

Issue 254

PS

January
1974

THE
PREVENTIVE
MAINTENANCE
MONTHLY

OK, NOW
YOU CARRY
THE BALL!



BLAST OFF ON THESE FORMS

USE THIS ONE
TO SEND YOUR
WORD ON PUBS.

DA FORM 2028

SUGGESTION

USE THIS ONE
TO PUT IN A
SUGGESTION ON
ANYTHING.

DA FORM 1045

BUILD AND ROCKET EQUIPMENT REPORT

SPECIAL FOR
MISSILES.

DA FORM 3266

USE THIS AS THE
EQUIPMENT
RECOMMENDATION (EIR)
ON YOUR GEAR.

DA FORM 2407

You never have to count down in order to blast off your complaints about your equipment or your publications.

Just fill out a DA Form 2028, Recommended Changes to Publications, if you find a goof in a manual, or if you think something was left out.

Take a look at TM 38-750 for directions on how to use DA Form 2407. If you have an idea on how to improve your equipment, Section III of your 2407 is the place to tell about it. That same form's used to report equipment that you got that wasn't "up to snuff."

Also, you can use DA Form 1045 for any kind of suggestion. When your suggestion

gets the OK, you get cash.

If you're in missiles, there's also DA Form 3266, Missile and Rocket Equipment Report. Check with your DSU which provides maintenance support to your outfit on the use of this form. AR 750-40, which tells how to use the form, is confidential, so see your maintenance officer on details that're needed.

PS THE PREVENTIVE MAINTENANCE MONTHLY

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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:

M S G Half-Mast
PS Magazine
Lexington, KY.
40507

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GROUND MOBILITY

Save AIR CLEANER ELEMENT

IF YOU'RE JOCKEYING
ONE OF THESE TRUCKS,
YOU'VE GOT A DRY, WASHABLE-
TYPE AIR CLEANER ELEMENT--
AND YOU ARE THE GUY
WHO KEEPS IT
CLEAN!



1 1/4-TON M561 AND
M792—GAMA GOAT

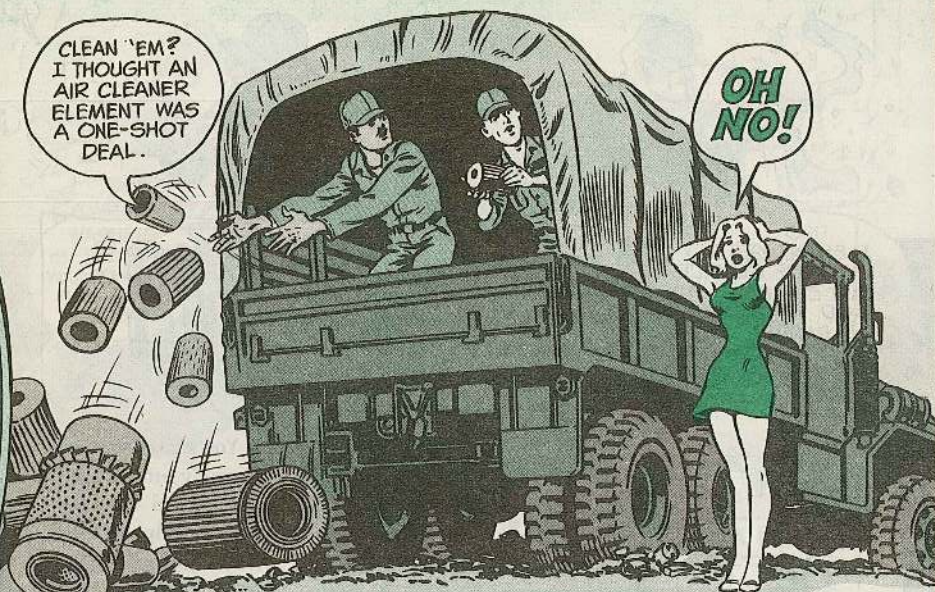


5-TON 8X8
MULTIFUEL—
M656, ETC.



5-TON DIESEL
M809-SERIES—
M813, ETC.

CLEAN 'EM?
I THOUGHT AN
AIR CLEANER
ELEMENT WAS
A ONE-SHOT
DEAL.



Throw your socks away when they're dirty. Don't bother washing 'em. Buy new ones, instead.

Silly, huh? A waste of money!

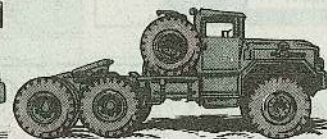
Well, that's what some guys are doing with that washable-type filter element in their engine's air cleaner.

They're tossing out perfectly good filter elements—and putting in brand-new ones. And those filter elements don't come cheap!

They cost Uncle plenty because they're made tough enough to be cleaned over 'n' over again. You throw this kind of element away only when you can't get it clean enough to let air through. Or when it's got holes in it that let dirt through. Or when it's mashed so it doesn't fit right in the air cleaner can.



5-TON DIESEL AND
MULTIFUEL—M54A1
M54A2, ETC.



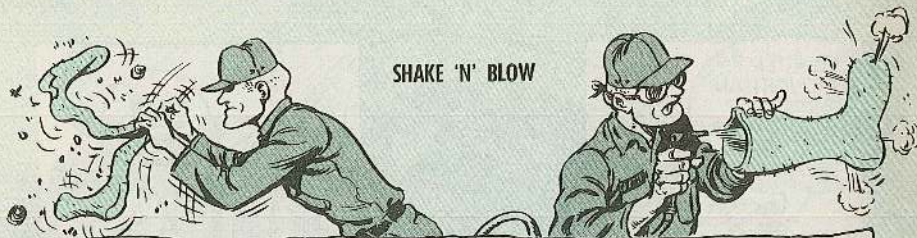
10-TON DIESEL
M123A1C AND M123E2



2 1/2-TON
MULTIFUEL—M35A1,
M35A2, ETC.

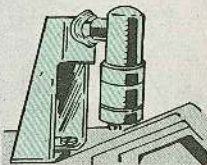


1 1/4-TON
M715, ETC. (LATE
MODELS ONLY)



THIS ELEMENT GETS 2 KINDS OF SERVICE—AIR CLEANING AND WATER CLEANING.

Whenever that red flag locks up in your dash-mounted air cleaner restriction indicator, you pull your filter element and give it a cleaning.



You shake it, slap it gently around the outside and tap the ends—gently—on the ground or on your truck bumper.



Then you shoot low-pressure air to it—from the inside out—to blow out any dirt left in there.



After you put the element back into the air cleaner can and button 'er up good, punch the reset button on your air cleaner restriction indicator. This releases the red flag.

NOW RUN YOUR ENGINE—AND WATCH FOR THAT RED FLAG.



IF IT LOCKS UP AGAIN, YOUR FILTER'S NOT CLEAN ENOUGH.



WASHING IS THE BEST WAY TO CLEAN THAT FILTER ELEMENT.

WASH, RINSE, DRY



Fact is, your TM or LO calls for regular washing.

Use warm water—not hot—and detergent in a tub or bucket. Let the



filter element soak for about 10 minutes to loosen the dirt. Then slosh it around to wash out the dirt.



Rinse it good in clean water, shake out the water and let it dry—completely dry. Never use a wet filter element in your engine air cleaner.



Your engine will suck out the water, and this could bust your engine with "hydrostatic lock."



NEVER USE A FILTER ELEMENT THAT'S GOT GOUGES IN IT OR IS OUT OF SHAPE.



DIRT'LL SNEAK RIGHT IN!

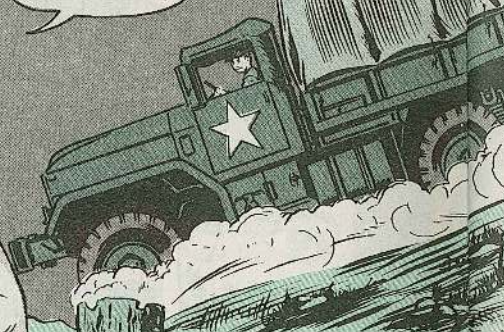
REMEMBER! REPLACE YOUR FILTER ELEMENT ONLY WHEN IT'S SHOT.





DECAL

THIS DECAL IS NOT DECORATION FOR YOUR TACH-- YOU NEED IT!

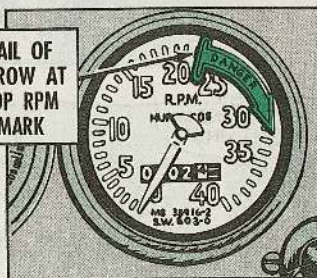


Do you need that red arrow "Danger" decal for your tachometer? There're several FSN's floating around, but the good one--listed in the Army Master Data File--is FSN 7690-924-4318.

One parts manual you'll find this in is TM 9-2320-206-20P (Dec 71) for the 10-ton trucks.

But this decal is required on every diesel-engine truck with a tachometer--and this includes all the multifuel jobs.

TAIL OF ARROW AT TOP RPM MARK



for TACHS

Never let your tachometer needle go past this mark--into the "Danger" range. You can blow your engine! When you're going down a hill, shift to a lower gear to keep your RPM in the safe range. And use your brakes, too, if you have to--a brake reline job is a lot cheaper than a new engine.

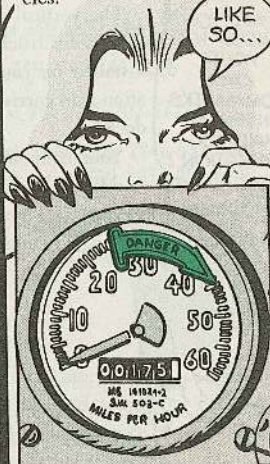
Here's the RPM under load limit for all trucks that get this decal:

Diesel Engine Trucks With Tachs	RPM Under Load Limit
TM-209-Series 2 1/2-Ton M35A1, M35A2, etc. (multifuel engine)	2600
TM-211-Series 5-Ton M54A1, etc. (diesel engine) M54A2, etc. (multifuel engine)	2100
TM-230-Series 5-Ton M656, etc. (multifuel engine)	2800
TM-260-Series 5-Ton M813, etc. (diesel engine)	2140
TM-206-Series 10-Ton M123A1C, M123E2 (diesel engine)	3000

Some outfits are putting the red arrow "Danger" decal on the tachometers of their engineer equipment, too--like the M320T 20-ton truck-mounted crane and 290M tractor.

