's checklist is TM 1500-1. You can get both from the St. Louis Pubs Center.

MWO Of The Month

Positive van side panel locking is the aim of MWO 9-2300-398-30 (Jun 71) for M313-series semitrailers and M292-type truck vans. It takes 8 hours for each job, using MWO Kit FSN 2540-181-4104. One-year compliance time began 20 Aug 71—which could make you hurry a little if your van hasn't had the treatment.





FREE
TURN-IN
IN ACTION,
I PRESUME?

UHD



FREE
TURN-IN??
YEAH, YEAH!
SEE, I'M
TURNING IT
IN. BYE!

WHERE
IS HE?



HOLD ONE!
FTI (FREE TURN-
IN) IS SERIOUS
BUSINESS.



IN TH' SUPPLY
GAME, 3
THINGS GUIDE
YOU DOIN'
YOUR THING.

THE VOICE
IS IN THAT
BOX



FIRST, THE SUPPLY
SYSTEM HAS ONLY SO
MUCH OF EACH ITEM TO
SPREAD AROUND.

EKK!
THE BOX'S
GOT FEET.



SECOND, EXCESS
GIVES YOU A BAD
TIME, INSPECTION-WISE,
STORAGE-WISE, AND THE
EXCESS ITEMS USUALLY
GET BEAT-UP IN THE
PROCESS.



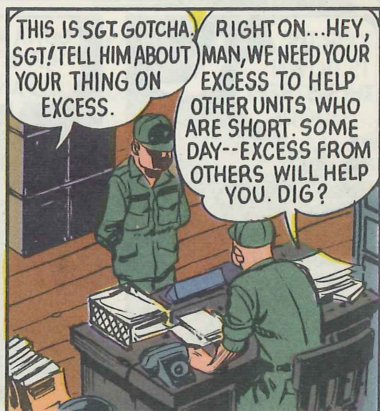
THIRD, IF OTHER
SUPPLY TYPES HOARD
AND YOU'RE HURTIN'
FOR SUPPLIES...
HOW'D YOU FEEL?

GROAN!
THAT BOX
IS REALLY
TALKIN'.



NOW, CUT OUT TH'
OO7 ROUTINE, AND
I'LL SHOW YOU THE
COOL WAY TO TURN
IN YOUR EXCESS.

THERE'S GOTTA
BEA "KICKER"
IN THIS...



THIS IS SGT. GOTCHA.
SGT! TELL HIM ABOUT
YOUR THING ON
EXCESS.

RIGHT ON...HEY,
MAN, WE NEED YOUR
EXCESS TO HELP
OTHER UNITS WHO
ARE SHORT. SOME
DAY--EXCESS FROM
OTHERS WILL HELP
YOU. DIG?



WE GOT A FREE TURN-
IN SET-UP, ACCORDING
TO AR710-2 (AUG71), PARA
3-2Y... "EXCESS MATERIAL
WILL BE USED AS THE FIRST
SOURCE OF SUPPLY
WHEN PRACTICAL."

FINE! BUT
WOT'S TH'
KICKER,
SARGE?



NONE SUCH, MAN!
NORMALLY, THERE ARE NO
STRINGS ATTACHED
TO FREE TURN-IN.

I'LL TAKE IT
FROM HERE,
SARGE.



O K, IF THAT'S THE TRUE
TALK, HERE!... I'M
TURNING THIS IN.
GOODBY
ALL...

STOP RIGHT THERE!
IS THIS ITEM CLEARLY
IDENTIFIED?

ERE
NOPE.



COME ON! YOU GOT TO TELL
SUPPORT WHAT YOU'RE
TURNING IN. A MUST IS TH' SN,
OR PART NUMBER, ALSO THE
NOMENCLATURE N' PARTS PUB
YOU ORDERED FROM.



TELL' EM WHAT IT WAS
USED ON. ALSO, IF ITS
NEW, USED, SERVICEABLE
OR UNSERVICEABLE.



ALL THAT GOOD
INFO HELPS
SUPPORT GET
ITEMS BACK INTO
THE SYSTEM.



ERE
I GOT 3
MORE LIKE IT.
THIS WAS A
TRIAL RUN.

YOU PACK LIKE
ITEMS TOGETHER.
PACK' EM GOOD!
NO TELLIN' HOW
FAR AND HOW
HARD THEY
HAVE TO
GO.

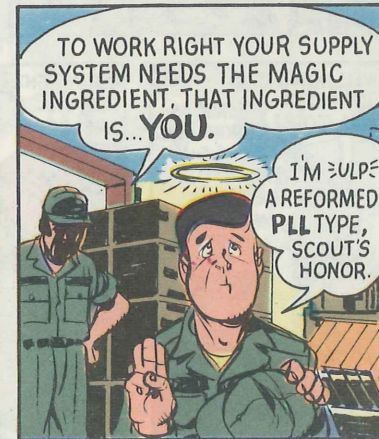
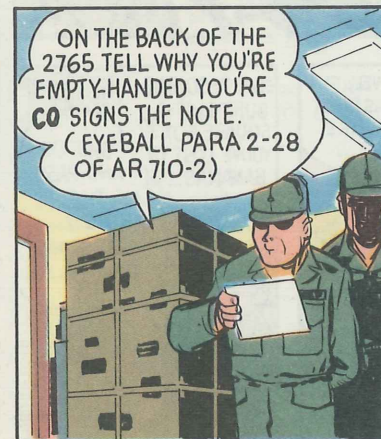
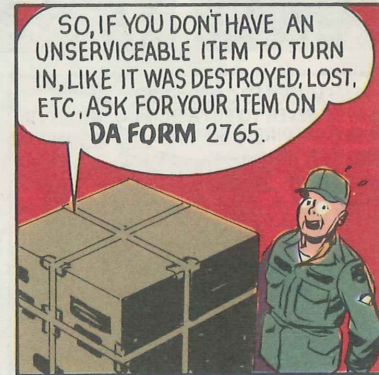
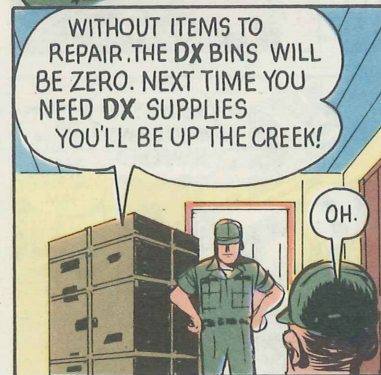
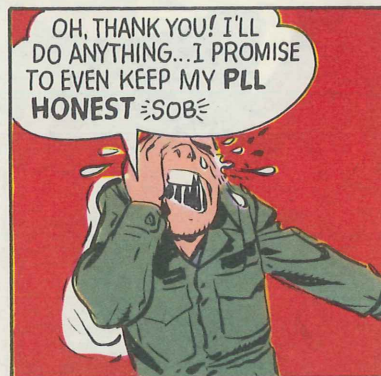
Joe's Dope Sheet

If you're RAT-HOLING parts ya can't USE,
Man, you've lit off a mighty fast fuse...
'Cause when YOU'RE stackin' stuff
You make "DUE-OUT's" REAL ROUGH,
And your BUDDIES are singin' the BLUES!



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

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





WAIT ONE PICKIN' MINUTE... WOT AM I DOIN' CONVERSING WITH A BEAT-UP OL' CRATE?



WHAT DID YOU SAY?

GASP! IT'S CONNIE!



NOW THAT YOU DIG THE FREE TURN-IN SCENE... GO BACK TO YOUR UNIT 'N' SPREAD THE WORD!

YEAH, YEAH, I SEE YR' 'ERE POINT.



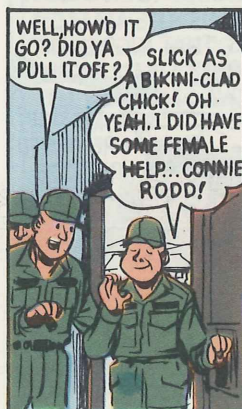
REMEMBER, IT'S GOOD SUPPLY SAVVY NEVER TO PUT A STRAIN ON YOUR DIRECT SUPPORT.

RIGHT ON, CONNIE.



LOOKIT! HE'S WHISTLIN' WOT HAPPENED?

THEY MUST'A BRAIN-WASHED HIM.



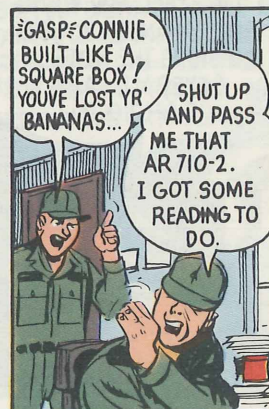
WELL, HOW'D IT GO? DID YA PULL IT OFF?

SLICK AS A BIKINI-GLAD CHICK! OH, YEAH, I DID HAVE SOME FEMALE HELP... CONNIE RODD!



OUTTA SIGHT! HOW DID SHE LOOK?

WELL, SHE WAS BUILT 'ERE LIKE SO...



GASP! CONNIE BUILT LIKE A SQUARE BOX! YOU'VE LOST YR' BANANAS...

SHUT UP AND PASS ME THAT AR 710-2. I GOT SOME READING TO DO.



• That there are still jokers who think they can "cure" problems with the AN/TPS-33 radar set by fiddling with the IF strip and making other unauthorized adjustments?

• That people still yank connectors off by the cable before making sure the connector is free?

• That there're still characters around who think it's OK to put in fuses rated at higher amperage than what the TM calls for?



Well, there are ... and the results keep bringing the Topsy-33 in to support shops.

So what happens?

Unauthorized adjustments create problems too numerous to list. One thing they'll do is to make big headaches for support ... and big jobs out of little ones.

Yanking cables is plain foolish, especially when you come up with 2 pieces.

Overfusing can cause major circuitry damage.

Believe it.

BE YOUR OWN INSPECTOR

A Strong '25' Keeps Good Times Alive

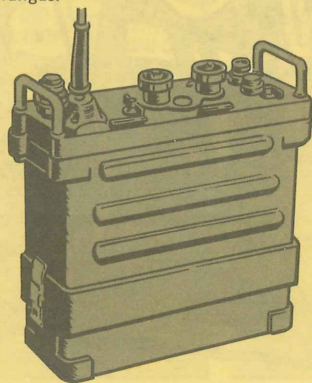
A DOSE OF
PM KEEPS ME
IN SUPER SHAPE...
KEEP ME THAT WAY!

The AN/PRC-25 radio set is an able, willing little communications partner, whether you're carrying it back-pack or driving it.

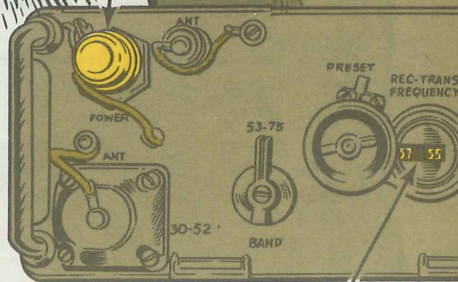
The same applies to the AN/PRC-77 and its configurations. This perky pair have been around a while and their performance record is tops—but to keep that record tops, y'need to know and appreciate—and baby—your set.

For a helpful handful in the right direction, heed the PM inspection points that follow. The ones in **bold type** need to be corrected before your set can do its job.

RECEIVER-TRANSMITTER—Dirty, greasy, fungus.



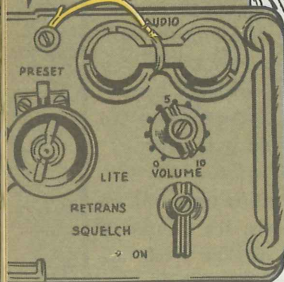
POWER CONNECTOR CAP—Loose, missing, (Screw on tightly for back-packing).



