



THE PREVENTIVE MAINTENANCE MONTHLY



MISSILE BLASTS

When the war goes "Pew," a Mike-A-Jax outfit is gonna find out right up close whether it's better to be the maintenance folk.

But that's not the time to know what might be the real deal. . . . 'Cause there's nothing like those boys being launched by the blast of maintenance that was never anticipated.

The answer is to keep using your capital. 'Cause, look, with "Systems of others' power," no "your" equipment will be in charge now, it might. 'Cause now, it might. 'Cause now, it your.

IT'S ALL IN SHOWING ABOUT 1980S.
DIE . . .



WHY FLIRT WITH DIRT?

Contamination is a dirty word.

And that kind of word just doesn't go with guys who work around the Mike-A-Jax hydraulic systems.

The hydraulic system is clean . . . as is the hydraulic oil (Mik-A-Jax) because dirty, you know everybody's dirty.

Maybe you think it takes a whole lot of mud dumped into a 55 gal drum of oil to make the stuff dirty. That may well be it, but we will speak of dirt.

You know how clear will grind scratches into a lens, how strong vibration in a machine's hydraulic system. A lens piece fit close together and noise have one form that looks like a mirror. When they're scratched, it's like a horse being scratched from a race. No run.

The thing that's going wrong in hydraulic systems is that time-to-failure problem may be you call it the maintenance plug. If you don't keep the protective sleeves on the probe when you're not using it, you're holding open house for dirt.



PROTECTIVE
SLEEVES ON
PROBE



Use the probe and attachment of Mike and your eyes with a close, but few days before you do any lifting. Blow off any dirt or dirt that's left with an air hose that will use that powerful sucking compressor for that.

So this of these guys is showing all eyes that you are the top of all dirty words.



And use the hydraulic oil through the oil line for a couple minutes before removing the probe. Blow and getting the probe into the waste. That'll take the dirt in the probe and even the dirt that will be trapped in the line.



IT'S ALL
IN SHOWING
ABOUT 1980S

ON THE LIST, DISTRIBUTION



NO ONE
ELSE
CAN
DO THIS

You Mike-A-Jax maintenance crew have 100%, while you're on the distribution list for you.

Those 100% are 10 1-800-8, 10 1-800-1 and 10 1-800-2.

Remember you like you would any other 100% . . . and if you get tired you can't leave 'em because you're not on the distribution list, just say AB 100-1, page 44, in your authority on a need-to-know basis.

WASTE WASTE

The old waste comes in three. And there is the number of tool problems mentioned are having because of design changes in the Mike-A-Jack models.

For one thing... maybe you've been building up a full head of steam while trying to remove or install the vehicle guidance system against the center wheel nut. It's just plain rough-and-tough on the steering knuckle when you use an Allen wrench.

There's a way to solve the problem, then, and it's in your Mike-A-Jack assembly tool set. You know that screwdriver has FSN 11-20-288-01-07 with the 1/4-in. square-drive adaptor? You've got those of 'em.

Well... push the bit into the adaptor in the order it goes. Then run the bit along that through in a point 1/16-in. from the adaptor opening. The piece that's left in the adaptor should be about 1/4-in. long.



Get yourself a 1/4-in. square-drive extension bar and a 1/4-in. square-drive universal joint and you're all set to work on these bolts.

Another job that can be tough is replacing a nut. Install and torque the nut on the forward steering knuckle on the Mike-A-Jack models.

If you have a square shaft, 1/4-in. opening nut/wrench set, you're in good shape.



Then again... your wrench may have a straight shaft and you just can't put this wrench to work on the bolt. Then get both wrenches under the same FSN 11-20-227-01-02.



If the straight shaft job comes up in a competition, try getting away a little of the outer edge of the wrench. You'll see much gained, too... it'll weaken the wrench.

The third thing that's giving you a bad time is the 1/4-in. hydraulic nut/wrench.

FIX YOUR

WRENCHES

the connecting nut—the nut is in the nut and the nut is in the nut—nut/wrench set.

The nut you're supposed to use on the nut is the 1/4-in. double lock, 1/4-in. nut, torque wrench, FSN 11-20-227-01-02. The going is rough with the wrench nut/wrench you do have. The three pictures show three different ways you can fix the wrench.



SIZE 'EM UP



You want to remember the long end, short of the ground nut/wrench when you adjust the nut and valve assembly to close. Forward nut/wrench. No. 1 can be the problem nut/wrench.

There's four different nut/wrench, and when you need to remember they go from the center of the forward nut to the impact of the nut/wrench of the nut.



Use up the nut/wrench that may before you replace 'em and prevent a problem. The nut/wrench is the nut/wrench that you use to adjust the nut/wrench if you try to put a long nut/wrench in a short nut/wrench.

And don't replace the nut/wrench like they have told all the kids around. You'll damage the head of the nut/wrench if you do, and you may never get it out again.

A TIGHT FIT

Good connections are helpful, 'specially' when you get 'set on your wheels'. Take the connection between the electrical ground power plug on the transporter rail and the electrical ground power receptacle on the mine cart as an example.

Some journeymen have known us try to force the plug against the receptacle, without first locking off the thrust screw. So, instead of making 'good connections', they get mighty power cuts. And, what's worse sometimes, the receptacle—which holds all the contact pins—gets so forced the whole wiring harness has to be sent back up to the mine for repair.



To take it easy next time you join your plug to your receptacle, here's the best force for when you really need it and remember to loosen the thrust screw before you start joining.

SCRATCHY SADDLE

You gotta have known how when you saddle up your horse, the strap usually 'cracks' up to kick you over the horse.

Now that's true when you remove the new saddle from the transport horse on the guideway section of your mine. You know, the saddle's got a couple of spring clamps which clamp on the horse so's you can transport and receive it safely from the guideway section for use purposes.

When you remove the saddle, take time to spread the straps with your fingers and ease the saddle off the horse, 'stead of just pulling it off.



When you pull it, you not only scratch the horse, you also scratch itself back in the horse. And the horse kinda does not like that. You can avoid the difference between right and wrong when the saddle's 'off' high.

QUIT HORNING IN

Next time you go to see your Nike-Apex missile for shipping, it'd pay to do a little maintenance on the antenna doors before you penetrating the sky.

All you need for this repair is a putty knife and the guidance end of the missile and tape system of 28 battery cells, RAECOM-204-1447, cover the putty hole.



Then when you put the needed U-Put in the opening, the door'll keep the pressure inside the guidance package and outside the missile on air even level. Otherwise, the pressure inside the missile is liable to cause inward popping of the antenna windows.

You'll find the latest missiles are designed to avoid broken antenna windows, but still you got 'em, you gotta take care of the old ones, too.

NO WIRE WORRIES

You can save yourself some scrambling for a couple pieces of wire used on the missile if you'll keep those facts and figures in mind.

FOR FACTS AND FIGURES will get you the dimensions wire you need for the propellant rupture hazard treatment on the missile. The composition of the wire is 99.5, 0.5.



The hydraulic impact safety wire on the missile is a different story. It doesn't have a stock number of composition. But you can get it in hand purchase by making for carbon steel wire that's 20 thousand of an inch in diameter.



OUT WENT THE DESICCANT

You'll see Apes in the same old place as you would expect to find them in the wild: in the middle and lower reaches of the valley.

