

Issue 233

PS

1972 Series

April

THE PREVENTIVE MAINTENANCE MONTH

HEY!

MY NUMBER 7-B
MODIFIED REVERSIBLE
LOCK TWEEZERS ARE
NOT IN THEIR ASSIGNED
PLACE!!

IF HE KNEW
HIS NO 2
COMMON LIKE HE
KNOWS THOSE
"CYCLE" TOOLS...
OH-MAN!

CHUCK KRAMER



Mr. Maintenance Super—Your . . .

PLL SPEC MISPLACED ?

"TO WHOEVER READS THIS:
"I WAS DISCHARGED IN 1963. YOURS TRULY,
"SHERMAN,
"SHORT-TIMER"
P.S. YOUR VISIBLE FILE IS A MESS."

≡GASP≡
EMPTY!

≡GRUNT≡
"NOTHIN'
BACK THERE!"

You say your shop's repair parts bins are bare, your PLL records are shot, and you and your shop mechanics are all tied up wrestling supply paperwork and chasing down supply snags?

You're hurting for a PLL man, right?

Trained PLL men, you say, are as rare as pearls!

Negative, man, negative.

Uncle Sam puts up a bundle every year to train thousands of repair parts

specialists . . . just so maintenance types like yours can take care of their duties—keeping equipment ready to roll.

PS
THE
PREVENTIVE
MAINTENANCE
MONTHLY
ISSUE No. 233
APRIL 1972

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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.
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MORE

If your parts specialist has gotten misplaced or waylaid somewhere down the pike, you can track him down easy like.

First off, natch, check the personnel section (Section II) of your TOE to make sure your outfit's authorized a repair parts specialist slot. If the paragraph covering your maintenance section authorizes a parts man (MOS 76-series), you've cleared the first hurdle handsomely.

Now mosey over to your outfit's personnel clerk and ask him to kindly dig a bit through his records for info on whoever's earned a 76 MOS. If he finds that a parts man is on board, and he's off pulling some other duty (like painting fences and flagpoles, landscaping, chauffeurin', mail calling, typing, etc.) you've sailed easily over your second trap.

Y'FOUND ONE!...
NUMBAH ONE...OL' BUDDY.
Y'FOUND HIM IN THE SLATE
QUARRY...OH-WOW...NOW YOU'RE
SURE IT'S NOT SHORT-TIME...
GOOD...THANKS AGAIN...
SEE YA AT TH' CLUB FOR
NOON CHOW...SURE...
DIG IT.

Next you knock politely on the Old Man's door, and parley with him about the possibility of putting the PLL man in his rightful shoes. You can bet your CO'll be interested. He knows better'n anybody that a good PLL shop's needed to keep his gear ready to go at all times.

SIDETRACKED...?

If you hit a stumbling block ... like your TOE doesn't authorize a repair parts specialist, or there's no misplaced 76-er in your outfit, then you try another road. It's called **constraint of supply SOP**; and it's covered in para 1-6b, AR 710-2 (Aug 71).

The AR says anytime you're hurtin'

It's as easy as that. So, get going ... time's a-wastin' ... you can bet a buck there's a trained repair parts specialist just marking time right around the corner.

for supply help, your outfit must write a letter to your higher headquarters (within 2 work days) to let them know that your PLL (and maintenance) operation is in trouble because you're short a PLL man.

Your higher headquarters will reply within 2 work days, like the AR says in para 1-6c. So with this route too, you should have your supply spec

right within your eager grasp in no time.

Then, before you forget, see about getting an MTOE started which'll authorize your outfit a 76 MOS, like it says in para 3-5j, AR 570-2 (Jul 69), Organization and Equipment Authorization Tables—Personnel. See AR 310-49 (Mar 70), for setting up an MTOE request.

MOS 76-er's

Hold one—Repair parts specialist MOS's are coded according to the type of equipment the specialist was trained for. The alpha part of the MOS code

(which skips about from Alpha to Yankee for PLL types) clues you on the repair parts specialist to look for.

LIKE SO ...

MOS 76A10:

Supply clerk/parts clerk (Basic know-how for all 76-er's before they go into a specific PLL specialty)

AR 710-2

MOS 76J20:

Medical supply and parts specialist



MOS 76Q20:

Special-purpose-equipment repair-parts specialist



MOS 76R20:

Missile repair-parts specialist



MOS 76S20:

Automotive repair-parts specialist



MOS 76T20:

Aircraft repair-parts specialist



MOS 76U20:

Commo-electronics repair-parts specialist



MOS 76Y20:

Armorer/Unit supply specialist



The last 2 digits of the code increase in increments of 10, according to the man's training, experience, skills, supervisory responsibility, etc. And, the higher the digits go, the heavier his sleeves get.

WHERE IS HE?
I HOPE NOBODY GRABBED HIM.

GASP!
Y-YOU!

YOU...YOU GORGEOUS CREATURE!

PUT 'ER THERE, PAL! ER... I MISSED YOUR NAME... OBOY-OBOY...

YAWN!
WHEN YOU'RE THROUGH WITH THIS TOUCHING SCENE, LET'S DO SOME PLL RAPPING!

OH! HIYA, CONNIE!

What's a PLL...?
It's your outfit's Prescribed Load List of repair parts. That's what it is!
With its load of maintenance supplies your outfit can operate on its own for 15 days.
What's it take to shape-up and run a neat PLL pad? Nothing special. But a little dedication helps heaps. For example, to herd a good PLL you must keep it current.

DA 3318 RECORD OF DEMANDS - TITLE INSERT

DATE	ITEM	QUANTITY	REMARKS
1/1/50	1	0	
1/2/50	2	0	
1/3/50	3	0	
1/4/50	4	0	
1/5/50	5	0	
1/6/50	6	0	
1/7/50	7	0	
1/8/50	8	0	
1/9/50	9	0	
1/10/50	10	0	
1/11/50	11	0	
1/12/50	12	0	
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1/21/50	21	0	
1/22/50	22	0	
1/23/50	23	0	
1/24/50	24	0	
1/25/50	25	0	
1/26/50	26	0	
1/27/50	27	0	
1/28/50	28	0	
1/29/50	29	0	
1/30/50	30	0	

As parts are used by your maintenance shop, record the demand on the item's DA Form 3318, and order replacement parts for your stocks.

...YEAH, KID, OK... HOW ARE YOU IN SETTIN' UP A FILING PROCEDURE?

SURE... I CAN SET UP PLL FILES--INCLUDING A SEPARATE FILE (DA FORM 3318) TO KEEP TRACK OF DEMANDS FOR NON-STOCK ITEMS.

3318 FILE

REMEMBER, WHEN A NON-STOCK ITEM'S HAD 3 SEPARATE DEMANDS WITHIN 180 DAYS, ADD IT TO YOUR PLL. USE THE AUTHORIZED STOCK LEVELS TABLE (FIG 2-28) AR 710-2, TO FIND YOUR INITIAL ALLOWANCES FOR ITEMS YOU ADD.

...REVIEW YOUR PLL 3318'S EVERY 90 DAYS OR ON THE LAST DAY OF THE CALENDAR QUARTER. ADJUST YOUR ALLOWANCES BASED ON DEMAND.

Set up suspense files for the due-in status cards (DA Form 2765's) you receive from your DSU. Use the latest status card on a request to send DSU follow-ups or cancellation requests.

DIG IT, KID?

KEEP A FILE FOR DA FORM 2402 (DX TAG) DUE-IN ITEMS.

YES, MA'AM!

RIGHT ON.

REPORT PLL CHANGES, ADDITIONS, DELETIONS TO YOUR DSU SOONEST.

THAT'S MY BOY.

Use the preprinted-pre-punched (PP's) 2765's your DSU provides for re-ordering PLL parts. File the PP's in the visible index file along with the 3318's for the parts they cover.

Inventory your PLL stocks every 6 months (sooner, if the Old Man says so). Run a reconciliation check on your Consolidated PLL with your DSU every 6 months, and check your due-in files against DSU records as needed.

NOW, IF YOU HAVE ANY PROBLEMS, LET'S HANG UP THIS POSTER.

STEP-BY-STEP SCOOP ON PLL FORMS, RECORDS, FILES, ETC. IS CALLED OUT IN TM 10-255 AND AR 710-2.

GO WHERE THE ACTION IS!

HEY! YOU SUPPLY TYPES... I'VE GOT SOME "IN" SCOOP.

Got supply problems? Need FSN info...? In "left field" on supply SOP, supply pubs, etc.? Well, check with the Army's experts... your friendly supply support unit... your DSU.

They've got the supply know-how... plus a no-miss crystal ball. It's called AMDF (Army Master Data File). In seconds, its magic tapes answer any question on an FSN.

And, THEIR ONLY BUSINESS is keeping YOU in business. THEY'RE ON YOUR TEAM!

Go! What're you waiting for...?

END



BE YOUR OWN INSPECTOR ...

THE

* TOW

MISSILE

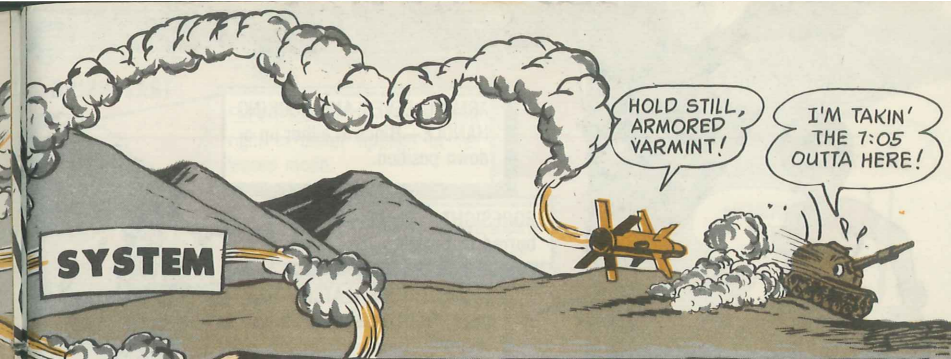
SYSTEM

GO GIT 'EM,
LI'L BROTHER!

IF YOU CAN SEE IT,
YOU CAN HIT IT. IF YOU
CAN HIT IT, YOU CAN KNOCK
IT OUT. THAT'S THE
CONFIDENT WAY **TOW**
CREWMEN TAKE ON
ALL COMERS.

SO CHECK YOUR **TOW**
AND YOU'RE READY TO GO. THE
CONDITIONS IN **BOLD TYPE**
SHOULD BE CORRECTED
BEFORE THE EQUIPMENT
IS OPERATED.

* **T**ube Launched, **O**ptically-Tracke**d**, **W**ire-Guided



HOLD STILL,
ARMORED
VARMINT!

I'M TAKIN'
THE 7:05
OUTTA HERE!

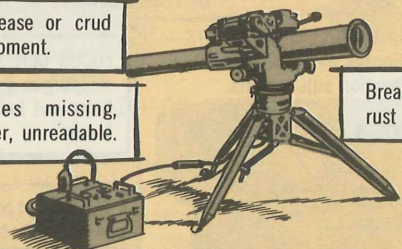
WEEKLY CHECK LIST

At least once a week set up your TOW and give it the Hairy Eye-ball. Look for:

Dirt, oil, grease or crud
on the equipment.

Nameplates missing,
painted over, unreadable.

Breaks, cracks, bulges,
rust spots.



LAUNCH TUBE

Cracks, gouges or splits inside the bore.



Guide pins damaged, badly worn. Worn or frayed
surfaces on muzzle or breech. Replace the tube if
there are any.

Replace tube if any one of these things is true:

- Tube cracked or a visible raised area present.
- Scratches, gouges or worn spots of any length or depth sufficient to catch and stop a fingernail when drawn through the bore of the tube.

Direct support can repair cracks or chips in fiberglass, so turn in damaged launch tubes.

DIG THIS CHASE SCENE.

ARMING LEVER AND LOCKING HANDLE—Binds in either up or down position.

BORESIGHT PLATE—Nicked, burred or broken.

LAUNCH TUBE LATCH—Slippage, launch tube won't hold securely.

AZIMUTH LOCK SPRING—Won't hold securely in locked position.

OPTICAL SIGHT

BORESIGHT ADJUSTMENTS—Slippage on either azimuth or elevation adjustments.

FOCUS CONTROL—Slipping or skipping in adjustment; cross-hairs not brought into sharp focus.

LENS—Dirt or cloudy condition. Moisture between elements.

RETICLE LIGHT CONTROL STOP—Broken. When the control stop is working right there'll be a slight CLICK at the OFF position. Keep light OFF unless you need it.

EYE GUARD—Chunked, broken, not secure in place.

LATCH—Movement. Optical sight not held securely on traversing unit.

MOUNTING TRACKS FOR NIGHT SIGHT—Bent or burred.

TRAVERSING UNIT

ELEVATION LOCK—Won't work right in either applied or released mode.

TRIGGER—Binds. Guard slips in either open or closed position.

CONTROL & TRAVERSE KNOBS—Bind at any point.

CONNECTOR—Bent pins, trash or dirt.

TRIPOD ASSEMBLY

CLAMP—Coupling clamp not holding traversing unit securely. Adjusting lug to control tolerance of grooved coupling not secured by locking wire.

LEVELS—Either level unreadable, broken or clouded.

LEG LOCK HANDLE AND DETENT STOP LEVERS—Won't hold leg securely.

MARKINGS—Painted over or unreadable.

FEET—Anchor claws broken off.

STOP! I LOVE YOU.

NEVER! YR' NOT MY TYPE.

BEFORE YOU BORESIGHT, TURN THE FOCUS CONTROL ALL THE WAY COUNTER-CLOCK-WISE.

MISSILE GUIDANCE SET AND BATTERY

J1 CONNECTOR—Pin seats and connector threads damaged or gunked up.

SELF-TEST SWITCH—Missed positions. Won't stop in all 7 operating positions, moving from one position to the next with a click you can hear.

Note: To avoid draining the battery, do the self-test as quickly as possible. Hold test-operate switch to **TEST** while rotating **SELF-TEST** switch through positions 1 through 7. At the bottom of page 1-27 of your -12 TM it says to do it a different way but above is the latest info.

TEST-OPERATE SWITCH—Safety cover missing, not secure. Switch not clicking in both **TEST** and **OPERATE** positions.

Note: When you move the test-operate switch to **OPERATE**, you can fire regardless of which position the Self-Test switch is in.

NOTE: NEVER LOOSEN ANY SCREWS THAT COULD LET WATER ENTER THE SET.

Clean 'em with a toothpick if necessary. When coil cord is not attached, keep the cover on so water can't get in.

BATTERY—Not charged, bolts/fasteners missing. Battery connectors dirty. Before you pull out the battery make sure all 6 fasteners are unscrewed all the way. A lot of them have been broken because somebody used force to pull the battery out.

METERS—Needles in azimuth and elevation windows stuck, won't move during self-test, windows cracked, dirty or foggy.

If any water gets into the battery compartment, wipe it out with a rag.

Read TM 9-1425-470-12 (Mar 70) for all the good poop on taking care of this special TOW battery.

12



M79 GRENADE LAUNCHER TIP

Here's a tip to keep your M79 grenade launcher in good shape: Never let anybody tighten the rear sight base screw tighter than snug. (The DS/GS guy torques this screw with a special wrench at 15 in-lbs.). If it gets much tighter than that the barrel could deform, making it harder for a round to go through.

GENERATOR BOOT WARNING

A rubber boot with a big slit in it won't keep out the water.

Right?

This is true whether you're talking about trout-fishing boots or the generator air exhaust boot in your M60, M60A1, M48A3, M728 armored vehicles or AVLB.

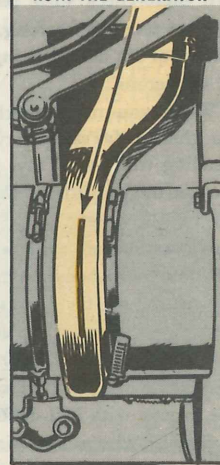
Some mechanics have been cutting the generator boot to make generator removal easier.

This won't work too hot because you have to take off the clamps to get to the nuts even if there is a slit in the generator exhaust boot.

If the boot has been slit, water gets into the generator during fording. Even if you don't ford, dust, water, mud or (you name it) can get through the slit and ruin your generator.

So follow the generator removal poop in your TM manual. That is TM 9-2350-215-20 for the M60/M60A1; TM 9-2350-224-20 for the M48A3; TM 9-2350-222-20, for the M728 or TM 5-5420-202-20 for the AVLB. No need to cut the boot.

SLIT IN THE BOOT CAN RUIN THE GENERATOR



15

M551 SHERIDAN

CHECK UP ON YOUR CHECK VALVE

The closed breech scavenging system in the M551 Sheridan can belch flame like a fire-breathing dragon if the check valve, (closed breech) is assembled without the 2 metal check valve seals.

If these check valve seals are left out or even assembled wrong, gas and flame can shoot out during firing—and this can be dangerous.

When you turret mechanics take off the check valve after every 100 rounds for cleaning (the way it says in TM 9-2350-230-12, Change 9, page 8-85), take a good look at the position of the seals and replace 'em in the same position after cleaning the valve.

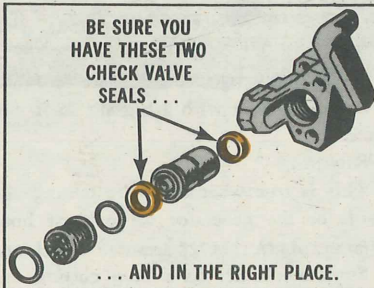
It's easy to tell 'em apart because the inner seal (next to the gun tube) has a polished or burnished look caused by the firing.

Even though the 2 seals have the same FSN, you never mix them up after they've been used. Always replace them as they were or they might not block the gas (obscure) the way they should.

Also replace the preformed packing, FSN 5330-618-3754 (MS28775-123) and fill the groove with MIL-L-46150 lubricant, FSN 9150-949-0323.

Because who needs a fire-breathing dragon in the scavenging system?

BE SURE YOU HAVE THESE TWO CHECK VALVE SEALS...



DETENT SCREW GENERATION GAP

You can't bridge the generation gap with the wrong kind of detent screws.

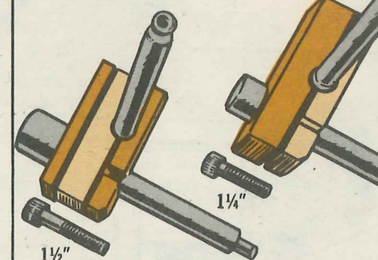
If your M551 has a first generation vented ammo detent (3 piece body), FSN 1025-185-8000 (P/N 11578419), it needs the 1½-in cap screw FSN 5305-940-9533 (MS21262-72), because the 3 parts make the detent thick.

On 'tuther hand, if it has the second generation vented detent (2 piece body), FSN 1025-169-0558 (P/N 11578415), you use the 1¼-in cap screw FSN 5305-990-2974 (MS21262-64), on account of the detent is thinner.

If you use one type screw in place of the other, you won't be able to torque 'em down to 80-95 inch pounds like your -12 TM says, and that'll give you problems.