CHANNEL DIAL WINDOW—Smudged, dirty.

CONTROL PANEL—Rust, binding, loose controls.

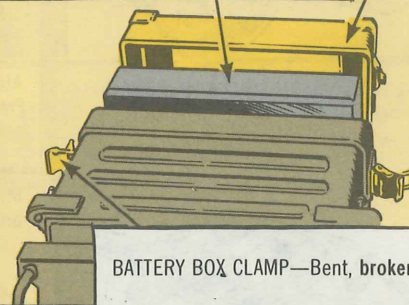
CAP CORDS—Frayed, missing.



DIAL LAMP—Burned out.

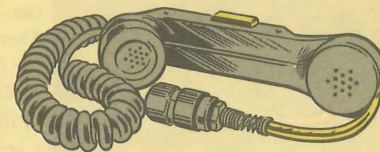
CY-2562 BATTERY BOX—Missing or damaged gasket.

BA-4386, BA-386 BATTERY—Corrosion, swelling, leakage.



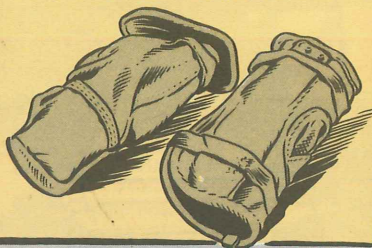
BATTERY BOX CLAMP—Bent, broken.

H-189 HANDSET—Cracked, **Push-to-talk switch inoperative**, cord improperly connected to audio connector, moisture shields torn, missing.

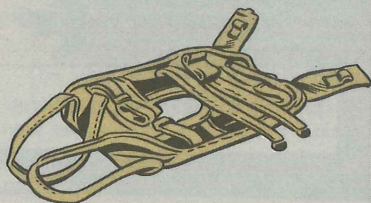


HANDSET CORD—Frayed, cuts, kinked, broken insulation.

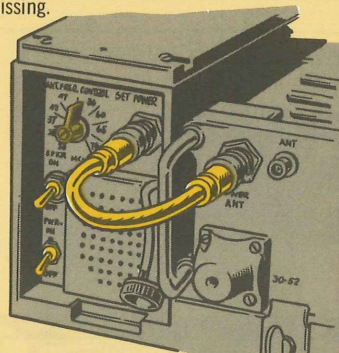
CANVAS BAGS—Fungus, tears.



ST-138 HARNESS—Fungus, tears, canvas not holding metal frame at all points.



AM-2060 POWER-AMPLIFIER—Switches loose or binding, switch screws loose, missing.



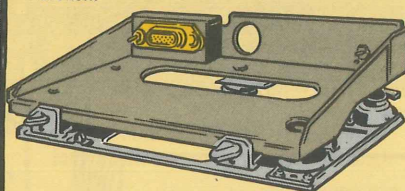
POWER RECEPTACLE CONNECTOR CABLE CX-4655/U—Cut, kinked, torn, broken insulation; connectors not locked to receptacles on both ends.

ANTENNAS—Loose fit, corrosion, bent.



ANTENNA AND CONTROL CABLES—Frayed, cut, broken insulation, cable connectors loose at equipment receptacles.

MT-1029 MOUNT—Connector amphenol broken.



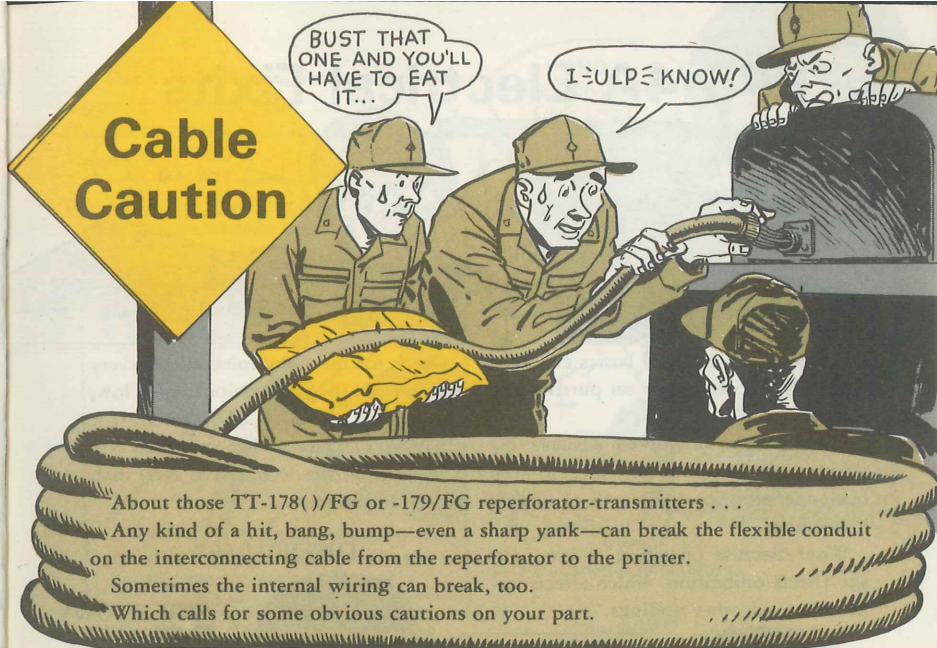
When it's making like an AN/VRC-53 or an AN/GRC-125 non-pack for a vehicular job, the PRC-25 takes on the OA-3633 amplifier-power supply group so it can swing with your vehicle's battery. There's no BA-4386 in these sets when the AN/GRC-125 is vehicle mounted.

Never leave your BA-4386 (or BA-386) in the PRC-25 when you're operating on a strictly vehicular basis. It's a sure-fire setup for corrosion damage from the battery.

WOT A MESS!



Cable Caution



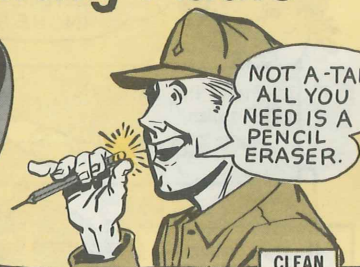
About those TT-178() /FG or -179/FG reperforator-transmitters . . . Any kind of a hit, bang, bump—even a sharp yank—can break the flexible conduit on the interconnecting cable from the reperforator to the printer. Sometimes the internal wiring can break, too. Which calls for some obvious cautions on your part.

That Disappearing Audio

GOING GROANÉ THAT AUDIO IS GOIN' AGAIN... MUST BE COMPLICATED TO FIX.



NOT A-TALL! ALL YOU NEED IS A PENCIL ERASER.

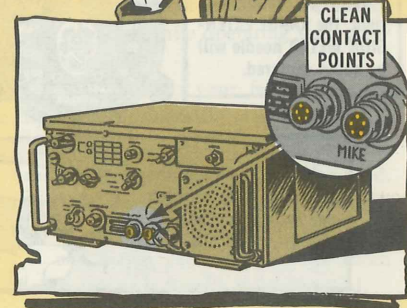


Having audio loss on your receiver-transmitter?

The cure could be simple . . . take a look at the contact points in the audio connectors, and see if there's any greenish discoloration.

Eyeball for dust, dirt, and fungus, too.

If you spot anything suspicious, use an ordinary pencil eraser to clear the contacts.



PPS-4A Electrical Fixits



A couple of electrical basics can keep your AN/PPS-4A radar set purring like the pussycat it is.

Like so: you've got to advance the voltage as you operate the set . . . to keep from operating for any length of time at low voltage.

Why? Because operating at low voltage affects calibration, which affects target tones and other readings.

Check for the right voltage level every half-hour or so of operation. If it's low, get on the VOLTAGE ADJ switch. If it still doesn't come up when you reach No. 7 position on the VOLTAGE ADJ dial, get another battery.

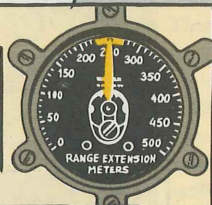
FUSEHOLDERS



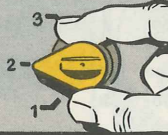
Press the BATTERY TEST switch.



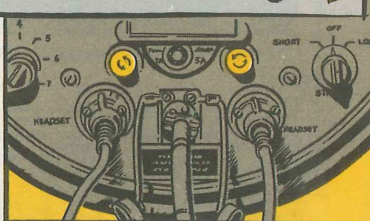
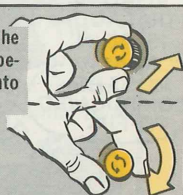
If your voltage is right, the RANGE EXTENSION METER needle will be about centered.



If not, advance the VOLTAGE ADJ switch one mark at a time until the meter is in the red.



Fully inserting the Pipsy-4A fuseholders before you twist 'em into place.



Otherwise, you can break the holders, the fuses don't do their job . . . and there goes your continuity.

Don't botch your power source by getting impatient with the 10-ft power cable at the battery or receiver-transmitter end.

Hold the connector on the collar, push in . . . and turn the collar to get the connector on or off.



Twisting the connector in back of the collar, or turning the cable, can give you a busted connector, contacts or cable.

AND REMEMBER, ONE LAST IMPORTANT POINT ON AN ELECTRICAL SOURCE.



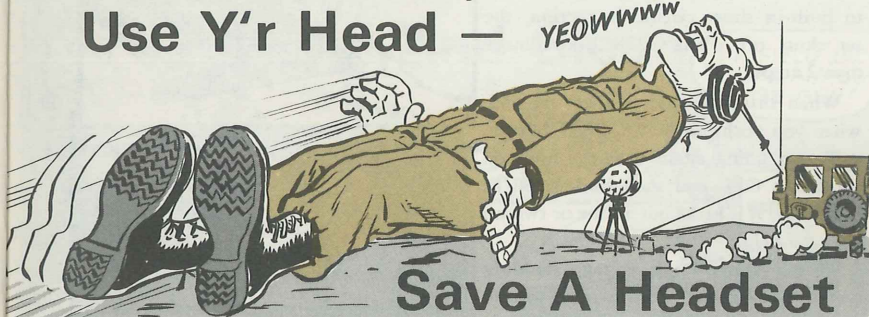
When you're operating the PU-532 generator set (for charging batteries), keep the air vents open.



Saves burned-up generators.

Use Y'r Head

YEOWWWW



Save A Headset

If you want to save yourself from a gouged ear or the loss of root hair, and maybe prevent damage to a headset as a bonus, think clip . . . while operating your AN/PPS-4A radar set.

The idea is, if you attach the Pipsy-4A headset cord to your fatigues by the clothing clip, you'll feel the cord tug at the clip if you accidentally snag it.



That way, you stop in time to keep the headset from being pulled off your head. Or, the headset yank is softened enough so you don't rip out some scalp, an ear . . . and maybe even have time to catch the headset as it flutters to the ground.

ARC-116

STOP

'N'

GO

SOB MY
ARC-116 JUST
CUT OUT!
I'M OUTTAT'
NET...

WEEP NO
MORE.
I'LL SHOW YOU
THE REASON
FOR THIS.

Hold one and read this . . . before calling on support to try to get your AN/ARC-116 radio set talking back to you.

The ARC-116 has a couple of built-in protectors that shut it off whenever the set gets a trouble indicator.

Like with too high amperage. Thanks to built-in short circuit protection, the set shuts off whenever it draws more than 2 amps.

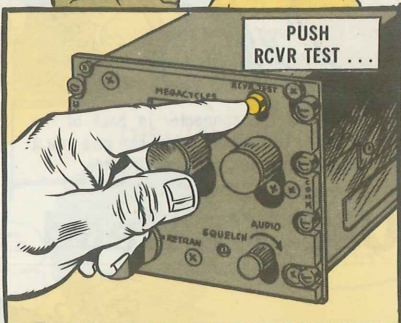
When this happens, you get no tone when you push the RCVR TEST button.