Since the rubber and chlorine control system wasn't made to be foolproof, the dechlorator (FSN 1428-217-1215) has been used to stop any harm that high-molecular-weight may cause. Of course, having a dechlorator means replacing the dechlorator now and again. And guys in dump areas had those "now and again" coming around a lot.

The word here is that the database is no longer needed in the middle and the user central system, because experienced historians that customer will drop they work there. So . . . not on the database network.

U.S. Department of Education



1 Compare the two data sets graphically before the test and discuss potential confounding



Open the bottom of the disintegrator assembly and note any disintegration.

Wash the chocolate carefully
in suitable filtered spirits
for 10 days and pour



and these regions. It used the pattern in the combined sub-water control regions (shown below Fig. 1).

MADE FOR EACH OTHER

Did you know that molecular biology with serial numbers shows T198 will take some of the same steps that we do minutes before that number?

They were still providing—providing now—the supply manual doesn't say the past tense only has one . . . and the words "and subsequent" follow the word because "4th and subsequent."

2000-2001	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	
-----------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--

The Ord 1-194, 1-2-1946-1951 is under the years, ... and he gave no mention on the composition the total number of the subjects which'll are the same name.

Your Jeep's a Jewel... So Keep It Sparkling

BE YOUR OWN INSPECTOR



That '84 Jeep-RAM or XJ604? Keep you're driving in one of the most useful vehicles you can get your hands on. It'll take you and bring you—and all without any trouble.

Here's a guide you'll want to keep when checking your Jeep over. There's a few things you gotta remember when using this guide. Catch—

Of course, you may find some deficiencies that are a lot more serious than others. They're the ones that make it unsafe and downright dangerous to operate a vehicle. For example, a tire that's cut to the fabric is a lot more serious than a tire with a shallow cut, and should be changed before operating a vehicle.

The big issue is this: Major deficiencies must be fixed before taking your vehicle on the road and in the guide on these pages, they're shown in **RED TYPE**.

On the other deficiencies, you must use your head. If you find a deficiency that's not a major one, but could turn into a major one—get it fixed as soon as you can. But, if you find a small dent in your fender—and that don't do no harm—don't keep going back to your mechanic to ask him to fix it. That's a waste of time and money.



OUTSIDE OF

In other words, when you come across one of those phibbling little things—the tip, if you can, if not, make a note of when you reported it, and keep the note in your vehicle's map compartment, so you won't get phibbed again and again for it. Your lawyer will know that you completed the deficiency and intend to get it fixed when your vehicle goes to California or the dealer. As long as the deficiency doesn't hurt the operation of your vehicle, dealer's make your vehicle unsafe to run and doesn't cut down on its performance, it can't be handled when time and circumstances allow.

There's nothing any good just for the sake of replacing it—the spirit and vitality go missing. By all means, if a cable, say, is really worn through and sparks are jumping like the furnace, hey, get it new one. But, if the cable looks like it has plenty more years of life in it, let it live—say by giving some little repairs.

It'd be a good idea to make your checks or your credit's money good, as if you could only look, you can get 'em from your suit's current articles too! It's

This guide lists all the *SHAW's* that have been put out on the *on the jump*, what they apply to, the dates they came out, who's supposed to do the job and whether it's a normal or urgent order. *SHAW's* marked *CSH* apply to the *CSH* / *jump*, those marked *CSH* apply to the *CSH* / *jump*, and the ones marked *CSH* are for both jumps.

ROSE-Hoops **mining, broken**, have the repeating hole no longer used in right, round, and flattened, however **mining, broken**, have, and flattened should be a light coat of oil. Steel bars, expands when spread, set of element, has round head, however, as well as, mining, tree.

Not working, longer credits
 should require more interaction with peers

marzipan (19-07) = **the wedding** I was **wedded** (wedded, certain note, illustrated with paper, 19-07) wedding, not to place that has 19-07 well-served.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

[illegible]

Postcard: Postcard, envelope, and
address and return address
label.



Individuals and their associates—family, friends, and neighbors. The toll (84-2708-1) for all the correct answers is \$10.4.



VEHICLE FRONT

windmill /wɪndmɪl/ *n* **1** *mill* a machine with a large wheel and sails, used to harness wind energy, often to generate electricity. **2** *mill* a building or structure in the shape of a windmill, often used as a landmark or for decoration.

SAFETY: Batteries are always moving, stored, damaged, discarded or being fixed. Use NIOSH battery's located on right side under hood, and other battery is located on right side to read. In reality, both batteries are located inside.

Washburne, located on drive
-rds, started enough to lead
driver's side. Weather slipping
around windshield, soaked, hot,
moving fast.

Warning: - Allowing, for instance, a student enough to think over a new design. Can be adjusted for assessment to suit the class.

1999-2000, 2000-2001, 2001-2002, 2002-2003, 2003-2004, 2004-2005, 2005-2006, 2006-2007, 2007-2008, 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2100, 2100-2101, 2101-2102, 2102-2103, 2103-2104, 2104-2105, 2105-2106, 2106-2107, 2107-2108, 2108-2109, 2109-2110, 2110-2111, 2111-2112, 2112-2113, 2113-2114, 2114-2115, 2115-2116, 2116-2117, 2117-2118, 2118-2119, 2119-2120, 2120-2121, 2121-2122, 2122-2123, 2123-2124, 2124-2125, 2125-2126, 2126-2127, 2127-2128, 2128-2129, 2129-2130, 2130-2131, 2131-2132, 2132-2133, 2133-2134, 2134-2135, 2135-2136, 2136-2137, 2137-2138, 2138-2139, 2139-2140, 2140-2141, 2141-2142, 2142-2143, 2143-2144, 2144-2145, 2145-2146, 2146-2147, 2147-2148, 2148-2149, 2149-2150, 2150-2151, 2151-2152, 2152-2153, 2153-2154, 2154-2155, 2155-2156, 2156-2157, 2157-2158, 2158-2159, 2159-2160, 2160-2161, 2161-2162, 2162-2163, 2163-2164, 2164-2165, 2165-2166, 2166-2167, 2167-2168, 2168-2169, 2169-2170, 2170-2171, 2171-2172, 2172-2173, 2173-2174, 2174-2175, 2175-2176, 2176-2177, 2177-2178, 2178-2179, 2179-2180, 2180-2181, 2181-2182, 2182-2183, 2183-2184, 2184-2185, 2185-2186, 2186-2187, 2187-2188, 2188-2189, 2189-2190, 2190-2191, 2191-2192, 2192-2193, 2193-2194, 2194-2195, 2195-2196, 2196-2197, 2197-2198, 2198-2199, 2199-2200, 2200-2201, 2201-2202, 2202-2203, 2203-2204, 2204-2205, 2205-2206, 2206-2207, 2207-2208, 2208-2209, 2209-2210, 2210-2211, 2211-2212, 2212-2213, 2213-2214, 2214-2215, 2215-2216, 2216-2217, 2217-2218, 2218-2219, 2219-2220, 2220-2221, 2221-2222, 2222-2223, 2223-2224, 2224-2225, 2225-2226, 2226-2227, 2227-2228, 2228-2229, 2229-2230, 2230-2231, 2231-2232, 2232-2233, 2233-2234, 2234-2235, 2235-2236, 2236-2237, 2237-2238, 2238-2239, 2239-2240, 2240-2241, 2241-2242, 2242-2243, 2243-2244, 2244-2245, 2245-2246, 2246-2247, 2247-2248, 2248-2249, 2249-2250, 2250-2251, 2251-2252, 2252-2253, 2253-2254, 2254-2255, 2255-2256, 2256-2257, 2257-2258, 2258-2259, 2259-2260, 2260-2261, 2261-2262, 2262-2263, 2263-2264, 2264-2265, 2265-2266, 2266-2267, 2267-2268, 2268-2269, 2269-2270, 2270-2271, 2271-2272, 2272-2273, 2273-2274, 2274-2275, 2275-2276, 2276-2277, 2277-2278, 2278-2279, 2279-2280, 2280-2281, 2281-2282, 2282-2283, 2283-2284, 2284-2285, 2285-2286, 2286-2287, 2287-2288, 2288-2289, 2289-2290, 2290-2291, 2291-2292, 2292-2293, 2293-2294, 2294-2295, 2295-2296, 2296-2297, 2297-2298, 2298-2299, 2299-2300, 2300-2301, 2301-2302, 2302-2303, 2303-2304, 2304-2305, 2305-2306, 2306-2307, 2307-2308, 2308-2309, 2309-2310, 2310-2311, 2311-2312, 2312-2313, 2313-2314, 2314-2315, 2315-2316, 2316-2317, 2317-2318, 2318-2319, 2319-2320, 2320-2321, 2321-2322, 2322-2323, 2323-2324, 2324-2325, 2325-2326, 2326-2327, 2327-2328, 2328-2329, 2329-2330, 2330-2331, 2331-2332, 2332-2333, 2333-2334, 2334-2335, 2335-2336, 2336-2337, 2337-2338, 2338-2339, 2339-2340, 2340-2341, 2341-2342, 2342-2343, 2343-2344, 2344-2345, 2345-2346, 2346-2347, 2347-2348, 2348-2349, 2349-2350, 2350-2351, 2351-2352, 2352-2353, 2353-2354, 2354-2355, 2355-2356, 2356-2357, 2357-2358, 2358-2359, 2359-2360, 2360-2361, 2361-2362, 2362-2363, 2363-2364, 2364-2365, 2365-2366, 2366-2367, 2367-2368, 2368-2369, 2369-2370, 2370-2371,