And at least one post now requires this decal on the speedometers of all tactical trucks to mark the post speed limit for these vehicles.

LIKE SO...



VERTICAL EXHAUST FOR 10-TON

Dear Half-Mast,
My 10-ton M123A1C tractor truck is a problem — not so much for me as for other people on the road.
It's got bad breath.
It shoots exhaust smoke into traffic alongside me — sometimes right into the open windows.
How do I go about changing the exhaust system over to the vertical stack like is shown in TM 9-2320-206-10 Feb 72), Fig 1-6, for the M123E2?

SP5 D. L. W.

I'M NOT YOUR BEST FRIEND, SO I CAN TELL YOU... YOU'VE GOT **ROTTEN BREATH!**

==KOFF==
==KOFF==

KAFF

URP...
SORRY, MA'AM!

Dear Specialist D. L. W.,

The vertical exhaust stack comes normally only on new production 10-ton tractor trucks and on those going through depot overhaul. It can be installed on your truck but only if you need it because most of your operation is in garrison or on public roads. You don't need it out in the boon-docks.

Your command can authorize it under AR 385-55 (Jul 70), para 7-8, "Additional Safety Devices."

They can get installation instructions by ordering any necessary engineering drawings for the M123-series 10-ton trucks from:

Commander
US Army Tank-Automotive Command
ATTN: AMSTA-RS
Warren, MI 48090

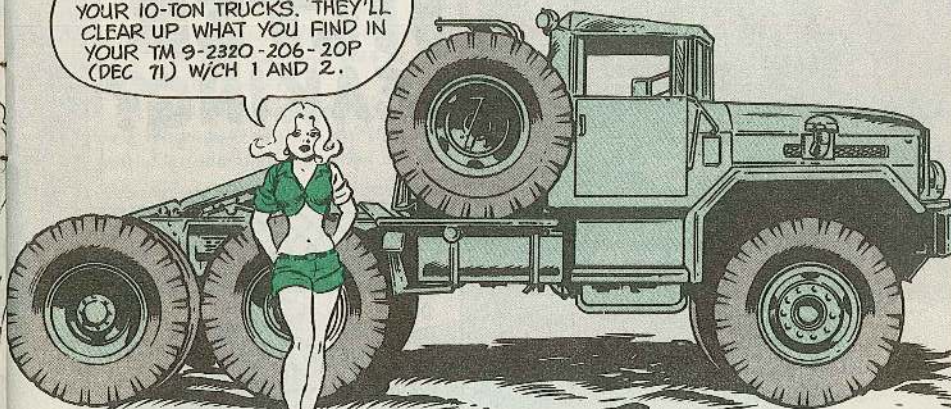
Some repair parts are shown in Fig 29, TM 9-2320-206-20P (Dec 71), and there's some other poop on it in para 2-82a(2), TM 9-2320-206-20 (Oct 71).

Half-Mast

TM-206-SERIES 10-TON TRUCK...

ENGINE LUBE PARTS

HERE'S AN UPDATE ON SOME OFTEN-NEEDED FSN'S FOR YOUR 10-TON TRUCKS. THEY'LL CLEAR UP WHAT YOU FIND IN YOUR TM 9-2320-206-20P (DEC 71) W/CH 1 AND 2.



Diesel engine vehicles only —
oil filter full flow —

- Gasket, FSN 5330-580-5368
- Bag, FSN 2940-460-3222
- Gasket, FSN 5330-682-4523

Both gasoline and diesel engine vehicles —
by-pass filter —

- Gasket, FSN 5330-599-1285
- Filter, FSN 2940-141-9026
- Gasket, FSN 5330-202-3713
- Gasket (was FSN 2940-532-9469) in gasket set, FSN 2815-890-6248

5-TON TIRES

Tire pressures for all TM-260-series 5-ton trucks (M813 etc.) are on page 1-22, TM 9-2320-260-10 (Jan 72). If the data plate in your truck says something different, the data plate's wrong. Add a note to that TM listing—the tire pressure for mud, sand and snow is 25 PSI for both front and rear tires.

TM-260-SERIES 5-TON TRUCK...

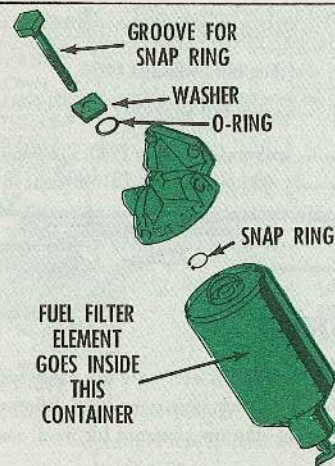
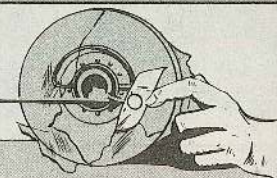


**FUEL
FILTER
LEAKING?**

When you're unwrapping your new fuel filter element (with gaskets), FSN 2910-152-2033, be careful not to throw out the O-ring gasket taped to the top of the element. Your fuel filter will leak without it.

Treat that gasket like money, 'cause it's about as scarce. You can't get it alone through the supply system. If it's lost, you'll have to reorder the entire filter element to get another one.

**DON'T
THROW
OUT
O-RING**



And don't let the snap ring on the bolt that holds the element get away from you. Sometimes they fall off when the old element is removed.

IF THIS GEM
IS LOST, YOU'LL
HAVE TO GET A
WHOLE NEW FILTER
ASSEMBLY —
UNLESS YOU CAN
FIND A RING
IN THE BONEYARD.

M11 DECON MOUNTING

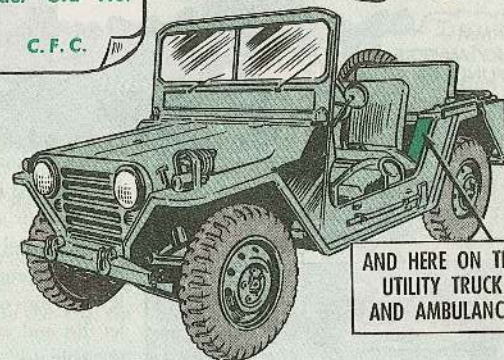
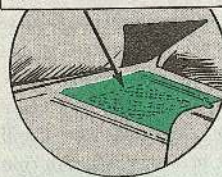
Dear Half-Mast,

Can you help with the mounting instructions on the M11 portable decon? See para 2-21b, and Figs 2-43 and 2-44 in TM 9-2320-218-10 (Sep 71).

The instructions are skimpy, to say the least. Where does the M11 go? How do we get the installation thing called out in the TM's Bill, page B4, under Ord No. 11644842?

C. F. C.

**MOUNT BETWEEN SEATS
ON M151A1C AND M825
RECOILLESS RIFLE CARRIERS.**



Dear C. F. C.,
Glad to.

First thing you have to do is swap the type under the illustrations (Figs 2-43 and 2-44).

The vehicles called out under Fig 2-43 belong under Fig 2-44, and vice versa.

That is, on the M151A1C and the M825 vehicles the M11 goes between the front seats, as called out in Fig 2-43. On the



vehicles listed under Fig 2-44, the M11 goes in front of the left rear fender.

The drawing (Ord No. 11644842) gives instructions for fabricating a support for attaching the M11's mounting bracket.

You can request the drawings (by Ord No.) from: Commander, US Army Tank Automotive Command, ATTN: AMSTAR-S, Warren, MI 48090.

THE SWITCHED
DRAWINGS WILL BE
SET STRAIGHT
WHEN THE TM'S
UPDATED.

MASTER CYLINDER LEAKING? MAYBE...

Dear Half-Mast,

A lot of our trucks are being deadlined for replacement of "leaking" master cylinders — because a little brake fluid was found in the dust boot.

Funny thing, though, these cylinders showed no noticeable drop in fluid level in the reservoir.

Then we've found that the new, or rebuilt, master cylinders "leak" just as much as the old ones after about 3 months of operation.

I think it's normal for brake fluid to seep into the boot.

What do you say?

CW3 S. N. M.

HMM —
LEAKY MASTER
CYLINDER.

Dear Mr. S. N. M.,

You're right. It's normal for some brake fluid to seep into the master cylinder dust boot.

LEAVE THE
BOOT ALONE!

MASTER
CYLINDER

BOOT

Take an M35A2 2½-ton truck, for instance. During the first 20,000 miles of operation, as much as 5 cubic centimeters of brake fluid—that's roughly a teaspoonful—seeping into the boot is allowable before the cylinder's considered a real leaker.

But this's not the right way to inspect a master cylinder for leakage. It's too tough to measure, for one thing, and you'd have to have the maximum allowable seepage specs for each of the different cylinders.

Worse, though, the dust boot should not be disturbed for routine inspection. You're flirting with a chance of getting dirt into the bore and causing real trouble. Also, messing around with the boot can cause it to get torn or not reinstalled right. This'll let dirt and water in where it'll sure ruin the cylinder.

There's only one way to check the master cylinder for leakage. That's to see if the fluid level's up to where the TM for that vehicle says it's supposed to be.

AND A LOW
FLUID LEVEL
MEANS YOU
CHECK OUT
THE WHOLE
BRAKE SYSTEM
FOR LEAKS.

Half-Mast

TM-218-SERIES ¼-TON TRUCKS...

ADJUSTING TURN STOPS

OBVIOUSLY
YOUR TURN STOPS
NEED ADJUSTING!

ONE WAY

The word on adjustment of steering stop bolts on your M151A2—or other TM-218-series ¼-tonner—is:

It's not a job for you organizational types. Follow para 2-150 of TM 9-2320-218-20 (Sep 71) and let your direct support do it. They've got the special equipment.

The inspection requirement in the -20, page 2-6, sequence number 20, will be deleted in the next change to the TM. An

addition will read, instead, "Turn front wheels fully in both directions and check whether turns are limited by the stops and that the tires clear all parts of the vehicle."