3-PIECE BODY

2-PIECE BODY

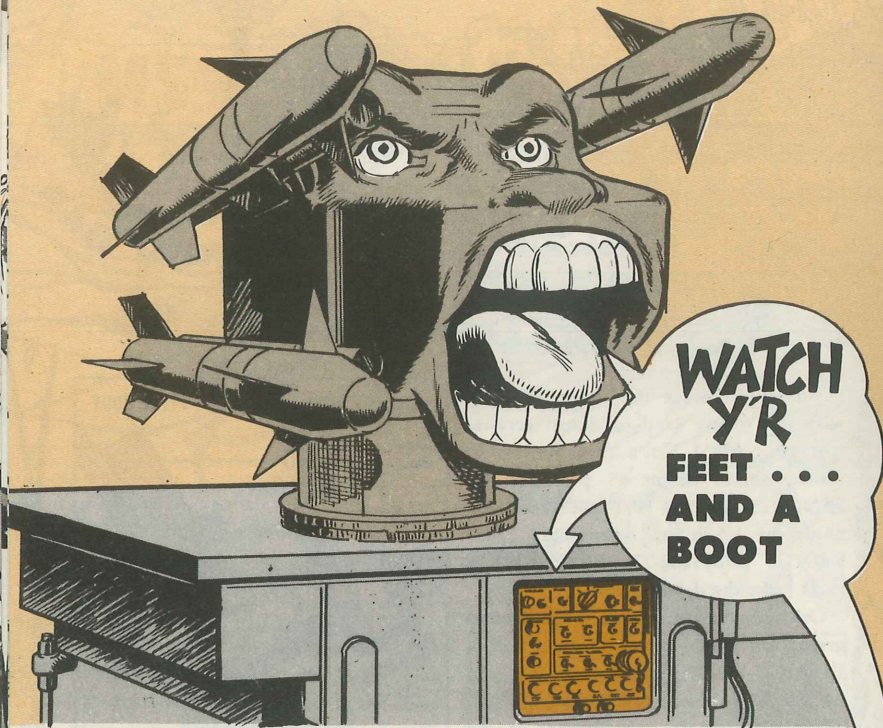


GET THE RIGHT SCREW

SHERIDAN SAFETY FIX

When you shift your M551 Sheridan into first gear it should go forward, right? To make sure it does, have direct support apply MWO 9-2520-249-30/1 (Apr 71).

HOLD IT!
IT LOOKS LIKE
SUPPORT WILL HAVE
TO APPLY MWO
9-2520-249-30/1.



Dangling feet and fragile switches go together on your Chaparral missile system about as well as a bull does in a china shop.

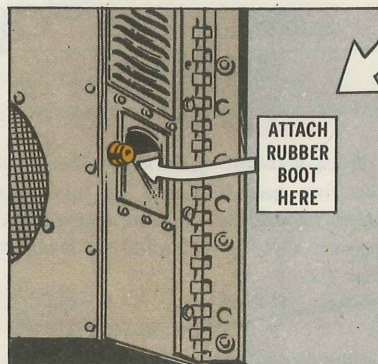
Which means, if you've gotta dangle your boots over the edge of the launcher platform, dangle 'em away from the master control indicator panel . . . and all those exposed switches.

Foot-broke switches, especially, uh, breaker switches, occur too often.

Now if you want to get a boot out of something, you can put a rubber boot on the turret air conditioner . . . which, when you swing the air conditioner open, protects the chassis, the air conditioner, the antenna lead and so on.

Attach the boot about midway, using a bolt from the air conditioner panel to hold it.

Use a pool cue end, heavy rubber washer . . . or whatever you have.



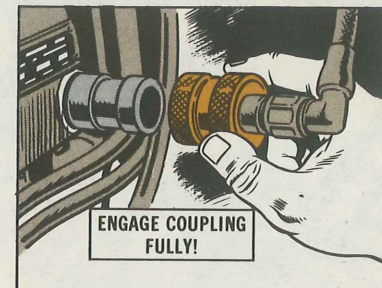
One sure way to blow your mind and a cooler, too, is to get careless with the quick disconnect coupling in your Chaparral hydraulic pumping unit.

The HPU is on the lower part of the launching station turret.

Unless the quick disconnect is solidly in place, pressure builds in the HPU reservoir return line, since the fluid has no place to go. Then, the weakest point in the system, the cooler or "radiator", blows . . . making for a very expensive repair job.

To prevent that, totally engage the twist lock on the coupler. It kind of jumps into place when it's on right. It's on right when you can't pull it out . . . a good test.

Like you know, the quick disconnect adds hydraulic oil into the system . . . so it gets used some. Be careful every time you put it back.

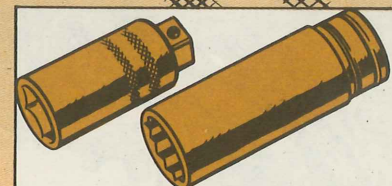


CHAPARRAL SOCKETS

Dear Half-Mast,

How do I get separate sockets for the Chaparral AD system wrench kit FSN 5120-087-1022, listed in SC 4935-95-CL-A73 and SC 5180-95-CL-A47?

A. B. E.



CHAPARRAL SOCKETS

Dear A. B. E.,

Try GSA Federal Supply Service Stock Catalog (FSG 13-99, dated Oct 71). Check under "Socket, Socket Wrench," starting on page 91, until you find the one you need. The catalog fills you in on how to order from it. Plans also are underway to put the FSN's in the supply catalogs you cited.

Half-Mast

CONNECTING THE CONNECTORS

DON'T BUST OUR PINS

DON'T BASH OUR SLEEVES

LINE UP OUR PINS

19 19 19 19 19 19

Connectors ... connectors ... connectors!

Important? You can say that again! They mate components that warn you, guard you, power your projects, and extend your range of operation.

They come in all sizes ... from the little-bitty to the hefty handful ... from the round to the oblong.

But one thing applies to 'em all, regardless of size or shape:

They can be zapped, broken, busted, fractured, crunched ... you name it, they get it. The pins can be bashed and crumpled, or jerked out. The sleeves can be bent or cracked.

Naturally, a Joe can't always be standing around measuring connectors and lining up pins—but when you actually make the connection, man, it sure does pay to invest a coupla extra seconds and do it right.

Just one misguided ram that's off-center can yo-ho-ho the connection.

So-o-o-o, bear in mind, when you make the connection, make it with the tender touch. If you strike any kind—repeat, any kind—of resistance, use no muscle ... just draw back and start again, still with the tenderest of touches.

That way, you could be saving your ... well, just think of all the contact pins and connector sleeves you're saving, to say the least. And with no connections, there's no communicating!

19 19 19 19 19 19

TLC IS THE WORD

EASY ON THE MUSCLE

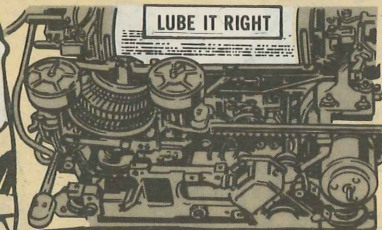
TIPS ON TELETYPEWRITERS

PLUCK THE PLUG

Maybe you've had the luck o' the Irish ... never shuddered at that dull, crunching sound a teletypewriter copy light plug receptacle makes as it flakes out when you remove the cover without unplugging the copy light.

LUBE THAT TT

Nobody wants a teletypewriter with chewed-up gears—and that's just what lack-o'-lubin' will do.



Yessir, runnin' dry can put down any TT. TB 11-5800-204-20/1 (Feb 66) tells the lubricants to apply the way your TM says. Be guided.

PULL THE PLUG

Still, a word to the wise ... Paint a **CAUTION: UNPLUG COPY LIGHT** on the lid of your teletypewriter to protect—you guessed it—the copy light plug and receptacle. Dab it on in big red letters.

The side-pocket location of the receptacle on the TT-76()/GGC makes this one real easy to overlook.

TT HARMONY

A hard-working teletypewriter set like the TT-98()/FG or TT-4()/TG needs first-class lubing to do its chores—but beware of overlubing near the selector magnet.

EASY ON LUBE NEAR MAGNET

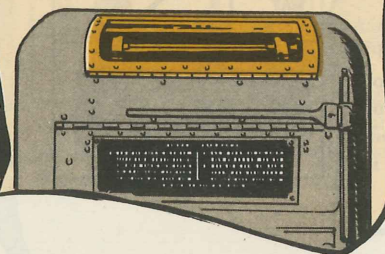


Too much oil can cause the magnet to stick, which garbles incoming messages. Your TT also needs plenty of cleaning, and the best combination to get it done right is you and a dry paint brush.

A few gentle strokes ... then a few more ... these'll work wonders in keeping your TT dust-free and runnin' right.

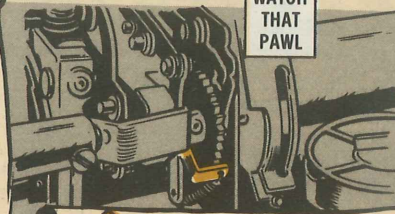
The observation window will stand up to good, hard use—but not long to jerks-open, slams-shut, or pulls at an angle. It can break.

NOT JERK PROOF



The line-feed pawl can be bent if you pull out the recording paper from under the platen in reverse. The forward motion does it best.

WATCH THAT PAWL

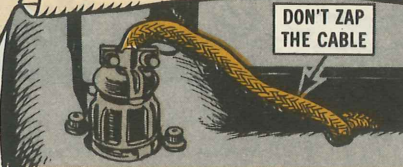


CABLE CONVERSATION

Wanta really treat your TT-76()/GGC reperforator-transmitter right?

Good. Then keep a watchful eyeball on the transmitter distributor cable and make sure it's not zapped by circumstance or happenchance.

DON'T ZAP THE CABLE



That cable's exposed to whatever befalls. It doesn't make out with sharp objects, hard whacks, or accidental jerks. It's vulnerable, man. Protect it.

SWITCHING TO SWITCHBOARDS

When you put back a TA-222 line pack in the SB-22/PT switchboard, you've got no problem . . . if you get the connections lined up right.

Otherwise, you crunch one or more of the 8 plastic female receptacles. Which is a good point against forcing the pack. Back up and try again if you run into resistance.

The same thing applies to the TA-221 operator's pack, with its 20 plastic receptacles.

To prevent dry-rot of the rubber insulated sleeve at the insert end of the plugs, keep the insulation dry. You can use an alcohol-dampened cloth to wipe the rubber sleeve, then dry the sleeve thoroughly.

Beware of bending the sleeve . . . it's easy to break the 3 wire strands in it.

PUT
PACKS IN
CAREFULLY



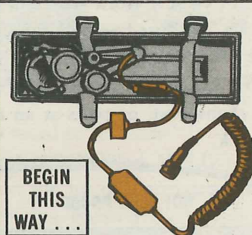
HEADSET HEADACHE



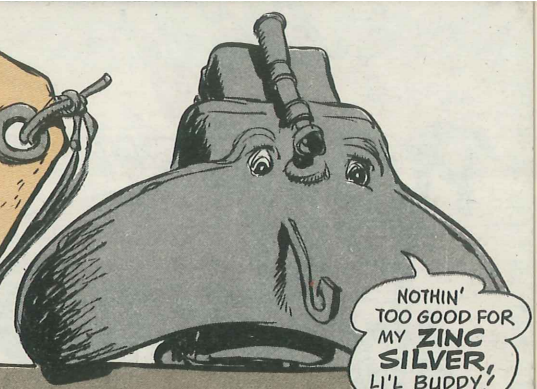
GROAN!
READ
THAT TM!!
REAL
QUICK!

Having trouble storing your H-182/PT headset in the lid of your SB-22/PT switchboard? It's a real uptight job. Change 4 (Dec 70) to TM 11-5805-262-12 gives you an illustrated 4-step procedure to help you get the headset in.

24



PIPSY-5 BATTERY KIT



Look twice at the filler kit that comes with your BB-622 () zinc silver battery, the power source for your AN/PPS-5() radar set.

It may be for another model battery from the one you have. In which case you can overfill or underfill the cell with electrolyte. That could cause excessive spewage . . . or less than maximum capacity.



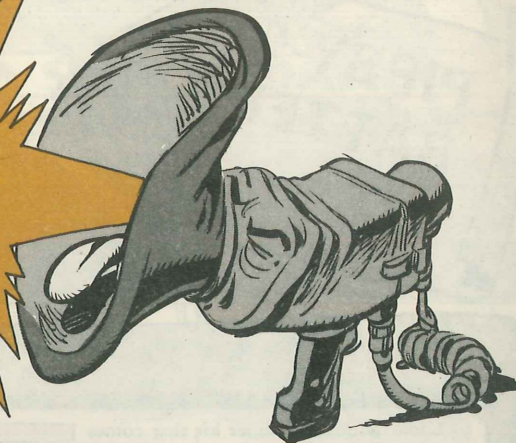
Here's a quick-look chart which shows the model battery and the filler kit markings made for that model.

BATTERY	KIT MARKINGS
BB-622 (plain model) Yardney Electric Corp. Contract No. DA 28-043-AMC-0215E	Model 4XHR58V 130cc of electrolyte
BB-622A Yardney Electric Corp. Contract No. DAAB-05-68-C-2056	Model 4XLR58 140cc of electrolyte
BB-622B Yardney Electric Corp. Contract No. DAAB-05-70-C-1110	Model 4XLR80 170cc of electrolyte
BB-622B Eagle Picher Co. Contract No. DAAB-05-69-C-3083	160cc of electrolyte

Check the voltage of the cells every half hour during the first charge. Always keep the cover open so you can spot smoke or gassing right off. If a cell gets hot or there's excessive gassing, have support check the cell out for a possible short. Meantime, shut down the PP-4127 charger till you find out what's wrong.

AN/PIQ-5A...

PUBLIC PM ADDRESS



Wanna keep your AN/PIQ-5A public address set broadcasting?

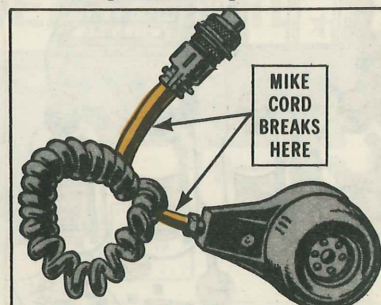
All you've gotta do is remember a few simple rules to keep it in top-notch perkin' condition.

LIKE, THOSE BA-30's are simple enough to deal with, but you've gotta be sure all 10 of 'em are in series. Just one of your BA-30's out-of-series will blank out your set.

Everybody knows about removing batteries if you store your equipment (more than 24 hours).

Battery leakage causes corrosion, and corrosion chews up metal mighty fast. So, clean it up and get the batteries out!

THE MICROPHONE CORD begs gentle handling ... you can get cord breakage at the megaphone assembly connector, mike connection points or about mid-point on the protective sleeve.



That metal mike isn't extra fragile, but you can bend it by dropping it, catching it on immovable objects, or putting it under somebody's big feet. So—watch it.



THE SCREEN SCENE

If you wanna get into the movies, don't make your mark on the screen.

Meaning, when you're movin' the screen for the BM-10 projector, don't catch the screen on sharp angles and edges.

A rip, cut, or tear can put it on down-time, for resewing or replacement.



Cool it, man!

Your projector bulb, of course.

If you cool that bulb before you switch off your blower-equipped projector, you can head off broken heat filters and condensing lenses, as well as a swollen bulb.

Turn the switch to the MOTOR position and run it a few minutes before shutting down ... this'll clear the heat away from the bulb.

Otherwise, the heat hangs heavy around the bulb and causes trouble.

Also, after putting a bulb in the projector, wipe the bulb thoroughly with a cloth. In handling, hold bulbs by the base, if possible.

The reason: Moisture from human hands can cause heat swelling in the bulb. The cloth removes most of the moisture from the glass.

SWITCH TO
MOTOR
POSITION
BEFORE
SHUT DOWN



FILLED-UP FILTER

YOU HEARD
RIGHT,
CHECK Y'R
FILTER.

The filter on your RT-820/TPX-44 receiver-transmitter needs a daily check and frequent cleaning in hot, wet climates. A clogged, dirty filter causes overheating, a burned-out blower motor, and damage to the unprotected components of the RT.

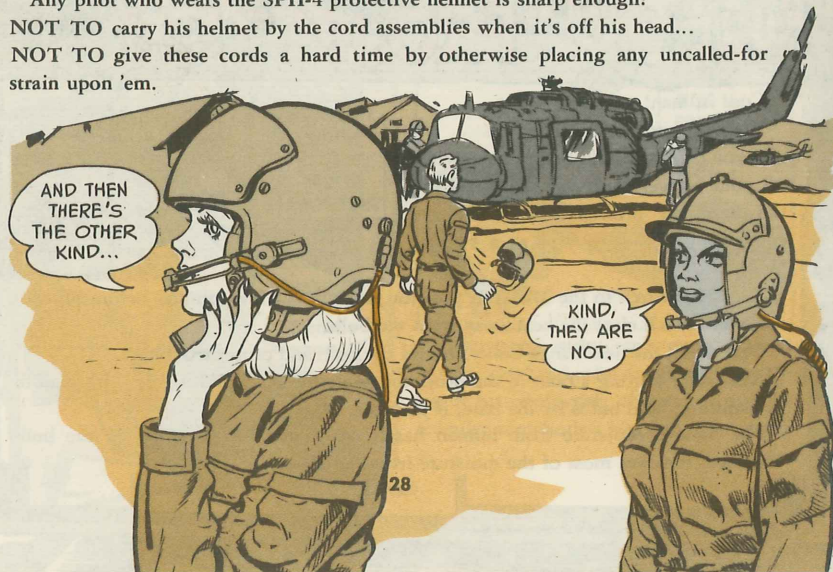
TABLE THE CABLE

FSN 5995-890-8614 will get you a long-enough cord assembly for the MK-896/AIC headset microphone kit's APH-5 protective helmet. Some of the regular CX-4434/U (FSN 5995-848-7662) electrical cord assemblies have been coming in short. The word's on page 6 of TB 750-911-4 (Aug 71).

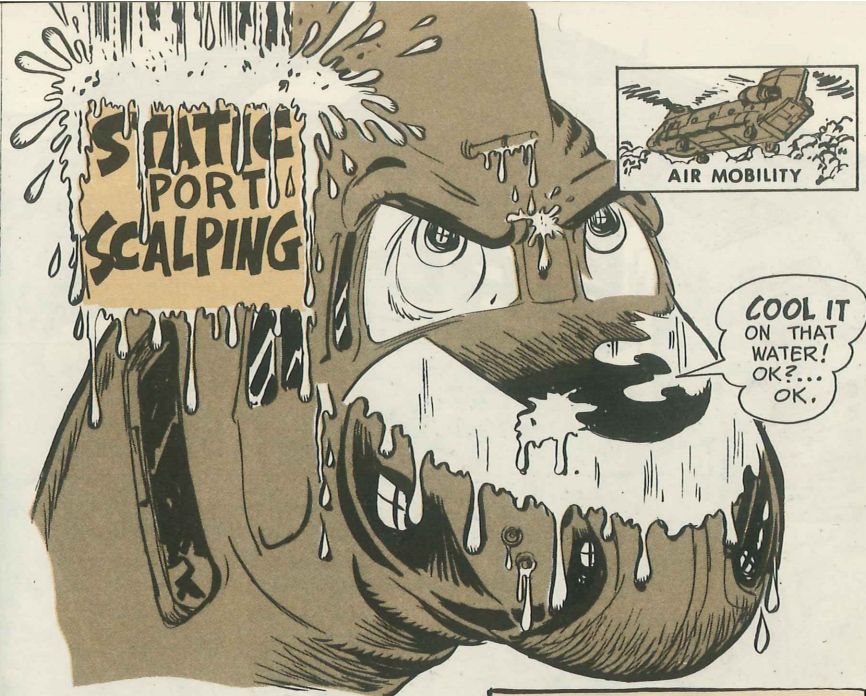


A COUPLE OF CORDS

Any pilot who wears the SPH-4 protective helmet is sharp enough:
NOT TO carry his helmet by the cord assemblies when it's off his head...
NOT TO give these cords a hard time by otherwise placing any uncalled-for strain upon 'em.