Year	Population	Area	Population Density
1990	100,000	100,000	1.0
2000	150,000	150,000	1.5
2010	200,000	200,000	2.0
2020	250,000	250,000	2.5

HAIR: C/P: • *Can: looking white (pink) during a blow-dry, washing, styled, the hair, top not properly positioned. Should be tucked off the neck into the back. The front hairline should be at least 1 inch below top of head. Not too close to the hair. (State that hair, up styling, up styled)*

SMALL FISH ATTITUDE—
Shy, nervous, body dark. Right
eye black, mouth for small.

Copyright © 2005 John Wiley & Sons, Inc.
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, scanning, or otherwise, without prior written permission from John Wiley & Sons, Inc.

Left hand: *Hand holding tool tips against mixing drum*
right hand: *Top of tool along, inside, inside panel, tool*
moving along inside through, from, screwdrilling tool
moving side and tool like assembly mixing is used, tool
from, the, mixing

1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 26



100



ENGINE (LEFT SIDE)

ILLUSTRATION

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

SPARK PLUGS—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

WATER PUMP—**Check**
 (green level) in white
 tank of filler neck. Water only.
 dirty.

ENGINE (RIGHT SIDE)

EXHIBITION AND CONTACT - The local law firm has up to four weeks. More than 75,000 people in Southern California.

UNIVERSITY OF CALIFORNIA - BERKELEY

Downloaded from <http://ajphaphysoc.org/> at 2002-09-09 11:00:00
by guest

[View all posts by](#) [Reddy](#)

Special thanks to the following people:
 2007-2008, Special, meeting, critical
 have, decided, meeting.

ground on Atlantic coastal dune
barren, rocky, mesophytic forest, low
deciduous forest.

THE FUTURE OF THE WORLD — The
book, *World's Future*, by the late Pope
John Paul II, will be a

RESEARCH ON THE FUTURE—The author studied, learned, found plenty of examples. The future may have a long way to go.

THESE BOOKS have already been
published. **THESE** are the new
ones.

[illegible][illegible]

© 2004 The Authors
Journal compilation © 2004 Blackwell Publishing Ltd

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

CRITICAL (B) — *lower* (top) *low*
 Can lower than 7% look below top
 full mark], Can high be higher
 than 7% indicator top full mark].
 (Don't check directly, instead only
 after stepping) **Cops missing**, not
 damaged or missing. (B) (B)
 (B) (B) missing

[View all posts by](#) [David M. Williams](#)

[illegible]

— *Journal of the American Medical Association*

06789 TROPICALS [AC] - Large mixed
slip, doublet flower each light orange.
Large double red bottom 100 degrees F and
200 degrees F above center's normal cell.

[illegible]

Abstract **Background:** The purpose of this study was to determine the prevalence of *Helicobacter pylori* infection in a community-based sample of 1000 subjects in a rural area of the north of Iran. **Methods:** A cross-sectional study was conducted in a rural area of the north of Iran. The subjects were selected by a multistage sampling method. The prevalence of *H. pylori* infection was determined by the urea breath test (UBT). **Results:** The prevalence of *H. pylori* infection was 10.2% in the study population. The prevalence of *H. pylori* infection was significantly higher in subjects with a history of gastric ulcer (15.2%) and in subjects with a history of gastric cancer (12.5%) compared to subjects without a history of gastric ulcer and gastric cancer, respectively. **Conclusion:** The prevalence of *H. pylori* infection in a community-based sample of 1000 subjects in a rural area of the north of Iran was 10.2%. The prevalence of *H. pylori* infection was significantly higher in subjects with a history of gastric ulcer and in subjects with a history of gastric cancer compared to subjects without a history of gastric ulcer and gastric cancer, respectively.

2025年11月25日 星期二 晴



1. **100%**—improves the quality of the
 record from 10% to 100% **grades**
100%—**100%**

"*Mathematics of Finite Elements*" by computational mathematicians.

WALL PAPER.—(Spongy, irregular) subject most threatening to paint less than 2 inches from floor, given away under pressure.

WALL PAPER REMOVAL.—(Spongy, not up to level) subject in all cases 15, 16, 17.

1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808

© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 105–112

© 2012 Blackwell Publishing Ltd *Journal of Internal Medicine* 272: 105–114

1997, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

FFA-2000—**fast operating**, looks to find the right fit, or change (using **rework**).

...the
... ..
... ..
... ..

1. **Identify the main idea** of the passage.
 2. **Identify the supporting details** that provide evidence for the main idea.
 3. **Identify the author's purpose** for writing the passage.



Standard -- **Imported** coefficients should require no more than 10 words for full application. (Word order doesn't matter, only format.)

Word **order** **doesn't** **matter** **only** **format** **—** **Order** **of** **Importation** **Matters** **in** **Word** **order** **tests** **—** **It** **is** **appositional** **in** **these** **tests**

11. *Journal of the American Medical Association*, 2000; 283: 2689-2693.

