

Issue 266

PS

January
1975

THE
PREVENTIVE
MAINTENANCE
MONTHLY

LOOK OUT!
HERE COMES THE
HORSE-KILLER!

SEE
PAGES
38-41

MURPHY
ANDERSON



ASK FOR YOUR FRIENDLY LAO—

PROBLEMS

Equipment problems blowin' your mind?

Losing your cool over lack of parts and pubs? Bugged by TAMMS and tool problems?



DSU going down the tube 'cause they can't fix your widgeit?

Blow the whistle . . . send for help . . . to your understanding and sympathetic AMC* Logistic Assistance Office (LAO).



How do you get this special help? Crank up your DSU or post Director of Industrial Operations (DIO). They'll be glad to get the LAO people out to your unit. After that, your unit can deal with them on its own.

GLAD TO HELP. CALL US ANYTIME.



The LAO helps in two ways: First, the top wheels in the Pentagon send the LAO technicians to help you get your gear back on the line—green. Second, the technicians pass the word back on what goes wrong so the designers can come up with



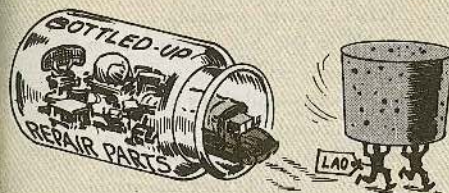
*U.S. Army Materiel Command

JUST TOO TOUGH?



It's located right on your post (in many cases) and it's loaded with the know-how to solve your paper and procedure hangups, plus technical troops to help fix your widgeit.

improved equipment. Or they find ways to unplug supply bottlenecks. It's all aimed at keeping you ready for the fight.



Whip your equipment problems. Get that LAO help today.

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: Or call: AUTOVON 745-3503

MSG Half-Mast PS Magazine Lexington, KY 40507

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BYOI
ON THE
7.62-MM...

M219



IT'S A
FOOLER!
LOOKS LIKE
AN M73...
RIGHT?
BUT WATCH IT!
IT'S THE NEW
M219!!



CAREFUL...
NO MIXING!

ALL MODELS LOOK PRETTY
MUCH ALIKE, BUT YOU HAVE
TO BE EXTRA CAREFUL NOT
TO MIX SOME M73 AND
M219 PARTS.

For instance, the M73's barrel extension assembly—P/N 11013360—won't work with the M219's receiver assembly.

Sure, it'll fit OK, but the rammer/extractor assembly will "hang up" on the feed tray ejectors—and that's as far as it will travel forward.

A heap of soldiers are finding this out the hard way. Seems like they disassemble and clean all their M73's and M219's in the same tub and mix the parts when they reassemble the weapons.

2

MACHINE GUN

Your lightweight, air-cooled, coaxial M219 machine gun is the latest model in the M73 family. All M73's and M73A1's will become M219's when they're overhauled/rebuilt.

Meanwhile, treat the M73A1 and M219 like identical twins, and the M73 like their distant cousin when you pull PM inspections and services.



HEY! TH'
M73'S RAMMER
ASSEMBLY IS
HUNG UP!

M73??
DON'T WE HAVE
AN M219?...

KEEP PARTS
APART!

YOUR BEST PM BET IS TO
KEEP M73 PARTS AWAY FROM
THE M219 WHEN YOU CLEAN
'EM AND VICE VERSA!

With these VIP's—very important points—in mind, here're some eagle-eye PM inspection points on the M219.

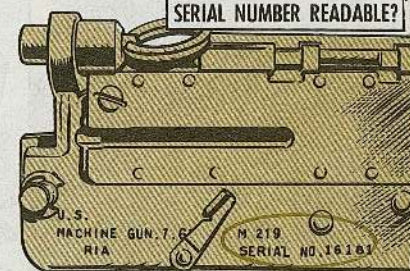
First off, get a copy of TM 9-1005-233-24 (Feb 72) with changes and read c-a-r-e-f-u-l-l-y para 1-7 for the differences in models.

And, you'll need each vehicle's Dash 10 TM to see how your weapon's mounted and boresighted. For instance, TM 9-2350-215-10 (Feb 65) has this poop for M60-series tanks.

Now, look your M219 over real good for the right parts in the right place. You want to make sure the whole thing is in

good condition and operates like it's supposed to. Don't overlook any damage or burrs, and be sure the serial number is readable.

SERIAL NUMBER READABLE?

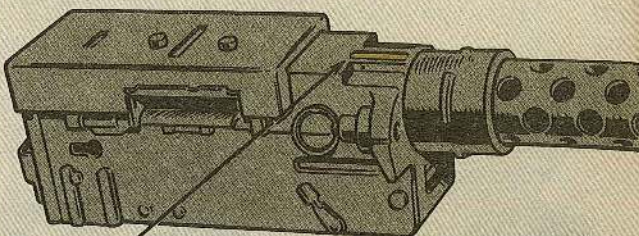


3

PS MORE

THE ITEMS IN
BOLD TYPE
GET SPECIAL
ATTENTION...
ASAP !!