28



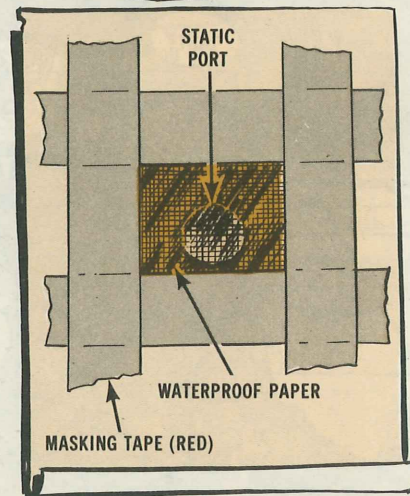
Maintenance tribesmen know to cover the pitot-static system ports before hosing down their thunder bird.

It's how they cover 'em that separates the warriors from the squaws.

Never stick pressure-sensitive tape directly on the static ports. Sure, it keeps the water out—but when you pull the tape off, the gummy stuff stays behind. Blocks the static port holes every time.

This makes your favorite bird's instruments speak with a forked tongue. Like a 200-ft error in the altimeter, a false air speed reading, or a bum vertical velocity readout. Think what would happen during a pinnacle approach under any of these handicaps.

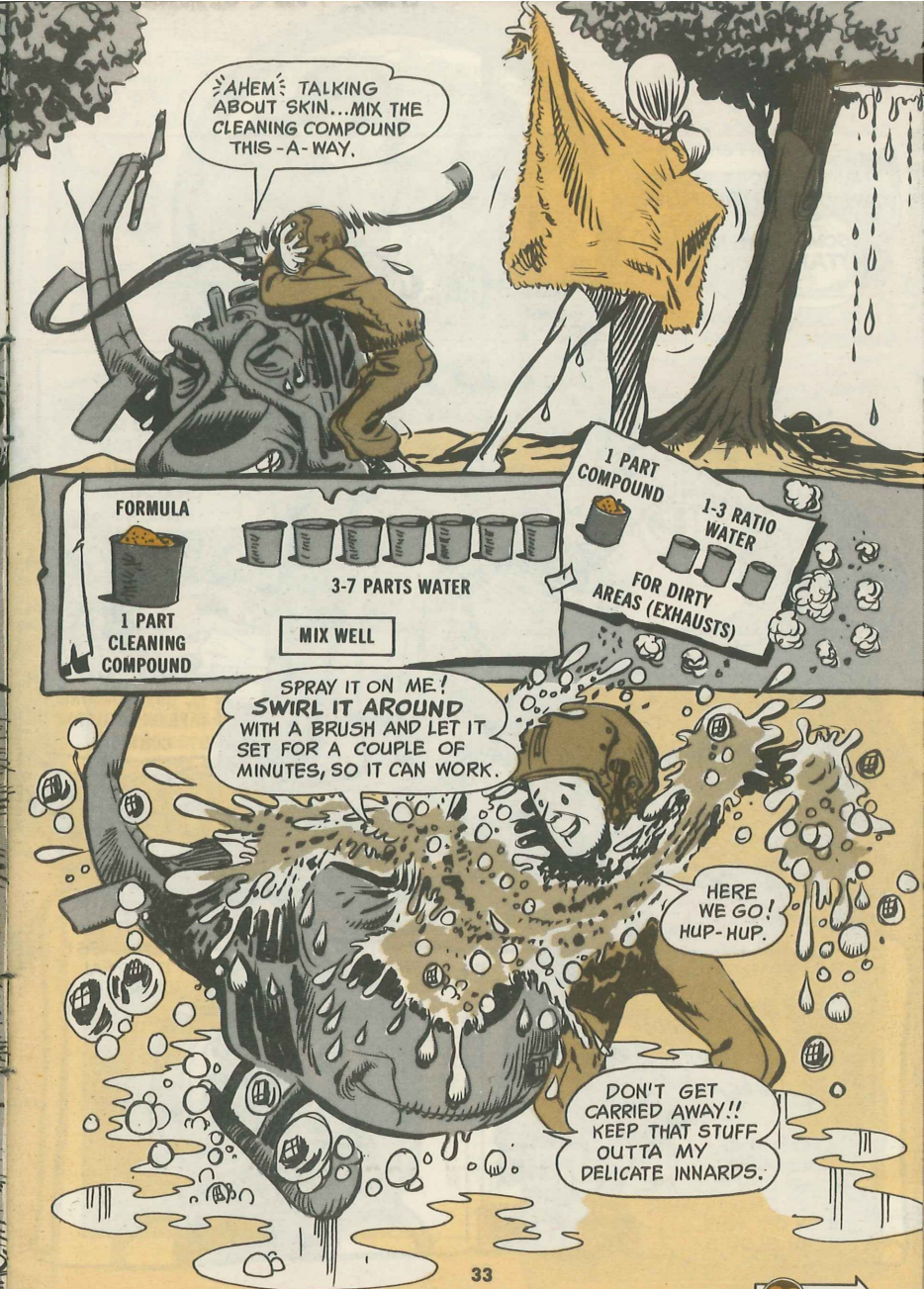
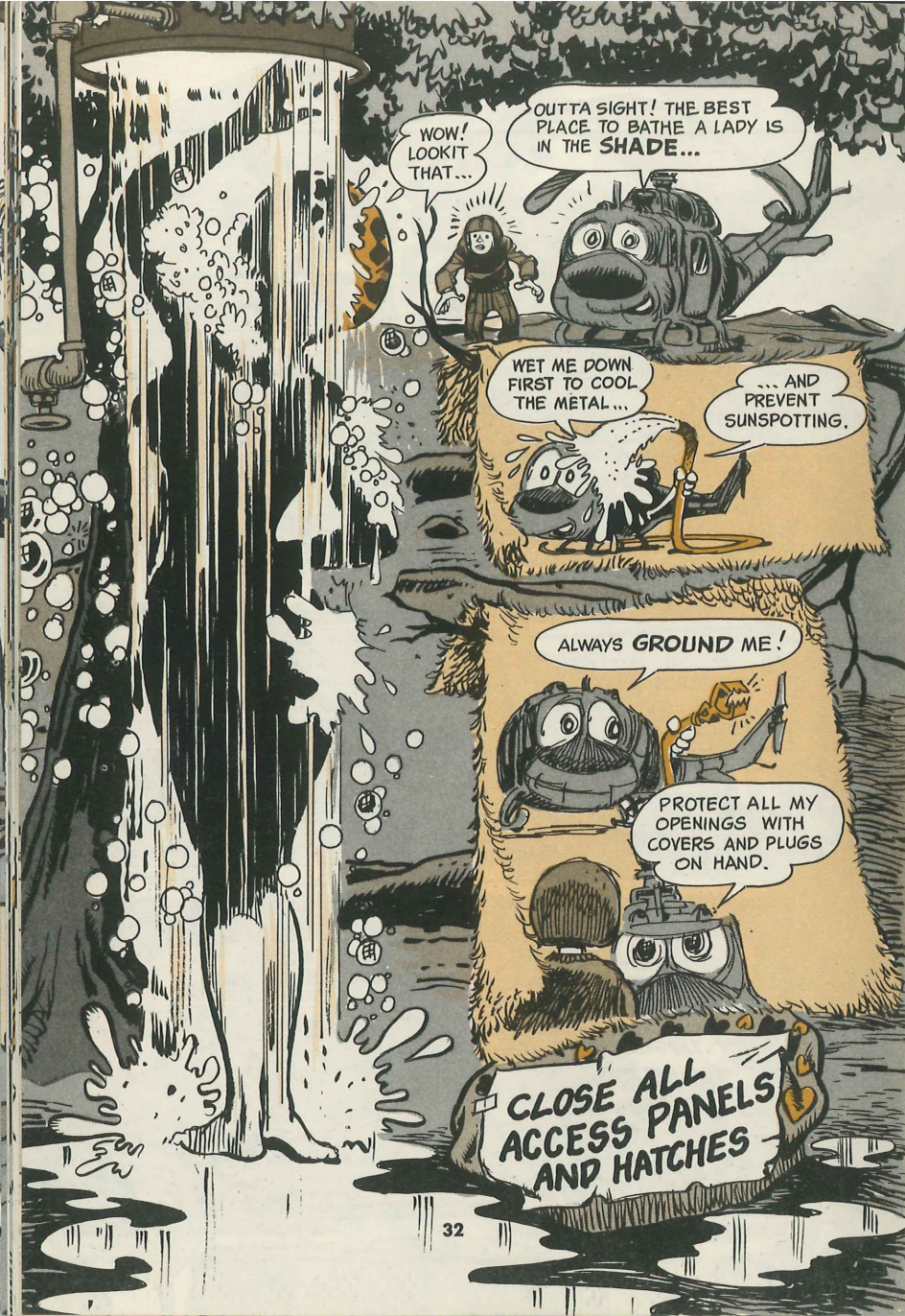
So-o-o-o, take a piece of waterproof paper, thin plastic, rubber, or vinyl and tape that down with masking tape.



Make it a fiery red. You'll be more likely to see it and take it off, once you're done with the great wash job.

29





TALKING ABOUT INNARDS,
TAPE OFF ROTOR HUB
SEALS. USE
SOME MASKING
TAPE FOR THAT
JOB.

ALSO CLEANING
COMPOUND DISSOLVES
GREASE, SO KEEP
IT AWAY FROM
MY EXPOSED
LUBRICATED
PARTS...

... USE MASKING
TAPE ON ACTUATOR
CONTROLS

HOW
ABOUT MY
PLEXIGLASS?
IT'S REAL
IMPORTANT.

CLEANING
COMPOUND IS
ROUGH STUFF.. DON'T
LET IT DRY ON YOUR
SKIN OR MINE...
WEAR GLOVES!

34

GENTLY PUSH
ANY CAKED MUD
OFF WITH FINGER
TIPS UNDER A
STREAM OF
WATER.

NO FINGER-
NAILS,
PLEASE.

NEVER RUB DRY
PLEXIGLASS! FINE
GRIT ACTS LIKE
SANDPAPER.

ON GREASE SPOTS,
USE ALIPHATIC NAPHTHA,
TYPE II (NOT TYPE I)
OTHER SOLVENTS CLOUD
PLASTIC.

REPAIR SMALL SCRATCHES WITH
PLASTIC POLISHING COMPOUND

CLEAN ALL ROTOR BLADES
GENTLY WITH MILD
SOAP AND WATER.
DON'T FORGET!

LOOK AT THESE
STAINS ON THE
UPHOLSTERY.

OH YEAH,
THAT'S THE COLONEL'S
FRIED CHICKEN. USE
SOME SOLVENT AND A
DAMP CLOTH. WATCH
THOSE FUMES.

CHECK THE
PITOT-STATIC
SYSTEM FOR
MOISTURE.

GIVE YOUR BIRD P M
WITH THESE CLEANERS

DRY CLEANING SOLVENT, P-D-680, TYPE 1,
5 GALLON PAIL FSN 6850-264-9038

CLEANING COMPOUND, AIRCRAFT
SURFACE, MIL-C-25769
55 GALLON DRUM
FSN 6850-935-0995

SOAP, MILD, CAKE 6 OZ/100 PER CASE
FSN 8520-531-6484

ALIPHATIC, NAPHTHA, TT-N-95,
TYPE II, 1 GALLON
FSN 6810-238-8119

PLASTIC CLEANING AND POLISHING
COMPOUND, P-P-560, TYPE 1, 1 PT.
FSN 7930-634-5340

35

I MAY
BE LOOSE,
BIG BOY.
BUT, I'M
DEFINITELY
NOT WORN.

PLAY OK

Dear Windy,

I have a question about the Huey (UH-1) main rotor pitch change links. When the lock nuts are loose there is some play between the threads of the barrel and the rod end, even on new parts. The play is gone when the lock nuts are tightened . . . no sweat.

Some of our throttle jockeys say there should be no slop before the nuts are tight, tho. The maintenance pub doesn't say, one way or the other.

What are the limits, Windy?

SSG R. G. H.

PLAY IS
OK, BEFORE
THE NUTS ARE
TIGHT.

Dear SSG R. G. H.,

There aren't any wear limits—none needed!

Thread tolerance limits, built in during manufacture of the parts, give you slop or play. This is not a wear area and does not require limits for the field.

Generally, if you have little or no wear on parts you're not going to see any published limits, Sarge.

Windy

...IT'S WHAT??

Tinkle, tinkle little spar...how I wonder what you are?

Wonder no longer, Hueymechs. That sound of tinsel inside the UH-1 tail rotor blade is normal.

It just so happens that during manufacture the aluminum honeycomb at the blade tip is drilled to allow for installation of the balance weights

Sometimes all the residue can't be removed.

A little tinkle is no wrinkle. Keep the blade.

JOE'S
DOPE

SKIN-DEEP*
MAINTENANCE
*(SPIT 'N' POLISH)



...0530, THERE THEY STAND, STURDY... COMFORTABLE... AND SHINY, READY TO PERFORM IN A MILITARY MANNER.



HERE WE GO
AGAIN; YAWN;
TIME TO CLEAN
UP... HUP-HUP...



WONDER WOT'S
FOR CHOW?
YAWN



OFF TO
WORK!
HUP-HUP



YOU WILL WHITEWASH
THE STONES IN FRONT
OF THE ORDERLY ROOM!
WE GOTTA LOOK SHARP...
PROFESSIONAL...



... BUT WE'RE CRITICAL
IN ¼ TON REPAIRS,
SARGE. I
DIG IT!
BUT STICK WITH
THE ROCKS.



LIKE THE
MAN SAYS,
WE DO IT.



GREAT JOB!
STICK WITH IT,
TROOPER.



GOOD NEWS, FELLA!
WHEN Y'R THROUGH
OUT HERE, WE GOT
SOME **GOOD**
DUTY FOR YA!

GOOD
STUFF!
WOT?



YOU KNOW THAT THE
CO'S QUARTER TON
IS IN YOUR SHOP
FOR AN'S" JOB?

RIGHT ON!
HIS DRIVER
GAVE US
THE WORD.



FINE... CLEAN THOSE
TIRES GOOD, AND
THEN **PAINT** 'EM!

HAVE A HEART,
SARGE... THAT'S
EYEWASH.



DIG IT, MAN!!
AND WHEN YOU'RE
THROUGH, DO THE
SPARE TIRE TOO!



REMEMBER, SPEC-
FOUR! **NICE-NEAT-
SHINY-GOOD-
LOOKING** EQUIPMENT
ALWAYS IMPRESSES
PEOPLE.

YEAH, I KNOW... SO
THEY DON'T BOTHER
US, OR MAKE WAVES.

SCRATCH
SCRATCH



WHEW! FINALLY... **ALL
FINISHED**... TWO HUNDRED
THIRTY-SEVEN ROCKS.
WHITEWASHED! LOOKS
SHARP, THO!



WOW! TIME FOR NOON CHOW.
I'LL SPLIT TO THE SNACK BAR
FOR A "BURG-N-BEER!"
THEN BACK TO THE SHOP.



HEY THERE, DAD!
HOLD THAT MOTORCYCLE
ONE... NOW ON THAT
QUARTER TON DETAIL...

OK,
SARGE,
WOT ELSE?



WHEN Y'R
THROUGH, HIT THE
BODY SHOP FOR
A SPANKING NEW
O.D. PAINT JOB.



YOU GOTTA
BE KIDDING!

NEGATIVE... MAN,
ALL WHEELED-VEHICLES
IN THIS UNIT WILL HAVE
PAINT THAT MATCHES.

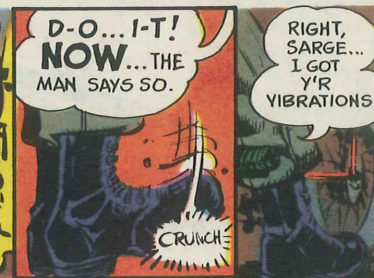


DON'T YOU KNOW ANYTHING?
PAINT IS A PROTECTIVE COATING.
THAT'S MAINTENANCE, MAN... AND
BESIDES, IT LOOKS "STRAC"
GOT THE MESSAGE?



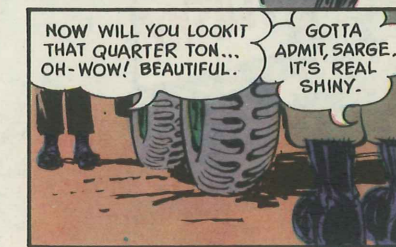
SO
DO IT!

... BUT ALL THAT'LL TAKE
ABOUT **TWO DAYS**...
AND WE'RE LOADED WITH
CRITICAL REPAIRS.



D-O... I-T!
NOW... THE
MAN SAYS SO.

RIGHT,
SARGE...
I GOT
Y'R
VIBRATIONS.



NOW WILL YOU LOOKIT
THAT QUARTER TON...
OH-WOW! BEAUTIFUL.

GOTTA
ADMIT, SARGE.
IT'S REAL
SHINY.



DID YOU NOTICE THOSE
TIRES, SARGE?

YOU DID A
NUMBAH ONE
JOB... THEY'RE
MIRROR-LIKE.



THEY'RE ALSO
WORN ON THE
INSIDE. WHEN
WERE THEY
ALINED?

CHECK WITH
THE DRIVER.
DON'T BUG ME
WITH "USER"
DETAILS. SEE
YA!

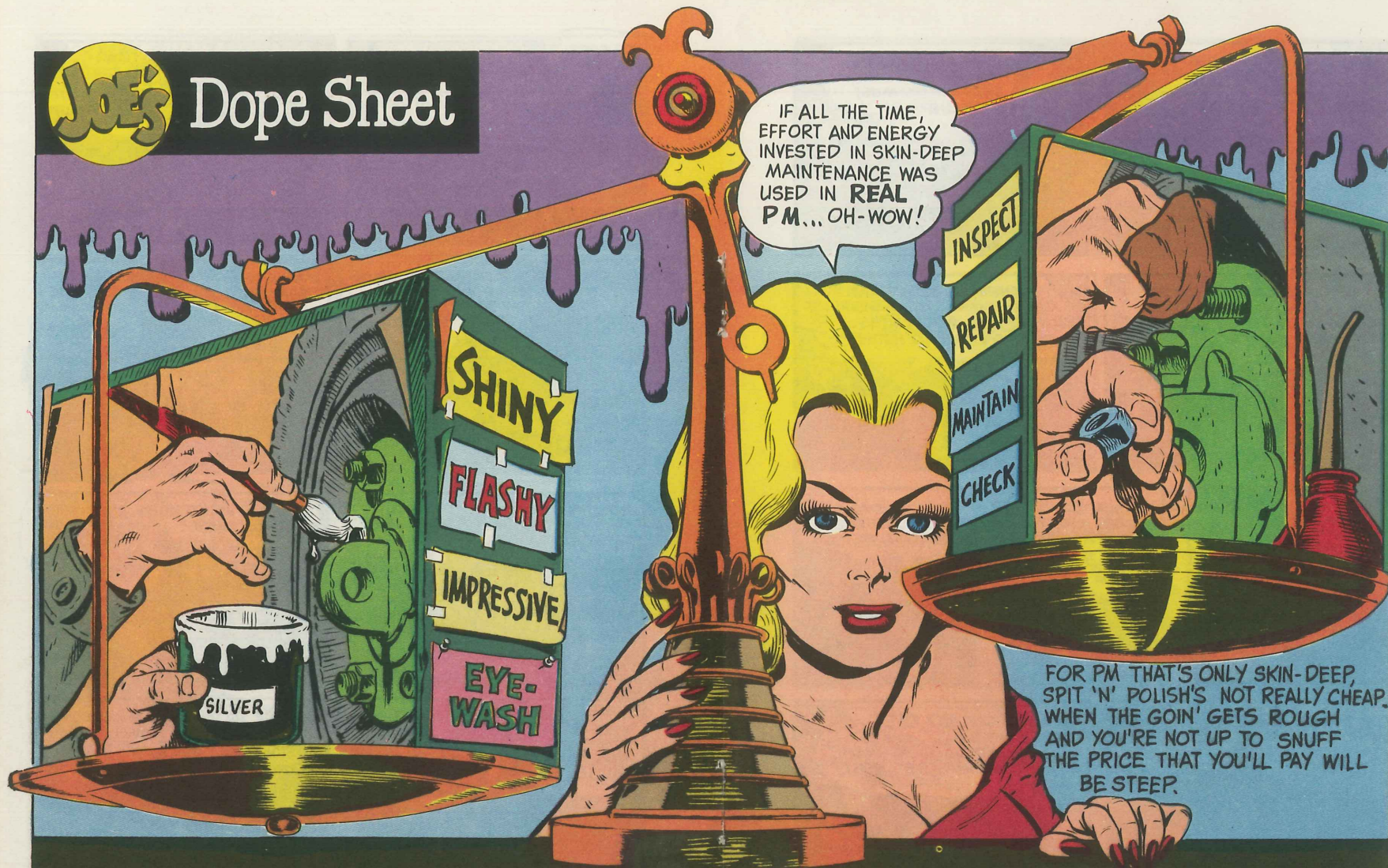


BACK TO THE
SHOP. OH WELL
... HUP-HUP...