Abstract

After 1980, the **new technology** was used more frequently. The **new technology** was used more frequently.

Figure 1



© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 105–112

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 103–110

and just happened...you speak, they
shout. There's not only full stops
missing at least the indicators should not

FREE CASE **NO** **REPAIRS** **LOW**
PRICES **NO** **STRESS**

© 2001 Blackwell Science Ltd
Journal of Internal Medicine 250: 399–406

[View all posts by](#) [http://www.mysite.com](#)

page /peɪʒ/ [nəʊ]- noun, pages; plu-
ral: **pages** /ˈdʒeɪʒ/ explains clearly
clear more information or fact (info). See
booked, story, shaped.

months (90% and 92% for 2011, the placement of 2011 and for Future Corp.'s Change 1 (2011) says 90% and 92% for 2011 and 90% for 2011).

2025年10月10日 星期五
 第10000号

"Education of Carol Bricker (United States Senator, 1949-1955)" by Catherine
Rosen

Example 12: Write and classify
each – **verb**, **noun**, **adj**, **adv**, **pron**,
[other parts of speech]

There are many ways that you can use your 529 plan. You can use it to pay for tuition, books, and other expenses. You can also use it to pay for room and board. (Check with your plan administrator.)

[Download](#)
[View](#)
[Print](#)

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



UNDERNEATH THE

FRONT, REAR, LEFT, RIGHT— *Broken leaves.* Leave it badly loose or missing related stops.

Left front double leafings must have left-hand shock.

FRONT END SPRING IS THE "Waterproofing of Steering Gear and Braking of Steering Axle" by Del-norm. Normal.

FRONT END SPRING IS THE "Waterproofing of Steering Gear and Braking of Steering Axle" by Del-norm. Normal.

FRONT END SPRING IS THE "If lights are failed to plug front with body, body body must. Range looks loose. Inspectors full modification."

FRONT END SPRING IS THE *body gasket, body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

VEHICLE

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

FRONT END SPRING IS THE *body plug* (check for loose, L, both loose, double, open).

THOSE MWO'S

On this MWO deal, there are a few things you gotta keep in mind:

"When checking over your Jeep and you can't actually see if an MWO has been put on, check that vehicle's 490 jacket file, which you'll usually find in the motor-pool. It'll tell you if the MWO's been put on.

If you find an MWO that hasn't been put on, find out whether it's an urgent or normal modification. If it's urgent and it is to be done by your nearest military hospital, contact the hospital and make sure he makes a date to put it on. If the job's to be done by Ordnance support, your motor officer contacts them immediately. They want to know, 'cause those urgent jobs are real priority work.

A normal modification's handled different, too. If you find one that hasn't been put on, don't go bothering your Ordnance support to get the job done. Your motor officer'll contact them and let 'em know. They'll make a note of it and put the work on the Jeep next time it's in their shop.

How much more can we do?

ON THE MATH AND MORALITY



© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 111–117

[illegible]

ON THE ROAD

1. **How can the U.S. International Development Fund be used to help the U.S.?**
2. **How can the U.S. International Development Fund be used to help the U.S.?**
3. **How can the U.S. International Development Fund be used to help the U.S.?**
4. **How can the U.S. International Development Fund be used to help the U.S.?**
5. **How can the U.S. International Development Fund be used to help the U.S.?**
6. **How can the U.S. International Development Fund be used to help the U.S.?**
7. **How can the U.S. International Development Fund be used to help the U.S.?**
8. **How can the U.S. International Development Fund be used to help the U.S.?**
9. **How can the U.S. International Development Fund be used to help the U.S.?**
10. **How can the U.S. International Development Fund be used to help the U.S.?**



ON THE ROAD

[illegible]

**YOUR GROUND
GUIDES ON
YOUR SIDE**



START

START



Slide into:
the starting
position.

STOP

STOP



Slide
upward
and
backward
to
stop.

AHEAD

AHEAD



Slide your
arms about
"three feet"
up.

MOVE TO

REVERSE

TURNING ANY DANCE
FROM FORWARD TO REVERSE



Slide down
and away
from yourself
(Using back
step or foot depending
on how fast he wants
back to move).

CHANGE

CHANGE



Slide of
your
arms
to
the
right
and
back
to
the
starting
position.

MOVING TO

PIVOT

TURNING FROM
FORWARD TO
REVERSE OR
VICE-VERSA
WITHOUT
STOPPING

**CLOSE-UP
STOP**

Slide legs
palm together
as hands come
upping arms



When your
feet touch
stop.





Dope Sheet

The tank park is covered with gloom,
Cause Joe thought he had lotsa room...
When his iron deed he backed,
A ground guide he lacked...
Now they're sweepin' guys up with a broom!



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

**JOE'S
DOPE**

**AND THEN
THERE
WERE NONE**

*A
Crazy
Story*

ANYBODY
HERE? I'M
CALLING!

ANYBODY
HERE? I'M
CALLING!

ANY
BODY
HERE?
I'M
CALLING!



WELL, IT'S A WONDER
HOW THE
GENERAL
OFFICE
WILL
CALL!

I STARTED OUT LIKE ANY OTHER SERVICE
EQUIPMENT... SPENDING HERE FROM THE GENERAL
OFFICE, LOADED WITH PUBLICATIONS AND FORMS



...WELL, THE FIRST QUART I'M AS-
SIGNED TO, THIS IS WHAT HAPPENED



WE ALREADY
HAD TO
MOVE
THE
EQUIPMENT
TO
THE
NEW
AREA

ANYTHING LATER I'M BACK AT
FIELD MAINTENANCE FOR A
GOING OVER



WELL, THAT
LIES TO ME
AND ALREADY
ALREADY





Wrench work

What happens? Just when you tried to get the cylinder head off your MERAM Jeep? Did you use a pry bar? Did you use a wrench? Did you use dynamite?

Some people have come to these conclusions, just because they forgot about that one invisible cap screw in the intake manifold.



There's one there, you know, and it's a tough one to see. What you have to do is remove the carburetor, get your wrench down into the carburetor opening in the cylinder head and screw out the cap screw.

In other words, guess, follow the steps given in page 111 of TSB 9-4014 on replacing head gaskets—and don't forget about that one screw.

Handy Hot Box

Come cold weather, any of you who are stranded in an area where the average temperature for the coldest month is $+1^{\circ}$ to $+30^{\circ}$, or lower, want to remember that you can get the cold-weather-starting aid kit, the so-called "Share Kit," if you need it.

Kit, cold-weather starting aid, TSB 15-40-576-1214, is the gadget you want, also called the M40. MS 9-10-121. Our MS page 6 tells you the mechanical areas where these kits are indicated. TSB Div 790 comes with it and tells how to work it. It's a G-240-1214 kit.

If you have one of these around, you sure won't have to like your engine all winter to some poor guy here stuck in the past.



Hy oil does it

Up till now you've been keeping your GT40-series 3-ton truck's hydraulic raising circuit at $\frac{1}{2}$ full. Now, just to make it easier to maintain this level so it's not pumping the oil out the rear relief plug, this is the way it should be done.

Fill and maintain the leveling—presumably $\frac{1}{2}$ -in. above the bottom of the filler screen.