To get going again, turn the function switch to OFF and then back to T/R. Naturally, if it kicks out a time or two on you, get help.

There's also a high voltage standing wave ratio (VSWR) shutdown . . . to protect the set from faulty antennas, broken cables and such. When the high VSWR device kicks in, you get no side tone.

So, unkey the mike . . . and you should get a tone when you press the RCVR TEST button, since the set recycles itself when unkeyed.

Transmitting in a hangar, revetment or other shelter can cause the high VSWR shutdown device to kick in. So, get the bird or the set outside before retransmitting.



The Cable Is Needed

YOU
GOTTA ORDER
THE CX-12068
CABLE ALONG
WITH TH'
POWER
SUPPLY.



GET
CX-12068
SEPARATELY



When you requisition power supply PP-4450B/PPS-5, you'll also need a requisition cable assembly CX-12068/PPS-5A.

PP-4450B is the latest for radar set AN/PPS-5A—but it won't come with the cable assembly attached.

The A and plain models did have a cable attached.

So-o-o-o, any time the B model replaces an A or plain model, remember to requisition CX-12068/PPS-5A with FSN 5995-462-3035.

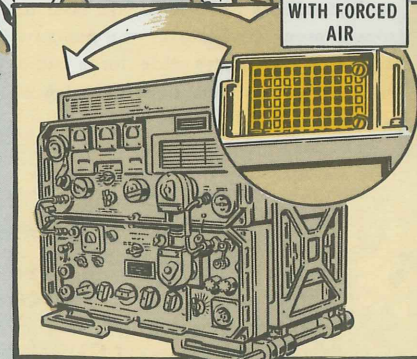
Incidentally, you can go after PP-4450B with FSN 5840-248-1184.

Cool And Clean



Y'R FIELD JACKET
'N' THE AM-3349,
WISE-GUY!

CLEAN
WITH FORCED
AIR



Play it cool with the heat-exchanger assembly in your AM-3349/GRC-106 RF amplifier.

Which means, clean the grillwork now and then, using forced air if it's available—a cloth and water if it's not.

In doing your clean-up, you might need to swing out the grill to ditch the inside crud.

It's silly, but it happens . . . some careless jokers'll pitch a coat, heavy cloth or what-have-you, over the AM-3349 so that the air flow of the exchanger grillwork is blocked. Block'er like that when the amplifier's operating and you'll get heat damage inside.

Installations Got Your Nanny?

AAAAHHHHHH!! HERE'RE
THE FSN'S WE'VE BEEN
LOOKING FOR.

FINALLY!

STOCK NUMBERS AND CONFIGURATIONS FOR INSTALLATION KITS.

If stock numbers for commo installation kits on your M561 gama goat are getting your goat, butt no more.

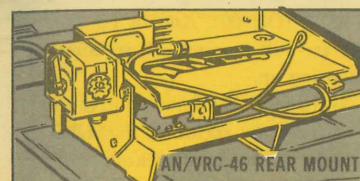
The following goodies will take care of 97.1 percent of your problems.

First, though, a correction. Forget that FSN for the new 100-amp kit on page 3, Ch 1, of TM 9-2320-242-20P. It's wrong. You need FSN 2920-350-9402. And, FSN 2920-933-3981 gets you the 100-amp alternator . . . which you use only for combination installations.

Then, there's the sealant you need to spread around whenever you puncture a hole in the goat's hide for a radio mount. Use it on nuts, bolts and washers to keep the goat floatable.

FSN 8030-252-3391 gets you an 11-oz tube and 8030-291-1787 gets you a pint.

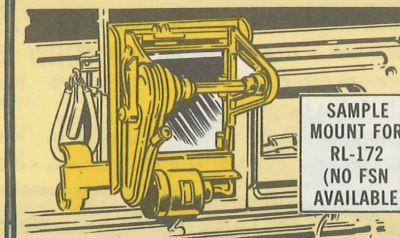
5820-935-8142 AN/GRC-87 Radio Set
5820-935-8161 AN/GRC-106 and -106A
5820-935-8156 AN/GRC-125, GRC-160
(cab mount)
5820-935-8158 AN/GRC-125, GRC-160
(rear mount)
5820-935-8152 AN/GRR-5 Receiver Set
5820-935-8157 AN/VRC-12 Radio Set
(cab mount)
5820-935-8155 AN/VRC-24, -24A (cab
mount)
5820-935-8142 AN/VRC-34
5820-935-8158 AN/VRC-46 (rear mount)
5820-935-8156 AN/VRC-46 (cab mount)
5820-935-8159 AN/VRC-47 (rear mount)
5820-935-8157 AN/VRC-47 (cab mount)
5820-935-8160 AN/VRC-49



AN/VRC-46 REAR MOUNT

5820-935-8156 AN/VRC-53 (cab mount)
5820-935-8158 AN/VRC-53 (rear mount)
5820-935-8154 AN/VRC-54
5820-935-8156 AN/VRC-64 (cab mount)
5820-935-8158 AN/VRC-64 (rear mount)
5820-935-8153 AN/PRC-25 (stowed)
AN/PRC-77 (stowed)
5830-135-0145 AN/VIC-1 Intercom (no
cab radio)
5830-135-0146 AN/VIC-1 (with cab
radio)
5830-135-0147 AN/VIC-1 (for commo
vehicle & for radio and
intercom in rear)

FSN 5820-935-8162 gets you combination installation kit No. 33, necessary to complete installation of the AN/VRC-12 and AN/VRC-24 for retransmission.



SAMPLE
MOUNT FOR
RL-172
(NO FSN
AVAILABLE)

Installation instructions currently available include the following:

INSTRUCTIONS FSN	CONFIGURATION
7610-113-3057	AN/VRC-46, VRC-53, VRC-64, GRC-125 or GRC-160
7610-113-3056	AN/VRC-47
7610-113-3055	AN/VRC-49
7610-113-3060	AN/VRC-54
7610-113-3065	AN/VIC-1 (in rear mount)
7610-113-3053	AN/GRC-106
7610-113-3054	AN/VRC-34 or AN/GRC-87
7610-113-3058	AN/VRC-24 (alone or for retransmission)
7610-113-3059	AN/GRR-5
7610-113-3062	AN/PRC-25 (stowed)

The stock numbers will be added to the next revision of SB 11-131, Vehicular Radio Sets and Authorized Installations.

FSN 5820-935-8163 gets you combination Kit No. 34, which provides power input for the combination of AN/VRC-24, VRC-47 and the AN/GRC-106, AN/GRR-5, AN/VRC-24 and VRC-47.

INSTALLATION
KITS
UP THE
HILL



LOOSE WHEELS ON 5/4-TON TRUCK?

STOP, LOOK AND... MAKE SURE



You may be flirting with trouble. You could lose a front wheel off your M715 truck—or other TM-244-series 1¼-ton vehicle. It has happened!

Did you miss the word? It came out in TACOM Msg 7-11800 (Jul 69). Also in

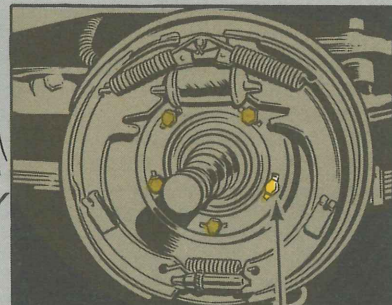
TB 750-981-4 (Oct 69). And in PS 215.

Wheels are still coming off, so somebody's slipping up.

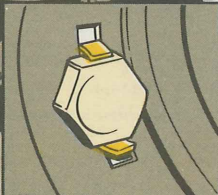
Take no chances. Right now, pull those wheels—all 4 of 'em—including the brake drums—right down to the backing plate.

FRONT WHEELS

On each front wheel, make sure each of the 5 mounting bolts is held snug by a lockplate tang bent up tight against a flat side of the bolt head.



NEVER ASSUME BOLT'S
TIGHT--BEND TANG
AND TORQUE



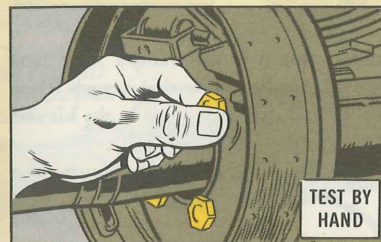
Not good? Then try to tighten the bolt by hand. If it won't move, make sure it's tight enough. Use your torque wrench. Give it 45-60 lb-ft torque. Then get that lock tang up where it's supposed to be.

But if you can move the bolt by hand, take the bolt out and look it over close for stripped or bugged threads. Got a bad one? Get a new one—FSN 5305-234-7843. Give it 45-60 lb-ft torque. Bend up the lock tang. If the lock tang's busted off, replace the lockplate—PN 11656870. It's a non-stock item, so it'll have to come from the boneyard.

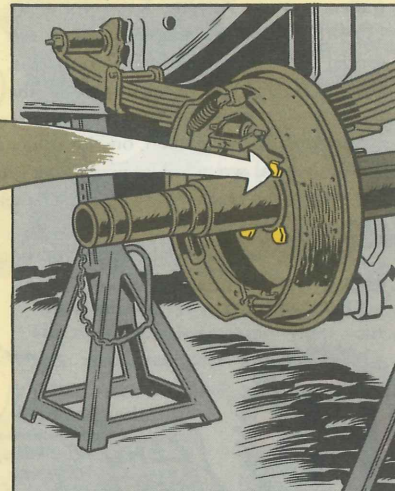
If you've got an older 5/4 job, it may have split lock washers instead of lockplates. Make the same check for looseness and bum threads. Use the same torque for tightening.

REAR WHEELS

There's a locknut on each of the 4 bolts for each rear wheel backing plate. Try to tighten the nut by hand. If it's snug, make sure—45-60 lb-ft torque.



But if you can move the nut with your fingers, check both the nut and bolt for thread damage. Need a new one? Get Bolt, FSN 5306-436-4819 or Locknut, FSN 5310-067-9507.



HIT 'EM ALL

Make sure you've covered all the 5/4's in your fleet. Record this wheel backing plate inspection on the DA Form 2408-1 (monthly) for each vehicle.

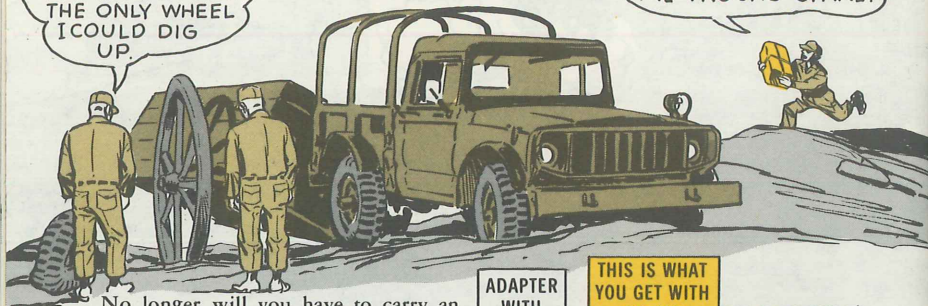


I GUESS THIS
IS ONE FIVE QUARTER
WE MISSED...

I KNOW IT LOOKS TERRIBLE, BUT IT'S THE ONLY WHEEL I COULD DIG UP.

THE MATING GAME

WE'RE SAVED! I JUST GOT THIS NEW WHEEL ADAPTER. WE KIN MOUNT THE TRUCK'S SPARE.



No longer will you have to carry an extra trailer tire 'n' wheel when your M715 1¼-ton truck is towing the M101A1 or other TM-202-series ¾-ton trailer.

Now, when you get a flat on your trailer, you use Adapter Kit, FSN 2530-239-5817. With the adapter, 3 nuts and special lug wrench that come in the kit, you can mount your truck's spare on the trailer.