MAN, LOOKIT
THAT PILE OF
TIRES FOR
SALVAGE.



Dope Sheet



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.

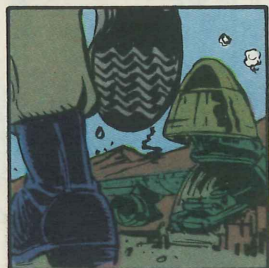


DIG THIS!
IT'S AN ALL AREA
ALERT!! THE
AIRCRAFT ARE
WAITIN'!

EVERYTHING LOCKED
AND LOADED AT THE
AIR STRIP IN 20 MINUTES!
MOVE IT!

PUFF! HOW'S OUR
READINESS PROFILE?

WE GO
WITH WOT WE
GOT! MOVE
Y'R GAS.



FIRE
FIGHT!
BAIL OUT!

STALLED
OUT!

CAN'T
KICK 'ER
OVER...

THE RECORD WILL NEVER SHOW THE MISSIONS LOST BECAUSE OF SIMPLE BREAK-DOWNS... THAT DIDN'T HAVE TO HAPPEN!

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 2 (Oct 71), TM's, TB's, etc.; DA Pam 310-6 (Jul 71) and Ch 2 (Jan 72), SC's and SM's; DA Pam 310-7 (Oct 71), MWO's; and DA Pam 310-9 (Nov 71), COMSEC Pubs.

TECHNICAL MANUALS

TM 3-221 C2 Nov Field CBR Collective Protection
TM 3-4240-258-14 C1 Nov M17A1 Chem-Biol Field Mask
TM 3-6665-260-14 Oct Chem Agent Automatic Alarm Test Set M74
TM 5-551K Jul Plumbing and Pipelining
TM 5-3431-228-20P Oct Welding Machine, ARC, AC/DC, 300 Amp, Transformer Rectifier, Constant Current, Base Mounted Mdl MD301 FED
TM 5-4110-226-24P Nov 10,000 BTU Refrig Unit Mdls PTE10-1 and L10M
TM 5-4320-251-24P Oct Recip Pump, 100 FPM Mdl 4D2A016
TM 5-4330-211-12 Oct 350-GPM 350-GPM Filter-Separator Mdl 0217
TM 5-4610-223-20P Dec Water Purif Unit, Van Type Body Mtd, 3,000 GPM Mdl 3000V
TM 5-4930-217-20P Dec 23 CFM Lubr and Serv Unit GED, Mdl ENG 3
TM 5-4940-225-12 Dec Org Repair Truck Mdls SEORL and SEORLT
TM 5-5420-205-20P Sep Mobile Asst Bridge/Ferry Mdl 2195-1 and Component Mdl 2195-2
TM 5-6115-320-12 Nov 45 KW Gen Set Mdl GTGE 70-6-1
TM 5-6675-285-13 Oct Surveying Instruments: Microwave Mdls MRA301, 99, and MC-8
TM 9-1005-206-14P/3 Oct Pistols, 22, .38, 45 Cal
TM 9-1005-246-24 Nov M139 20-MM Gun
TM 9-1005-249-20 Sep M16A1 Rifle
TM 9-1005-257-ESC Oct Armament POD, Act, 7.62 MM MG: M18 and M18A1
TM 9-1430-503-12/3 C4 Jan Radar Set AN/MPQ-34 (Hawk)
TM 9-2300-216-10 C4 Dec & C5 Jan M107 Gun and M110 Howitzer
TM 9-2320-209-20P C4 Oct M44-Series 6x6 2 1/2 Ton Truck
TM 9-2350-217-20 C7 Jan M108/M109 Howitzer
TM 9-2350-247-10 C3 Dec M548 Tracked Cargo Carrier

TM 9-2350-247-20 C3 Dec M548 Tracked Cargo Carrier
TM 9-6625-1754-14 C2 Oct Multimeters AN/USM-303 and AN/USM-303A
TM 10-500-34 Oct Airdrop, 20 MM Towed AAG M167 (Vulcan)
TM 10-1670-213-23 C4 Oct & C5 Dec Types of Pers Parachute
TM 10-1670-262-12 C2 Jan Stabo Extraction Sys, Personnel and Anchoring Device
TM 10-3950-206-34 Nov 10,000 GED Whse Truck Crane, Mdl 10FM, Army Mdl MHE 216
TM 10-4500-200-13 C2 Nov Mdl M1941 and Mdl M1950 Space Heaters and Immersion Heaters
TM 10-7200-200-23 Oct 5 Gal Steel Mil Gasoline Can and 5 Gal Steel, Aluminum and Plastic Water Can
TM 11-6660-206-20P Nov Rawin Sets AN/GMD-1A and -1B
TM 55-1500-204-25/1 C6 Nov Gen Act Maint Manual
TM 55-1510-203-20 C4 Dec U-6A
TM 55-1510-204-20-1 C15 Dec OV-1
TM 55-1510-205-10 C3 Nov U-1A
TM 55-1520-209-PMD Oct CH-47A
TM 55-1520-209-PMI Sep CH-47A
TM 55-1520-209-PMP Sep CH-47A
TM 55-1520-209-20-1 C33 Dec CH-47A
TM 55-1520-210-CL Aug YUH-1D, UH-1D, UH-1H
TM 55-1520-210-10 C1 Dec UH-1D/H

LUBRICATION ORDERS

LO 5-3810-233-12-1 Oct 5 Ton RT Crane Mdl H-446 w/Eng and Mdl 3172
LO 5-3810-233-12-2 & 3/ Oct 5 Ton DED RT Crane Mdls H-446 w/Eng and 3172
LO 5-3895-334-12 Nov Bitum Heating Kettle Mdl F3-M1
LO 5-4310-338-12-1 Oct DED Rotary Air Compressor Trailer Mtd; 600 CFM 100 PSI Mdls 1M600RPV w/Eng and D333C
LO 5-4320-259-12 Nov 100 GPM GED Pumping Assy Mdl USACGC w/Eng and Mdl K91P-31882A
LO 9-2320-260-12 Oct M809 Series



COOL IT!
I'M REACHIN'
FOR A PUB!

5 Ton 6x6 Truck
LO 10-3930-625-12 Nov 4,000 Lb EMD Forklift Truck Mdls FL-40-EE-6650 and FL-40-EE-6250 and Army Mdl MHE-218
LO 10-3930-628-12 Oct 2,000 LB EMD Forklift Truck Army Mdl MHE 219 and Allis Chalmers Mdl FE20-24EE

MODIFICATION WORK ORDERS

9-2300-397-20/2 Dec M106, M106A1 SP 107MM Mortar Carrier
9-4933-206-40/1 Jan M6 Armamen: Subsyst Test Set
11-5810-221-45/28 Nov Mod of Comm Security Equip TSEC/KW-7 to Remove Capacitor A18C1
11-6625-1604-40/1 Dec Cryogenic Refrig Test Set AN/AAM-29
55-1500-210-30/30 Aug Pressurize FH Control Hydraulic Sys Reservoirs CH-47A, B, C
55-1510-201-30/19 Nov Instal of UPM-25, RU-8D
55-1510-201-40/2 C4 Dec Instal of AN/ARC-102 for U-8D Act
55-1510-201-40/17 C3 Dec Instal of Auth Stn Avionics Configuration U-8D Act
55-1510-209-30/14 C1 Dec Improved Heater Instal U-21A, RU-21A, RU-21D
11-1520-210-20/18 Dec Mod to Install MT-3949A/U Mount in Lieu of MT-3951/U UH-1D/H

MISCELLANEOUS

DA Form 3256 Nov Preservation and Depreservation Guide for Marine Equip
DA Form 3257 Nov Preservation and Depreservation Guide for Railroad Equip
SC 5180-99-CL-A01 C1 Nov Act Mech Gen Tool Kit
SC 8465-90-CL-P03 Oct Cold Climate Indiv Survival Kit
TB 55-2800-200-30/1 C6 Dec T53 Eng Insp Guide Mdls
T53-L-5/7/7A/9A/11/11B/11C/11D/13/13A/15/701
TB 55-9150-200-25 Oct Eng and Transmission Oils Fuels and Additives for Army Act
TB 750-971-4 Oct MECOM EIR and Maint Digest

MWO Of The Month

Your M108 or M109 SP howitzer engine running hot? Make sure MWO 9-2350-217-30/22 (Apr 71) has been applied. It makes the coolant system work better. This MWO goes on all M108's and on M109's serial numbers 5 through 1868, 1870, 1871, 1874, 1885 and 1890. Get it done as soon as possible but no later than the end of May.



GROUND MOBILITY

OIL FILTER COUSINS-NOT TWINS

There're 2 different oil filters for the M151-series 1/4-ton truck and the M715-series 1 1/4-tonners. One filter is good for 6,000 miles, but the other one has to be changed every 3,000 miles.

FSN 2940-832-6054

I'M
GOOD FOR
6000
MILES.

FSN 2940-895-6448

SOB!
I'M ONLY
GOOD FOR
3000 MILES.

Filter, FSN 2940-895-6448, is the old kind and is changed at 3,000 miles. Filter, FSN 2940-832-6054, is the new type and will last for 6,000 miles. The FSN should be right on the filter. If you can't make out the FSN on the filter already on your vehicle, just figure it's the old type and make sure it gets changed at 3,000 miles. Natch, the oil filter on a new 1/4-tonner gets changed after the first 500 miles of operation, no matter which filter it is.

DIG THAT
COOL FILTER!
IT TURNS
ME ON.

DOWN IN
FRONT.

1 1/4-TON TRUCK



SPOTLIGHT ON FSN

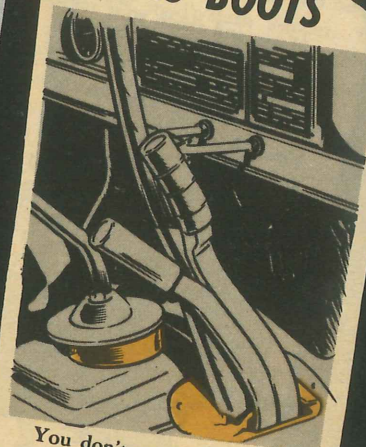


Looking for a spotlight for your M726 telephone maintenance truck? FSN 6220-160-0550 will fetch the light with the long shaft. RIC is AKZ.

HEY! LOOKIT
THEM WAY-
OUT SCREENS.

DOES ANYBODY
KNOW WHERE
THE LATRINE IS?

M715 BOOTS



You don't need to order whole assemblies to get rubber boots for your TM-244-series 1 1/4-ton truck now. For transfer lever, order Boot, FSN 5330-157-6257. For gearshift lever, order Seal, rubber, FSN 2520-404-0681.

It's fun to be friendly

PS MORE

STEERING CHECK

Hurry and check your vehicle right now. The main steering column U-joint may be about to zap you. The danger is, the U-joint's clamp nut can loosen and let the lower shaft vibrate. That shaking shaft gnaws at the lower bushing and hollows it out. Your steering can quit on you any time after that . . . abruptly and absolutely.

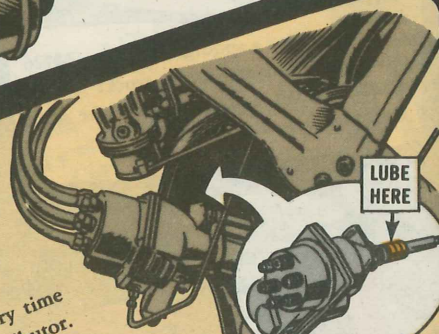
If you find any play at all between your bushing and lower shaft, get DS to go after it. They'll take a look at the upper shaft and the bushing, too. They got the word on this in Article 25, TB 750-981-2 (Apr 71).



DISTRIBUTOR COMES EASY

No need to bust a gut every time you want to remove the distributor. Just slather some lube—like OE—on the shaft housing when you install the distributor, and it'll slip right out when the time comes.

WONDER IF THIS STUFF IS "X" RATED?

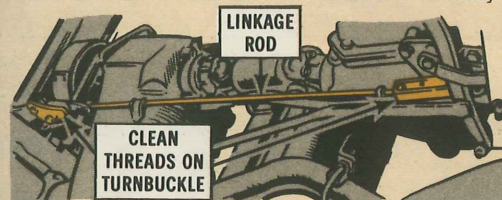


HEY, LOOKIT... THERE'S OUR DISTRIBUTOR, IN GLORIOUS TWO COLOR

ELIMINATE THE SHAKES

Better check the parking brake linkage on your set of wheels if you haven't looked in the last 900 to 1,000 miles.

If the link rod is loose to where it could rattle, get with it. Take the rod off and clean the take-up threads in the turnbuckle so's the nuts turn easily.



While you've got the rod off, adjust the hand brake band like it says on page 107 of your TM 9-2320-244-20 (Aug 71). Then reassemble, with the cotter pins in the clevis pins only after you've checked the set-up.

Let nobody try to take up brake band slack by putting tension on that linkage rod. And if your brake band is worn down, replace it.

5/4 GAS SCREEN

FSN 4730-202-6063 brings Screen Assy, tank filler tube, for your M715 truck. For your M725 ambulance or M726 telephone maintenance truck, you have to order a whole Tube Assy, filler with strainer, gas tank inner, FSN 2910-752-9138.

SAVE THAT OLD CLIP

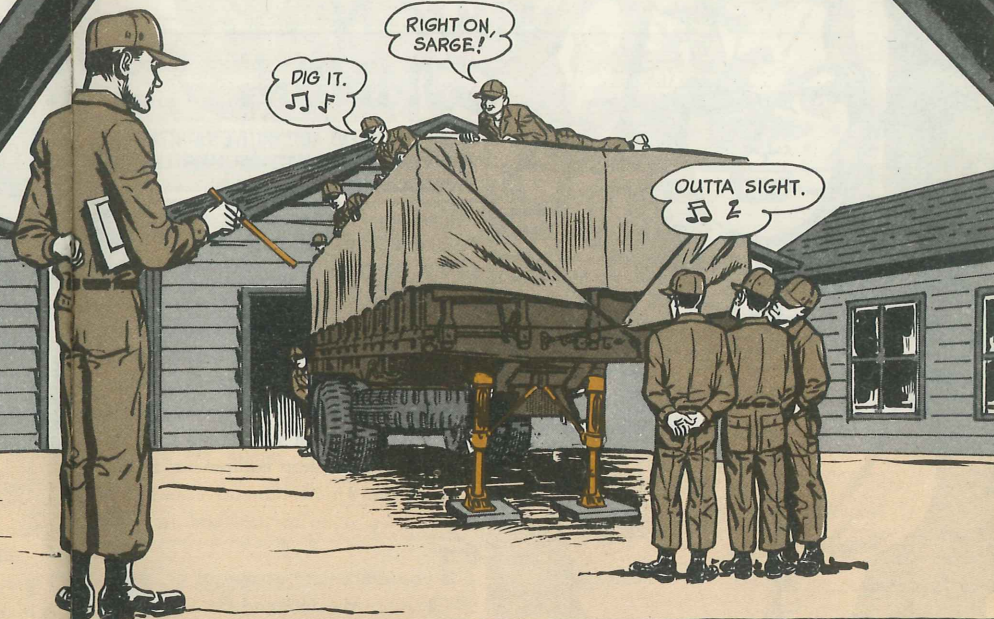
Hang on to the clip from your old wiper arm when you need a new mud'n'slush slapper. The replacement arm, FSN 2540-917-5896, may not fit otherwise.



A big batch under contract DAAG-05-69-M6810 got issued with wrong-slotted attachin' fixin's. Just slip the old clip onto the new blade, and 'ere y'are.

The END

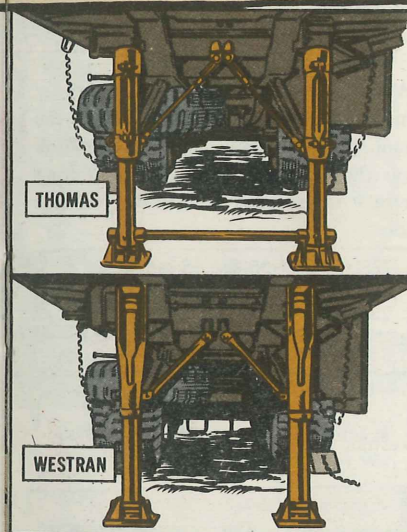
LOOK AT
THEM
LEGS!



If the word "legs" makes you blush, call 'em "limbs", but let's get the story straight on landing legs for the 12-ton semitrailers.

This goes for all the trailers in these series: M126, M127, M128 and M129. All of 'em covered by TM 9-2330-207-14 (Jun 61) w/Ch 1 & 2 and TM 9-2330-207-24P (Jan 62) w/Ch 1, 2 & 3.

There're 2 different kinds of legs on these trailers—Thomas and Westran. Which trailers have which legs? Pay close attention—
—Older trailers came with Thomas legs
—Newer trailers come with Westran legs
—But older trailers can have Westran legs if the whole Thomas setup was replaced by the Westran kit, FSN 2590-177-8249. This kit was used only—repeat only—if you couldn't get ahold of Thomas legs for your repair job. Instructions for installing came



with the kit. The kit is going to be deleted from the manuals.

You can't mix Thomas and Westran legs. And you can't use Thomas legs if your trailer already has the Westran setup.

If you need Thomas legs, order FSN 2530-534-2337 (left leg) or FSN 2530-534-2338 (right leg).

Here're repair parts for the Westran deal:

Leg Assy, FSN 2590-177-9992 (fits either right or left side)

Gear box, FSN 2590-178-0010

Crank, FSN 2590-177-9931

Crank support bracket, FSN 2590-177-9918.

Shoe (or maybe you call it "foot"), FSN 2590-177-9980.