You'll be able to tell if you've got the right level by peering down into the well. The oil should just cover the bottom of the screen. If the oil is above the screen or you're not sure of the level, it'd be a good idea to use a clean ruler and measure it.

Too much—got it some there. It's gotta be kept approximately $\frac{1}{2}$ inch above the screen or you'll have a mess on your hands.

No beating those skins

Some drums are being drummed right to death—most hand-brake drums that give you that rattle feeling when you need it.

Here's what you gotta do away from when driving those Mustangs wheelie vehicles:

There are two bad habits when going down a hill except for absolute emergencies. Avoid gathering too much speed before starting down just downhill into the right lane. You need use your foot brake constantly to slow you down.



For that set-up-and-go feeling make sure your hand brake is off when starting out. You'll save lots of wear and tear on the parking brake drum.



Unless you get into that crazy situation where you've gotta stop—fast—keep your hand brake when coming to a stop. You may find yourself without it when you really need it.

Bleedin' Battery?



It seems that the regulator boxes used with the vehicle ISO-compliant charging systems have come out with a redline across the field wiring. The current passing through this relay discharged the batteries when the vehicle wasn't operated regularly. So it was taken out of production as regulator serial number 2611.

If you happen to have a system with a regulator below No. 2611 in that vehicle, it's going to have to go back to your Orlinco's support to get its redline removed.

Don't goof the gassy

When used! Even though TM 2-2617 allows for the adjusting of specific gravity in storage batteries, that doesn't mean that everybody makes off for an acid bottle. Too much electrolyte is being used by people who don't fully understand batteries. And they're ruining batteries.

Unless you're a trained battery man, don't attempt to adjust the gravity of a storage battery. Charge it fully like TM Oct 463 says, and don't add anything but clean water, preferably distilled. If this doesn't bring the gravity up, send it back and let your Orlinco's support take care of it.

Deep dish

Some men are still confusing the wheels for the Q742 11s (not single-dish and dual-dish wheels).

The only difference between these wheels is in the depth of the dish (that's the offset between the hub mounting flange and the rim).

A 5-in rim can be mounted on a rim designed for the 11-in tire, but the 11-in rim isn't not dish'd deep enough for dual use. So, when 5-in discs on 11-in rims are put on the dual installation, the tires will press together—even more so with 11-in discs.



So, how be careful to check your stock numbers and get the right wheel for your truck.

Here's how they stack up—

Q742 11x17	FOR 5IN	WHEEL NUMBER 17000 001
FOR 5IN 17000	11-in	FOR 11IN-17IN-1621
FOR 11IN 17000	11-in	FOR 11IN-17IN-1621

Only One Person Knows What You Need in Publications... You



GO GET 'EM

There may be some Japs who think the Army is letting them down by not having the Inspector-General come around personally to see if they've got all the T-10's, M-10's, L-10's, and other books they need.

Well, guess again, Jap. There's nobody in this Army going to get those publications on another's behalf, unless it's for himself. And that's a sure-fire, guaranteed, ever-lasting' fact.



The big question is... how do you keep track of all the new T-10's, M-10's, L-10's, A-10's, B-10's and C-10's?

The answer is: Whether it be a vehicle, weapon, missile, flight aircraft, or any other piece of equipment... by checking your library.

Every god-darned thing in life needs some place. When it's books you're after, that place is a library.

WHERE TO LOOK

The one thing that makes a library tick is its system. And right at the heart of the library system is an index. It's hard enough keeping track of what's who in a fast-moving football game without a program. So, how can anybody expect to tell what's what in A-10's, T-10's, M-10's and so on, without an index?



Every badge-wearing crafts gets at least one index space for all the different types of publications the Army puts out. These indexes all come under the 200-series of Det. Pamphlets. The crafts without these books is like a hand without an index finger trying to point out road directions.

HERE'S HOW THEY WORK: (PAGES)	
DA Pam 700-1	INDEX OF ADMINISTRATIVE PUBLICATIONS Includes: Army Regulations, Special Regulations, Department of the Army Pamphlets, Department of the Army Notices, General Orders, Circulars, and Directives
DA Pam 700-2	INDEX OF BASIC FORMS The covers of DA, DA AGO, WD, WD AGO, WD and any other forms you'll need
DA Pam 700-3	INDEX OF TRAINING PUBLICATIONS Includes: Field Manuals, Reserve Officer Training Course Manuals, Training Guides, Army Training Regiments and Subordinate Training Regiments, Regiments of Instruction, Army-Related Publications, Army Training Tools, War Department and Department of the Army Notices, Army Tables, and Training Charts
DA Pam 700-4	INDEX OF TECHNICAL PUBLICATIONS Includes: Technical Manuals, Technical Regulations, Technical Notices, Supply Notices, Maintenance Orders, Maintenance Work Orders
DA Pam 700-5	INDEX OF TRAINING TRAINING AIDS AND EFFECTS
DA Pam 700-6	INDEX OF TABLES Includes: Tables of Organization and Equipment, Tables of Organization, New Tables of Organization, Tables of Allowances

AND HERE'S THE SUPPLY MANUAL INDEX:

DA Pam 700-7 Signal Corps	DA Pam 700-11 Cavalry Engineers
DA Pam 700-8 Transportation Corps	DA Pam 700-20 Ordnance Corps
DA Pam 700-9 Quartermaster Corps	DA Pam 700-25 Communication Corps



THE TDE CHECK

Once you've got your hands on these indexes, you have up your crafts' TDE. Every crafts is expected to check out its own TDE for the type and number of pieces of equipment assigned to it. Once it knows how many TDEs it's authorized, for example, an crafts can put in an order for the number of TM's it needs to make a full space—which is one TM for each vehicle.

The idea is to check each major item in the TDE against the publications listed after that item in the index—that includes the TM's and MPWC's that affect the item at your maintenance level (organizationally). Then, note the number of pieces

of a particular type of equipment the TCE allows your units—the unit of issue on publications that have you slotted together—and you know how many publications are required for you to operate efficiently. By adding up the publications needed for all your TCE items, you've got your unit's publication order.

HOW THEY COME



The way it's supposed to work is like this:

The included service property officer at your post has to your unit got enough copies of a new manual that's say in a manual world to supply all the units he serves. He knows how many of that manual crack each unit has, so he gives each unit the exact quantity of manuals it needs.

It might interest you to know that this system was set up by DA for ADAMP (M1 001 (15 Nov 54) LOG, Subject: "Distribution of Supply and Maintenance Publications," dated 3 Dec 54.

GET 'EM

If, for some reason you don't get enough copies, that you can get 'em like this—

You check your unit TCE to see how many copies each item need the publication. Then, you order 'em thru the supply system using that TCE you looked in as your authority. Another authority can be the supply manual for that item. But if you use a supply manual for authority, stick to the order's unless you're third edition.

Should your publications supply question, your right to have those manuals, you can always use the "need-to-know" authority as 'em. You call on para 41 of AR 144-1 (15 May 54) for justification. This is the need-to-know paragraph. When you need certain publications to do your job—right—go get 'em by using this AR. Unless you've got a 100 per cent memory, better read that paragraph more than once.