Jacket Assembly

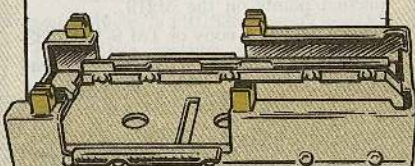


BARREL LOCATOR—Loose, damaged, missing; busted; spring pin missing. damaged, won't hold. Locator pin burred, damaged, missing, broken.



Cover

COVER ASSEMBLY—Retainer bracket welds busted; cover loose; rivets loose; cover latches **bent**, broken; feed cam locator spring busted, deformed; camming surfaces burred, scratched.



TIP: Keep eyeballs peeled for cracks in the 4 retainer bracket welds. If any crack's over 1/8-inch long, get a new one.

4

with Barrel Group

BARREL BEARING—Cracked, threads at either end damaged, burred, rusty. (PM tip: Watch for carbon buildup!)



JACKET ASSEMBLY — Rough, sharp edges; rusty, corroded; **bent, cracked, dented**; loose in mounting block.

BARREL BEARING LOCK—Damaged, burred, crooked; not staked in groove (2 places).

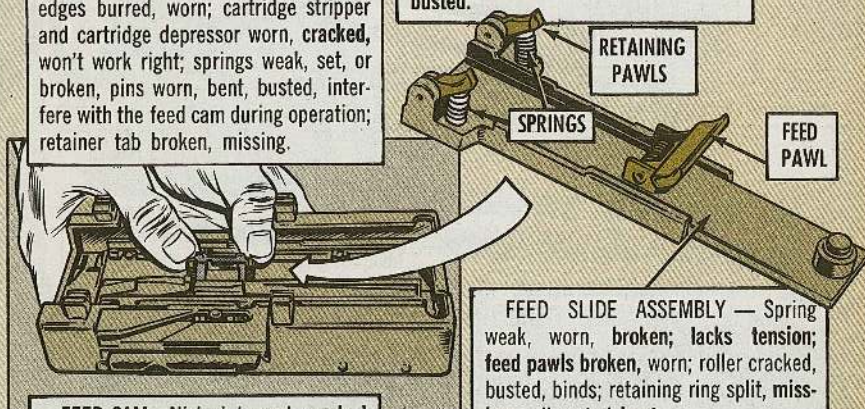
BARREL—Damaged, dirty, corroded, pitted, powder-fouled, scratched.

FLASH HIDER/FLASH SUPPRESSOR—Loose, not staked.

Assembly

FEED SUPPORT ASSEMBLY—Bent, deformed; won't fit in cover group; edges burred, worn; cartridge stripper and cartridge depressor worn, **cracked**, won't work right; springs weak, set, or broken, pins worn, bent, busted, interfere with the feed cam during operation; retainer tab broken, missing.

SLIDE TRACK ASSEMBLY—Pitted, cracked, edges rough; retaining pawls and track worn, broken, won't swing freely on pins; springs weak, kinked, **busted**.



FEED CAM—Nicked, burred, cracked, worn.

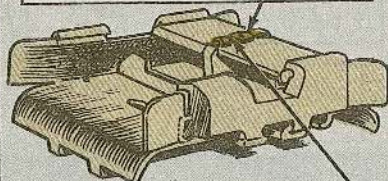
FEED SLIDE ASSEMBLY — Spring weak, worn, broken; lacks tension; feed pawls broken, worn; roller cracked, busted, binds; retaining ring split, missing; roller stud bent.

5

Feed Tray Assembly

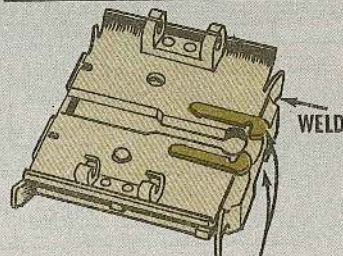
CARTRIDGE STOP ASSEMBLY—Bent out of line, worn, cracked, loose, broken; won't secure to feed tray assembly (old design cartridge stop).

CARTRIDGE STOP PLUNGER—Won't fit flush, burred. (Plunger should not protrude thru under side of feed tray.)



PLUNGER RETAINING SPRING PIN—Bent, distorted.

FEED TRAY ASSEMBLY—Won't fit on receiver; spot welds loose; latches split open, too tight, burred; rivets worn, bent, loose, missing.



EJECTOR—Chipped, burred.

Guide Rods

—Bent; retaining pins missing, loose, bent, burred; won't lock securely to back plate assembly.



GUIDE GROOVES HAVE TO BE STRAIGHT, ELSE YOU WON'T GET A SNUG FIT!