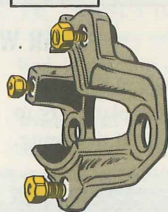
You mount the adapter on the trailer's studs, using 3 of the trailer's 5 lug nuts and the special wrench. Use your truck's lug wrench handle to turn this wrench. Then you mount the truck wheel on the adapter, using the 3 nuts that come in the kit and your truck's wrench.

This setup is meant only to get you home—not for tearin' around the country for a week or so.

TB 750-981-1 (Jan 72) has the word.

ADAPTER WITH 3 NUTS

THIS IS WHAT YOU GET WITH THE KIT



LUG WRENCH



PS

SLOGAN OF THE MONTH

ZERO DEFECTS

NOT ENOUGH TIME TO DO THE JOB RIGHT...

...BUT ENOUGH TIME TO DO IT OVER!

READ THIS CLASSIC FROM SP6 DAVID J. NICHOLS, FORT MONROE, VA.

58

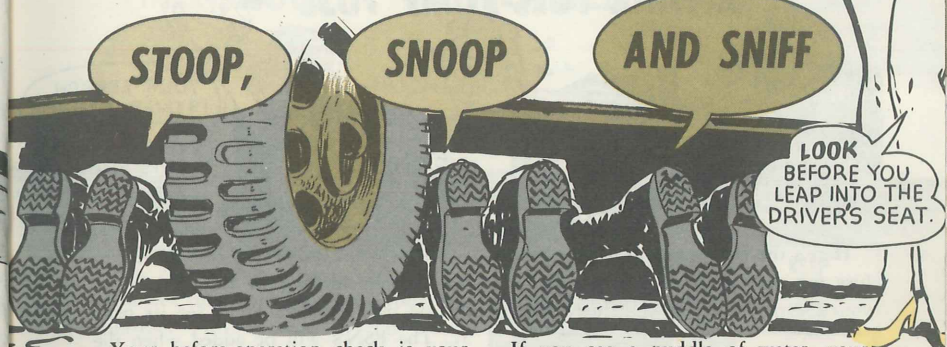
BEFORE YOU GET IN, LOOK UNDER

STOOP,

SNOOP

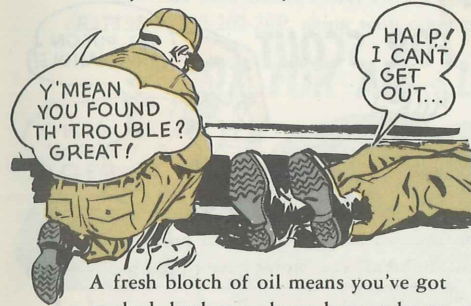
AND SNIFF

LOOK BEFORE YOU LEAP INTO THE DRIVER'S SEAT.



Your before-operation check is your round-trip ticket and you get it only after you pay the price of a sharp walk around and check off. But don't forget to stoop, snoop and sniff under the vehicle—which means you gotta bend your achin' back.

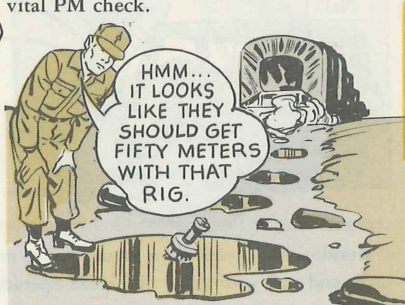
If you see a puddle of water, your radiator, hose or waterpump may have had it. Report that fast, too.



A fresh blotch of oil means you've got a cracked, broken or loose hose, tube or fitting. Report it fast.

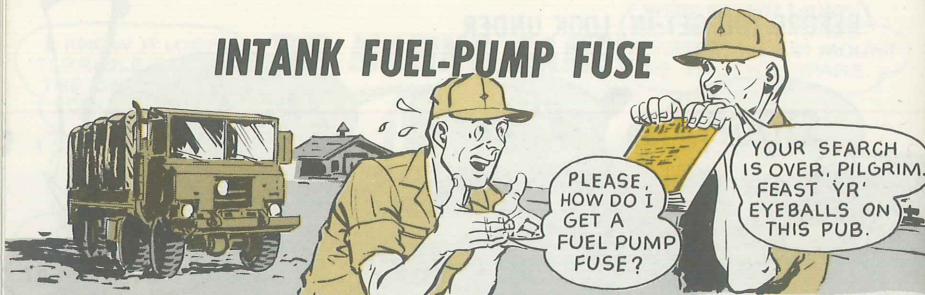


The stuff that's left behind where your vehicle stood can cost you plenty. It's sure-fire evidence that you skipped a vital PM check.



59

INTANK FUEL-PUMP FUSE

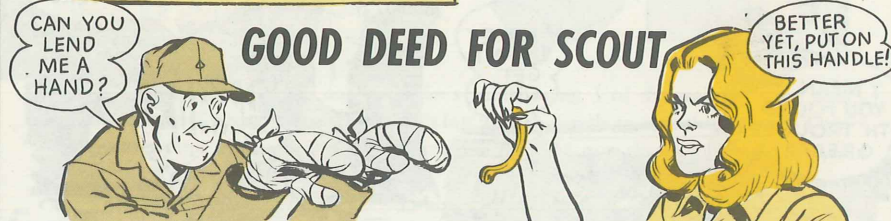


Here's the supply scoop on the 2-amp fuse for the intank fuel pump used on your 2½-ton and 5-ton, multifuel vehicles:

FSN 5920-855-4260 will get you the fuse. FSN 5920-105-9932 will bring you a fuse kit, consisting of the fuse, a seal, 2 gaskets, and a retainer.

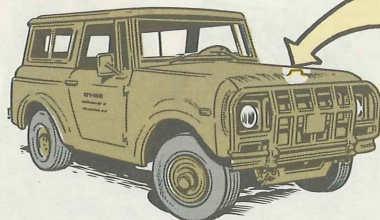
TM 9-2320-230-20P (Apr 69) for the 5-ton 8x8 vehicles lists the kit and the fuse, but by part numbers only. See its page 31. The FSN's will be added when the TM's for the respective vehicles are updated.

Your support's AMDF (Army Master Data File) lists the fuse at 12¢, and the kit at \$6.94.



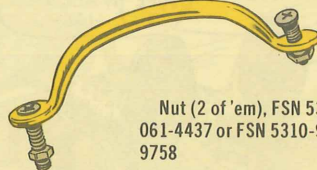
No need to skin your knuckles on the brushguard when you raise the hood on your IHC Scout ¼-ton truck. With a handle on the hood, you won't have to reach down behind the brushguard.

Mount an ordinary cabinet drawer pull.



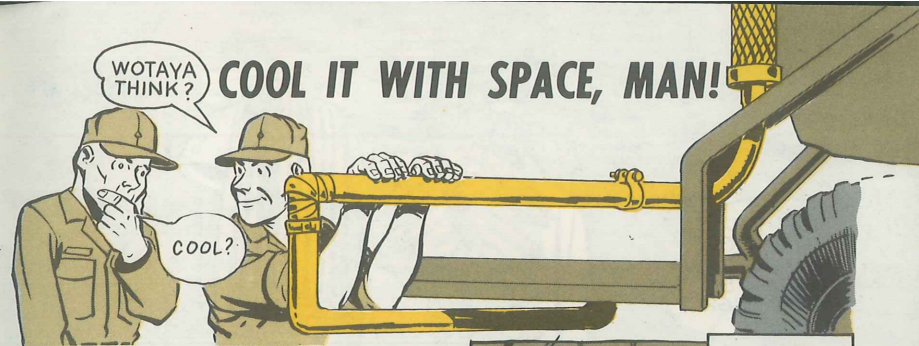
Handle, bow, FSN 5340-239-0917

Screw, machine (2 each), FSN 5305-958-5471



Nut (2 of 'em), FSN 5310-061-4437 or FSN 5310-934-9758

Besides doing yourself a favor, you're more likely to get into that engine compartment and pull your good ol' before-operations-inspection.



Are you having trouble with the exhaust flex tube burning out on your new multifuel TM-209-series 2½-ton truck?

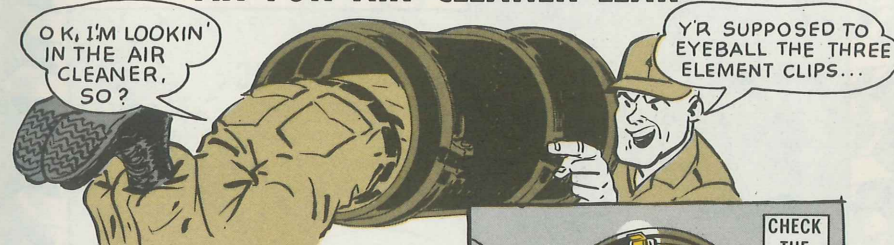
It's probably because the flex tube is too close to that hot pipe coming from your exhaust manifold.

So make sure there's at least ½-in space between those 2 pipes.

A new flex tube comes under FSN 2990-873-6925, listed on page 64.1, Ch 2 (Apr 69), TM 9-2320-209-20P, along with other parts for that vertical exhaust system.



FIX FOR AIR CLEANER LEAK



Take a look inside that air cleaner on your M39-series 5-ton diesel (or multifuel) truck. Eyeball those 3 little clips that hold the filter element retainer.

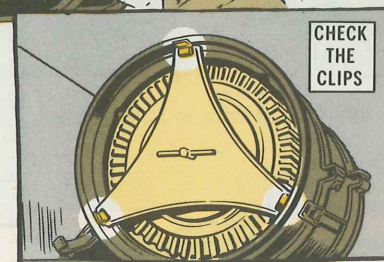
Any of 'em loose? Broken away from the air cleaner housing?

Then you've got a leak! Dirty air is sneaking past the filter element retainer.

Even a small leak lets a lot of dirt get into your engine. Dirt is murder in your engine.

So stop that leak. Fix those clips.

Article No. 3-9 in TB 750-981-4 (Nov 71) tells you how.



HEY! YOU CATS... DIG THESE FAR-OUT THREADS. OUT-A-SIGHT?

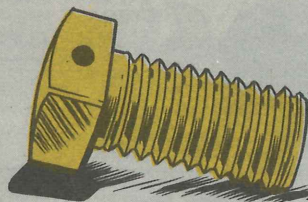


Why is an Army ground vehicle mechanic like a housewife?

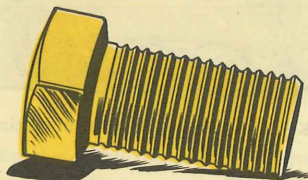
Ans: They both need to know about threads.

The 2 kinds of threads the mechanic needs to know are:

UNC—Unified American Standard Coarse

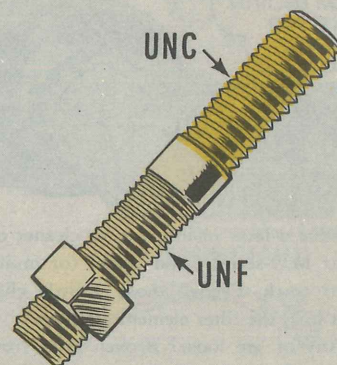


UNF—Unified American Standard Fine



This is often pretty easy because the UNF actually looks fine and the UNC really looks coarse.

But sometimes it's harder to tell 'em apart. Like, maybe you've got a stud with UNC threads on one end and UNF on the other, and you have to mate the correct end with the threads in the hole.



In this case it pays to know a little more about the differences between UNC and UNF threads so you can figure what size threads the hole is threaded for.



YOUR THREADS ARE FINE. BUT ITS THESE THREADS THAT REALLY COUNT!

UNC

UNF

THESE... ARE REALLY COOL.

Here's the way the differences stack up: UNF thread—Because the threads are finer their holding power is greater, they resist vibration and will usually strip before the bolt breaks.