STEERING
STOP
ADJUSTMENT
IS DS JOB.

LEAD-ACID BATTERIES ...

**CAPS
SNUG FOR
CHARGING**

Dear Half-Mast,

In some places, TM 9-6140-200-14 (Aug 71) says the filler caps — or vent plugs — must be loose while a lead-acid battery is being charged on a battery charger.

Then, in other places, the TM says the caps are to be screwed in tight during charging.

What's the straight story?

G. V. D.

DEAR G.V.D.,
THOSE BATTERY
CAPS MUST BE
SCREWED IN SNUG.
THIS'S SO THERE'LL
BE NO CHANCE OF
ACID SPRAYING OUT
AND MESSING UP
YOUR EQUIPMENT—
OR YOU. THE
TM IS BEING
REVISED.

XM 44 SERIES

PERISCOPE COPE PERILS

THE XM44 SERIES PERISCOPE LEADS A DANGEROUS LIFE, BUT ITS WORST ENEMY IS WATER.



TO KEEP THE MOISTURE OUT OF IT, DO THIS...

1. Never use high-pressure water hoses when cleaning the inside or outside of the turret.

OKAY, OKAY...
NO BATH
FER YOU!



2. Cover the whole turret with the vehicle tarpaulin when you're parked outside in open areas.



TO SEE IF THERE IS ALREADY MOISTURE IN THE SIGHT, DO THIS...

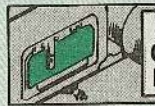
1. With the filter lever in the OFF (left) position and the periscope power ON/OFF switch in the OFF position, open the ballistic cover and unity window cover plate.



FILTER
LEVER OFF



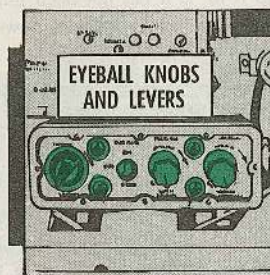
POWER
OFF



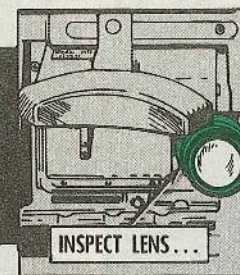
OPEN
COVER
PLATE

2. Now look through the unity power window. If there's any moisture inside, get your friendly turret mechanic to purge the periscope for you (Note: Taking out the periscope is a NO-NO for crewmen.)

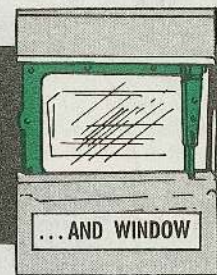
However, crewmen should check electrical cable connections, operation of knobs and levers, and inspect lens and windows for dirt, cracks and chips. Crewmen also



EYEBALL KNOBS
AND LEVERS



INSPECT LENS...



...AND WINDOW

replace burned-out lamps and refill the periscope washer fluid reservoir if needed.

Your turret mechanic will do his quarterly inspection, purging and recharging of the periscope the way it says in TM 750-116 (Oct 71).

You already know strong light will burn out the image intensifier tube. So make sure the periscope ON/OFF switch is OFF and the filter lever is in the OFF position whenever the ballistics cover is opened during daylight hours.

DO THESE
THINGS AND YOU'LL
HAVE GOOD PEEKING
WITH YOUR XM44
SERIES PERISCOPE!



M551 TRANS TIPS

HAS MWO 9-2350-230-30/7 (JUL 71) BEEN APPLIED TO YOUR M551 SHERIDAN?

IT'S THE MWO THAT GIVES NEW LOCK PLATES ON 2 POWER-PACK MOUNTING SCREWS.

If you have that MWO on your M551, the correct torque for the engine mount screws is 175 ft-lb. If it has not been put on, the torque for the engine mount screws is still 130 ft-lb.

THIS MWO MEANS
A TORQUE CHANGE HERE

ENGINE
MOUNT
SCREW

NEW LOCK
PLATE

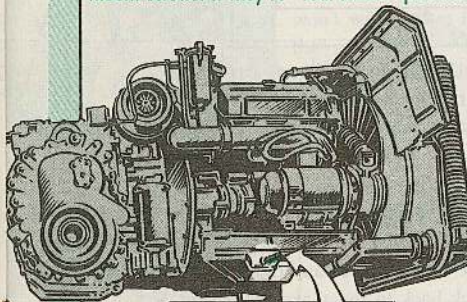
Either way, here's the complete scene:
If your M551 has loose engine mount screws . . . loose split-line bolts . . . or loose trunnion mount caps, the transmission could break off from the engine.

MISSION



To prevent the cussing that this would cause, here's what to do in 3 easy steps . . .

Step 1. Take off the engine mount access covers and check the torque on the engine mount screws. If they're "real loose" pull the

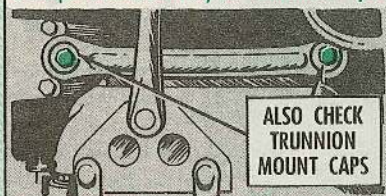


CHECK ENGINE MOUNT
SCREWS FOR LOOSENESS

pack because there's a good chance something else is wrong. "Real loose" means much less than 130 ft-lb if MWO 9-2350-230-30/7 has not been applied or it means much less than 175 ft-lb if the MWO has been applied.

If the engine mount screws are "real loose" you pull the pack. If they're just a little bit loose, torque 'em up to what they should have (130 ft-lb or 175 ft-lb) and then go on with Step 2.

Step 2. Check the trunnion mount caps with a torque wrench. If they're "real loose" pull



ALSO CHECK
TRUNNION
MOUNT CAPS

the pack. If they're at 85-90 ft-lb the way they're s'posed to be, go on to Step 3. If they're just a little bit loose, torque 'em to 85-90 ft-lb and then go on to Step 3.

Step 3. Check as many of the 12 split-line bolts as you can see or feel. If even one of them is missing or loose, pull the power-pack.

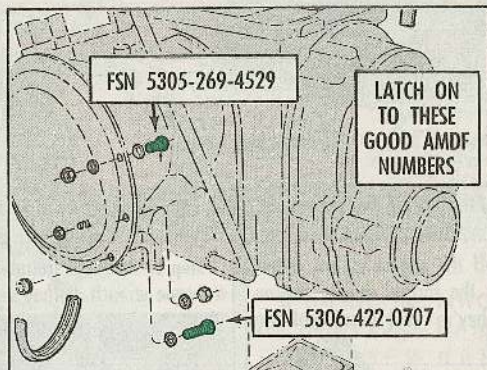


CHECK SPLIT-
LINE BOLTS

EVEN IF YOUR
M551 PASSES
ALL THESE
TESTS...

...CHECK THE
SPLIT-LINE BOLTS
EVERY QUARTERLY
SERVICE.

Replace any missing split-line bolts with bolts shown in Fig 80 (page 435) of your TM 9-2350-230-



24P/1 (Jun 71). The item 12 bolts in the figure are FSN 5306-422-0707. Pencil this good AMDF number in at the bottom of page 239 of your 24P/1 where a space has been left for it. The Item 17 bolts, FSN 5305-269-4529, are already listed on page 240.

Use FSN 5310-877-5972 washers and FSN 5310-896-0789 nuts (both on page 240) to go with them.

After you get the split-line bolts in place and tightened up, put the power pack back in but make sure you have the correct torques for everything, like so...

Split-line bolts32-37 ft-lb
Split-line nuts27-32 ft-lb
Engine mount screws130 ft-lb (MWO applied)
or
Engine mount screws175 ft-lb (MWO not applied)
Trunnion mount caps85-90 ft-lb

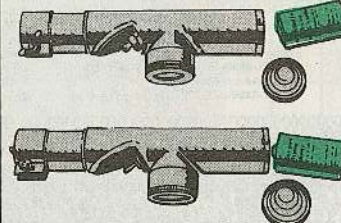


M41/14 AIMING POST BATTERY BUNGLE

You'll need all your buttons when you put new batteries into your M41 aiming post lights.

PUT THE "BUTTON" (+)
END OF THE BATTERY
IN FIRST.

Each of your 2 aiming post lights takes one BA-30 "D" cell battery. The light won't work unless the battery is put in so the smooth (-) end of the battery is making contact with the spring loaded cap.



ONE BA-30 EACH

'Nuff said?

To make sure your light is going to work, switch it on as soon as you put the battery in. If it won't work, you've probably got the battery in wrong.

THIS ALSO APPLIES
TO THE M14 AIMING
POST LIGHTS WHICH
TAKE 2 "D" CELL
BATTERIES EACH.





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 72), and CH 4 (Apr 73), TM's, TB's, etc.; DA Pam 310-6 (Jul 73), SC's and SM's; and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

TM 3-3230-209-ESC Oct Decon ABC-M12A1
TM 3-4230-009-20 Aug Tractor
TM 5-2410-233-20 Aug D7F Tractor
TM 5-6100-201-ESC Aug Gen Set, 5KW, 60HZ, Mol-Gar Mds CE-52M-AC, CE-55-AC, CE-55-AC/WK6 and CE-56-AC, SF-5.0-MD, International Ferment MDL J-117; SF-5.0-MD, Onan Mdl 50F-8XR/3100; 5 KW, 400 HZ, HF-5.0-MD, Onan Mdl 50FE-408XR/3101A; Mol-Gar Mdl CE-57-400-AC
TM 5-6100-207-ESC, Aug Gen Set, 10 KW, 60 Hz, Hollingsworth Model CE-100-AC/WK4; Reiner Mdl GGC-10-AG-2 Kurt & Root Ndl Ferro-1; Pacific Mercury Mdl PM-59-010-1; SF-10.0-MD Jata Mdl G-1068M; SF-10.0-MD Bogue Mdl 5700; SF-10.0-MD International Ferment Mdl J107; SF-10.0-MD Kurtz & Root Model Hugo-1; 10 KW, 400 HZ, HF-10.0-MD Onan Mdl 10GFG; Bogue Mdl 5280A and 5280B
TM 9-1005-262-14, Aug 7.62-MM Machine Gun; M23 M24 M41 CH-47 Series Helicopter
TM 9-1425-500-1, Aug HAWK
TM 9-1430-501-24P-1, Sep AN/TSW-2 (Basic HAWK and SP HAWK)
TM 9-2320-206-20 C3, Sep Truck, 10-Ton