HERE IT IS...
**YOUR "NO. 2
COMMON"**

***SHOP EQUIPMENT, AUTOMOTIVE MAINTENANCE
AND REPAIR: ORGANIZATIONAL MAINTENANCE,
COMMON NO. 2, LESS POWER**

That's the new name for your old No. 2
Common Tool Kit, FSN 4910-754-0650,
LIN W32730.

It doesn't matter what you call it, you
need it to do your maintenance on your
motor vehicles. If you're in a battalion or
squadron maintenance platoon or sepa-
rate unit, and you have from 75 to 350
motor vehicles, then you should have the
No. 2 Common shop equipment. It will
support from 8 to 26 automotive mechanics
if you keep it up to date and in good
shape.

If you don't have a copy of SC 4910-
95-CL-A72 (Mar 69), and Ch 1 (Sep 70)
and 2 (Jan 71) to check your tools, then
use this list.

You should have one each unless noted.
A difference in manufacturers sometimes
makes a difference in the shape of the
tool. If the one you have does not look
exactly like the one pictured here, don't
turn it in because it should do the same
job.



ACETYLENE, TECHNICAL: 98 percent min as-
say as acetylene, 225 cu ft cyl FSN 8120-
268-3360

FSN 6830-264-6751



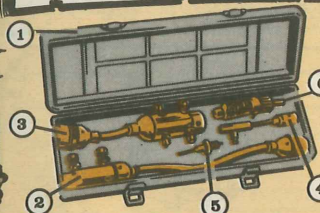
ADAPTER, SOCKET WRENCH: 1-in male sq-
end, 3/4-in female sq-end

FSN 5120-227-8104



ADAPTER, SPINDLE, PORTABLE SANDER: for
3/8-in dia spdl, 11 NC rh thd, w/wrench

FSN 5130-293-2330



ADAPTER SET, ENGINE ELECTRICAL TEST:
sealed for wheeled tactical vehicles, 24 v

FSN 4910-348-7600

Consisting of:

ADAPTER, ENGINE, ELECTRICAL TEST:
generator testing, generator to regulator
harness, w/armature and field term 1 and
2, w/2 sw links.

3 FSN 4910-092-9026

ADAPTER, ENGINE, ELECTRICAL TEST:
ignition unit.

6 FSN 4910-356-7508

ADAPTER, ENGINE ELECTRICAL TEST:
primary circuit, distributor, w/spring
loaded thru cond plunger and male thread
connection.

5 FSN 4910-356-7492

ADAPTER, ENGINE, ELECTRICAL TEST:
regulator testing, battery to regulator har-
ness, w/battery terms, 1 and 2 w/switch

2 FSN 4910-092-9025

ADAPTER, ENGINE, ELECTRICAL TEST:
spark plug, w/three conductor ignition
cable.

4 FSN 4910-356-7504

CASE, ADAPTER SET, ENGINE: butt hinged
cover, drawbolt fastener and instruction
plate.

1 FSN 4910-348-7691



ANVIL, BLACKSMITH'S: CI body, w/S face
and horn, 100 lb wt, 12 1/2-in lg x 3 3/4-in w
face, 3/4-in sq hardy hole, 1/2-in dia pritchel
hole.

FSN 5120-180-2885



BAR, PINCH: bent chisel and taper, 3/4-in dia
stk, 26-in lg o/a.

FSN 5120-224-1372



BAR, WRECKING: 3/4-in dia stk, 30-in lg o/a

FSN 5120-293-0665



BATTERY FILLER, GRAVITY: jug type w/
pitcher type handle, natural or syn-ru center,
4-qt plus 2-pt or minus 1-pt, 18-in lg, 1/2-in
dia hose, 8-in lg x 8-in w x 12-in h.

FSN 6140-635-3824



BATTERY FILLER, SYRINGE: 6 fluid oz ru
bulb type, rigid bent nozzle, 10 3/4-in lg o/a.

FSN 6140-643-4490



BENDER SET, TUBE, HAND: exter spring type, sgle size, 6 benders.

FSN 5120-293-0019

Consisting of:

FSN 5120-234-8739
FSN 5120-234-8740
FSN 5120-234-8741
FSN 5120-234-8742
FSN 5120-234-8743
FSN 5120-234-8744

tu od, in

1/4
5/16
3/8
7/16
1/2
5/8

BIT, SCREWDRIVER:

3/8-in w fl tip, 3/8-in female sq-drive shk, 3-3/16-in lg o/a



FSN 5120-243-7338

BLADE, HAND HACKSAW: HSS, all hard type, 24 teeth per in., 0.025-in thk, 10-in lg o/a (10 blades per bn).



FSN 5110-237-8107

3

BRUSH, STENCIL: lg handle, 3/16-in dia of bristles at ferrule, 9/16-in lg o/a.



FSN 7520-223-8000

BRUSH, WIRE, SCRATCH: S wire, curved handle, rocker rect face, 1 1/8-in to 1 1/4-in lg clear of block, 4 rows w, 18 rows lg, 6-in to 6 1/2-in lg brush part, 14 to 14 1/4-in lg o/a.



FSN 7920-291-5815

12

54

CABINET, STORAGE: spare parts, S body with wooden top, 18 drawers 1 front opng bin, assembled, 35 1/2-in h x 25-in w x 20-in deep



FSN 7125-357-5337



CABINET, STORAGE: vehicle repair parts and tools, S body w/wdn top, w/11 drawers, 35 1/2-in h x 25-in w x 27-in deep.

FSN 7125-330-0130

2

CABLE, ASSEMBLY, SPECIAL PURPOSE, ELECTRICAL:

2 cond stranded no. 1 AWG, ru jacket, 20 ft lg o/a, 3/8-in x 1 1/2-in cross sec of cable, 2 plug type term. fittings.



FSN 4910-474-9135



CABLE ASSEMBLY, POWER, ELECTRICAL: no. 12 AWG, type SO, 3 cond stranded, 600 v working v, 50 ft lg o/a, male fitting 1 end, female fitting other end, w/3 wire to 2 prong adpt w/ground wire.

FSN 6150-682-3460

2

CAN, RADIATOR FILLING: glvd S, 3 gal cap.



FSN 7240-254-4173

CAPS, VISE JAW: br face, 4-in w jaws.



FSN 5120-221-1506

2pr

CARRIER, STORAGE BATTERY: quick adj, serrated ru gripper pads, 1 1/2 lb wt.



FSN 5120-570-4316



CLAMP, C: med-service rating, 2 1/4-in deep throat, 4-in size.

FSN 5120-222-1612

2

CLAMP, C: med-service rating, 2 1/4-in deep throat, 6-in size.

FSN 5120-203-6431

2



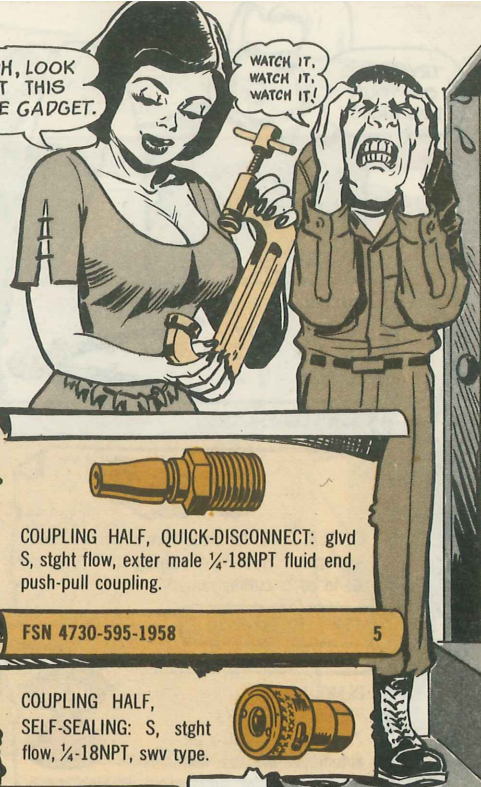
CLEANER AND TESTER, SPARK PLUG: bench mtd, spark plug sizes 10mm, 14mm, 18mm, and 3/8-in, 120 to 150 psi air pressure reqd, 1/2NPSH, var pressure, ac, 110 v, 60 c, sgle-ph, spark plug reflection observed in S, mirror, for replacement abrasive grain use FSN 5350-222-0581.

FSN 4910-261-5868

Champion Model 600 & 800 series—
TM 9-4910-389-20P.
Oiljack Mfg Co. Model B800M—
TM 9-4910-471-10.

Voss Model 601—
TM 9-4910-465-10
Szemco Inc. Model 1129—
TM 9-4910-438-10

OH, LOOK AT THIS CUTE GADGET.



WATCH IT. WATCH IT. WATCH IT!



COUPLING HALF, QUICK-DISCONNECT: glvd S, stght flow, exter male 1/4-18NPT fluid end, push-pull coupling.

FSN 4730-595-1958

5

COUPLING HALF, SELF-SEALING: S, stght flow, 1/4-18NPT, swv type.



FSN 4730-595-1813

5



CRIMPING TOOL, TERMINAL, HAND: manual compression type, no. 26 thru no. 10 AWG wire accommodated.

FSN 5120-596-9313

CROWBAR:

1 1/4-in dia stk, 59-in to 62-in lg o/a.

FSN 5120-224-1390

2

CUP, PAINT, SPRAY GUN: 1 qt cap., clamp type, w/al cover attachment.



FSN 4940-190-5164

2

55

TRY THESE
ON YOUR
TOE NAILS.

CUTTER, BOLT: rigid
hd type, clipper
cut, $\frac{5}{16}$ -in mild S rod cutting
cap., 18-in lg o/a.



FSN 5110-596-9162

CUTTER, TUBE: for close flare cutoff, inclosed
feed mech type, w/deburring tool, $\frac{1}{8}$ -in to
 $1\frac{1}{2}$ -in od tu cutting range.



FSN 5110-288-6520

**DEMOUNTER,
PNEUMATIC TIRE:**
7.00 x 16 to 14.00 x 24
automotive tire size, manually
driven, pressure supplied to working mech
by screw shaft.



FSN 4910-683-9362

DIE SET, METAL STAMPING HAND: Gothic
style, no. 0 to 8 character impressions, $\frac{1}{4}$ -in
h characters, w/case.

FSN 5110-289-0003



DIE SET, METAL STAMPING, HAND: Gothic
style, upper case alphabet, w/period and
ampersand character impressions $\frac{1}{4}$ -in h
characters, w/case.

FSN 5110-289-0007

DISPENSING PUMP, HAND DRIVEN: for gaso-
line or kerosene, continuous flow type, pump
hd body flange mtd for $1\frac{1}{2}$ -in or 2-in bung
opng, discharge fitting, $\frac{3}{4}$ -in thd nozzle hose,
8 ft lg o/a, 42-in lg nonadj intake pipe, 12
gal per 100 revolutions.



FSN 4930-811-6857

DISPENSING PUMP, HAND DRIVEN: piston
self-measuring type, flgd mtg pump body,
 $1\frac{1}{2}$ -in and 2-in bung opngs, $\frac{1}{2}$ -in thd nozzle
discharge fitting, adj intake pipe, 1 qt per
stroke.



FSN 4930-287-8293

DRESSER, ABRASIVE WHEEL, HAND: re-
volving cutter wheel
type, $1\frac{1}{4}$ -in dia cutter.



FSN 5120-223-9952

CUTTERS, ABRASIVE WHEEL DRESSER

FSN 5120-278-6641

DRESSER, CONTACT POINT: w/sq-ends, $\frac{3}{8}$ -
in w x 0.025-in thk x $4\frac{1}{4}$ -in lg o/a.

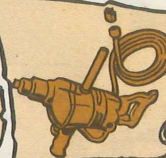


FSN 5345-250-1345

24

DRILL, ELECTRIC, PORTABLE:
 $\frac{1}{4}$ -in size, hv duty, 2000 rpm,
ac/dc, 115 v.

FSN 5130-889-8994



DRILL, ELECTRIC, PORTABLE: $\frac{1}{2}$ -in size, hv-
duty, 650 rpm, ac/dc, 115 v.

FSN 5130-889-9004

DRILL SET, TWIST: HSS, stght rd shk,
fractional series, rh, w/case.

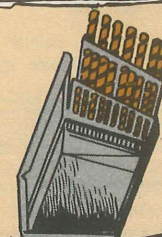
FSN 5133-293-0983

2

Consisting of.

	dia, in.	flute lg, in.	o/a lg, in.
FSN 5133-227-9646	$\frac{1}{16}$	$\frac{7}{8}$	1
FSN 5133-227-9647	$\frac{3}{64}$	1	2
FSN 5133-227-9648	$\frac{3}{32}$	$1\frac{1}{4}$	$2\frac{1}{4}$
FSN 5133-227-9649	$\frac{1}{8}$	$1\frac{1}{2}$	$2\frac{1}{2}$
FSN 5133-227-9650	$\frac{1}{4}$	$1\frac{3}{4}$	$2\frac{3}{4}$
FSN 5133-227-9651	$\frac{3}{16}$	$1\frac{3}{4}$	$2\frac{3}{4}$
FSN 5133-227-9652	$\frac{1}{2}$	2	3
FSN 5133-227-9653	$\frac{5}{16}$	$2\frac{1}{8}$	$3\frac{1}{4}$
FSN 5133-227-9654	$\frac{3}{8}$	$2\frac{1}{8}$	$3\frac{1}{2}$
FSN 5133-243-9612	$\frac{13}{64}$	$2\frac{1}{8}$	$3\frac{3}{8}$
FSN 5133-227-9656	$\frac{7}{32}$	$2\frac{1}{2}$	3
FSN 5133-243-9611	$\frac{15}{64}$	$2\frac{1}{2}$	$3\frac{3}{8}$
FSN 5133-227-9658	$\frac{1}{4}$	$2\frac{3}{4}$	4
FSN 5133-227-9659	$\frac{11}{64}$	$2\frac{1}{2}$	$4\frac{1}{8}$
FSN 5133-227-9660	$\frac{9}{32}$	$2\frac{15}{16}$	$4\frac{1}{4}$

FSN 5133-240-8443	$\frac{19}{64}$	$3\frac{1}{8}$	$4\frac{3}{8}$
FSN 5133-227-9662	$\frac{5}{16}$	$3\frac{3}{8}$	$4\frac{1}{2}$
FSN 5133-243-9613	$\frac{21}{64}$	$3\frac{3}{8}$	$4\frac{3}{8}$
FSN 5133-227-9664	$\frac{11}{32}$	$3\frac{3}{8}$	$4\frac{3}{8}$
FSN 5133-227-9665	$\frac{23}{64}$	$3\frac{1}{2}$	$4\frac{3}{8}$
FSN 5133-227-9666	$\frac{3}{8}$	$3\frac{3}{8}$	5
FSN 5133-227-9667	$\frac{25}{64}$	$3\frac{3}{8}$	$5\frac{1}{8}$
FSN 5133-227-9668	$\frac{13}{32}$	$3\frac{3}{8}$	$5\frac{1}{4}$
FSN 5133-227-9669	$\frac{27}{64}$	$3\frac{15}{16}$	$5\frac{3}{8}$
FSN 5133-227-9670	$\frac{7}{16}$	$4\frac{1}{8}$	$5\frac{1}{2}$
FSN 5133-227-9671	$\frac{29}{64}$	$4\frac{1}{8}$	$5\frac{3}{8}$
FSN 5133-227-9673	$\frac{15}{32}$	$4\frac{5}{8}$	$5\frac{3}{4}$
FSN 5133-227-9674	$\frac{31}{64}$	$4\frac{3}{8}$	$5\frac{7}{8}$
FSN 5133-227-9672	$\frac{1}{2}$	$4\frac{1}{2}$	6



EXTRACTOR SET, SCREW: taper type, spiral
fluted drill style, carb tool S.

FSN 5120-610-1888

Consisting of.

	screw size, in.
FSN 5120-240-5223	$\frac{3}{16}$ to $\frac{1}{4}$
FSN 5120-580-2359	$\frac{1}{4}$ to $\frac{5}{16}$
FSN 5120-240-5221	$\frac{5}{16}$ to $\frac{3}{8}$
FSN 5120-240-5222	$\frac{3}{8}$ to $\frac{1}{2}$
FSN 5120-240-5219	$\frac{1}{2}$ to $\frac{5}{8}$
FSN 5120-240-5220	$\frac{5}{8}$ to 1
FSN 5120-240-5217	1 to $1\frac{1}{8}$
FSN 5120-240-5215	$1\frac{1}{8}$ to $2\frac{1}{8}$
FSN 5120-242-1118	$1\frac{1}{8}$ to $1\frac{3}{4}$

FILE, HAND: American patt, fl type, dble-
cut bastard faces, sggle-cut bastard edges,
12-in heel to pt.

FSN 5110-234-6539

FILE, HAND: American patt, fl type, dble-cut
bastard face, sggle-cut bastard edges, 16-in
heel to pt.

FSN 5110-203-5463

FILE, HAND: American patt, half-rd type,
dble-cut bastard faces, 10-in heel to pt.

FSN 5110-241-9153

57



HAMMER, HAND: sledge, blacksmith's cross
peen, 12 lb head weight.

FSN 5120-224-4130

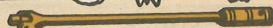
HANDLE, FILE, WOOD:

1½-in dia, 4½-in lg
o/a, med size.



FSN 5110-263-0349

6



HANDLE, SOCKET WRENCH: hinged flexible
type, ½-in drive end, 12½-in lg o/a.

FSN 5120-221-7958

HARDY: 1½-in w cutting
edge, ¾-in sq shank.



FSN 5110-293-2427



HOSE ASSEMBLY, RUBBER: natural and/or
syn, sm bore inner surface, natural and/or
syn molded outer covering, 2 br ¼-NPSM
female thd end connections, ¼-in id, ¾-in od,
25 ft lg o/a, 150 psi wp, 700 psi burst pres-
sure, for fuel gas equipment air hose.

FSN 4720-356-8557

5



IGNITER, FRICTION: wire frame style, rd file,
sngle flint, hooded type.

FSN 5120-965-0326

2



INFLATOR-GAGE, PNEUMATIC TIRE: exposed
bar indicator, w/deflating position calibrated
10 to 120 lb range, 2 lb smallest grad div
10 to 40 lb, dual ft chuck.

FSN 4910-204-2547

2



INFLATOR-GAGE, PNEUMATIC TIRE: inclosed
self-contained ctg indicator, operated by a
separate lever, w/deflating position, 10 lb
to 120 lb range, 2 lb smallest grad div 10 lb
to 40 lb dual ft chuck (This Gage exhausts
to FSN 4910-204-2547)

FSN 4910-522-3778

Includes the following replaceable parts:
CARTRIDGE, REPLACEMENT, TIRE GAGE
GAGE UNIT.
FSN 4910-895-6176
CARTRIDGE, REPLACEMENT, TIRE GAGE
VALVE UNIT.
FSN 4910-895-6175

JACK, HYDRAULIC, HAND:

self-contained, 12
ton cap, 11½-in closed h,
16¼-in extended h,
sngle pump, w/screw extn.



FSN 5120-224-7330

4

KEY SET, SOCKET
HEAD SCREW:

hex drive,
L-type handle,
w/case or roll.