UNC thread—Quicker to assemble, better for use with all types of cast iron and steel, aluminum, copper, plastic, etc., used to secure components to a major item, such as oil pan to cylinder block, grill doors. Bolts will usually break before the threads strip.



So you can figure in this case the UNC end of the stud goes in the casting and the UNF end takes the nut. (Actually, the

UNC end is slightly oversized (jam fit) so it will—or should—hold in the casting against the turning force involved in removing the nut from the UNF end.)

Say you're not sure whether a bolt is UNC or UNF. Just count the number of threads in an inch and check it out on this chart:

Bolt Size (Inches)	Number of Threads Per Inch	
	UNC	UNF
1/4	20	28
5/16	18	24
3/8	16	24
7/16	14	20
1/2	13	20
9/16	12	18
5/8	11	18
3/4	10	16
7/8	9	14
1	8	14
1-1/4	7	12
1-1/2	6	12

When in doubt, see what type hardware your parts manual calls for. Other good places to check for the right info on bolts, screws and their threads are Fed Cats C5305-IL-A and C5306-IL-A.



**YOUR
250-CFM
ROTARY
AIR
COMPRESSOR**

You've got a built-in good deal going for you in the 250-CFM rotary air compressor.

Every ounce of PM effort you put into 'er will tip the scales your way with good service. This means no headaches, no breakdowns . . . no sweat.

For the payoff, though, you gotta stay with it all the way.

You have to give your compressor the right pre-start checkup, the right run and the right shutdown along with the right tools.

**KEEP AN EYE ON YOUR
TM'S AS YOU GO ALONG.**



PRE-START CHECKOFF

First, see to it the compressor is operated on level ground. Tilted more than 15° it could end up with oil starvation and bearing burnout. If you've got a trailer-mounting rig, make sure the brakes are on and the wheels are blocked.

To save a lot of wear and tear on your equipment and on you, get up on the non-skid platform to lift the housing side door.

**OPEN 'ER
RIGHT**



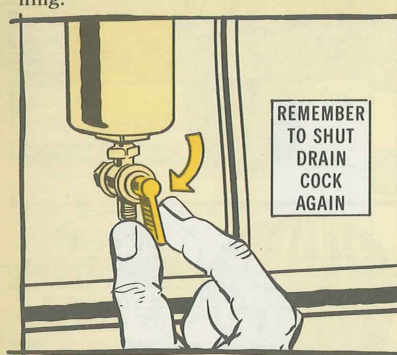
64

**DON'T SPLIT
THE
SCENE**



On the Davey see if the condensation or water has been drained from the fuel during the last shutdown. Open the moisture separator drain cock. Shut it again or you'll lose air pressure when it's running.

**REMEMBER
TO SHUT
DRAIN
COCK
AGAIN**



If it's a Joy, on first time starts or after working on the fuel system, bleed and prime the fuel system to head off air-lock fuel starvation. Loosen the bleed screw on top of the secondary fuel filter and

**THAT
COMPRESSOR
WILL BE
RIGHT ON--
IF YOU'RE
PM WISE...**



operate the hand pump, the push-button on top of the primary fuel filter. Keep this up till pure fuel—no air bubbles—flows from around the plug.

**BLEED
THE FUEL
SYSTEM**



When you're checking the radiator coolant, don't stand or stomp on the trailer brake chamber housing. It'll bust the bolts sooner or later.

NO!



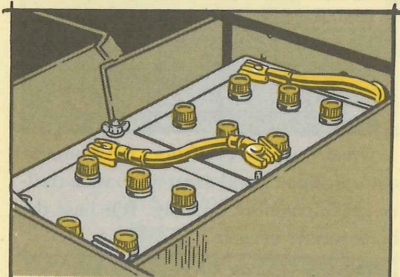
65

Dirty air filters can be the living end. There's a filter on the engine and another on the compressor. Eyeball their indicators. They'll turn from green to red as the dirt builds up. Empty dust compartments if red shows.



Your pre-start check isn't done till you cover these tender spots:

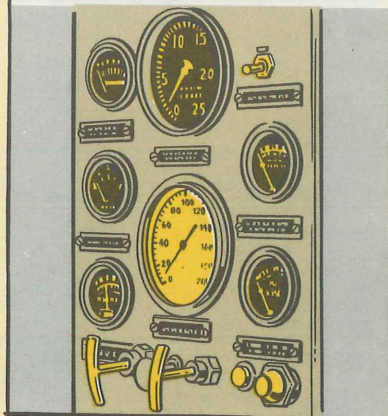
ENGINE CRANKCASE OIL—Level OK? Does the hourmeter (LO) say it's time to change?



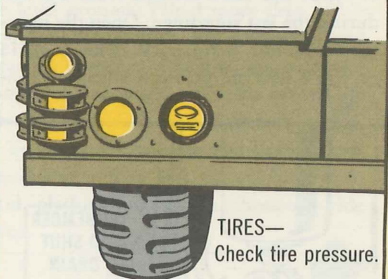
BATTERIES—Terminals OK? Not corroded, electrolyte $\frac{3}{4}$ inch over the battery plates and no bare wires. Hold down tight?

RADIATOR—Coolant within 2 inches from the top. No pinched, cracked or dripping hoses.

CONTROLS AND INSTRUMENTS—Damage or loose connections?



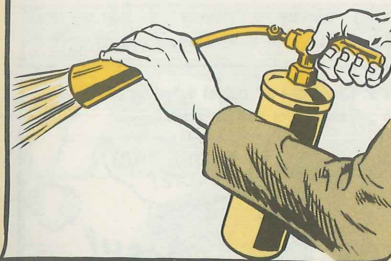
LIGHTS AND REFLECTORS—Check operation and inspect for damage.



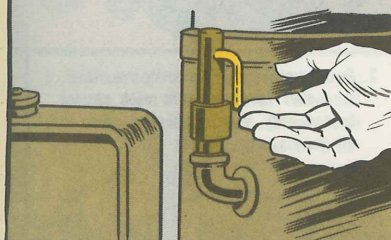
TIRES—
Check tire pressure.



ACCESSORIES—Dry chemical fire extinguisher at the ready. (You can now get the 2½-lb extinguisher, FSN 4210-889-2221, with the throwaway cylinder. A new cylinder comes under FSN 4210-889-2222. See TB 5-4200-200-10 (Jun 66).



SAFETY VALVE—Free and in working condition.



FUEL SYSTEM—Tank full? Drain primary fuel filter. Joints tight? No leaks!

BRAKE SYSTEM—Drain air reservoir. Service brake operating OK?

V-BELTS—No more slack than TM's say.

AIR INTAKE SYSTEM—Any leaks?

LINES—Solid, no kinks or breaks.

SAFETY CHAIN—Check for damaged or broken links and mounting.

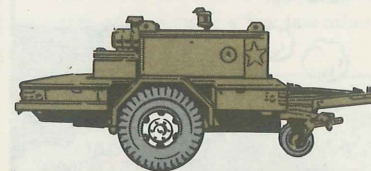


COUPLINGS—Gaskets good and facings smooth.

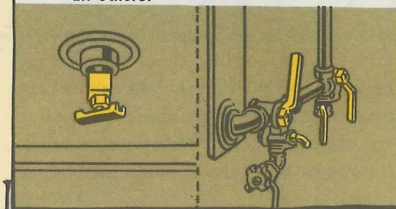
THE KICKOFF

A good start is your first step to making the right run. Your TM's spell out the fine points. You don't want to screw up here.

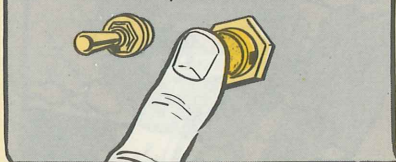
STARTING THE JOY



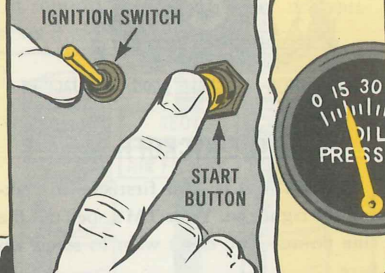
1. Be sure the fuel shutoff valve is open. Open one service line valve but close all others.



2. Push the starter button, letting it rotate the compressor a few times.



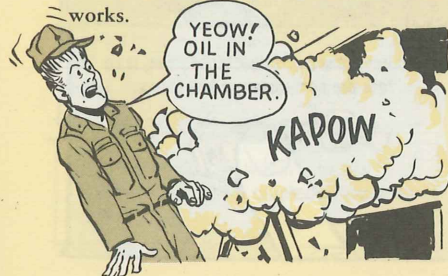
- Put the ignition switch on. Push start buttons and hold till oil pressure hits 15 PSI.



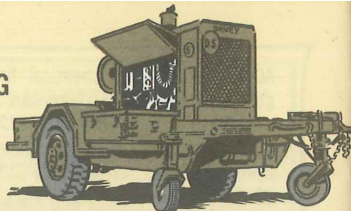
- Adjust the service line valve to maintain 1,200-1,400 RPM till the engine warms up.



If the engine dies, drain away all air pressure and go through the whole start procedure again. If you don't, fresh oil in the chamber could break your compressor vanes and maybe ruin the whole works.

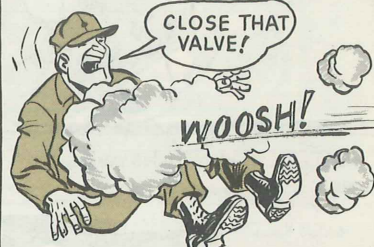


STARTING THE DAVEY

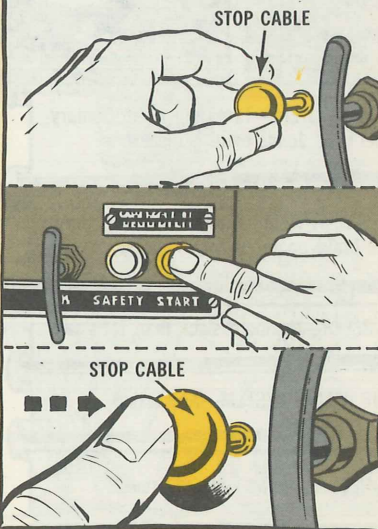


The Davey is different. It has no ignition switch, so here's what you do.

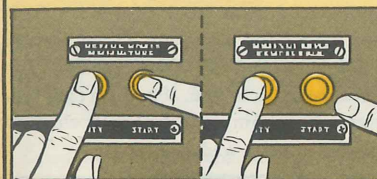
- Close the air outlet valve on the hose reel or the service valve.



- Pull the stop cable out to stop position, turn over for 3 seconds with starter button only, then push stop cable in all the way.



- Push start and safety switch buttons at the same time. Release the start button when engine starts but don't release the safety switch till you get oil pressure.



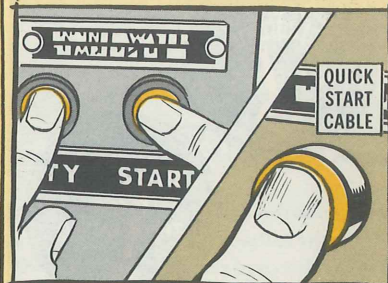
- You can get a fast warmup if you partly open the air outlet valve and adjust the idle control to fast idle (1000 RPM). Make sure the air pressure in the receiver is kept above 80 PSI.



- After the engine runs steady, push in the idle control cable and close air outlet valve on the hose reel or service valve.

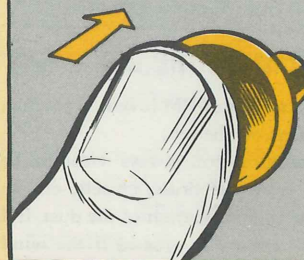


In cold weather, you don't guess with the quick-start cable. Use it only after the start and safety switch buttons are pressed.