TM 9-2320-211-ESC, C1, Aug 5-Ton Truck
TM 9-2320-213-14, C2 Sep Trailer, 1½ Ton, M103A1 M103A2 M103A3 M10-3A3C M103A4 M103A4C M104 M10-4A1 M105A1 M105A2 M105A2C M107A1 M107A2 M107A2C M448
TM 9-2320-220-24P, Aug Low Bed Semi-trailer
TM 9-2320-231-14, C1 Sep Trailer, Ammo 1½ Ton M332
TM 9-2320-231-14, C1 Sep Trailer, 1½ Ton, M103A1 M103A2 M103A3 M10-3A3C M103A4 M103A4C M104 M104A1 M105A1 M105A2 M105A2C M107A1 M107A2 M107A2C M448
TM 9-2320-231-14, C2 Aug Trailer, ¼ Ton, M416 M416B1 M569 M569B1 Trailer, ¼ Ton M762 Trailer, ¼ Ton M716
TM 9-2320-267-14, C1 Aug Trailer, Tank, Water, 400 Gallon M149 M149-A1 M625
TM 9-2320-269-14, C1 Aug Trailer, 1½ Ton, M580 M581
TM 9-2320-230-10-2-2, Mar M551 Sheridan Turret Maint
TM 11-5805-214-24P, Sep AN/TCC-13 Multiplexer Set
TM 11-5805-308-20P, Jul MX-155/GT Connecting and Switching Kit
TM 11-5820-258-20P, Sep Parts Radio T-3681/U RT Transmitters
TM 11-5820-498-12, C5, Aug AN/VRC-53, AN/GRC-64, AN/GRC-125, and AN/GRC-160 radio sets; and OA-3633(G) GRC Amplifier-Power Supply Groups
TM 11-5820-519-20P, Sep AN/TRC-90B Radio Terminal
TM 11-5830-202-20P, Aug AN/UH-1 Public Address Set
TM 11-5830-222-20P, Jul AN/VIA-4 In-

tercommunication Station
TM 11-5840-217-10, C9, Aug AN/TPS-25(1) Radar Set
TM 11-5985-230-14P, Jul AB-15/GR Mast Base
TM 11-5985-231-24P, Aug AN/GRA-4 Antenna Group
TM 11-5985-249-24P, Aug AN/GRA-12 Antenna Group
TM 11-5985-259-14P, Sep RL-122 Reel
TM 11-5985-262-15, C2, Sep AG-1729/VRC Antenna
TM 11-6625-206-20P, Aug AN/URM-113 Radio Test Set
TM 11-6625-246-20P, Jul AN/URM-94 Radio Test Set
TM 11-6625-276-20P, Sep AN/PRM-10 Test Oscillator Set
TM 11-6625-284-20P, Aug AN/URM-80 Frequency Meter
TM 11-6625-297-20P, Aug AN/UPM-33 Radar Test Set
TM 11-6625-316-20P, Sep TV-20/U, Electron Tube Test Set
TM 11-6625-348-24P, Sep PP-1243/U Power Supply
TM 11-6625-404-20P, Aug TV-13A/U Electron Tube Test Set
TM 11-6730-246-24P, Jul PP-1104C/G Power Supply
TM 11-6730-205-20P, July AP-4(1) Still Picture Projector

MISCELLANEOUS

LO 5-3805-251-12-1, Aug Loader, Scoop Type; 2½ Cu. Yd. (J.I. Case MW MW-24 B) and Model A504BD-T
LO 5-6115-545-12, Aug Gen Set, 60 KW, 50-60 HZ, Gen Set
LO 9-2320-245-12, Oct Armored Car V-100 Commando
TB 750-260, Oct Paint Instructions

CONNIE/BONNIE 1974 PM DATES

JANUARY 1974

S	M	T	W	T	F	S
		1	2	3	4	5
		1	2	3	4	5
6	7	8	9	10	11	12
6	7	8	9	10	11	12
13	14	15	16	17	18	19
13	14	15	16	17	18	19
20	21	22	23	24	25	26
20	21	22	23	24	25	26
27	28	29	30	31		
27	28	29	30	31		

PACK 'N' SHIP WITH CARE IT'S YOUR BEST MOVE

HAVE A GOOD YEAR WITH REGULAR PM

OIL KILLS RUBBER
BE A KING IN YOUR MAINTENANCE CASTLE...
RULE RECORDS RIGHT

FEBRUARY 1974

S	M	T	W	T	F	S
					1	2
					32	33
3	4	5	6	7	8	9
34	35	36	37	38	39	40
10	11	12	13	14	15	16
41	42	43	44	45	46	47
17	18	19	20	21	22	23
48	49	50	51	52	53	54
24	25	26	27	28		
55	56	57	58	59		

Renew Your PS Order

Your outfit's order for PS Magazine (and other periodicals) will be canceled if you do not send in a new order right now.

The new order has to go to the AG Publications Center at Baltimore on DA Form 12-5. It's a new form. The word went out in DA Circular 310-54 (12 Oct 73.)



DON'T ROOK YOURSELF—UPDATE YOUR PINPOINT FORMS FOR TECH PUBS

USE STRATEGY—REMOVE DRY CELL BATTERIES FROM IDLE EQUIPMENT

MARCH 1974						
S	M	T	W	T	F	S
					1	2
					60	61
3	4	5	6	7	8	9
62	63	64	65	66	67	68
10	11	12	13	14	15	16
69	70	71	72	73	74	75
17	18	19	20	21	22	23
76	77	78	79	80	81	82
24	25	26	27	28	29	30
83	84	85	86	87	88	89
31						
90						

DON'T BLOW THE WARRANTY
--FILE DA FORM 2407

Let the
SUN SHINE
--DRY CANVAS
BEFORE
FOLDING

BRUSH
UP ON YOUR
MAINTENANCE

APRIL 1974						
S	M	T	W	T	F	S
	1	2	3	4	5	6
	91	92	93	94	95	96
7	8	9	10	11	12	13
97	98	99	100	101	102	103
14	15	16	17	18	19	20
104	105	106	107	108	109	110
21	22	23	24	25	26	27
111	112	113	114	115	116	117
28	29	30				
118	119	120				

IT'S LUBE
CHANGE-OVER
TIME

TANKER'S
FORMULA:
COOL
+
CLEAN
=
READY
+
MEAN

DAILY
PM

RIFLEMEN:
Have a
cleaning
spree
with RBC;
Then all
the way
with LSA!

HAVE A
GOOD SPRING
...STORE
MIGAI'S
ON SEMI

GET IN THE
SWING
WINTERIZE

DON'T "FAULT" YOUR TRUCK--
DRAIN FUEL FILTERS DAILY

SEPTEMBER 1974						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
244	245	246	247	248	249	250
8	9	10	11	12	13	14
261	252	253	254	255	256	257
15	16	17	18	19	20	21
258	259	260	261	262	263	264
22	23	24	25	26	27	28
265	266	267	268	269	270	271
29	30					
272	273					

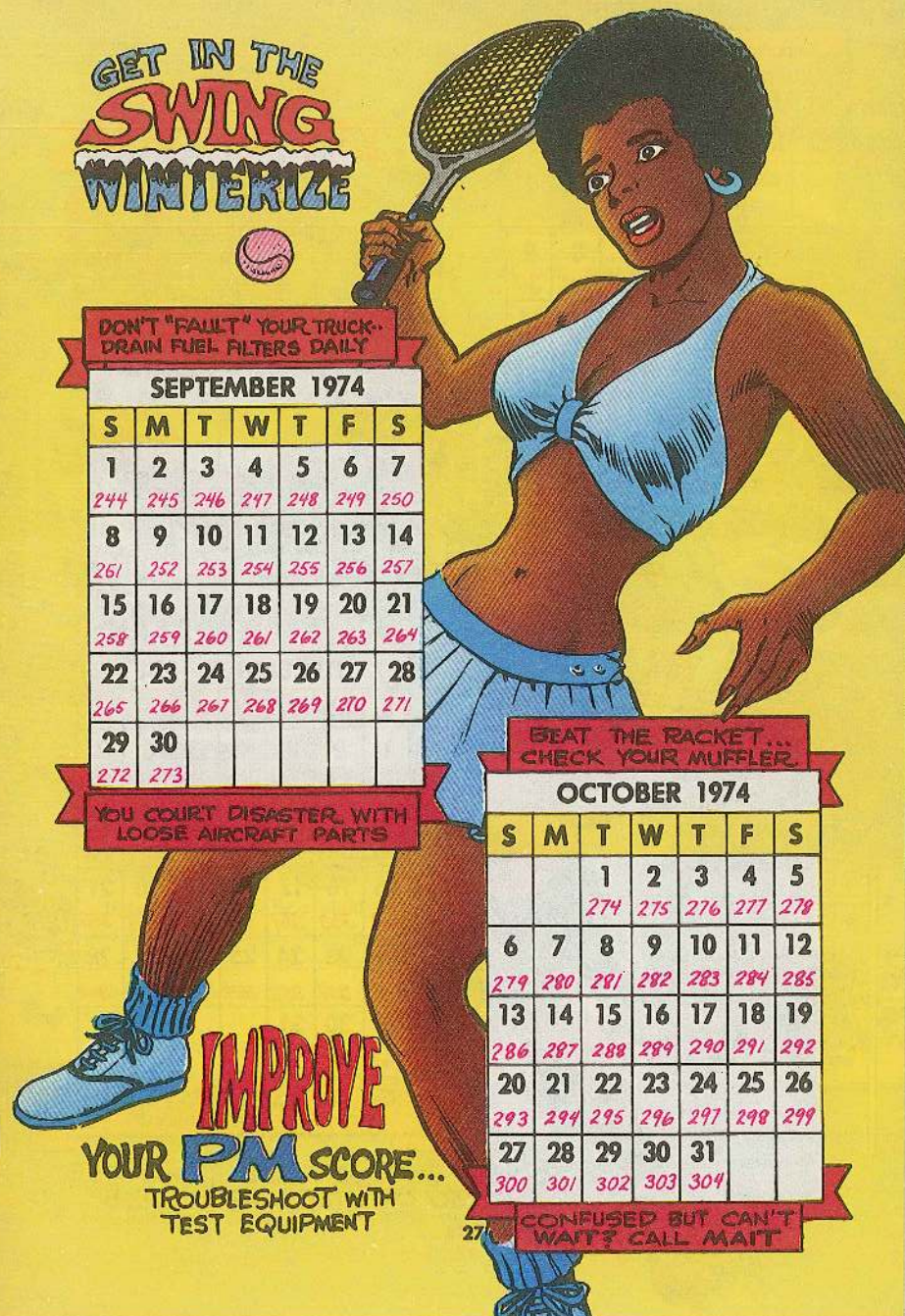
YOU COURT DISASTER WITH
LOOSE AIRCRAFT PARTS

BEAT THE RACKET...
CHECK YOUR MUFFLER

OCTOBER 1974						
S	M	T	W	T	F	S
		1	2	3	4	5
		274	275	276	277	278
6	7	8	9	10	11	12
279	280	281	282	283	284	285
13	14	15	16	17	18	19
286	287	288	289	290	291	292
20	21	22	23	24	25	26
293	294	295	296	297	298	299
27	28	29	30	31		
300	301	302	303	304		