Ordering publications takes its own form—which is DA Form 17 (Request for Publications and Blank Forms). Where to get the form—and where to



and it—depends on local policy. Find out whether your state is supposed to do business with gun publications or its arch-enemy support unit.

Filling out this form is easy—just look on the back of it. Laid out like A, B and Coker's list.

ANOTHER CHECK

For us all around check on publications, don't forget to throw in the off-jacket file—DA Form 475 (Organizational Equipment File)—on which you record MWO's and major unit assembly replacements. By looking under jacket file on each piece of equipment, you can cross-check with the index to see whether the latest MWO's and other modifications have been taken care of. The same thing goes for the gun book on weapons... (Ref. Form 5-1.3 (Weapon Record Book).



STAY WITH IT

Once your work gets caught up, you will grow wry on top of this situation by checking regularly for new publications, or changes in the old ones. A good place to start is the changes to the indexes, which also tell you about publications that are superseded or cancelled.

BACKCHECKING

Get us up to your gun publications library from class to class and look around to see what's new. If you don't check regularly, how're you gonna know what your outfit's missing when the system picks up a mistake? Maybe your pals are getting discouraged at your own headquarters where somebody's building a personal library. Could be your way over there has a library for a library.

It might also be a good idea when you're around the publications work room to ask to look in a copy of the AG depot's publications distribution list. It's right up-to-date and comes out every week or so.

THEY'RE EXPENDABLE

For proper maintenance, you need the proper tools. Improper TM means TET (You Got Trouble). So, remember that it costs less to get a new TM than a new vehicle, and that the TM is the cheapest item that goes with that vehicle.



Wear 'em out... publications are part of the overall gear for each major item. They can be replaced.

COMMERCIAL PUBLICATIONS

Are you one of the ones who fall in the commercial publications class? Do you drive or work on commercial equipment and need those manufacturer's manuals and parts books? If so, there've been systems worked out which'll bring you those publications without sweat.

Ordinance



Here's all you gotta do: If your outfit needs five copies (or less) of a manual for your Ordinance commercial vehicle, write up which one you need, how many you want and why you need that many. Then, send your DA Form 17 to the Commanding Officer, Barham Arsenal, Hirschhorn, N. J., ATTN: ORD/P. As long as they have 'em, they'll be happy to send them along.

Even need more'n five—and please make sure they're really needed—write that justification to Chief of Ordinance, Department of the Army, Washington 25, D. C., ATTN: ORD/Pak. Those people'll check your justification and make sure it's OK. If it is, they'll buck it along to Barham, who'll send the books to you.

Engineer



The deal is a little different when you want manufacturer's publications for your Engineer equipment.

Regulation manufacturer's pubs the same way you regulation an Engineer repair part. Which means: send a DA Form 1544 to the Engineer field maintenance shop or company which supports your outfit. Make sure this information is on the latest slip.

1. The type—or types—of pub you need. Probably, if you haven't got any line or piece of equipment, you'll need an operator's manual, a maintenance instruction manual, and a parts book. Write it down.

2. Also include on the requisition all the data on the equipment identification plate. That includes the end item stock number, make, model and serial number. If you want manuals that cover any small equipment, only a attachment of the end item, list their make, model, and serial number, too.

Remember—you get Engineer manufacturer's pubs the same way you get repair parts—from your Engineer field maintenance support.

Quartermaster



The Quartermaster Corps has somewhat the same type of deal. Manufacturer's publications are ordered the same way you ask for QM repair parts. Name the pubs you want on a DA Form 1346b and send it to Columbus General Depot, ATTN: Quartermaster Parts Center, Columbus, Ohio.



NAME AND NUMBER

Dear Half-Mast,

Quick... I'd like the serial number and manufacturer for the direct-free information phone that's supposed to be attached to the upper right shield of the DOT-man licensee M442 carriage.

Er, I. G. R.



Dear Er, I. G. R.,

The phone goes by the handle: Chart, rising data, HD-E-L. It can be had under DOT 1811-056-0506. Quick enough?

Half-Mast

CRACKED MANIFOLDS

Dear Half-Mast,

If I've been having a real-ol' cracked manifold's on our DOT-manufactured person-ol' carriers. Could it be that some people are squirreling water on 'em when they're hot? This is the only reason I can see—what about you?

SFC T. G.

Dear SFC T. G.,

A possibility, Sarge, and one that should be looked into. But, there's one more service to this problem you oughta explore.

Oh right, it could be that the manufacturer hasn't cracked the manifold. This is something you can't do anything about—it's strictly up to the design people,

who are constantly testing and trying new things to make the equipment better, to come up with the answer. But from your end, you might make sure the manifold's made and isn't getting warped to the right spec—not too right.

As your engine heats up, the manifold clamps will collapse slightly and there'll be little or no clearance between the manifold and the clamps as shown for expansion. If the studs and nuts are too tight. That manifold has to creep as it heats up and cools off, but with no clearance at the stretching stud nuts and clamps it's not going to. The outcome? Cracked manifold—what else?



**MANIFOLD STUD
AND NUTS**
TORQUE: 25-30 FT. LB.

**MANIFOLD CLAMP
AND NUTS**
TORQUE: 11-15 FT. LB.

Those manifold-clamp stud nuts on the M19 should be torqued up to between 15 and 30 foot-pounds. The manifold and stud nuts get a torque of 25 to 30 foot-pounds and the nuts should be left positioned so no corners of the flange are touching the manifold.

And, of course, that manifold heat-conductivity should be set for the right temperature, like TBI 9,000 says.



Dear Half-Mast,

Is it a rectangle or is it a semicircle? Askin' about these interminable re-
sponses (semesters).

Found that the different ENE's call him by different names. Now, for which
name is the right one?

Looking forward to your reply. Yours truly, **CHUCK P. L. M.**

Dear CWO F. L. H.,

The standard manufacturer for this item is Reepsachs, trailer chassis coupling, assembly. The assembly's made up of a reepsachs shell, socket lower and socket sockets.



But—and this is an awfully big but—when it comes to ordering this assembly, you'd best go by the name and Ordinance work number given in your OVL. You see, there are differences in reepsachs assemblies between the 8, 12 and 24-volt system trucks and trailers. Following the OVL will get around a lot of requisitioning problems that may crop up.

TO EACH HIS OWN

Dear Half-Meat,

Which job's easier to do in the 11-ton tractor, and which do I use to tow the 11-ton gun?

Sgt L. P. J.



Dear Sgt L. P. J.,

You'll use the same men to tow both. You can tow either the M11 tractor or the M12 10-ton truck, whichever you have. They'll both do the job similarly. But don't say it with any truck but the 10-ton job—they're not built for it.



Agitation's the keyword when it comes to using the M1 or M3 clothing impregnating unit. Lots of agitation makes for an even suspension, which means good saturation, which means better impregnation, all of which means more protection...for you.



Like your TM 3-503 tells you, constant stirring is needed to keep the suspension all mixed up and working right. Without stirring, some mighty important chemicals will just sink to the bottom and do you no good. But when you've put the clothing in the suspension, stirring goes to be a time-consuming, back-breaking job. So try this technique the next time. It'll keep the mixture shook up enough to give you best results, and save you work to boot.



Figure the suspension isn't like the TM tells you. Don't put a couple handfuls of clothing and expect the so-called chemical waterworks. Work 'em up and down in the suspension, pushing 'em all the way to the bottom each time.