When you have the engine purrin' like a contented cat, it's time to eyeball the readings of all the engine and compressor gages and to make a few last-minute checks.

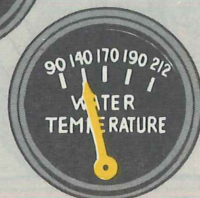
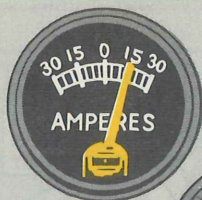
CHOKE—Closed soon's the kicker's running on its own.



TACHOMETER—Operating and steadying down.



AMMETER—Charge going to the battery.



TEMP GAGE—If you've got a blow-through unit or a moisture trap, you'll have to wait till your engine temp gage says 140° to shut the compressor unloader with a cold weather start.

PRESSURE GAGE—Glue your eye on it. When it hits 100 PSI you're ready for the crew and their pneumatic tools.

RUNNIN' THE RIG

There's no better PM invented yet than staying alert on the job.

For instance, you always want to be up-wind from the drills, chisels, etc. to keep your compressor out of the dust. It'll pay you to move it around if the wind changes, for the sake of your filters.

Listen for unusual noises.

Stay out of the red with your compressor oil temperature gage. During operations, it should be between 150°-220°F.

Never operate the compressor with less than 80 PSI in the receiver. If it drops below that partly close the outlet valve.

Keep your hoses out of the way and free of kinks. A busted high-pressure line can whip around and smack you for good.

Turn the panel lights on at night so you can easily watch those dials.

Use ear protectors. That goes for the guys on the tools, too. Working near steady loud noise will make you deaf for sure. A good ear protector is the M-1 commercial noise foe Model Mark II. It has foam-filled seal pads. Order it with FSN 4240-861-3612. Your best deal is to get a medic to fit you. If you can't get protectors, anything'll help: rifle cleaning patches, cotton wads, etc.

OIL SEPARATOR—Check your compressor oil level while the compressor is operating. Fill it after you've stopped the compressor and opened one air outlet valve to relieve all pressure.

TOOLS—Any combo of tools that exceed 200 CFM could overload and burn out your compressor. Say, you've got a sump pump, 100 CFM, and a chain saw, 90 CFM, hooked up, that's it, no more.



SHUTDOWN RIGHT

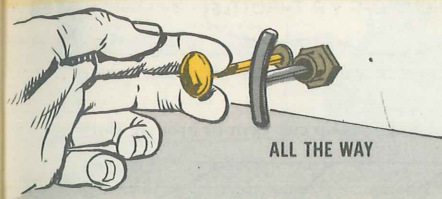
The right shutdown is the best insurance for a trouble-free operation the next time you use the air compressor. Take lots of time to ease off.

Close the air outlet valve and allow the unit to unload for 5 minutes.

The excess air can be used to clean out your tools, blowing out the muck and the water.

Remember, with the Joy, rev'er up to 1500 RPM for a minute before you set the ignition switch to stop. This'll save you from starting problems when you fire up again.

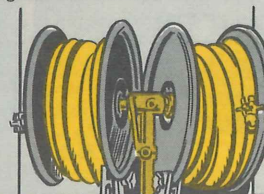
With the Davey, the engine stop goes all the way out to STOP. If it's not, diesel-ing could take over.



Open the moisture separator drain cock and drain sump. Cut off the air and bleed the lines. (Never disconnect a tool without draining the lines.)

Don't call it quits till you make a detailed look-see.

HOSE REELS—Be sure there're no kinks. Connect hoses to the center service valve and tighten the reel lock.



FUEL RETURN LINE—Solid and undamaged?

OILERS—Service 'em now and count 'em. All there?



How's your lube holding up? Look for dry bearings, drippy gaskets, hot spots. If you find metal chips in the oil, call support.

Last but not least get your record forms in order. Get the day's business entered in the right places.

If your Davey doesn't have a muffler, you gotta go an extra step to keep the air intakes clean. Have a 55-in length of exhaust extension put on in the place of the rain shield and point it away from the intakes. You can get the extension with FSN 2990-044-1289. But your best deal is to get the muffler under FSN 2990-044-1286.

PUBS YOU NEED

FOR THE DAVEY

TM 5-4310-250-15 (Nov 65)—With Changes.

TM 5-4310-250-20P (Jul 70)—W/Ch 1.

LO 5-4310-250-12 (May 70)—Lubrication Order.

FOR THE JOY

TM 5-4310-247-15 (Apr 65)—With Changes.

TM 5-4310-247-20P (Dec 69).

LO 5-4310-247-15 (Apr 65).

FOR BOTH

TB 742-93-1 (Mar 70)—Inspection And Test Of Air And Other Gas Compressors.

FOR TRAILER MOUNTED

SC 3820-97-CL-E09 (Mar 69)—Pneumatic Tool And Compressor Outfit For 250 CFM: Trailer Mounted.

TM 9-2330-247-14 (May 70)—3½-ton M353 trailer.

FOR TOOLS

See DA Pam 310-4 (June 71)—W/Ch 4 for TM's and LO's on specific tools.

SOONER THE BETTER



FIX ME QUICK...OR
I'LL CUT OFF Y'R THROTTLE
CABLE.

Have you checked the Mil Std engine throttle cable on the 350-GPM pump lately?

It often gets snagged on the vibrating shroud and ends up cut, bent or broken. Both sides of the shroud can do this dirty work too.

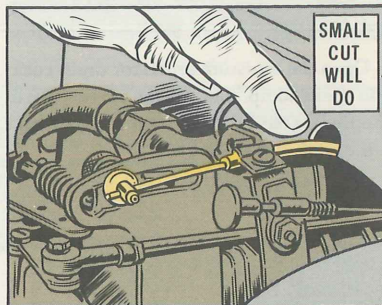
If yours is caught, get a mechanic on the scene.

A little cable adjustment may do the trick.

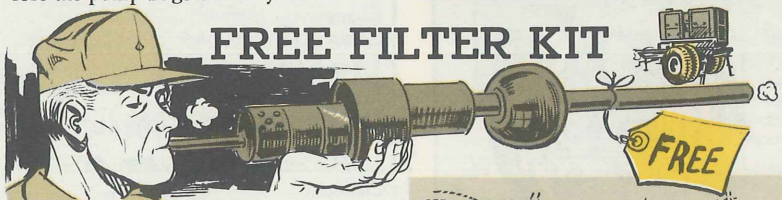
If not, an engine tuneup or a carb adjustment may be necessary.

Sometimes, a small hole cut in the top shroud is the only answer.

In any case, do your stuff, man . . . before the pump bugs out on you.



SMALL
CUT
WILL
DO



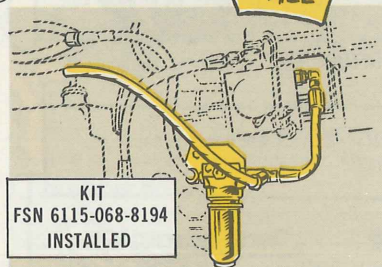
FREE FILTER KIT

Get yours while they last. That is, if you're a proud owner of a Model HF-60-MD, FSN 6115-937-4389 or SF-60-MD, FSN 6115-937-4388 60 KW generator.

Before metal particles, rust and other gunk causes damage to the hydraulic pump adapter, accessory drive gears and hydraulic actuator, install a line type filter to your hydraulic system soonest.

You can get the whole kit with FSN 6115-068-8194, including installation instructions. Plus extra poop for adjusting backlash in the accessory drive gears. And be sure to save the list of parts, FSN's and adjusting info until they show up in the next revision to the generator's TM's.

When sending in your request give each generator's complete serial number, and include your document identifier information. The RIC is A12.

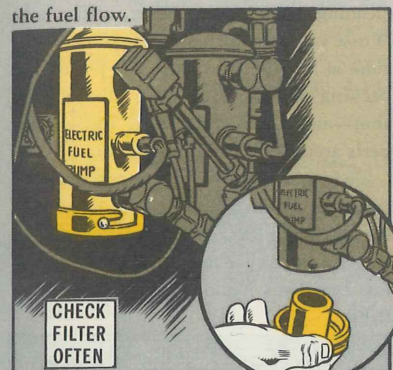


KIT
FSN 6115-068-8194
INSTALLED

HAVE A FILTER TIP

Listen close if you've got electric fuel pump, FSN 2910-930-9367 (MS 51321-2).

Look out for the clogged filter that blocks the fuel flow.



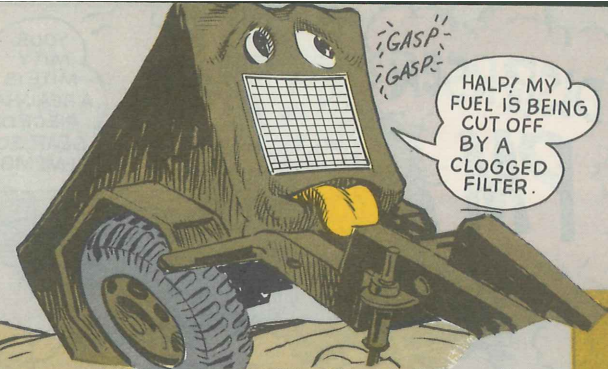
CHECK
FILTER
OFTEN

It can stop a big generator set flat or cut off a personnel heater of shop vans and tracked vehicles without notice.

If it's damaged or clogged get a replacement filter element with FSN-2910-893-6402 and a cover gasket, FSN 5330-763-9322.

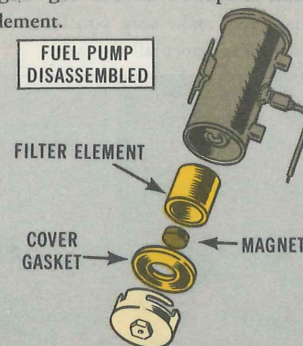


DIRTY?
REPLACE
IT.



GASP!
GASP!
HELP! MY
FUEL IS BEING
CUT OFF
BY A
CLOGGED
FILTER.

If you have a screen element you can still clean and reuse 'em, but when it's damaged get the new replacement filter element.



FUEL PUMP
DISASSEMBLED

FILTER ELEMENT

COVER
GASKET

MAGNET

You should service the filter annually if it's used with personnel heaters. With the engine fuel system as in the M548 Cargo Carrier, XM727 Carrier and XM730 Carrier you may have to service it every 3 months.



SERVICE THAT
FILTER EVERY
THREE MONTHS.

You can get a repair kit, too, for this MS 51321-2 fuel pump. Order it with FSN 2910-588-7691 until the stock is exhausted then get it with FSN 2910-092-9331.

DISPERSER PM

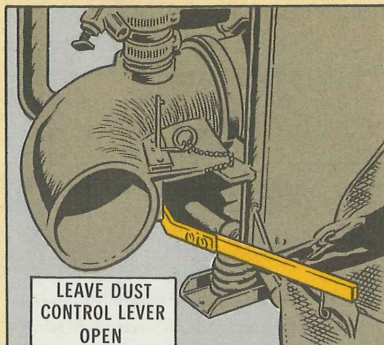


YOUR
MITY
MITE IS
A REAL HANDY
PIECE OF
GEAR, SO
REMEMBER...

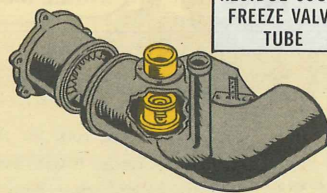


THE MITY MITE

Any time you decon your M106 portable agent disperser, make sure you leave its dust control lever open all the way.