IMPROVE
YOUR PM SCORE...
TROUBLESHOOT WITH
TEST EQUIPMENT

CONFUSED BUT CAN'T
WAIT? CALL MAIT



Second string PM puts you out of bounds

NOVEMBER 1974

S	M	T	W	T	F	S
					1	2
					305	306
3	4	5	6	7	8	9
307	308	309	310	311	312	313
10	11	12	13	14	15	16
314	315	316	317	318	319	320
17	18	19	20	21	22	23
321	322	323	324	325	326	327
24	25	26	27	28	29	30
328	329	330	331	332	333	334

YOU CAN
ALWAYS
SCORE A **TD**
WITH THE

MAKE
PM YOUR
GOAL

SPIT 'N' POLISH
IS
POOR DEFENSE

DECEMBER 1974

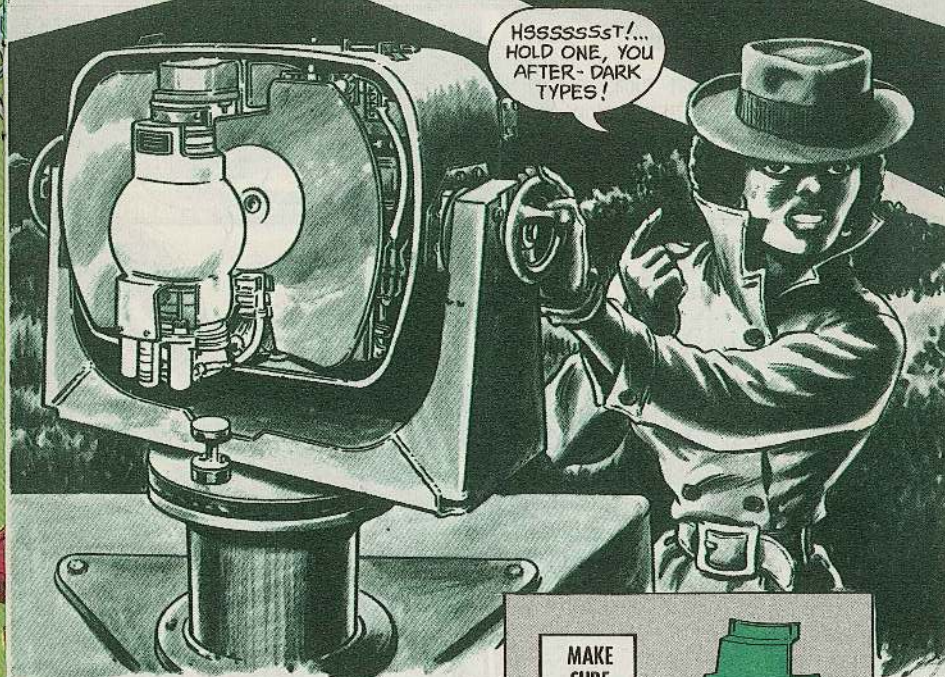
S	M	T	W	T	F	S
1	2	3	4	5	6	7
335	336	337	338	339	340	341
8	9	10	11	12	13	14
342	343	344	345	346	347	348
15	16	17	18	19	20	21
349	350	351	352	353	354	355
22	23	24	25	26	27	28
356	357	358	359	360	361	362
29	30	31				
363	364	365				

Go for extra PM points
with test equipment

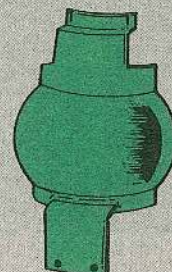
TO KEEP A TOUGH LINE... ONLY USE
OE 30 ON STEEL WIRE CABLES

COMMUNICATIONS

PLIGHT OF A XENON
COVER UP



MAKE
SURE
LAMP
COVER
ALWAYS
STAYS
WITH
XENON.



If you're going to be a night owl with that Xenon searchlight, keeping your eyes open's a must. You have to blink once in awhile, tho, and so does that MX-7884/-VSS-1.

Leaving the lamp cover off that Xenon job's like trying to sleep with your eyelids up. That can get rough.

Besides, a missing lamp cover causes all kinds of problems. Like, it takes away added protection for the lamp. When the searchlight's headed out for repair or major overhaul, a missing lamp cover (FSN 5855-999-1386) is kinda hard to come by.

It can cause a delay in getting it back to the night owl who has need of it.

TK-101/G—

TINKERING WITH THE RIGHT

DON'T GET
ALL HOT 'N'
BOTHERED...

HERE'S
EXACTLY
WHAT'S IN
YOUR...

TK-101/G ELECTRONIC

EQUIPMENT TOOL KIT

FSN 5180-064-5178

To keep those heads of sweat away, you can eyeball SC 5180-91-CL-R13 (Apr 69).

You should have one of each item listed unless there's a number that calls for more. Some of your tools might not look quite like the ones pictured here because of variation in manufacturers' products.

Tool

BRUSH: paint; squirrel tail hair bristles;
sq edge, 1 in wd



FSN 8020-245-4509

CLOTH, COTTON: cheesecloth; lintless;
bleached; 36 in wd, 1 yd lg



FSN 8305-267-3015

EXTRACTOR, ELECTRON TUBE:
basket type; 7-pin



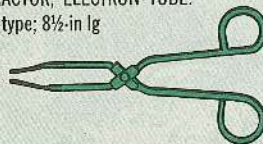
FSN 5120-293-2696

EXTRACTOR, ELECTRON TUBE:
basket type; 9-pin



FSN 5120-508-0584

EXTRACTOR, ELECTRON TUBE:
tong type; 8½-in lg



FSN 5120-293-0808

FLASHLIGHT: MX-991/U;
tubular case



FSN 6230-264-8261

Includes:

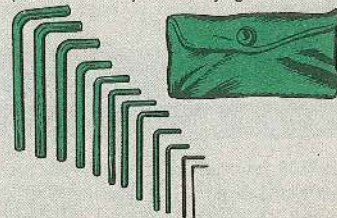
BATTERY BA-30 FSN 6135-120-1020 4/set
FILTER, BLACKOUT FSN 6230-128-2464 2/set
LAMP, INCANDESCENT:
2.7 volts, 0.15 amp FSN 6240-155-7935 2/set
LENS, DIFFUSION FSN 6230-356-4825

INSULATION TAPE, ELECTRICAL: cotton; black;
0.75 in wd, 0.015
in thk, 82.5 to
85 ft lg



FSN 5970-644-3167

KEY SET, SOCKET-HEAD SCREW: hexagonal
(Allen wrenches) with carrying container



FSN 5120-965-0298

Size .035	FSN 5120-198-5400
Size .050	FSN 5120-198-5401
Size 1/16	FSN 5120-198-5398
Size 5/64	FSN 5120-224-2504
Size 3/32	FSN 5120-242-7410
Size 7/64	FSN 5120-889-2162
Size 1/8	FSN 5120-240-5292
Size 9/64	FSN 5120-889-2163
Size 5/32	FSN 5120-198-5392
Size 3/16	FSN 5120-240-5300
Size 7/32	FSN 5120-242-7411
Size 1/4	FSN 5120-224-4659

KEY SET, SOCKET-HEAD SCREW: spline drive, with carrying container



FSN 5120-585-6257

Size .060, for No. 4 setscrew

FSN 5120-293-0195

Size .069, for No. 5 setscrew

FSN 5120-224-2496

Size .076, for No. 6 setscrew

FSN 5120-249-9670

Size .094, for No. 8 setscrew

FSN 5120-223-6995

Size .110, for No. 10 + 12 setscrew

FSN 5120-224-2482

Size .144, for 1/4 setscrew

FSN 5120-277-1724

KNIFE: pocket, electrician's



FSN 5110-240-5943

MIRROR: inspection; oval; all angle; with pocket clip; 1 in wd x 2 in lg mirror; 9 in lg overall



FSN 5120-596-1098

PIN STRAIGHTENER, ELECTRON TUBE: 7- and 9-pin



FSN 5120-392-8361

or

FSN 5120-293-3603

PLIERS: diagonal cutting; miniature; regular nose; without stripping notches; 4 in nom size



FSN 5110-965-0974

PLIERS: short nose; without cutter; 4 in nom size



FSN 5120-293-3486

PLIERS: slip joint; straight nose; combination jaw with cutter; regular; 6 in nom size



FSN 5120-223-7396

SCREWDRIVER: cross tip; Phillips; straight; plastic handle; No. 1 point size; 3 in nom blade lg



FSN 5120-240-8716

SCREWDRIVER: cross tip; Phillips; straight; plastic handle; No. 2 point size; 4 in nom blade lg



FSN 5120-234-8913

SCREWDRIVER, FLAT-TIP: plastic handle; .037 in thk x 1/4 in wd tip; 1 1/2 in nom blade lg