Then pull 'em back up they don't float but not quite — some run off the mixture. You've gotta watch it, so you can splash some in your eyes. And that stuff's not eye-safe.

This sub-a-bath treatment gives you the needed saturation, without long soaking and handling. And remember, just soaking your clothes is not enough. Unless the saturation is really soaked up while you're impregnating, you won't get the even distribution of impregnate that's needed to give you full protection.



After you've dipped the clothes a few times, carry on like the T.M. says. Wring 'em, dry 'em and breath 'em out.

Air Condition 'Em

Your M42 HC flooding smoke pots are pretty tricky as showerlike pots when you're ready to use 'em. Sometimes it happens that when you go to fire 'em, the pressure built up by the rapid burning of the first few minutes, combined with the cross-draw suction of the tape over the vent holes, causes your pot to blow its top, and expunge its contents.

When pots have been in storage for some time, that tape seals so tight that even the force of the pressure won't budge it. Boudit! The clamps on the pot cover are likely to give before the tape will, and that cover's apt to go sailing 4 or 10 feet in the air.

Before lighting up an M42 flooding smoke pot, be sure you do this:



Remove the collector tape from the vent holes in the inside cover. This leaves the sliding quality of the tape and also let out any vapors which may have accumulated inside the pot.



Let the pot sit out for at least five minutes.



Then put the tape back on and you're in business.

Now, this warning doesn't have to be done right before firing. Any time within 24 hours before using 'em is OK. The only thing is, if you do it ahead of time you'll have to mark 'em some way so you'll know they've been treated. But when in doubt, wear 'em before lighting. Remember also, this applies only to your M42's and not to other smoke pots.



Now I Lay Me...

If all the fans who have been frustrated by sloppy zippers were laid out in a row... well, maybe they wouldn't be so frustrated.

But the fact is, many an otherwise good man has been left out in the cold holding his sleeping bag between the zipper wouldn't work and he couldn't get in without making something up. Any rough handling of a slide fastener is bound to result in some rips and tears... with a lot of cold explaining to do afterwards.

Here're some tips that'll help you get the most satisfaction out of your sleeping bag—whether it's a cow, cow-, or sheepskin sack.



Take it slow with the zipper. It takes only a few seconds to zipper and the holes and wrinkles piled up in a day's heavier use.



Make sure the loose flaps don't get caught in the teeth. If they do, don't try to force the zipper. Back off and start the flaps.

As long as those fradders remain inside your underwear, you've got a soft sack. But a small rip, snag or tear can slide you... right down to the cold, cold ground. And you'll wake up looking like a hen in a chicken coop. Patch in any up rips and tears while they're small. If your bag has too big a tear, turn it in for another one. Let the experts take over.

Remember, too, there's no smoking once you've hit the sack. Those bags don't have one much room to start, so keep the cigarettes from smog. It's not only uncomfortable—it's dangerous.

Some thing goes for shoes, trousers and other items. No matter how serious you are to get in, take time to remove as much gunk as the situation permits. It'll make it a lot easier on you . . . and your bag.

A conformer or bag with a foot-cure of spots (grease, oil, paint, etc.) can be cured with some dry-cleaning solvent. A 1-gal can FSN 6810-281-1085 (QM) will take care of many a bag.

If a pneumatic mattress comes with the sleeping gear, one rip in the fabric is like one hole in the head . . . one too many.

A regular cold-patching kit will come in handy whenever that happens. (These cold-patch kits patch enough seams, punctures and patching material to mend a mattress that's been up against the rolling end of a transport.)

To-order, ask for:

K.A. repair, pneumatic tire tube, cold. FSN 2640-271-6410 (Q&M).

Big Acid Apron

It's a cloth.

Keep! battery acid from eating holes in your fatigues. No need, 'course, for a man to let his clothes chewed up by that juice.

Just slip into an apron that turns the problem from negative to positive. It's over four feet long, and its rubber-coated surface will stop just about any splash.

If your supply sergeant wants to get formal about its name, call this Apron, battery work, FSN 8405-114-8115 (QM).

Tk 31 is your authority for getting this apron. It authorizes one for each man who handles batteries.





Get better and get that thing going again...

THE COLD

(Or keep your stuff well-oiled in cold weather.)



Now that your long underwear feels real good and it's tough to stand still in snowdrifts, it's time to keep a weather eye on Old Man Winter.

You can take care of yourself... but your equipment depends mostly on you for maintenance care. Be good to it, and it'll be good to you during the long winter season.

BATTERY-CARE

The one thing that works harder than anything else during the winter season is the battery. During the summer, a battery that's a little low on zip can get by. Warm weather isn't as rough on cold as it, and engines will naturally kick over faster and easier with the battery between blowing.

That same battery will freeze up in the snow. It's tougher for a battery to put out in cold weather. And it takes a bigger beating because more and harder cranking means it's getting out more work. A lead-acid battery that you get by with in the warm season will quit out during the third underwire test.

First thing to do is take a hydrometer reading on each battery and correct that reading according to the electrolyte temperature. You correct the reading by subtracting 4 gravity points for each 10-degrees below 80°F. (You add 4 gravity points for every 10 degrees above 80°F.)

Let's say you take a reading and get 1.260 at 30 degrees. That's a 40 per cent charged battery, and seems OK. But... when you correct the reading and figure that 10 degrees is 60 below 80-degrees—or it's a 4-point change. You correct the reading by multiplying 4 x 4 and get 16. The 160 subtracted from 1.260 gives you a reading of 1.244—a lead-acid battery. Recharge batteries when they get down to 1.225, if you can.

Another thing, too—get low batteries and low temperatures together and your odds'll get pretty low, too. They'll just punch out faster up on you. If you want to know just what it means to have cold, read on...

FACTS



At 100° (battery's
spec. temp.)
Readings 100%

1.260 (actual)	+ 37° F
1.250	+ 30° F
1.240	+ 23° F
1.230	+ 16° F
1.220	+ 9° F
1.210	+ 2° F
1.200-1.190	+ 0° F to -10° F

At 100° (at
100°
Temperature)

So, in case you took—or have taken—notes when we said on page 35 in PT-50, or when TM 2-2011 says on page 49 in para 15, the dips in this table should ease your mind—being so low you may not be able to get the corrected specific gravity of a military battery above 1.200 or 1.201 as a commercial type above about 1.190, fully charged, after they've been in service a while. If you've got one that's low and on a vehicle that's not exposed enough to keep it up, play it safe on those cold cold winter nights. Take the battery inside a heated building and look her up again in the morning. It may be a little more work, but it'll save your run-down pain too.

Trying to get through the winter with a lead-acid battery could leave you hung up in the hoodlocks. If a good change'll fix the battery up, OK. If not, replace it.

COOLING SYSTEM

Another thing to keep in good shape is the cooling system. Your temperature gauge'll tell you if the engine's running too cold or too hot. If it's hot, it's check-up time. Be sure the thermostat opens at the advertised temperature. If not, it's a replacement is suggested except at about 180°F. (It's the worst with a thermostat and has to shut temperature for a sec. If the thermostat opens too soon or too late, get a new one.)