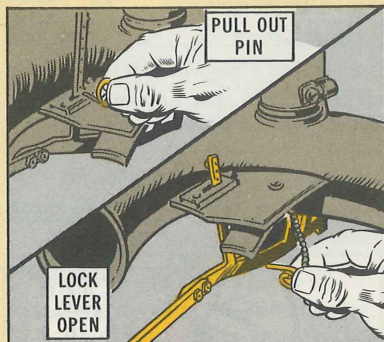


Same goes when you store the Mite. Otherwise, corrosion from dampness and agent residue will freeze the dust valve tube and put your Mite out of action.



Dust valve disassembly and corrosion cleaning make for a messy, sticky job. Worse yet, if the corrosion hangs on for any time at all, the dust valve, its preformed packing and the dust valve tube will be shot—and so will your Mite, 'cause those parts aren't in the supply system.

To lock the dust control lever open: Pull the metering pin from the metering control bar. Push the lever down as far as it'll go, and replace the pin in the end of the metering bar that's hanging under the elbow flange.



The Mite's covered by TM 3-1040-254-13 (Apr 68). Scoop on deconning the disperser is in para 25, and storage info's in paras 79 and 80.

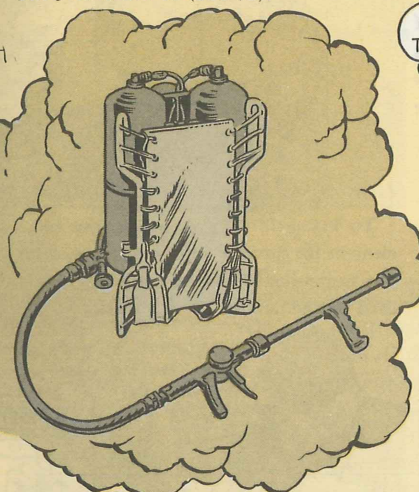


NOW, ON
YOUR
M3...

THE M3 DISPERSER

All your PM is for naught on your M3 portable agent disperser if you forget to remove the gun's tube when you decon or store the M3. See note on page 4-10, TM 3-1040-214-12 (Feb 72).

And never, like never tie up or tape the trigger to take the pressure off the gun tube while the M3's stored. That'll weaken the trigger spring.



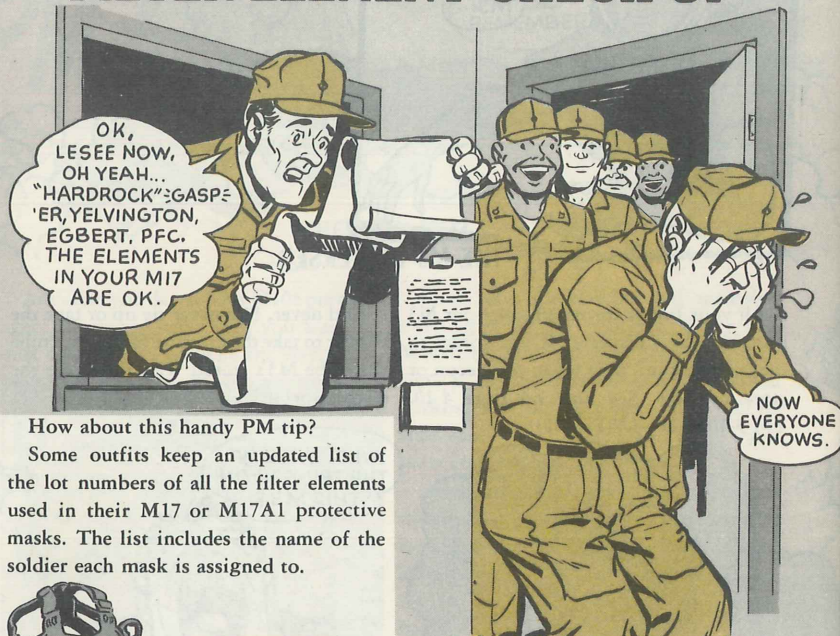
WHO TAPED UP
THE TRIGGER ON
THIS M3?



If you leave the tube in the gun, it'll be crimped permanent-like by the pressure of the trigger switch. Once that happens the tube's done for, and your disperser won't fire even with its working pressure of 40 PSI.

Paras 4-14, 4-15, TM 3-1040-214-12 cover the scoop on deconning the M3, and in paras 2-10c and 4-19 in the TM give info on after-operation services.

FILTER-ELEMENT CHECK-UP



How about this handy PM tip?

Some outfits keep an updated list of the lot numbers of all the filter elements used in their M17 or M17A1 protective masks. The list includes the name of the soldier each mask is assigned to.



That way—when a new SB 3-30-2, Protective Mask Canisters and Filter Elements Serviceability Lists, is published, they simply check their list against the SB's info. There's no need to pull a physical check on each mask to locate the un-serviceable elements called out in the SB.

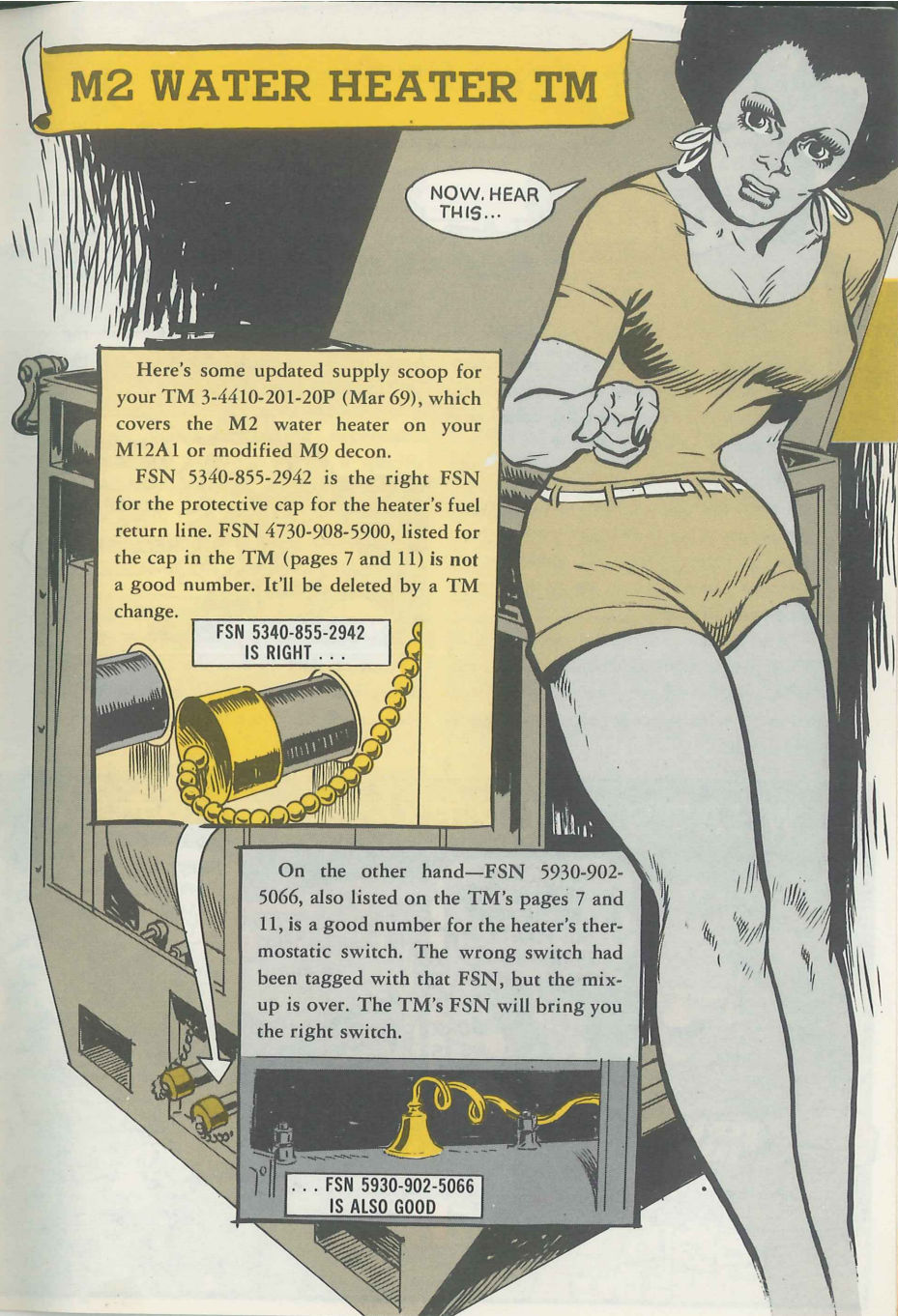
Saves time and work for all concerned. Also saves possible damage to the elements or the masks by cutting down on unnecessary disassembly.

To make things even easier, the filter element lot number info is also noted on the individual's ID tag (or tape) that's used on the harness of each mask.



Both elements in a mask must show the same lot number.

M2 WATER HEATER TM



IS IT RECOVERABLE...?



Hold it!

Best hang on to your equipment's un-serviceable assemblies and sub-assemblies. Keep 'em handy and identified till you check their recoverability codes with your supply support's AMDF.

Why? Cause the recoverability code on some such items, and on other repair parts, too, is being changed from expendable to recoverable—and could be the changes haven't caught up with your repair parts manuals.

And when an item's recoverability code jumps from expendable to recoverable, you'll need your unserviceable item to swap with support for a like serviceable item.

Your support's AMDF, of course, has the latest info on all FSN items in the Army supply system. So you get the needed scoop from them.

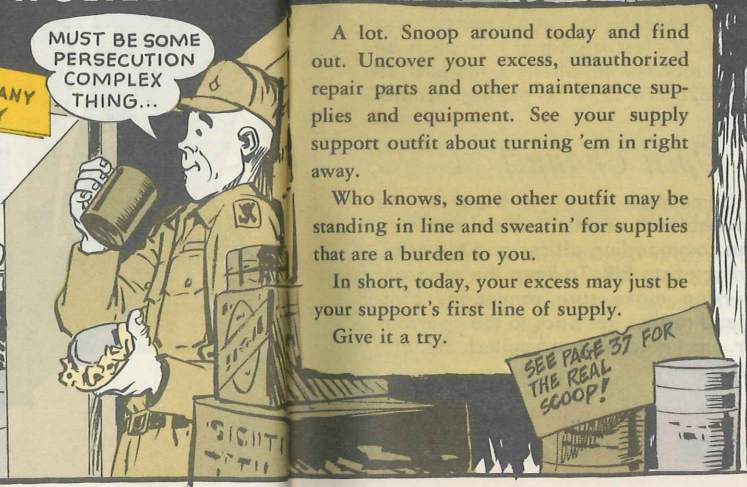


Also, be sure to add the new recoverability info to your repair parts records. That info'll do you till your repair parts manuals are updated.

WHAT'S YOUR EXCESS WORTH?



MUST BE SOME
PERSECUTION
COMPLEX
THING...



A lot. Snoop around today and find out. Uncover your excess, unauthorized repair parts and other maintenance supplies and equipment. See your supply support outfit about turning 'em in right away.

Who knows, some other outfit may be standing in line and sweatin' for supplies that are a burden to you.

In short, today, your excess may just be your support's first line of supply.

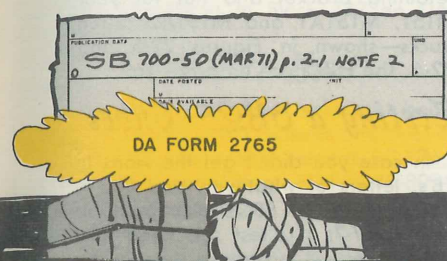
Give it a try.

SB 700-50 MAGIC



When you're requesting expendable supplies and you don't have a specific publication reference, SB 700-50 is your magic lamp.

But the magic word is cite it—not rub it. In block O of DA Form 2765, that is.