FSN 5120-596-8502

SCREWDRIVER, FLAT-TIP; plastic handle; with pocket clip; .020 in thk x 1/4 in wd tip; 2 in nom blade lg



FSN 5120-236-2140

SCREWDRIVER, FLAT-TIP: plastic handle; med heavy duty; .037 in thk x 1/4 in wd tip; 4 in nom blade lg



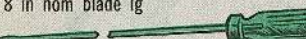
FSN 5120-222-8852

SCREWDRIVER, FLAT-TIP: light duty; plastic handle; .030 in thk x 3/16 wd tip; 5 in nom blade lg



FSN 5120-278-1270

SCREWDRIVER, FLAT-TIP: extra light duty; plastic handle; .020 in thk x 9/64 in wd tip; 8 in nom blade lg



FSN 5120-278-1267

SCREWDRIVER, DOUBLE OFFSET: .025 in thk x 5/32 in wd flat tip each end; 3 in lg overall



FSN 5120-287-2129

SCREWDRIVER, DOUBLE-OFFSET: .042 in thk x 5/16 in wd flat tip each end; 5 in lg overall



FSN 5120-288-9710

SCREWDRIVER, RATCHET: right angle offset; right and left hand turning; 2 blades; Phillips No. 1 and No. 2 point size



FSN 5120-892-5931

SCREWDRIVER, RATCHET: right angle offset; .035 in thk x 1/4 in wd flat tip on one side; .045 in thk x 3/8 in wd flat tip on other side; 3 1/2 in lg overall



FSN 5120-596-0882

SOLDER: lead-tin alloy; rosin core; 1/32 in dia; 1 lb spool



FSN 3439-555-4629

WOW! JUST WOT US ELECTRONIC EQUIPMENT REPAIR TYPES PRAY FOR!

OKAY--GET TO IT!



PS MORE

SOLDERING IRON, ELECTRIC: temperature controlled; complete assembly



FSN 3439-965-0156

Consists of:
SOLDERING IRON, ELECTRIC: 120 v; 60 watt; for 1/4 in dia smooth shank tips; screw collar type fastening



FSN 3439-866-6258

TIP, ELECTRIC SOLDERING IRON: screwdriver shape; 1/16 in size; 600° F nom temperature rating



FSN 3439-898-4497

TIP, ELECTRIC SOLDERING IRON: screwdriver shape; 3/16 in size; 700° F nom temperature rating



FSN 3439-993-2770

TOOL CHEST, UTILITY



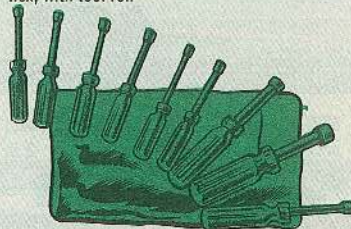
FSN 5140-678-4805

WRENCH: adjustable; open-end; single head; 6 in nom size



FSN 5120-264-3795

WRENCH SET, SOCKET: Single socket spinner; hex; with tool roll



FSN 5120-542-5799

Size (in) Length (in)

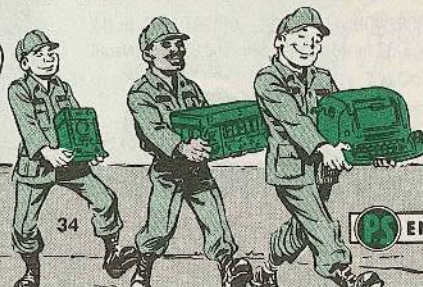
3/16	6	FSN 5120-224-2599
7/32	6	FSN 5120-277-1801
1/4	6	FSN 5120-241-3188
5/16	6	FSN 5120-224-2596
11/32	6	FSN 5120-293-0796
3/8	6	FSN 5120-596-1263
7/16	7	FSN 5120-222-1499
1/2	7	FSN 5120-293-0375
9/16	7	FSN 5120-294-9514

WRENCH SET, SPANNER



FSN 5120-658-9805

YEH, CONNIE! REPAIR COMPLETIONS HAVE SURE SPEEDED UP SINCE FARQUIST GOT HIS NEW TOOL KIT!



34

PS END

THE HARD WAY

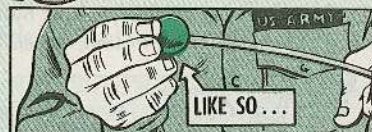
GETTING THE POINT



A punch in the belly button is bad enough, but a poke in the eyeball can put your lights out.

Like, frinstance, with a tied-down AS-1729 or AT-912 antenna, or the whip antenna section MS-118A used in many FM radios. The tip's not sharp—but it gets its point across to an unwary Harry.

Your best bet's to tip the antenna off with an antenna tip assembly, FSN 5820-437-2353 for the AS-1729 or AT-912, and

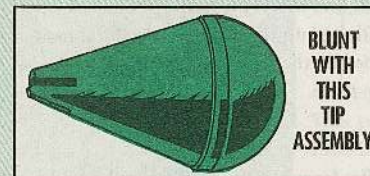


LIKE SO...

ball or cork. Make 'er snug with a few wraps of tape to keep 'er from popping off from vibration or brush bumping.

Another goodie antenna topper is a 7-in piece of rubber tube like what's on an empty milk can or carton. You oughta be able to talk your mess sergeant outta one.

Put a piece of tape around the AT-1095 antenna element 6 inches from the tip. Slip the tube snug-like over the tape, leaving an inch of the tube above the tip of the antenna. Besides being an eye saver when it's tied down, it'll act as a bumper for the upped antenna and head off fraying.



BLUNT WITH THIS TIP ASSEMBLY

FSN 5985-930-7223 for the MS-118A.

While you're waiting for that, tho, you can dull the tip with a jabbed-on rubber

AIR MOBILITY

HEED THESE WORDS ON "THE HOOK" AIR TYPES!

CHINOOK

CHECKOUT

Never get in a hurry and take 'em apart at the ferrule and sleeve placed there by the manufacturer.

Once the hose is taken apart this way, it's no longer secure, and it could blow loose in flight.

THOSE RIVETED BOLTS

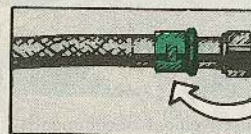
Remove only the 4 non-riveted bolts at



NEVER TRY TO REMOVE RIVETED BOLTS.

HIGH-PRESSURE HOSES

Dealing with Chinook's high-pressure hoses (or similar hoses on other birds)?



NEVER TAKE HOSE APART HERE

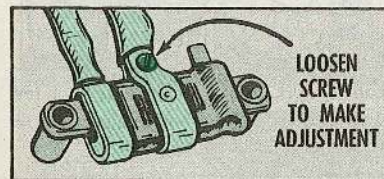
each adapter when you want to take out the engine driveshaft.

Never try to remove riveted bolts, if you try it with a wrench, you may shear off the rivets.

Adjusting your CH-47A and B models' minimum beep rotor resistor to maintain minimum rotor speed?

Fine, but be sure you do it the right way.

Don't give it a "quickie" adjustment by forcing the sliding band. Instead, loosen



LOOSEN SCREW TO MAKE ADJUSTMENT

the small screw with a screwdriver and make the adjustment.

If force is used, the resistor may not work right after 2 or 3 adjustments.

This resistor is being removed and replaced with the improved type used on the CH-47C. The improved type is a dual rotary potentiometer, P/N 114ES259. The MWO's for this change are 55-1520-209-30/89 for the CH-47A and 55-1520-209-30/68 for the CH-47B.

SAFETY-WIRE "DOG-BONE"

When you're removing the aft engine

SAFETY-WIRE THE LINK ASSEMBLY



mount link assembly, safety-wire the "dog-bone" (link assembly) clear of the mount.

If you don't, the bearing can cock, stick, and dig into the fuselage structural mount. The link then has to be cut out or removed by force.

USE A WRENCH

In torquing the nuts on either side of the pitch-change links barrel, hold a wrench on the rod-end bearing unit.

This'll keep the rivet from being sheared.

WEIGHT WATCHER

HEH-HEH! NO GAIN IN 30 MONTHS! THE FLIGHT SURGEON WILL BE PROUD...



Dear Windy,

I'm a little confused about when to weigh our CH-47B.

AR 95-16 (15 Dec 72) says the Chinook gets weighed every 30 months.

Page 3-4 of TM 55-1520-227-20-1 (10 Dec 71) says to weigh the bird at the nearest Intermediate inspection, every 12 months.

So... which pub do I follow, Windy?

SP6 C.T.I.

Dear Specialist C. T. I.,

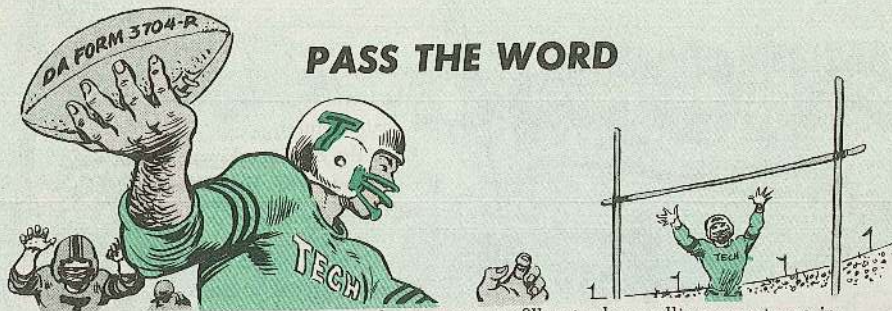
Basic weight policies for all class 1 and class 2 aircraft are spelled out in the AR. That's the pub you should follow.

Weigh your class 2 Chinook every 30 months. This poop is now in Ch 2 (13 Apr 73) to TM 55-1520-209-20-1 (6 Apr 73) on the A Model.

Look for a change to the B and C Model pub, in the special inspection section, calling for the 30-month deal.

Windy

PASS THE WORD



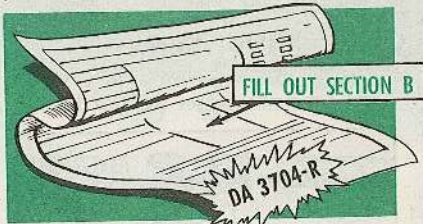
There's a new form for you tech inspectors to fill out when pulling acceptance inspections on newly-arrived aircraft and major components. It's DA Form 3704-R (Jan 73), product quality inspection summary.