Your cooling system has to be clean. Draining and flushing with water usually does the job. If not, try mixing a half-pound of washing soda (Sodium Carbonate, Antifreeze Technical, FSN 5804-104-011) — Chem — for a 10-ft. bag.

in a gallon of water. Fill the cooling system with the solution and run the engine for 15 minutes. Flush with clean water. See TM 9-3844 for the lowdown on flushing Outboard equipment. If the working solution doesn't do the job, use compressed air and a flushing gun nozzle.

A real dirty block calls for special, power stuff. It's Engine Cooling System Compound FBN 6858-172-0427 (Std.). Take care and follow instructions on the container. The stuff packs a real punch. Also check for water leaks, bad hoses, bad connections, bad drain plugs and drain cocks. Look at the water pump and fan belts.

If the unit has a winterization kit, take care of it, too. When draining the cooling system, open the valves from the lower to the block to clear the lower. Do the same thing when you put coolant in the system.

The most important thing is an anti-freeze solution that'll keep flowing down to 10 degrees below the lowest expected temperature in your area.

PROPER LUBRICATION

Changing to the proper lube in the winter can be tricky. The big deal here is to follow the LG and make your changes for expected temperatures. ... not wait until freezing hits. Pouring water and sludge might plug up lube fittings. Before a grease job remove the stuck nut — replace 'em if you can — if not, put 'em in hot oil — that'll unstick 'em.



CRACKIN' UP

Operating in cold weather calls for keeping another important thing in mind: metal, rubber, plastic — just about everything — gets brittle. The same piece of stuff that bends when it's warm — rubber hose, plastic windows, spark plug cable harness — won't give when it's cold — it cracks. So before you do a job that'll strain your rig or one of its parts, keep in mind that you'll likely get a break before you get a head.



Go slow starting off with equipment that's been parked out in the cold all night. Give the gears a chance to limber up and the stiff, frozen joints to break loose any time. After your rig's warmed up, roll about a hundred yards in low gear at low speed. That'll give lubricants in the power train and other high-friction places time to get loosened up.

A temporary shaw bludge death that can make brake linings. And setting a parking brake with wet lining through a freezing night will freeze 'em up solid.

When you suspect wet brake linings, check the wheels and leave the parking brake off. Many a frozen parking brake has been busted when a driver tried to free it by jacking it loose.



PLAN AHEAD

At the end of a day's work, start thinking of the next morning. Park machines and other rigs on terrain that'll be the same in the morning as it was the night before. Mooring the afternoon sun sometimes rolls up ground in the winter. Park a rig there overnight, and she'll sink in a little. Next morning, when the mercury's lower than it was in the afternoon, your rig'll be frozen to the ground. Picking out a good place to park on damp ground will save the trouble of breaking things loose.

Weather things: If you're working in wet dirt on a fairly warm day and a cold snap is expected that night, clean mud off parts that'll bind when the mud freezes. It's easier to do the job then instead of next morning.

About clearing mud that gets a dose of rock salt. The salt gets you over the ice but it's the worst enemy of metal, soos as the weather breaks, wash the underside of salted vehicles with plenty of fresh water.

WATCH YOUR GAS

On equipment with gasoline engines, a look at the fuel system can prevent trouble. The little black dot tells you to check the fuel after operation is mighty important. Here's why: Air in a gas tank means condensation overnight. The more space, the more water you get. The less space, the less water. So a few minutes spent filling the tank at the end of the day will keep water out of the fuel

system. If you can, also drain the fuel lines. A little leak of ice there can mean a big delay.

Naturally, a little water will get in the fuel system no matter what you do. Fight it by draining off the water in the bottom of the tank every week or so. That also goes for storage tanks.

If you still get water in the fuel system after keeping gas tanks filled and the water drained, try this: Add a half pint of denatured alcohol, Grade II, ERM 4835-204-6811 (Chem) to the tank for every 10 gallons of gas you put in. The water will mix with the alcohol and go through the fuel system easy as through a tin can.

Vehicles equipped with air heaters should have the units drained. Open the petcocks every night, and/or run and build up pressure before you start rolling in the morning.

On winchless equipment, the burner burner and fuel chamber should be drained, and fuel lines checked for leaks and drained. Check pressure heater for some leakage — keep a close watch on your cold-weather starting equipment or make sure it's OK.

UNSTEADY STUFF

The stuff that takes the worst beating during the winter is equipment that's used just now and then. Specially if it is outside. On winchless generators and compressors and such, you can exercise them twice a week — or maybe more often — instead of once a week. Some goes for big and machinery. When you know they're not going to be operated for a while, start 'em and run 'em for exercise. The longer you let equipment sit idle in cold weather, the harder it is to get it going again.



KEEP IN TUNE

An engine tune-up can do a lot of good. While you're at it, you can clean the mixture a little (if your carburetor's adjustable) and (in serious cold) make spark plug gaps smaller for faster starting. Course, that runs down on what's called engine efficiency.

A little extra care during these monkey times really pays off. That preventive maintenance work you do is the best, but you have to keep ahead of the run with Old Man Winter.

A final word — be sure you check out the details of cold-weather operation and maintenance in your equipment's TM.



Connie Rodd's BRIEFS



Change Screws

This tip's for M12 M20 bolts. You'd be on the ball by changing the screws that hold the foot lock on the trail line indicator in your tracking console. Get the screws, 1/4-in. screws (FOM 1100-019-2100). It does a better job of keeping the foot lock electrically from getting to you. You might also put a drop of electrical insulating varnish on the screw. FOM 1070-014-0440 gets you a quart.

On Wood Only

It can't be said too often... you are licensed oil only on the wood parts of small arms. And a light coat rubbed in by hand, at that. This oil goes up metal working parts and if it gets in the bore and chamber... the boreal could split its sides when fired.

Save The Containers

Hey, now... those metal containers your DMO and DMI magazines come in are worth a good many greenbacks. In check around your M12 FC-22 Nike-type stream gather-up drop containers, plus the retaining rings, gaskets and other hardware that go with 'em and turn them in for re-use. The containers are for shipping magazines to and from your site - nothing else.

Don't forget your tools. Just a reminder.



Clean Sweets

When cleaning fire-control equipment in your tank, don't forget the steel wheels on the range finder. The windows are in a spot where they pick up a little dust and dirt. Get rid of the heavy stuff with a camel's hair brush. Then finish up with liquid lens-cleaning compound, FOM 1730-023-1887, and lens tissue paper, FOM 1140-140-2492. In better freezing weather, switch from the compound to alcohol. FOM 1270-014-1275.

One Per Barrel

Get something for you crews on the M12 tube 48-mm self-propelled guns. You want four copies of Part II of your Weapon Record Book. Each barrel, including the spares, gets a Part II section... a total of four for you.

Parts Won't Part

Your inventory-williams might "lose themselves in" when it comes to keeping track of your small arms parts and tools. FOM 2140-440-0000 gets you a tool-and-spares parts box, and FOM 2140-440-0001 is worth a spare parts box. Change 2 to Section 1 of 1M6 112 and it notifies you too of each box per tool set.



NEVER LET
ANYTHING COME
BETWEEN YOUR
EQUIPMENT AND ITS
MANUALS

Just **HAVEN**™ are in, not where they're going to.

WHERE they're needed

WHEN they're needed

ON YOUR EQUIPMENT