FSN 5120-595-9245

Consisting of:

	w/across flats, in.	lg, arm, in.
FSN 5120-198-5400	0.035	1½
FSN 5120-198-5401	0.050	1½ ^{1/32}
FSN 5120-198-5398	¼ ₁₆	1½
FSN 5120-224-2504	⅝ ₆₄	1⅞
FSN 5120-242-7410	⅝ ₃₂	2
FSN 5120-240-5292	⅞	2¼
FSN 5120-198-5392	⅝ ₃₂	2½
FSN 5120-240-5300	⅝ ₁₆	2¾
FSN 5120-242-7411	⅝ ₃₂	3
FSN 5120-224-4659	¾	3¼
FSN 5120-240-5274	⅝ ₁₆	3¾
FSN 5120-198-5390	¾	4¼
FSN 5120-198-5391	⅞	5¼
FSN 5120-240-5268	⅝ ₁₆	5¾
FSN 5120-224-2510	¾	6¼



LIFTER-SCRAPER, BATTERY TERMINAL: 10 ½-
in lg o/a.

FSN 5120-293-1039

LIGHT, EXTENSION: 15 ft lg, 2 cond, type SJ
cable, w/btry clips, 1 end, lampholder, guard,
hook, reflector, ru hdl and sw other end,
w/25 w med screw base lamp (when ex-
hausted use 6230-268-9436).

FSN 6230-299-5680

4

For replacement lamp use:

LAMP, INCANDESCENT: 12 v 25 w, med
screw base, frosted fin., white light, no.
25A-12

FSN 6240-222-0276

LAMP, INCANDESCENT: 25 v 25 w, med
screw base, frosted fin., white light, no.
25A-25V.

FSN 6240-153-6494



LIGHT, EXTENSION: w/20 ft lg UL type S
acid, alkali and water resistant cable, 2 cond,
terminates w/btry clips at power input end,
accommodates one 100 w max med screw
base lamp, w/wire guard, integral reflector
and 1 hook, ru hdl, w/sw (Same lamps can
be used).

FSN 6230-268-9436

4



LIGHT, EXTENSION: 25 ft lg, 2 cond type SO
16 AWG cable, w/2 parallel blade plug con-
nector 1 end, lampholder, guard, hook, re-
flector, ru hdl and sw other end, 100 w med
screw base lamp accommodated.

FSN 6230-239-3518

2



LIGHT, IGNITION
TIMING:
(Sun-Electric Corp,
no X47 or equal).

FSN 4910-937-5724



LUBRICATING KIT

FSN 4930-357-6301

Consisting of:

TOOL BOX	
FSN 5140-315-2758	
PADLOCK	
FSN 5340-582-2741	
OILER, HAND PUMP	
FSN 4930-274-5713	2
GUN, GREASE	
FSN 4930-253-2478	2
ADAPTER, GREASE GUN COUPLING 12 to 14-in lg	
FSN 4930-288-1511	
LUBRICATOR, BEARING PACKER	
FSN 4930-704-1852	
TOOL, LUBRICATING FITTING	
FSN 5120-246-2311	
COUPLING, HYDRAULIC	
FSN 4930-377-6820	
ADAPTER, GREASE GUN COUPLING	
FSN 4930-204-2550	
GUN, FLUID, 11 oz. cap	
FSN 4930-222-2680	
GUN, FLUID, 6 oz. cap	
FSN 4930-223-3390	
FITTING, LUBRICATION, HYDRAULIC	
FSN 4730-050-4208	100
ELBOW (Pipe), LUBRICATION FITTING, 45 deg angle.	
FSN 4730-278-4216	25
ELBOW (Pipe), LUBRICATION FITTING 90°	
FSN 4730-278-4814	25

THAT'S A REAL COOL
MULTIMETER.



MULTIMETER: ptbl type general purpose.
(When exhausted use 6625-975-4482)

FSN 6625-543-1438

MULTIMETER: 0 to 5000 v ac/dc in 10 steps,
0 to 3 meg in 1 step, 0 to 3 percent accuracy
dc range, 5 percent accuracy ac range,
300,000 ohms in 2 steps, 1000 ohms per v
sensitivity, 0 to 1 amp dc in 1 step, 15 v, dc
operating power, 1½ v int btry source, 2½-in
x 3½-in x 5½-in o/a plastic case, w/carrying
case (When exhausted use 6625-553-0142).

FSN 6625-975-4482

3

MULTIMETER: type TS-352B/U

FSN 6625-553-0142

3

TM 11-6625-366-15, -20P

NIPPLE, PIPE: br, cd-pltd fin w/w
¼-in pipe size, ¼-18NPSM
rh, class 2 fit, 1½-in lg
o/a, ¾-in distance across flats,
¼-in lg hex, 1½-in distance hex from
end 30 deg angle of seat.



FSN 4730-287-1589

5

OIL GUN, PNEUMATIC:
curved rigid neck, 32oz cap.



FSN 4930-222-2975

OXYGEN, TECHNICAL:

99.5 percent min assay as oxygen, 200
cu ft cyl FSN 8120-151-9758.

FSN 6830-227-1862



PADLOCK: pin tumbler type, individually key-
ed, 5000 key changes, 1½-in w x 1¼-in
h br-bz case, ¾-in clearance, .240-in to .323-
in dia br-bz shackle, w/clevis, chain, and 2
keys.

FSN 5340-682-1508

2

PLIERS, BRAKE REPAIR: comb. brake springs,
w/o insulated handles, 12-in nom size (Snap-
On Tools Corp, no.
131A, or equal).



FSN 5120-690-8044

PLIERS, SLIP JOINT: 2 positions, 7/16-in jaw thk,
7½-in lg o/a (Snap-On
Tools Corp, no.
HCB-48A, or equal).



FSN 5120-537-3375

PLIERS, RETAINING RING:
snap ring, formed tips.



FSN 5120-595-9551

PULLER, MECHANICAL: gear and brg, dble-
end grip, 2 exter jaws 0 to 6-in spread range,
3½-in reach.

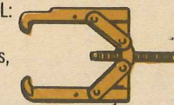
FSN 5120-595-9304



PULLER, MECHANICAL: gear and brg, dble-
end grip, 2 exter jaws, 0 to 8-in spread range,
5½-in reach.

FSN 5120-595-9305

PULLER, MECHANICAL:
gear and brg, sgle-
end grip, 2 exter jaws,
0 to 14-in spread
range, 14-in reach



FSN 5120-378-4293

PULLER, MECHANICAL:
steering gear arm, 0
to 2½-in spread
range, 3-in reach



FSN 5120-595-9308

PULLER, MECHANICAL: steering
wheel C-shaped
puller body, w/adapters
(Ord dwg no. 7540936).



FSN 5120-620-0020

I HEAR
A SEXY
VOICE.

PULLER KIT, MECHANICAL: 28 items w/
metal case.

FSN 5120-313-9496

Consisting of:

FSN 5120-313-9502 1 Crossarm puller 6-in lg
FSN 5120-313-9504 3 jaws, inside 3¼-in lg
FSN 5120-313-9505 3 jaws, inside 4¼-in lg
FSN 5120-313-9506 3 jaws, outside 4½-in lg
FSN 5120-313-9507 3 jaws, outside 7¾-in lg
FSN 5120-313-9508 1 jaw, single 2½-in lg
FSN 5120-340-2010 3 jaws, single 4¼-in lg
FSN 5120-357-6278 3 jaws, puller 3½-in lg
FSN 5120-313-9499 1 nut, knurled 2½-in lg
FSN 5120-313-9501 3 pins 2½-in dia
FSN 5120-313-9498 1 slide hammer 4-in lg
FSN 5120-313-9497 1 rod 24-in lg
FSN 5120-313-9500 1 yoke 2½-in dia
FSN 5120-357-9244 1 yoke 2½-in w

PULLER KIT,
MECHANICAL: wheel,
w/short jaws stud nut set,
axle protector and metal box.



FSN 5120-587-4151

PUMP, BUCKET, LUBRICATING: hand operated,
25 to 50 lb cap., 1500 psi pressure, w/5 ft
lg hose and gooseneck nozzle, w/leakproof
cover and loading fitting for grease gun.



FSN 4930-244-4860

LUBRICATING UNIT, POWER OPERATED: air
operated, grease pressure dev 40 times air
pressure applied, 80 to 150 psi air pressure,
6 ft lg lubr hose w/control valve and hyd
lubr fitting coupler, 60 lb cap. lubr tank, dolly
or chassis mtd.



FSN 4930-720-4849

MEASURE, LIQUID: S, 2 qt. cap., w/flex.
spout and flow control valve, to be water,
acid, alcohol, oil and gasoline resistant.

FSN 7240-255-8113

2



MEASURE, LIQUID: S, 8 qt. cap., w/flex. spout
and flow control valve, to be water, acid,
alcohol, oil and gasoline resistant.

FSN 7240-255-5996

PUMP BUCKET, LUBRICATING:

hand operated, 25 to 50 lb cap., 7000 psi pressure, ½ oz per stroke, w/10 ft lg hose, hyd coupler, w/leak-proof cover and follower pl.



FSN 4930-244-4859

PUNCH SET, HOLLOW: gasket cutting, 7 punches, ½-in to ¾-in dia cut x ¼-in, w/mandrel, in case (Owatonna Tool Co, no. HP-7, or equal)



FSN 5110-449-7313

REPAIR KIT, TUBELESS

TIRE: (Adams PSP no. M100 or equal).



FSN 4910-922-6921

(As required)

Consisting of:

Applicator, Plastic, Liquid Leak Detector.

FSN 4910-922-6918

Bonding Compound, Tire Repair.

FSN 4910-922-6917

Box, Metal, Tire Repair Kit.

FSN 4910-922-6916

Injector Tool, Tubeless Tire Repair.

FSN 4910-922-6922

Key, Socket Head Screw: hex type, L-type hdl, ¾ w across flats, 2-in lg arm.

FSN 5120-242-7410 (When Required)

Knife, Craftsman's: stght sq pt, 6 to 6½-in lg blade clear of hdl.

FSN 5110-595-8402

Leak Detector, Pneumatic Tire.

FSN 4910-922-6919

Needle, Injector Tool.

FSN 4910-922-6920

Repair Material, Pneumatic Tire.

FSN 4910-922-6915

REPAIR TOOL, PNEUMATIC TIRE VALVE:

for std tire valve.



FSN 5120-308-3809

2

RETRIEVING TOOL, MAGNETIC:

telescoping type, 16¼-in closed lg, 26-in lg o/a.



FSN 5120-545-4268



SANDER, DISK, ELECTRIC, PORTABLE: 7-in dia pad, hv-duty, ac/dc, 115 v, suppressed for radio interference and fungus resistance treated.

FSN 5130-857-8526



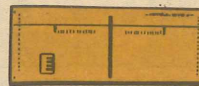
SAW, HAND, CROSSCUT: 24-in lg blade, 6-in w at butt, 1¼-in w at pt, 10 pt per in., stght back.

FSN 5110-142-4999



SCALE, DIAL, INDICATING: weighing, hanging type, 1 hook type load receiver, stght face type dial grad 0 to 50 lb in 1 lb intervals, advp system, spg type mech, w/o counterpoise weight.

FSN 6670-254-4634



SCREEN, HEADLIGHT BEAM ADJUSTMENT: unmtd univ type, white cloth surface, 10 ft lg x 42½-in h, adj reference lines.

FSN 4910-240-7529

SCREWDRIVER, FLAT TIP: plastic hdl, w/ wrench grip, ¾-in w flared tip, 8-in lg blade.

FSN 5120-278-1279

4



SCREWDRIVER, FLAT TIP: plastic hdl, w/ wrench grip, bolster, forged, hv-duty, ¾-in w flared tip, 6-in lg blade.

FSN 5120-278-1283

2



SCREWDRIVER SET, CROSS TIP, STRAIGHT & OFFSET: Phillips no. 1,2,3 and 4 size tips, plastic hdl.

FSN 5120-580-0334

Consisting of:

	tip no.	blade lg, in.	type
FSN 5120-240-8716	1	3	cross tip
FSN 5120-234-8913	2	4	cross tip
FSN 5120-234-8912	3	6	cross tip
FSN 5120-224-7375	4	8	cross tip
FSN 5120-256-9014	1 & 2	4¾	offset
FSN 5120-242-3268	3 & 4	6	offset

SEPARATOR, OIL AND WATER, SPRAY

GUN: 1 regulator, corrosion resistant material, wall type mtg.



FSN 4940-242-4100



SHEARS, BENT TRIMMER'S: S blade and hdl, w/2 sharp pointed blade ends, 12-in lg o/a.

FSN 5110-203-9642

SOCKET, SOCKET WRENCH: ½-in sq-drive, 1½-in 6 pt opng, deep style.



FSN 5120-945-4704

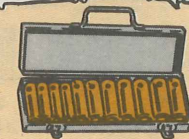
SOCKET, SOCKET WRENCH: u/o power tools (when Wrench, Impact, Electric, FSN 5130-596-9821 is no longer repairable, then turn these in):



sq drive hex opng

FSN 5130-541-0496	¾	¾
FSN 5130-541-0497	¾	13/16
FSN 5130-541-0498	¾	7/8
FSN 5130-541-0499	¾	15/16
FSN 5130-260-0939	¾	1
FSN 5130-541-0500	¾	1 1/16

SOCKET SET, SOCKET WRENCH: ½-in sq-drive, 12 pt opng, deep style, w/case.



FSN 5120-596-8622

Consisting of:

	Opng, in.		
FSN 5120-243-7351	½	FSN 5120-243-7345	¾
FSN 5120-243-7348	¾	FSN 5120-243-7342	¾
FSN 5120-235-5898	¾	FSN 5120-243-7343	¾
FSN 5120-243-7346	¾	FSN 5120-243-7340	1
FSN 5120-242-3349	¾	FSN 5120-243-7341	1 1/16
		FSN 5120-243-7339	1 1/16

SOLDERING IRON,

ELECTRIC: 1½ lb, ½-in
dia py tip, setscrew fastening, 115 v, ac.



FSN 3439-585-6057



SOLDERING TORCH KIT: c/o disposable fuel
cyl, flame spreader, lt and med flame tips,
soldering iron tip, lighter, instructions and
metal case.

FSN 3439-542-0531

PROPANE GAS: refill cyl, 2¾-in dia, 10-in
lg, 26.7 fluid oz fuel.

FSN 6830-584-3041

SPRAY GUN, PAINT:
hand operated, non-bleeder
type, exter mix type air cap,
7 to 8 cfm air consumption
at 50 to 60 lb pressure, al
body, ¼-18NPSH air connection
and ¾-NPSH fluid connection.



FSN 4940-261-8415



STENCIL SET, MARKING: 45 adj mtl stencils,
letters A thru Z, numerals 0 thru 9, 1 amper-
sand, apostrophe, comma, period, spacer, and
4 end pieces.

FSN 7520-298-7043

1-in

FSN 7520-298-7044

2-in

FSN 7520-272-9683

3-in

FSN 7520-269-9012

4-in

I LOVE YOU, BONNIE

STONE, SHARPENING: comb type, syn, al-
oxide or silicon carbide, oil treated, coarse
and fine grit, 6-in lg x 2-in w x 1-in thk o/a.



FSN 5345-198-8050



STUD REMOVER AND SETTER: wedge type,
¼ to ¾-in stud dia range, ½-in female sq-
drive.

FSN 5120-596-0980

TAPE, MEASURING: S,
tree circ measuring type 20 ft
lg x ¾-in w, grad in std units of
in. and ft one side and dia in. other side, lh
to rh reading, w/case, nonbutt end type, hand
crank rewind.



FSN 5210-221-1875

TB ORD 5100-30/3 2½-ton 6 x 6 cargo truck
M35 or M211 and 1½-ton 2 wheel cargo
trailer M104 or M105: Location and Instal-
lation of Common Set No. 2 Organizational
Maintenance (2nd Echelon) Tool Set (4910-
754-0650).



TESTER, ANTIFREEZE SOLUTIONS: for multi-
solution testing, 2 float type, 1 bbl, w/
thermometer, minus 60 deg F to plus 160 deg
F temp range, w/conversion table and addi-
tional protection chart, integral type, w/case
(when exhausted use 6630-105-1418).

FSN 6630-449-6609

2

TESTER, BATTERY ELECTROLYTE SOLUTION:
sgle-bbl, w/thermometer and correction scale
an integral part, specific gravity range 1.150
to 1.350, minus 65 to plus 165 deg F temp
range, automotive and other (when exhausted
use 6630-105-1418).



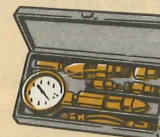
FSN 6630-171-5126

2

TESTER, ANTI-FREEZE AND BATTERY:
(American Optical Co, No. 7181, or equal).

FSN 6630-105-1418

TESTER,
CYLINDER
COMPRESSION:
direct type.



FSN 4910-250-2423

2

TESTER, INTERNAL COMBUSTION ENGINE:
unmounted for testing
manifold vacuum and
fuel pump pressure
0 to 8 lb pressure and 0
to 27-in vacuum ga scale
ranges, w/carrying case



FSN 4910-255-8673

2

TESTER, SPRING RESILIENCY: ptbl, tests ten-
sion type spg, weighing scale type, manually
operated, hook load receiver, marked in oz,
0 to 80 oz range of grad, 1 oz smallest
increment.



FSN 6635-449-3750

TEST SET, GENERATOR AND VOLTAGE
REGULATOR, AUTOMOTIVE: measurements of
voltage and cur. in the low tension circuits
of 6/12/24 v test, ammeter 3 to 0 to 10 amp,
15 to 0 to 50 amp, 30 to 0 to 100 amp
and 150 to 0 to 500 amp ranges, voltmeter
0 to 1 v, 0 to 10 v, 0 to 20 v, and 0 to 50 v,
ranges, S, 15-in lg x 18-in w x 12-in h, for
general purpose.



FSN 4910-092-9136

TM 9-4910-456-10 Allen Electric & Equip.
Model 30-92.

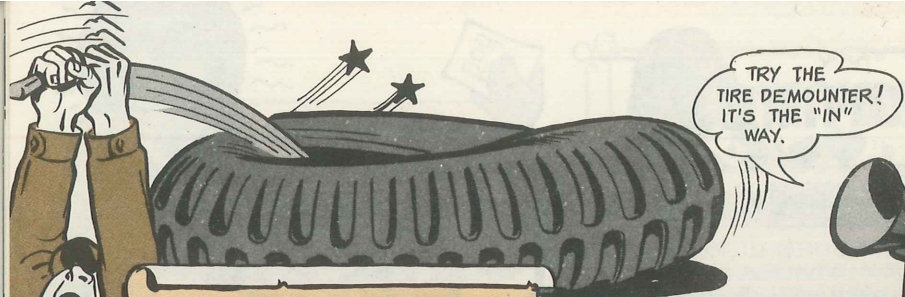
TM 9-4910-401-12, -20P, Auto Test Model
10308; Atomic Engineering Model TV100
TM 9-4910-402-12, C2 Austin Continen-
tal Industries Model 1060A; Electro Mech-
anisms Corp Model 1060; Ram Meter
Model 62F151.

TEST SET, TACHOMETER-DWELL:

ptbl type tachometer scale 0 to 1000
rpm range of numerical
markings w/20 rpm
smallest increment and
0 to 5000 rpm range
of numerical markings
w/100 rpm smallest
increment, dwell meter scale
0 to 50 deg range of numer-
ical markings w/1 deg smallest increment,
nonluminiferous, 30 to 80 deg range of
numerical markings, w/2 deg smallest incre-
ment. nonluminiferous, 10¼-in lg x 8¾-in w
x 4¾-in h o/a, 3 leads 108-in lg btry,
distributor, and tachometer leads, w/3 posi-
tion manual selector w/2 instruction books.



FSN 4910-788-8549



THREADING SET, PIPE: rht, rect, two-piece, diestock type dies.