The idea of the form is to list safety of flight and other defects so you can feed the poop back to overhaul or production types. It can mean a better product.

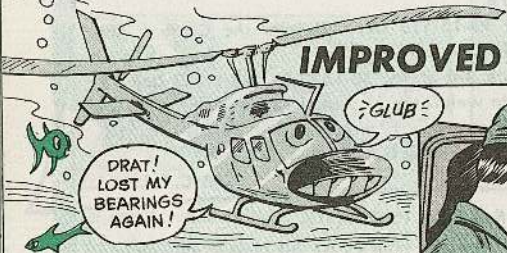
Better workmanship means fewer write-ups when you pull your acceptance check per TM 55-1500-328-25.

The new form doesn't take the place of an Equipment Improvement Recommendation. Keep sending those EIR's to the head shed (AVSCOM).

So-o-o-o, to save yourself some future hand fatigue, eyeball a copy of TB 55-1500-325-25 (Mar 73) with Ch 1 (Apr 73) on the new form.



IMPROVED BEARING



Keeping the tail rotor drive shaft bearings on your Kiowa (OH-58A) lubed is a chore you can soon forget.

Put in the new-type bearings with an improved lubricant and better seal . . . FSN 3110-106-8664.

From then on, eyeball the bearing every 50 hours to make sure it's in operating condition. You never have to lube the new bearing. Just replace it every 600 hours.



EYEBALL THIS FIXTURE



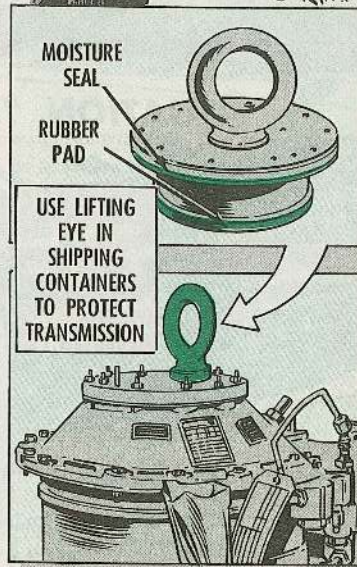
Maintenance types are singin' the blues over Huey (UH-1) transmissions coming in from some units. They have rusted or busted gears — and replacements don't come cheap!

All because some transmissions are being put in shipping containers without being sealed. A block of wood covering the top opening in the transmission won't hack it.

The only way to keep moisture out of the transmission is to reinstall one of the lifting eyes that come with each transmission.

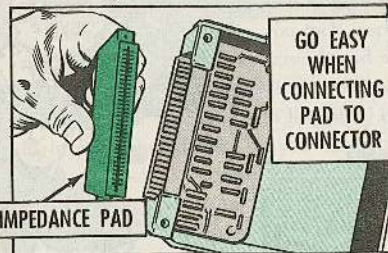
The fixture not only seals out moisture at the mast opening. It also has a rubber pad to hold the gears in place.

Let's save transmissions, Huey types. Use the fixture. OK?



EASY ON THE PAD, DAD

When you avionics types reconnect the Cobra's audio circuits impedance pad to its matching connector, take it easy, huh?



GO EASY WHEN CONNECTING PAD TO CONNECTOR

The audio portion of the bird's communications is integrated to the audio distribution system by the impedance pad, then to the headsets.

If there's any strong-arming when you join the 2 connectors, you could come up with wires broken loose from the pad connector, or broken or bent connector pins.

So, damaged pins and broken or pulled-out wires will get you nothing but intermittent contact, or no contact, between the pins . . . and failure of the commo system.

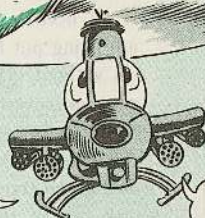
SITUATION, "NORMAL"

Dear Windy,
Several of our AH-1G's recently have had main-rotor-hub feather-bearing failure. Is this normal or is there some maintenance procedure on the bearings that we are overlooking?

SP4 H. F. H.

BIRDS OF OUR FLOCK, FEATHER TOGETHER...

...SO GIVE US A CHECK, MECH!



HEH HEH

Dear Specialist H. F. H.,
You will get normal bearing wear if you keep grease off those babies and pull your inspections.

Failure of the teflon feathering and flapping bearings is common to the Cobra 540 rotor head. Average time for bearing failure is 370 hours. So, you have the 300-hr special inspection on page 3-11 of TM 55-1520-221-20. The check won't prevent all premature failures but will let you catch many faulty bearings so they can be replaced before they fail.

HANG IN THERE, MECHS, A NEW TYPE BEARING IS IN THE WORKS.



TO SHIM—OR NOT TO SHIM

Dear Windy,

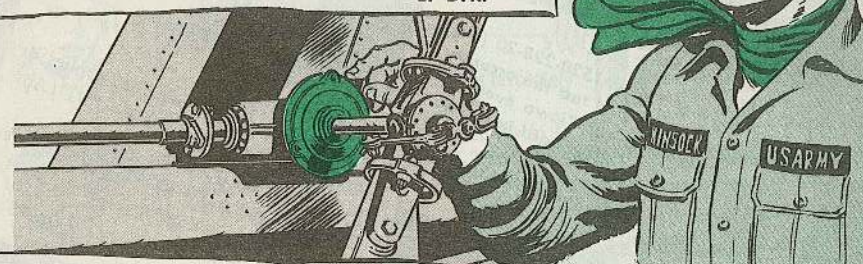
Para 8-15f(3)(c) of TM 55-1520-228-20 (Oct 72) seems to raise a question about putting shims in the tail rotor on our Kiowa.

We're supposed to adjust the thickness of shim, item 14, fig 8-1, to get 12 degrees plus or minus 1 degree and 1.5-in tolerance during installation.

Some of our new Kiowas have no shims at all. Should shims be installed, no matter how thin, Windy?

LT D. R.

SHIM MAY BE NEEDED



Dear Lieutenant D. R.,

Nosir-e-e-e!

Course, the purpose of the shim is to allow adjustment of the clearance between the tail rotor trailing edge and the tailboom. By adding or subtracting shims, the position of the static stop is changed. This affects the degree of blade flapping.

In some cases, due to tolerance build up, a shim will not be needed to get the 12 degree plus or minus 1 degree and 1.5-in clearance.

Windy

CLEAN YOUR BIRD... STEAMLESSLY



Steaming or using high-pressure water on your UH-1, AH-1G, or OH-58A chopper is a real NO-NO!

Those birds have bonded-panel construction. If you steam 'em clean, or hit 'em with high-pressure water, you can cause the bonding to fail.

ALTIMETER CHECK

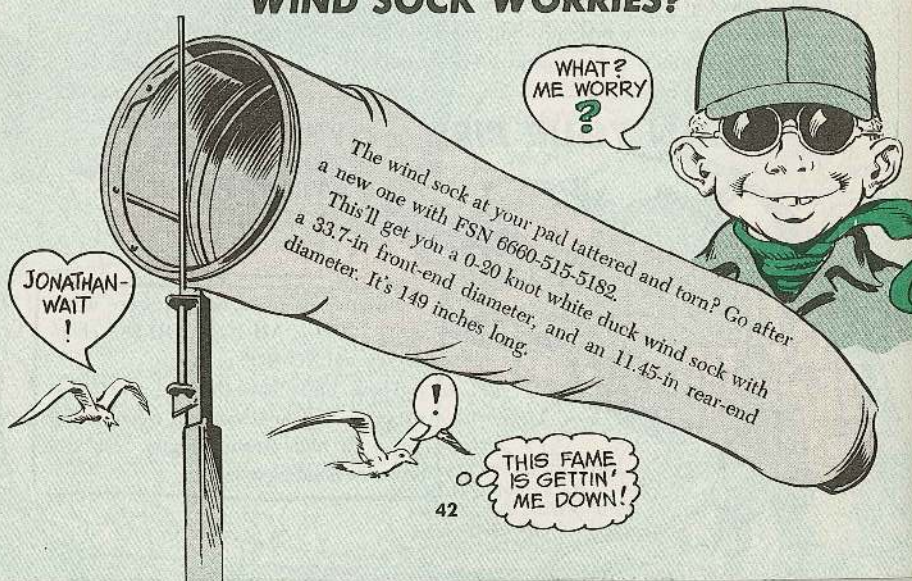


SOMETHIN' TELLS ME WE BETTER HAVE IT TESTED WHEN WE GET BACK!

Dear Windy,
Page 3-16 of TM 55-1520-228-20 (Oct 72) says to remove and test the accuracy of the altimeter on our Kiowa every 24 months, according to the word in the applicable manuals.
I'm puzzled? What manual has the info?
SP6 J.N.

Dear Specialist J.N.,
You'll find a lot of poop that applies to all aircraft in TM 55-1500-204-25/1 (Apr 70) on general practices.
Paras 3-298 and 3-300 have the word on checking the pitot static system, altimeter and airspeed indicator.
Windy

WIND SOCK WORRIES?



The wind sock at your pad tattered and torn? Go after a new one with FSN 6660-515-5182.
This'll get you a 0-20 knot white duck wind sock with a 33.7-in front-end diameter, and an 11.45-in rear-end diameter. It's 149 inches long.

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DOLLARS DOWN THE DRAIN

THAT GREEN-TINTED WHIRLPOOL JUST AHEAD COULD BE MONEY GOING DOWN THE DRAIN.

Especially if you're shipping unserviceable aircraft components listed in TB 55-1500-307-25:

1. Without their DA Form 2410's accurately filled in ...
2. Without condition tags called for in TB 750-126 — especially DD 1577-2 for repairable items; and ...

TB 55-1500-307-25

3. Without protecting these forms from smears and other damage by inclosing 'em in waterproof envelope, FSN 8105-183-6958, or



failing to attach the envelope to the container or the component that's being shipped.

Reports show that 6 out of 10 items arrive at depots without copies 5 and 6 of DA 2410 and without condition tags attached to the item inside the container —



or with copies smeared, water-soaked or unreadable. That causes extra checking and extra paperwork . . . and money — yours included — goes down the drain like water down a sewer.