Read the fine print, tho. Items must be expendable and either listed by name and FSN in the SB or cited by group and class in Note 1, 2 or 3 on page 2-1. The fine print also says that repair parts are authorized by TM, and medical supplies are authorized by SB 8-100.

SB 700-50

CHAPTER 2

FEDERAL SUPPLY AGENTS WITH AUTHORIZED LEASES

THIS CHAPTER PROVIDES GUIDANCE FOR THE ISSUANCE OF AUTHORIZATION OF EXEMPTIONS TO STEMS IN INSTANCES WHERE IT IS NECESSARY TO CORRECT HEADLINEAR DATA OF ISSUE OR TO CORRECT THE ISSUE DATE OF A STEMS. IT ALSO PROVIDES THE PRELIMINARY PRELIMINARY OF STEMS WITH APPLICABLE RULING AND APPROPRIATE SCHEDULE OF CHAPTER 3.

FSC NOE FSC NOE FSC NOE FSC NOE FSC NOE FSC NOE FSC NOE FSC NOE FSC NOE FSC NOE

1005	1	1951	2	2411	2	2511	2	5311	2	6121	2	7311	1	8475	2
1011	2	1952	2	2412	2	2512	2	5312	2	6122	2	7312	1	8476	2
1015	1	1953	2	2413	2	2513	2	5313	2	6123	2	7313	1	8477	2
1015	2	1954	2	2414	2	2514	2	5314	2	6124	2	7314	1	8478	2
1021	1	1955	2	2415	2	2515	2	5315	2	6125	2	7315	1	8479	2
1021	2	1956	2	2416	2	2516	2	5316	2	6126	2	7316	1	8480	2
1021	3	1957	2	2417	2	2517	2	5317	2	6127	2	7317	1	8481	2
1021	4	1958	2	2418	2	2518	2	5318	2	6128	2	7318	1	8482	2
1021	5	1959	2	2419	2	2519	2	5319	2	6129	2	7319	1	8483	2
1021	6	1960	2	2420	2	2520	2	5320	2	6130	2	7320	1	8484	2
1021	7	1961	2	2421	2	2521	2	5321	2	6131	2	7321	1	8485	2
1021	8	1962	2	2422	2	2522	2	5322	2	6132	2	7322	1	8486	2
1021	9	1963	2	2423	2	2523	2	5323	2	6133	2	7323	1	8487	2
1021	10	1964	2	2424	2	2524	2	5324	2	6134	2	7324	1	8488	2
1021	11	1965	2	2425	2	2525	2	5325	2	6135	2	7325	1	8489	2
1021	12	1966	2	2426	2	2526	2	5326	2	6136	2	7326	1	8490	2
1021	13	1967	2	2427	2	2527	2	5327	2	6137	2	7327	1	8491	2
1021	14	1968	2	2428	2	2528	2	5328	2	6138	2	7328	1	8492	2
1021	15	1969	2	2429	2	2529	2	5329	2	6139	2	7329	1	8493	2
1021	16	1970	2	2430	2	2530	2	5330	2	6140	2	7330	1	8494	2
1021	17	1971	2	2431	2	2531	2	5331	2	6141	2	7331	1	8495	2
1021	18	1972	2	2432	2	2532	2	5332	2	6142	2	7332	1	8496	2
1021	19	1973	2	2433	2	2533	2	5333	2	6143	2	7333	1	8497	2
1021	20	1974	2	2434	2	2534	2	5334	2	6144	2	7334	1	8498	2
1021	21	1975	2	2435	2	2535	2	5335	2	6145	2	7335	1	8499	2
1021	22	1976	2	2436	2	2536	2	5336	2	6146	2	7336	1	8500	2
1021	23	1977	2	2437	2	2537	2	5337	2	6147	2	7337	1	8501	2
1021	24	1978	2	2438	2	2538	2	5338	2	6148	2	7338	1	8502	2
1021	25	1979	2	2439	2	2539	2	5339	2	6149	2	7339	1	8503	2
1021	26	1980	2	2440	2	2540	2	5340	2	6150	2	7340	1	8504	2
1															

7690 2

		0551	0552	0553	0570	0615	0616	0650	0651
1971	0	2915	2916	2917	2918	2919	2920	2921	2922
1972	0	2915	2916	2917	2918	2919	2920	2921	2922
1973	0	2915	2916	2917	2918	2919	2920	2921	2922
1974	0	2915	2916	2917	2918	2919	2920	2921	2922
1975	0	2915	2916	2917	2918	2919	2920	2921	2922
1976	0	2915	2916	2917	2918	2919	2920	2921	2922
1977	0	2915	2916	2917	2918	2919	2920	2921	2922
1978	0	2915	2916	2917	2918	2919	2920	2921	2922
1979	0	2915	2916	2917	2918	2919	2920	2921	2922
1980	0	2915	2916	2917	2918	2919	2920	2921	2922
1981	0	2915	2916	2917	2918	2919	2920	2921	2922
1982	0	2915	2916	2917	2918	2919	2920	2921	2922
1983	0	2915	2916	2917	2918	2919	2920	2921	2922
1984	0	2915	2916	2917	2918	2919	2920	2921	2922
1985	0	2915	2916	2917	2918	2919	2920	2921	2922
1986	0	2915	2916	2917	2918	2919	2920	2921	2922
1987	0	2915	2916	2917	2918	2919	2920	2921	2922
1988	0	2915	2916	2917	2918	2919	2920	2921	2922
1989	0	2915	2916	2917	2918	2919	2920	2921	2922
1990	0	2915	2916	2917	2918	2919	2920	2921	2922
1991	0	2915	2916	2917	2918	2919	2920	2921	2922
1992	0	2915	2916	2917	2918	2919	2920	2921	2922
1993	0	2915	2916	2917	2918	2919	2920	2921	2922
1994	0	2915	2916	2917	2918	2919	2920	2921	2922
1995	0	2915	2916	2917	2918	2919	2920	2921	2922
1996	0	2915	2916	2917	2918	2919	2920	2921	2922
1997	0	2915	2916	2917	2918	2919	2920	2921	2922
1998	0	2915	2916	2917	2918	2919	2920	2921	2922
1999	0	2915	2916	2917	2918	2919	2920	2921	2922
2000	0	2915	2916	2917	2918	2919	2920	2921	2922
2001	0	2915	2916	2917	2918	2919	2920	2921	2922
2002	0	2915	2916	2917	2918	2919	2920	2921	2922
2003	0	2915	2916	2917	2918	2919	2920	2921	2922
2004	0	2915	2916	2917	2918	2919	2920	2921	2922
2005	0	2915	2916	2917	2918	2919	2920	2921	2922
2006	0	2915	2916	2917	2918	2919	2920	2921	2922
2007	0	2915	2916	2917	2918	2919	2920	2921	2922
2008	0	2915	2916	2917	2918	2919	2920	2921	2922
2009	0	2915	2916						

Many expendable items mentioned in PS, for example, are authorized as required since they are covered by Note 2. Just cite the SB in Block O to request 'em.



New BII Poop

DA has knocked off all effective dates on Basic Issue Items (BII). You can trim down your equipment's BII as soon as you get your new Basic Issue Item List (BIIL). This new scoop went out Armywide in DA Message DALO-MTE 282005Z Jun 72.

M151 Rust PM

Why wait for rust to eat out the rear body panel on your M151—or other TM-218-series ¼-ton vehicle? TB 750-981-3 (Jul 72) gives the poop on drilling drain holes to keep water from settling in the panel. You or your support can do the job, depending on what your CO decides.

On Guard!

You 67 Yankee types had better hold onto the maintenance instructions (MI H-1-1) that come with your exhaust infra-red suppression kit. These inspection and repair poopsheets are all you'll get till the 'Cobra and Huey Dash 20's are revised. 'Nuff said.

M131A5C Semitrailer

It won't rust—the new fuel tank for your M131A5C 5,000-gal fuel servicing semitrailer's auxiliary engine. Order the tank by FSN 2910-358-5582.

Switch For 5-Ton

Yes, you can get that Switch, rotary starter, PN 11614131, in TM 9-2320-260-20P (Jun 70). It comes under FSN 2920-134-5036. It's for all TM-260-series 5-ton trucks—M813 cargo truck and the others.

FSN'S Hiding Out

Oh yes, TM 9-2320-218-20P (Jan 72) does list FSN's for the spare wheel retaining bracket and nut for your M151, M151A1 and M151A2 ¼-ton trucks—shown in Figures 22-5 and 22-6. The FSN's are on page 169.

Testing a 6BQ5 Tube?

In case you didn't get the word in TB's, letters or whatever, and you're about to test a 6BQ5 electron tube with a TV-7()/U test set, heed this: the test set will indicate a short in the tube. However, the tube is good . . . so use it. It's just a normal indication on that tube—with all TV-7 models. TB 11-6625-274-12/1 is picking up this info.

Open Channel "C"

Sometimes there's a break in the channel of communication between the commanding officer and the originator of an EIR. To keep the program perking make sure commodity command replies get back to the operator or mechanic who submitted the EIR, OK?

Power Unit Pub

A power unit operator without TM 5-6115-365-15 and its 3 changes is working minus his right-hand pub. This TM also gives the repair parts and the maintenance info on most power units. The TM changes count most now. Ch 3 (Jun 71) is like a whole new TM, and Ch 2 (Apr 70) and Ch 1 (Jun 69) have good info, too. Order them on DA Form 17. Then get in your pin-point order for future editions by filling in Block 782 on DA Form 12-25.

Glue to Boot

To secure the mast split dust boot on the Huey (UH-1) scissors and sleeve assembly, use rubber cement, EC 776, on the joining flap. FSN 8040-809-8252 will get you a 2-oz tube of the adhesive.

Pillows and Mattresses

No need to guess on how to clean those pillows and cotton mattresses. TB 10-7210-200-13 (Feb 72) tells you what to use to clean your mattresses, and gives the FSN's for the cloth to patch those pillows.

Pipe Wrench Strap

You need a strap for your strap style pipe wrench, FSN 5120-242-3249? Order Strap, Webbing: cotton and nylon; 30 in. lg, 1¼ in. wide, both ends plain, FSN 5120-905-2965. You'll be back in business.

Cooler Gas Can Ice You

Fiddling with air conditioner refrigerant can chill you for keeps. Common R-12 refrigerant makes phosgene gas (deadly, blisters your lungs and bronchial tubes) when heated with an open flame or other high heat source.

Best let somebody do the job who knows how.

M416 Adjustment

Any spring-shackle bushing adjustment on your M416 ¼-ton trailer should leave a 1/32-in clearance between the hex head and the spring shackle bracket—even tho the current TM 9-2330-251-14 doesn't say so. This clearance guideline was dropped from the TM by accident.

New Arrival

There's a new pub you'll want to eye when your aircraft is transferred. It's TM 55-1500-326-25 (Apr 72) on standards of serviceability for transfer and replaces the poop in the aircraft organizational maintenance pubs.

Tool EIR'S

STOP! Before you get rid of that new tool (5100 group and class) that will not do its job, let someone know that it's not up to snuff. Fill out a DA Form 2407 telling why the tool will not do the job, and send it to: CG, U.S. Army Mobility Equipment Command, ATTN: AMSME-MAO, 4300 Goodfellow Blvd, St. Louis, MO 63120.

☆U.S. GOVERNMENT PRINTING OFFICE: 1972 - 759-497/2

Would You Stake Your Life ^{right now} on

the Condition of Your Equipment?



ULP!
**DON'T
TORQUE
IN THE
DARK!
GO BY THE
BOOK.**

TORQUE VALUES ARE BASED ON
THE **SIZE** AND **DIAMETER** OF THE
BOLT SHANK- **NOT** THE SIZE
OF THE **HEAD** OR **NUT...** SO,
DON'T GUESS...USE YOUR PUBS!