FSN 5180-357-7514

Consisting of:

DIE, THREAD CUTTING:	thd size
FSN 5136-189-3159	1/4-27NPT
FSN 5136-189-3160	1/4-18NPT
FSN 5136-189-3161	3/8-18NPT
FSN 5136-189-3162	1/2-14NPT
FSN 5136-189-3163	3/4-14NPT
FSN 5136-222-2224	1.0-11-1/2NPT

DIESTOCK: 32 to 44-in o/a lg.

FSN 5136-221-1095

WRENCH TAP AND REAMER: Adj.

FSN 5120-289-0539 No 8 to 3/4-in

FSN 5120-277-4066 3/4 to 1 1/2-in

TAP, THREAD CUTTING:

	thd size
FSN 5136-189-7805	1/4-27NPT
FSN 5136-189-7806	1/4-18NPT
FSN 5136-189-7807	3/8-18NPT
FSN 5136-189-7808	1/2-14NPT
FSN 5136-237-8147	3/4-14NPT
FSN 5136-237-8148	1.0-11-1/2NPT



THREADING SET, SCREW: rd split dies, rh, plus type taps.

FSN 5180-422-4975

Consisting of:

DIE, THREAD CUTTING:

	thd size
FSN 5136-189-3194	1/4-28NF
FSN 5136-189-3195	3/8-24NF
FSN 5136-189-3196	1/2-24NF
FSN 5136-189-3197	3/4-20NF
FSN 5136-189-3198	1-20NF
FSN 5136-189-3199	1-18NF
FSN 5136-189-3200	1-18NF
FSN 5136-189-3201	1-16NF
FSN 5136-189-3238	1-14NF
FSN 5136-820-8090	1.0-12NF
FSN 5136-189-3239	1.0-14NS

TAP, THREAD CUTTING

	thd size
FSN 5136-580-7360	1/4-28NF
FSN 5136-580-7359	3/8-24NF
FSN 5136-555-8910	1/2-24NF
FSN 5136-580-7182	3/4-20NF
FSN 5136-580-7184	1-20NF
FSN 5136-580-7186	1-18NF
FSN 5136-555-3177	1-18NF
FSN 5136-580-7342	1-16NF
FSN 5136-580-7188	1-14NF
FSN 5136-820-2998	1.0-12NF
FSN 5136-580-7343	1.0-14NS

WRENCH, TAP AND REAMER, ADJUSTABLE: tap holding cap., in.

FSN 5120-289-0539 No. 8 to 3/4

FSN 5120-289-0537 1/4 to 1 1/2

DIESTOCK:

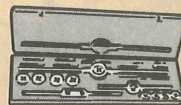
	od, in.	thk, in.	o/a lg, in.
FSN 5136-224-7113	1 1/2	1/2	12 to 18
FSN 5136-224-7114	2 1/2	3/4	22 to 32

CASE, THREADING SET:

FSN 5140-322-5976

THREADING SET

SCREW: rht, rd split type dies.



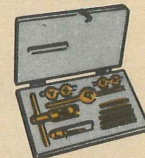
FSN 5180-448-2362

Consisting of:

DIE, THREAD CUTTING:

	thread size
FSN 5136-224-1461	1/4-20NC
FSN 5136-189-3216	3/8-18NC
FSN 5136-189-3217	1/2-16NC
FSN 5136-189-3218	3/4-14NC
FSN 5136-189-3219	1-13NC
FSN 5136-189-3220	1-12NC
FSN 5136-189-3221	1-11NC
FSN 5136-189-3222	1-10NC
FSN 5136-189-3223	1-9NC
FSN 5136-189-3224	1.0-8NC

THREADING SET, SCREW: rht, rd split type dies.



FSN 5180-357-7510

Consisting of:

DIE, THREAD CUTTING:

	thread size
FSN 5136-239-2777	No. 6-32NC
FSN 5136-239-2778	No. 8-32NC
FSN 5136-239-2779	No. 10-24NC
FSN 5136-239-2769	No. 10-32NF
FSN 5136-239-2780	No. 12-24NC

DIESTOCK: 6-in to 8-in lg o/a.

FSN 5136-221-1236

TAP, THREAD CUTTING:

	thread size
FSN 5136-729-5695	No. 6-32NC
FSN 5136-729-5694	No. 8-32NC
FSN 5136-585-6760	No. 10-24NC
FSN 5136-228-1008	No. 10-32NF
FSN 5136-221-7874	No. 12-24-NC

WRENCH, TAP AND REAMER, ADJUSTABLE:

bolt tap holding cap. No. 0 to 1/4-in

FSN 5120-277-4069

TAP, THREAD CUTTING: plug type.

	thread size
FSN 5136-729-5693	1/4-20NC
FSN 5136-276-1031	3/8-18NC
FSN 5136-276-1032	1/2-16NC
FSN 5136-729-5691	3/4-14NC
FSN 5136-729-5692	1-13NC
FSN 5136-729-5690	1-12NC
FSN 5136-223-6228	1-11NC
FSN 5136-729-5702	1-10NC
FSN 5136-729-5701	1-9NC
FSN 5136-227-7260	1.0-8NC

DIESTOCK

die dia, in. o/a lg, in.

FSN 5136-224-7113 1 1/2 12 to 18

FSN 5136-224-7114 2 1/2 22 to 32

WRENCH, TAP AND REAMER, ADJUSTABLE

bolt tap holding cap. in.

FSN 5120-289-0539 No. 8 to 3/4

FSN 5120-289-0537 1/4 to 1 1/2

TIRE IRON:

18-in o/a (Herbrand Corp. 1127, or equal).

FSN 5120-422-8558

TIRE IRON: curved bead breaker, 33-in lg o/a.

FSN 5120-580-8924

TIRE IRON: curved fl type, 24-in lg o/a (Ken-Tool Mfg Co, T-20, or equal).

FSN 5120-277-4071

TIRE IRON: hooked spoon, drop center type, 18-in lg o/a (Herbrand Corp, no. 1134, or equal).

FSN 5120-449-7073

TIRE IRON: lock ring, 40-in lg o/a.

FSN 5120-765-8536



TOOL KIT, AUTOMOTIVE ELECTRICAL

FSN 5180-422-8594

Consisting of:

PLIERS, SLIP JOINT: 5-in size.

FSN 5120-540-2464

SCREWDRIVER, FLAT TIP: w/external screw gripper.

FSN 5120-293-3183

WRENCH, OPEN END, FIXED

opngs. in.	lg. in.	deg of angle, small hd	deg of angle, large hd
$\frac{1}{32}$ & $\frac{1}{16}$	3	15	60

FSN 5120-277-3414

$\frac{1}{16}$ & $\frac{1}{8}$	3	60	15
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FSN 5120-277-8310

$\frac{1}{32}$ & $\frac{1}{16}$	3	15	60
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FSN 5120-277-8308

$\frac{1}{32}$ & $\frac{1}{8}$	3	60	15
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FSN 5120-277-8309

$\frac{3}{32}$ & $\frac{1}{8}$	3½	15	60
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FSN 5120-277-8311

$\frac{3}{32}$ & $\frac{3}{16}$	3½	60	15
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FSN 5120-277-8312

$\frac{1}{32}$ & $\frac{3}{16}$	3¾	15	60
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FSN 5120-277-8313

$\frac{1}{32}$ & $\frac{3}{8}$	3¾	60	15
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FSN 5120-277-8314

$\frac{1}{16}$ & $\frac{1}{2}$	4¾	15	60
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FSN 5120-293-1349

ROLL

FSN 5140-708-3431

TOOL KIT, ELECTRICAL CONNECTOR REPAIR



FSN 5180-876-9336

Consisting of:

CRIMPING TOOL

FSN 5120-251-3990

REMOVER: 0.063

FSN 5120-797-8495

REMOVER: 0.120

FSN 5120-797-8494

REMOVER: 0.187

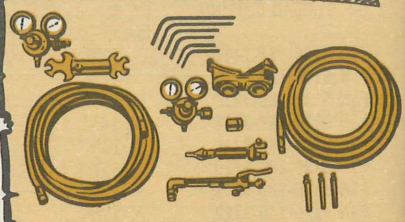
FSN 5120-391-1710

STRIPPER WIRE HAND

FSN 5110-268-4224

CASE, METAL

FSN 5140-772-9655



TORCH OUTFIT, CUTTING AND WELDING

FSN 3433-357-8116

Consisting of:

GOGGLES, INDUSTRIAL: (When exhausted use 4240-816-3819).

FSN 4240-203-3804

GOGGLES, INDUSTRIAL: 2 x 4¼ size lens, w/plastic headrest and telescopic arms.

FSN 4240-816-3819

HOSE ASSEMBLY, RUBBER: acetylene, braided, red, ¼-in id x 25 ft lg, w/two ¼-18NPT-3 lh thd female connections.

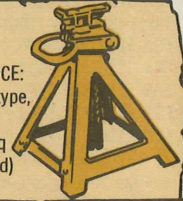
FSN 4720-356-8571

HOSE ASSEMBLY, RUBBER: oxygen, braided, green, ¼-in id x 25 ft lg, w/two ¼-18NPT rh thd female connections.

FSN 4720-356-8572

TRESTLE, MOTOR VEHICLE MAINTENANCE:

5 ton capacity, adj type, 15-in h closed, 25-in h extended, 110-in sq base area (as required)



FSN 4910-262-0392

6

REGULATOR, PRESSURE, COMPRESSED GAS: acetylene, sgle stage, manually regulated, 2½-in dial 0 to 400 psi cyl ga and 2½-in dial 0 to 30 psi delivery ga, 15 psi delivery pressure, 0.880-14NGO lh outlet connection, ¼-18NPT lh outlet connection, w/inlet connection adpt 0.830-14NGO, rh.

REGULATOR, PRESSURE, COMPRESSED GAS: oxygen, sgle stage, manually regulated, corrosion-resistant mtl body, 2½-in dial 0 to 3000 psi cyl ga and 2½-in dial 0 to 200 psi delivery ga, 200 psi delivery pressure, 0.908-14NGO rh inlet connection ¼-18NPT rh outlet connection, w/automatic relief valve.

FSN 6680-281-8193

TORCH, OXY-ACETYLENE, WELDING AND CUTTING: med duty welding, w/cutting attachment, tools, & tips.

FSN 3433-294-6743

VALVE, CHECK: for acetylene and fuel gases, br, ¼-NPT rh male inlet, ¼-18UNC lh male outlet, valve closes at ½ psi max back pressure, valve opens at 3 psi max forward pressure.

FSN 4820-828-7192

VALVE, CHECK: for oxygen and air, br, ¼-18NPT, rh male inlet, ¼-18UNC rh male outlet, valve closes at ½ psi max back pressure, valve opens at 3 psi max forward pressure.

FSN 4820-828-7190

TRUCK, HAND, TWO-WHEELED: gas cyl type, S frame, stght crossbars, 2 curved S handles, rl nose, 18-in solid ru tires, w/e box, w/chains for securing cyl, 30½-in w, 47½-in lg side rails (use 5340-333-6064 until exhausted).

FSN 3920-272-7732



WISE, MACHINIST'S: swv-base, 4-in w jaw, 6-in jaw opng, replaceable jaw faces.

FSN 5120-293-1439



VULCANIZER, HOT PATCH: bench or wall mtd, quick acting clamp type, w/tu roughing tool.

FSN 4910-243-3130

WHEEL, ABRASIVE: sp, al oxide, 24 gr, no. 14, open gr spacing, resinoid, bond, gr U, 7-in dia o/a, 2½-in dia recess, ¼-in thk o/a, ¼-in dia arbor hole.



FSN 5130-542-3313

6

WRENCH, AUTO, ADJUSTABLE: 0 to 3¾-in jaw opng, 15-in lg o/a.



FSN 5120-264-3793

2

WRENCH, BOX: angular offset dble-hd type, 1½-in and 1¾-in 12 pt opngs, 15½-in lg o/a min, 18-in max.

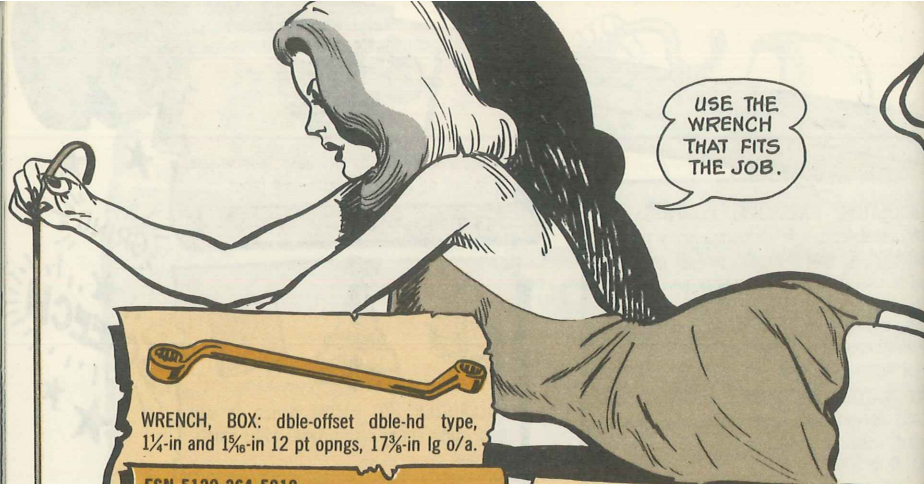
FSN 5120-228-9521



WRENCH, BOX: angular offset dble-hd, type, 1¼-in and 1½-in 12 pt opngs, 18-in o/a.

FSN 5120-184-8677





WRENCH, BOX: dble-offset dble-hd type, 1 $\frac{1}{4}$ -in and 1 $\frac{3}{8}$ -in 12 pt opngs, 17 $\frac{1}{2}$ -in lg o/a.

FSN 5120-264-5212



WRENCH, IMPACT, ELECTRIC: stght, $\frac{5}{8}$ -in sq-drive end male spd, $\frac{5}{8}$ -in dia thd size, ac/dc, 115 v, w/sp features, furnished w/3 conductor power cable w/3 prong plug connector and 2 prong plug connector adapter w/ground lead (When no longer economically repairable it is to be disposed of in accordance with existing regulations).

FSN 5130-596-9821

WRENCH, OPEN END, ADJUSTABLE: sggle-hd type, 0 to 1.135-in opng, 10-in lg o/a.

FSN 5120-449-8083



WRENCH, OPEN END, ADJUSTABLE: sggle-hd type, 0 to 1.322-in opng, 12-in lg o/a.

FSN 5120-264-3796

USE THE
WRENCH
THAT FITS
THE JOB.



WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, $\frac{1}{16}$ -in and $\frac{1}{8}$ -in opngs, $\frac{5}{16}$ -in thk hd, 7-in lg o/a.

FSN 5120-184-8620



WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, $\frac{1}{16}$ -in and $\frac{1}{8}$ -in opngs, $\frac{5}{16}$ -in thk hd, 7 $\frac{1}{2}$ -in lg o/a.

FSN 5120-184-8621



WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 1 $\frac{1}{16}$ -in and 1 $\frac{1}{8}$ -in opngs, $\frac{1}{4}$ -in thk hd, 15 $\frac{1}{2}$ -in lg o/a.

FSN 5120-277-2326



WRENCH, PIPE: adj jaw style, $\frac{1}{4}$ -in to 1-in iron pipe size, 10-in lg o/a.

FSN 5120-277-1485



WRENCH, PIPE: adj jaw style, 1-in to 2-in ips, 18-in lg o/a.

FSN 5120-277-1461



WRENCH, TORQUE: rigid frame end drive style, w/rtc adpt, w/visual dial indicating tor mech, $\frac{1}{2}$ -in male sq-drive, 175 ft-lb cap., w/case.

FSN 5120-640-6364

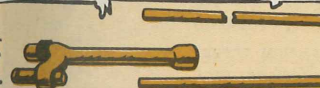


WRENCH, TORQUE: rigid frame end drive style, w/visual dial indicating tor mech, $\frac{3}{4}$ -in male sq-drive, 0 to 600 ft-lb cap., w/case.

FSN 5120-221-7983

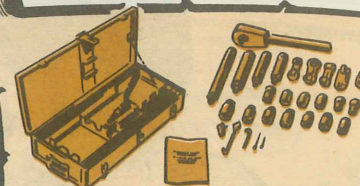
WRENCH, TORQUE: deflecting frame end drive style, w/visual pl indicating tor mech, $\frac{3}{8}$ -in male sq-drive, 200 in-lb cap.

FSN 5120-853-4538



WRENCH, WHEEL STUD NUT, GEARED SOCKET: 36-in tubr hdl, 20-in bar hdl (Use until no longer economically repairable then dispose of according to existing regulations).

FSN 5120-378-4411



WRENCH SET, IMPACT, HAND: tor type, $\frac{3}{4}$ -in sq-drive, rrvs, rtc type wrench, 800 lb tor, w/sockets, hdl attachments and case (Curtis Wright Corp no. 41-00011 or equal).

FSN 5120-961-9813

Consisting of:
SOCKET, SOCKET WRENCH:

	opngs, in.	mfr p/n
FSN 5130-227-6701	$\frac{3}{4}$	69241
FSN 5130-227-6676	$\frac{13}{16}$	69261
FSN 5130-227-6677	$\frac{7}{8}$	69281
FSN 5130-293-1411	$\frac{15}{16}$	69301
FSN 5130-227-6679	1	69321
FSN 5130-293-1412	1 $\frac{1}{16}$	69341
FSN 5130-227-6681	1 $\frac{1}{8}$	69361
FSN 5130-293-1413	1 $\frac{1}{4}$	69381
FSN 5130-227-6683	1 $\frac{1}{2}$	69401
FSN 5130-227-6684	1 $\frac{3}{4}$	59421
FSN 5130-227-6685	1 $\frac{7}{8}$	69441
FSN 5130-227-6686	1 $\frac{1}{2}$	69461
FSN 5130-236-3979	1 $\frac{1}{2}$	69481

EXTENSION, SOCKET WRENCH

	lg, in.	mfr p/n
FSN 5120-821-8935	6	41-70780
N/A	9	41-70781
FSN 5120-821-8936	12	41-70775

EXTENSION: special for turret studs.

N/A 42-70704

LINK, OFFSET SHORT

N/A 41-70783

LINK, OFFSET LONG

N/A 41-70783-1

WRENCH, BOX

N/A 41-00787-6

WRENCH, BOX

N/A 41-00787-8

WRENCH, BOX

N/A 41-00787-11

WRENCH, IMPACT MANUAL: 750

FSN 5120-440-8047

MANUAL, TECHNICAL

N/A 22121-34

BOX, TOOL KIT

N/A 80799



KEEP YOUR
TOOLS IN TOP
SHAPE --
ALWAYS!



WRENCH SET, SOCKET: 1/4-in sq-drive, hex and 8 pt opngs, w/case.