DRAIN HALTED WITH A PPP?

P-P-P??

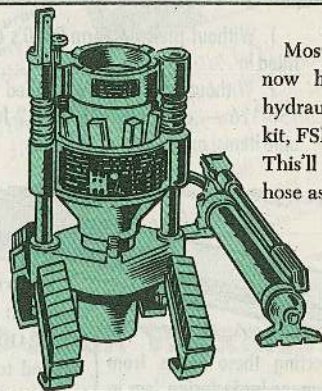
YUP... A PROPER PROCEDURE PLUG.

43



INSTANT HOISING

NO REASON ANYMORE FOR A TRACTOR, FORKLIFT OR WRECKER MARKING DOWNTIME BECAUSE OF A BAD HOSE.



Most support shops now have the flexible hydraulic hose repair kit, FSN 4940-015-2970. This'll make you any hose assembly in a jiffy.

The kit uses 2 types of wire-braided hydraulic hoses. The sizes range from $\frac{3}{8}$ inch through 1 inch ID, up to any length. The kit also has 31 different kinds and sizes of couplings, plus a crimping machine.



It's all there to make things handy for you. So, check your hydraulic hosing every week . . . on all your equipment.

If you find an outside layer worn or frayed, replace the hose fast. It's no sweat anymore.

SHOW AND TELL . . .

ELECTRICAL CONNECTOR TOOL KIT

IT'S MORE INTERESTING THAN "THE FRENCH CONNECTION."

Dear Half-Mast,

We ordered Tool Kit, Electrical Connector Repair — FSN 5180-876-9336 — and got an empty metal case, a crimping tool, 3 removers, and a wire stripper. But no parts for repairing the electrical systems on my rolling stock!

Where do I find the connectors so I can fill the metal case? This kit is part of the No. 1 Common Shop Equipment.

CW4 F. J. Z.

Dear Mr. F. J. Z.,
You'll find the show and tell story in SM 9-4-5935-S01 (May 62). Depending on what items you need, you can order one or both of the kits listed.

Half-Mast

YOU CAN THEN REPLACE STOCK USED BY ORDERING INDIVIDUAL ITEMS.

IN THE LOCKUP

WE'LL SETTLE FOR THE NEW SWITCH, CONNIE!

Bend an ear, M320T cranes shovel operators. Your support now can order the 2-position switch for interaxle differential lock. It'll get you maximum traction under slippery or bumpy off-road conditions. Contact your US Army Materiel Command tech assistance office. Details are in TB 750-971-2 (1973).

Clean PLL

CAUGHT WITH A JAMMED FRINGE ITEM FILE?

OVER-FILLED PLL BINS?

BULGING DUE-IN FILES?



Wise-up:

1. Review fringe item file every 90 days.
2. Toss out any fringe cards that've not had 3 separate demands in past 90 days.
3. Toss out cards for equipment you no longer support.

4. Line out a demand when you cancel a request.

5. Transfer fringe cards with 3 demands PLL file.

DA FORM 3318
REPLACES DA FORM 1343, 1 MAY 62 AND DA FORM 2377, 1 MAR 62, WHICH ARE OBSOLETE.

RECORD OF DEMANDS

ORGANIZATION DOCUMENT NUMBER	QUANTITY DEMANDED	CUMULATIVE QUANTITY DEMANDED	BALANCE ON HAND	ORGANIZATION DOCUMENT NUMBER	QUANTITY DEMANDED	CUMULATIVE QUANTITY DEMANDED	BALANCE ON HAND
2321-0004	(4)	0	0				
2333-0004	(6)	0	0				
2352-0007	(6)	0	0				
2364-0010	(4)	2	2				

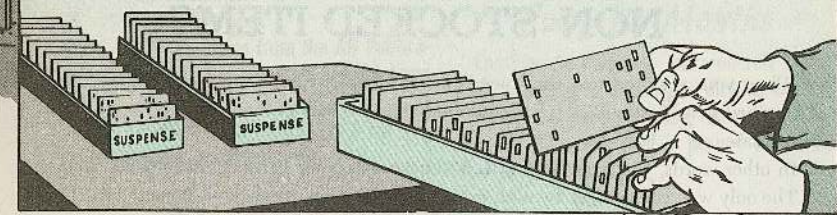
RECORD OF DEMANDS - TITLE
(AR 725-31)



6. Clean, tag, pack and turn in excess, unauthorized repair parts; part for equipment you no longer support; and parts that've not had 1 demand in the past 180 days.



7. Update the list of equipment you support and parts manuals for same.
8. Inventory PLL stocks every 6 months — sooner, if your CO says so.
9. Return unserviceable-repairables to your DSU soonest.
10. Match your due-in's (status cards) with your DSU's due-out file as needed. Toss out old status cards, cards for items received or canceled.



Dear Half-Mast,
Do I use a B or a C UND (Urgency of Need Designator) for requesting non-stocked items that qualify for my PLL?

Dear Sergeant G. W. W.,

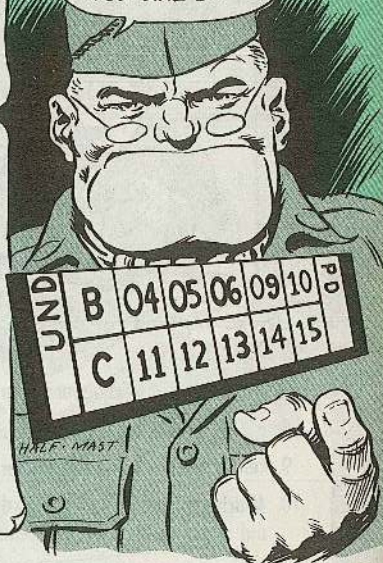
You're authorized a C UND when you're requesting initial PLL allowances. And the same goes for requesting your initial stocks of previously non-stocked items.

You may use a B UND when your on-hand PLL balance is zero, when you're requesting repair parts for immediate use on mission essential gear, and for other similar emergencies.

See App G, Ch 1 (15 Jun 73), AR 710-2 for the scoop on selecting UND's to establish the PD (Priority Designator) code for your DA Form 2765 requests.

Half-Mast

FOR INITIAL PLL
USE LINE C--FOR
ZERO BALANCE PLL.
USE LINE B.



When your maintenance shop needs a non-stocked item (one that's not on your Prescribed Load List — PLL), you order only the quantity of the item that's needed for immediate use.

In other words, you're not authorized to have extras on hand of non-stocked items. The only way you can get by with extras of those items is when an item is issued by unit pack.

That is, when you have to take a whole pack to get the lesser amount you requested. When that happens you add this note "unit pack issue" to the item's record of demands

card (DA Form 3318) in your non-stocked item file. That'll explain the extras to all concerned, and save you gigs.

You don't reorder the item, of course, until your stock is used up.

See para 2-42a, Ch 1, AR 710-2, for info on working up your non-stocked item file.

[illegible]

48

Connie's
Mini Mini's



Have you often wondered if you could use that test equipment your unit has?

Wonder no more. Help is on the way in the form of illustrated posters. Each poster shows how to use a tester. Here they are:

750-50 Low-Voltage Circuit Tester
750-51 Spark Plug Cleaner/Tester
750-52 Battery/Antifreeze Tester
750-53 TS-352 B/U Multimeter
750-54 AN/PSM-13 Dry-Cell Battery Tester
750-55 AN/URM-105 Multimeter
750-56 Vacuum Gage
750-57 Timing Light
750-58 Tach-Dwell Meter
750-59 Compression Gage

You can order copies from the AG Publications Center at Baltimore. Order on DA Form 17.

You also might want DA Pamphlet 750-22, *Troubleshooting in Combat Units*.

Warning: Your AN/ASM-146() and -147() shelter-mounted electronic shops may be hazardous to your health. Be sure to eyeball TB 43-0001-9-1 (Dec 73), Item 2-12. It'll give you the lowdown on these shops' trouble spots and what to do about 'em.

If you want to refer to the TM 38-750 rules for block 17 entries on DA Form 2408-13, that's para 4-12c(3)(q) — not sub-paragraph (g) where they're listed on page 4-20 of the TM.

FSN 1305-169-1784 gets you the new M55 20-MM practice round for your 'Cobra's M35 gun. It's in Ch 7 (Jun 73) to SC 1305/30-IL. Don't let the nomenclature it's listed under throw you — the M35 is a shortie version of the M61 gun.

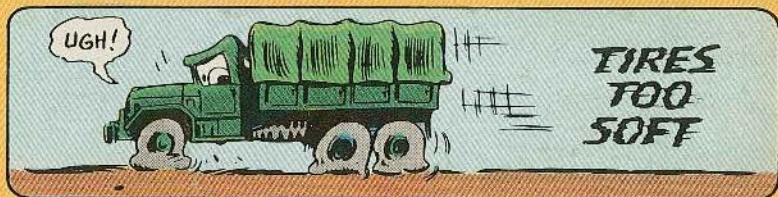
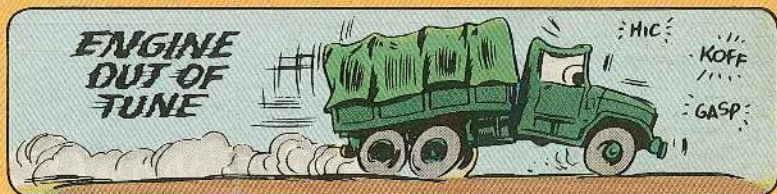
Continue to inventory your aircraft every year, according to the poop in all bird organizational maintenance pubs, air types. The incorrect 23-month deal in para 4-16 of TM 38-750 will be changed.

Units described in para 2-37a(3) of Ch 1 (Jun 73) to AR 710-2 are exempt from both restrictions mentioned in para 2-36c(3). So the ending of the last sentence of para 2-36c(3) should read "exempt from these restrictions."

Would You Stake Your Life ^{right now} on the Condition of Your Equipment?

☆U.S. GOVERNMENT PRINTING OFFICE: 1973 - 758-442/6

FUEL WASTERS:



SAVE FUEL!