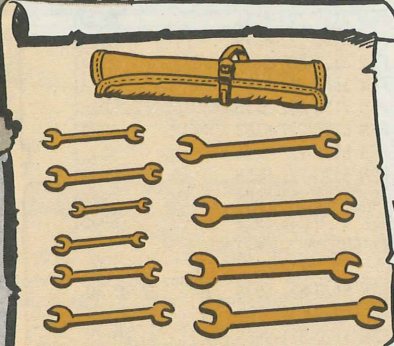
FSN 5120-203-9573 3

Consisting of:

	opngs, in.	shape
FSN 5120-236-2262	5/16	hex
FSN 5120-236-2263	1/32	hex
FSN 5120-236-2264	1/4	hex
FSN 5120-189-7906	1/4	8 pt
FSN 5120-242-3345	5/32	hex
FSN 5120-232-5703	5/16	hex
FSN 5120-189-7907	1/16	8 pt
FSN 5120-232-5704	1/32	hex
FSN 5120-241-3186	3/8	hex
FSN 5120-189-7908	3/8	8 pt
FSN 5120-239-0016	1/16	hex

Consisting of:

	lg, in.	WRENCH
FSN 5120-221-7957	2	
FSN 5120-243-7325	6	
FSN 5120-221-7960	5 1/16	
FSN 5120-243-1686	1 1/8	
FSN 5140-357-5468		

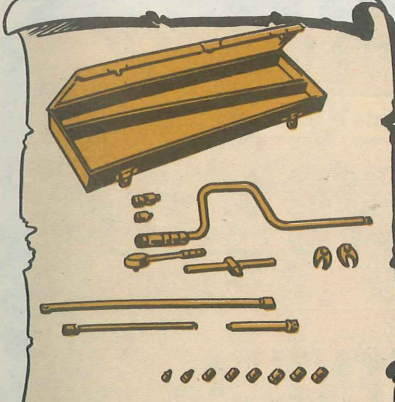


WRENCH SET, OPEN END, FIXED: dble-hd type, 15 deg angle, w/roll.

FSN 5120-317-8068 2

Consisting of:

	opngs, in.	o/a lg, in.
FSN 5120-277-2342	3/8 & 1/2	4 1/2
FSN 5120-187-7123	1/8 & 1/2	5
FSN 5120-187-7124	1/8 & 3/8	5 1/2
FSN 5120-187-7126	3/8 & 1/2	6
FSN 5120-277-8301	3/8 & 1/2	7
FSN 5120-224-3102	3/8 & 1/2	7
FSN 5120-240-5609	3/8 & 1/2	8 3/8
FSN 5120-187-7131	1/8 & 1 1/16	10
FSN 5120-277-2693	1 1/8 & 1 1/16	10 1/2
FSN 5120-187-7133	1 & 1 1/8	11 1/2



WRENCH SET, SOCKET: 3/8-in sq-drive, 12 pt opngs, w/case.

FSN 5120-449-8200 2

Consisting of:

	opngs, in.
FSN 5120-232-5711	5/16
FSN 5120-227-6702	3/8
FSN 5120-227-6703	1/16
FSN 5120-237-0977	1/2
FSN 5120-227-6704	9/16
FSN 5120-237-4973	5/8
FSN 5120-232-5706	1 1/8
FSN 5120-227-6705	3/4

BIT, SCREWDRIVER: 1 1/4-in lg.
FSN 5120-243-7332

CROWFOOT ATTACHMENT, SOCKET WRENCH
FSN 5120-184-8384

CROWFOOT ATTACHMENT, SOCKET WRENCH
FSN 5120-184-8397

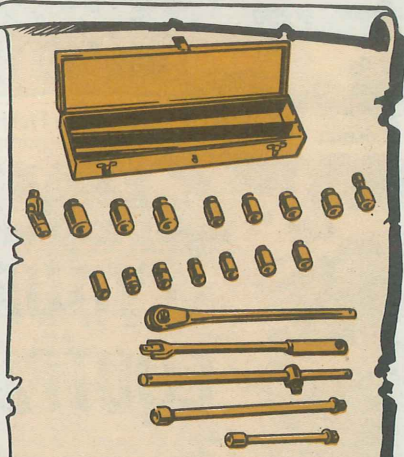
EXTENSION, SOCKET WRENCH

	lg, in.
FSN 5120-227-8107	6
FSN 5120-243-1693	9
FSN 5120-273-9205	18

HANDLE, SOCKET WRENCH

	lg, in.
FSN 5120-240-5364	6
FSN 5120-241-3143	7
FSN 5120-240-5396	8 1/2
FSN 5120-237-4969	16

UNIVERSAL JOINT, SOCKET WRENCH
FSN 5120-224-9215



WRENCH SET, SOCKET: 3/4-in sq-drive, 12 pt opngs, w/case.

FSN 5120-204-1999 2

Consisting of:

	opngs, in.
FSN 5120-181-6816	7/8
FSN 5120-181-6813	15/16
FSN 5120-237-0989	1
FSN 5120-189-7928	1 1/16
FSN 5120-239-0021	1 1/8
FSN 5120-235-5871	1 1/4
FSN 5120-232-5681	1 1/2
FSN 5120-189-7931	1 3/8
FSN 5120-293-0094	1 1/2
FSN 5120-189-7910	1 3/8
FSN 5120-199-7765	1 3/8
FSN 5120-199-7768	1 3/8
FSN 5120-199-7769	1 3/8
FSN 5120-199-7770	2

EXTENSION, SOCKET WRENCH

	lg, in.
FSN 5120-273-9208	3 1/4
FSN 5120-243-7328	8
FSN 5120-227-8079	16

HANDLE, SOCKET WRENCH

	lg, in.
FSN 5120-249-1076	18
FSN 5120-709-4072	18 1/2
FSN 5120-221-7959	20 3/8

UNIVERSAL JOINT, SOCKET WRENCH
FSN 5120-243-1687



COMBAT SUPPORT

Foolin' With Fickle Fate Is Out . . .

GROUND YOUR EQUIPMENT

A good ground hookup on your equipment is the only sure bet.

Gambling with a bad connection or no ground at all will leave you wide open to electrical shock, fire or death.

Taking chances puts heavy odds against your equipment, too.

What makes a good ground for equipment like generator sets, power units, shop vans, parts vans, fuel tankers, tank and pump units and welders?

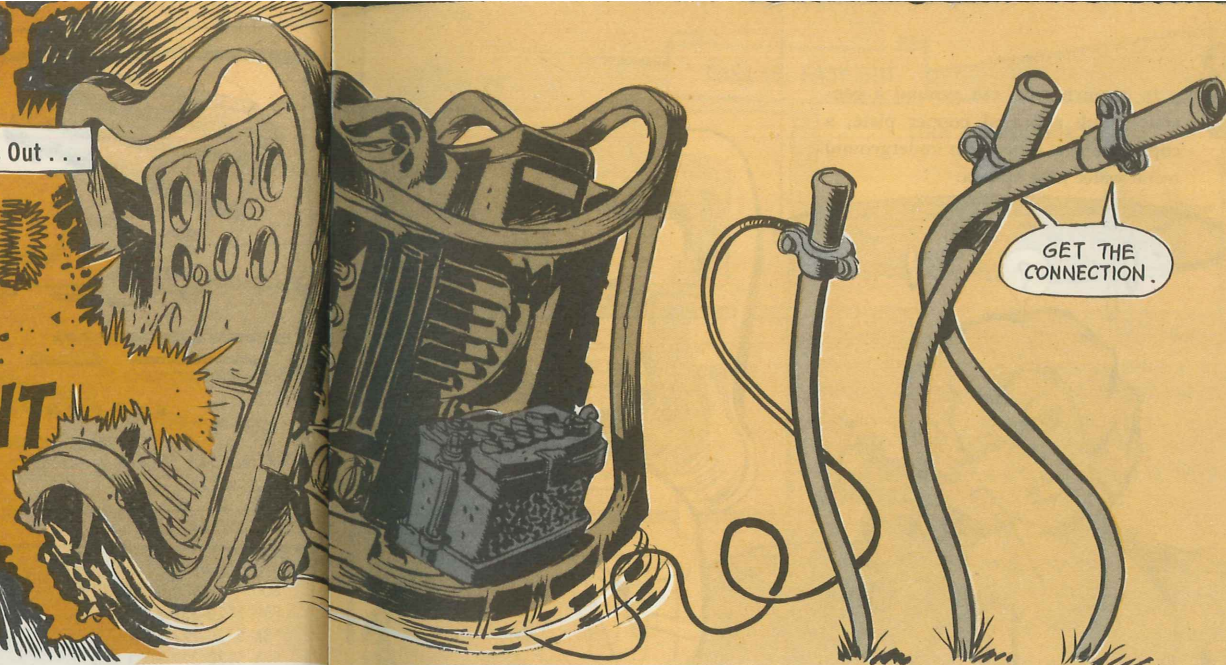
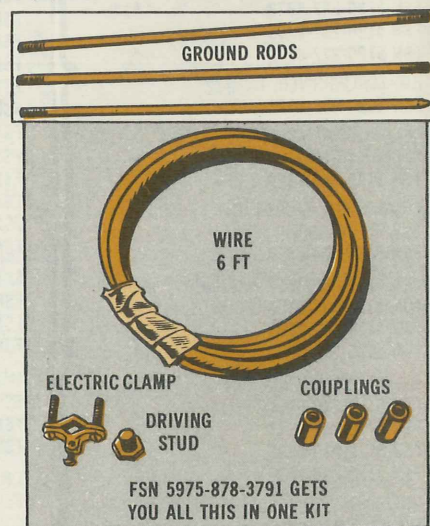
First off, be certain you have all the attachments.

If you're using a ground rod, you need three 3-ft sections of rod ($\frac{3}{8}$ -in dia) plus 3 couplings and a driving stud.

You can get these in one package under FSN 5975-642-8937.

Then, you need about 6 feet of No. 6 AWG wire, FSN 6145-189-6695. It doesn't matter whether it's insulated or not. You

also need an electrical clamp, FSN 5975-243-5861.



If none of these items is on hand, you can get them all in one kit with FSN 5975-878-3791.

This ground rod can be used with most generators up thru 200 KW. Check your TM's basic issue items for any exception.

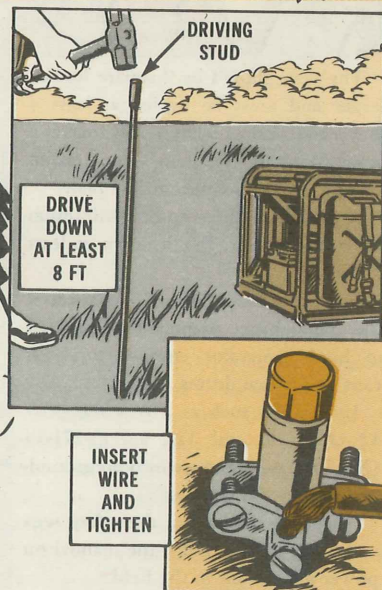
HOOKUP COUNTS MOST

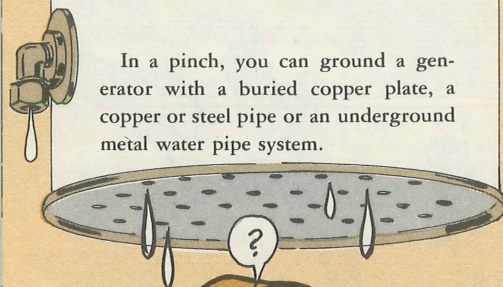
Drive the rod down at least 8 feet.

Your next step is to make sure the ground rod attachments are clean and connected—good and tight—to your generator set.

Attach one end of the 6 AWG wire to the generator's ground terminal and tighten the nut.

Slip the other end between the clamp and the rod and tighten the screw. If you've got a wire hole in the clamp, use it.





In a pinch, you can ground a generator with a buried copper plate, a copper or steel pipe or an underground metal water pipe system.



The plate should be 9 square feet or larger and must be buried at least 4 feet deep. Use a clamp and make a solid hookup. If there's no clamp around, solder the wire to the plate.

A pipe ground has to be a minimum of $\frac{3}{4}$ -in diameter. Put it down at least 4 feet, too.

Shy away from "handy" substitutes, like the fuel tube adapters that are used to hook generator engines to 5-gal cans and 55-gal drums.

Later TM's such as TM 5-6115-332-12 (Aug 70) and TM 5-6115-271-14 (Jun 70) have complete info on grounding. Go over it closely.

Then, too, check out the safety regs and TM 5-766 (Jul 65), the manual on power generation in the field.

HERE'S THE THING THAT'LL TAKE A LOT OF SWEAT OUT OF POUNDING IN AND PULLING OUT A GROUND ROD. IT'S A **SLIP-HAMMER** AND YOU CAN MAKE ONE FOR YOURSELF. HERE'S HOW.

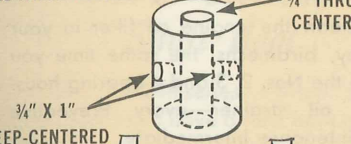
EASY IN, EASY OUT

TO MAKE SLIP-HAMMER

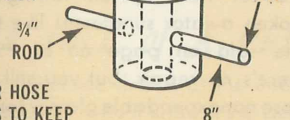
GRIND FACES FLAT AND SMOOTH ON 5-IN LONG X 4-IN ROUND BAR STOCK (OR PIECE OF 4 X 4 X 5-IN STEEL)



DRILL THESE HOLES:



NEXT WELD HANDLES TO SLIP-HAMMER



PUT RUBBER HOSE ON HANDLES TO KEEP DOWN THE SHOCK

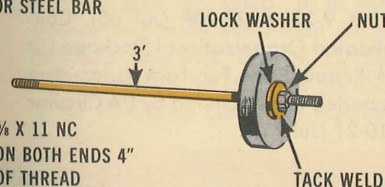
THIS IS THE SLUGGING PLATE

SMOOTH OFF FACES ON 4-IN WIDE X 1-IN THICK BAR OR SLAB BORE 17/32-IN HOLE THRU IT AND THREAD TO $\frac{3}{8}$ X 11 NC

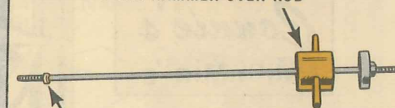


(The die for $\frac{3}{8}$ x 11NC thread, FSN 5136-189-3221, and the tap, FSN 5136-223-6228 are in the No. 1 Supplemental tool kit.)

SCREW SLUGGING PLATE ONTO $\frac{3}{8}$ -IN COLD ROLL OR STEEL BAR



SLIDE HAMMER OVER ROD



PUT ANOTHER $\frac{5}{8}$ " NUT THERE

To drive in ground rods, just screw the end of the tool with the 1-in plate into the bottom section of ground rod, and use the heavy steel weight (it runs about 20 lbs) like a pile driver. When the first section is driven in, unscrew tool, screw on another section of rod, thread tool in top rod again, and pound some more.

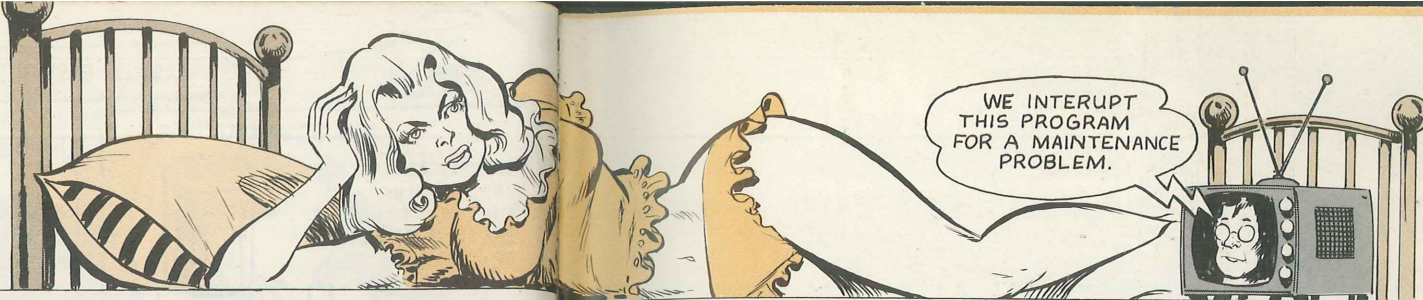


To remove rods, just reverse the action. Use the tool with striking or slugging plate at top, hitting it with upstrokes.

Thread ends on this tool have to be capped all the time when not in use. Another $\frac{5}{8}$ -in nut or old ground rod collar will do. Otherwise the threads get ruined from abuse.

With this tool it's easy in, easy out with ground rods.

**Connie's
Mini Mini's**



Need Speed? Try "HOT LINE"

If you get new commo-electronic equipment with quality problems, that paper DD Form 1686 may not be fast enough. When more speed's needed, ask your support to call the US Army Electronics Command Product Assurance "Hot Line", Autovon 992-4543 (Commercial 201 532-4543), and make the Unsatisfactory Materiel Report (UMR). The phones operate around the clock. Then be sure to follow-up with whatever paper work is necessary. You'll be notified as soon as your particular quality problem is resolved.

Report to LDC

Your outfit got equipment that needs a USA registration number but doesn't have it—either painted on or stamped on data plates? If so, ask for a number to be assigned by USAMCLDC as spelled out in Ch 1 (Aug 71) to AR 708-1, para 11-4c. Likewise, if equipment with a USA registration number is washed out by the PDO, report that, also, to USAMCLDC. See the AR for forms and details on submission.

Filter Cleaning Interval

Clean the engine oil filter in your Huey, birdmechs, the same time you eye the Nos. 2, 3 and 4 bearing housing oil strainer—every Preventive Maintenance Intermediate.

Aviator Sunglasses

Better hold up on tossing away broken aviator sunglasses like the article said on page 65 of PS 231. There's no repair, but you still return those nonexpendable glasses for a one-for-one trade. They cost \$5.42. Some glasses have unflared screws that'll work loose and get lost. A drop of shellac or clear fingernail polish will hold 'em in.

Too Much GAA

Pay no mind to that "repack hubs w/1-lb GAA"—for rear wheel bearings—in LO 9-2320-209-12 (Oct 71). Instead, go by the poop in para 206c, TM 9-2320-209-20 (Apr 65) w/Ch 1-4.

CAOSL is Dead

TM 9-2300-223-20P (Jul 65), Consolidated Organizational Stockage List Of Repair Parts For Tank-Automotive Materiel, was rescinded by DA Circular 310-21 (Jul 71).

M715 Steering Shaft Boot

Your TM-244-series 1¼-ton truck (M715 etc) can have a new boot on its steering universal joint now. Order FSN 5330-147-8746—not the whole \$29.65 shaft assembly.

It's an L of A Pub

When you see that -L at the end of a TM number, you'll know it's a List of Applicable Publications (LOAP) TM. It lists the pubs that apply to a certain piece of equipment. You get the -L TM's on pin-point distribution like your other pubs. Check the list carefully before you order pubs listed in your -L TM so you'll not get bogged down with pubs you already have or do not need.

Flash!

The smart way to keep the Chinook rotor blades in track is to use the Strobex light kit setup. It is much quicker and more exact than the old pole and flag trick. Eye TM 55-1520-227-20 and TM 55-1520-209-20, Chap 8, for details on using and repairing the strobe.

Seminar From Topsy

There's big interest and emphasis in maintenance these days.

For example, a team is going out from the Pentagon to all field commands to pass the word from the Chief of Staff.

The team may have already been in your area or it soon will be. They will be talking to commanders—officers and non-coms—at all levels about such things as MAIT, TAMMS, technical assistance, trouble shooting, direct exchange, test equipment, and the commander's job in maintenance.

These guys will not only talk and show slides, but they will be listening to what your own commanders have to say.

So, watch for 'em. It's all aimed at improving maintenance and making your outfit ready.

New Cleaning Poop

Chg 10 (May 71) to TM 55-1520-220-20 has the word on cleaning your UH-1C/M Huey, birdmen. Apply the poop in para 1-168 to prevent exhaust gasses, dirt and oils from corroding the bird during any type of storage.

Would You Stake Your Life ^{right now} on

the Condition of Your Equipment?

DISCONNECTING OR CONNECTING

CABLES?

STAY
RIGHT ON
BY...
LINING UP
PINS,
KEYWAYS.

**HOLD THE
CONNECTOR--
NOT THE CABLE!**