Driving Springs



—Kinked, weak, broken, set. (Both springs must be about the same length—at least 8 inches long.)

TIP: Be sure the barrel extension is forward before removing the guide rods and springs. If they're not, you're got a couple of unguided missiles looking for a soft target — YOU!

DOWN--

PHILBY JUST ADJUSTED THE SOLENOID!

HALP!

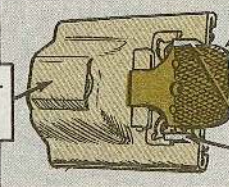
-- BUT THAT'S A JOB FOR DS... ONLY!

Back Plate Assembly

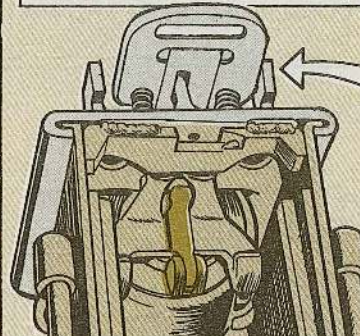
TRIGGER—Bent, broken, worn (should be no up/down movement of the trigger.) **SEAR**—broken, burred, worn, bent.

SAFETY—Won't stay in either position; worn, cracked, broken. Trigger safety spring weak, set, broken. Safety must have positive engagement in both the Safe(S) and Fire(F) positions.

NUT SHIELD—Missing, loose.



ASSEMBLY—Loose, bent, broken. (You want it snug, but not binding.) Attached to one side of receiver only.



SOLENOID YOKE — Cracked, bent, burred. Solenoid lever pin not staked; loose. (Solenoid lever's got to pivot freely... no binding, please.)



TRIGGER SPRING PINS—Loose.

TIPS: Your machine gun'll work lots better if you keep the same back plate and solenoid matched up. Had a run-away gun lately? It was probably caused by a trooper who tried to adjust the solenoid. That's a DS job — so keep your mitts 'n' tool off the solenoid!

RIGHT
ON,
PRIVATE!

IT'S HARD TO
USE TOO MUCH
LSA ON THE
CAMWAYS!

Breechblock Assembly

ASSEMBLY—Won't fit in barrel extension assembly camways. A free 'n' easy slide is what you're looking for here. (Lotsa LSA here; don't be stingy!)
Burred, cracked, broken.

FIRING PIN SPRING—Weak, bent, broken, set, (won't pull firing pin from face of breechblock.)

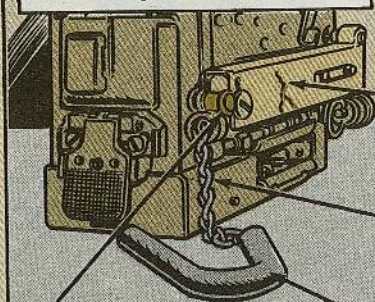
BREECHBLOCK ROLLER — Sluggish movement; missing, stuck. Roller stud bent.



FIRING PIN—Broken, cracked, bent. (It must protrude thru the breechblock face.)

Charger Assembly

RETAINING RING—Missing, cracked, bent, spread. (If it's not OK, you could lose the charger assembly.)



CHARGER MOUNTING STUDS — Busted, bent; retaining lug groove worn, burred.

ASSEMBLY—Loose; won't stay put when retained by the charger mounting stud and retaining ring; won't fit properly to receiver; missing, loose, damaged parts.

HOUSING ASSEMBLY — Cracked, dented, distorted, threads stripped. (Check for smooth operation.)

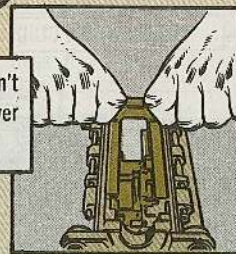
CHAIN—Twisted (could hold recoiling parts out of battery); spring weak (chain must slide r-e-a-l easy thru the charger spring guide); links **damaged**; pin not staked, missing.

HANDLE—Bent, cracked, busted.

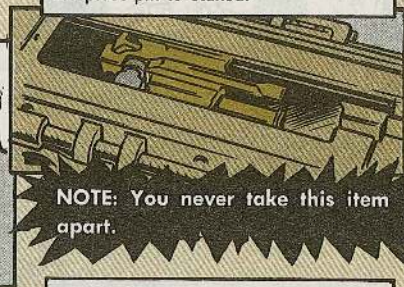
Barrel Extension Assembly

PAY SPECIAL
ATTENTION TO THE
NOTES PRINTED
HERE IN REVERSE
TYPE!

ASSEMBLY— Won't slide freely in receiver camways.



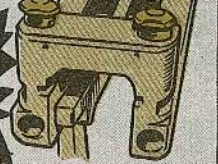
RAMMER EJECTOR ASSEMBLY — Binds, broken, burred. Be sure extractor pivot pin is staked.



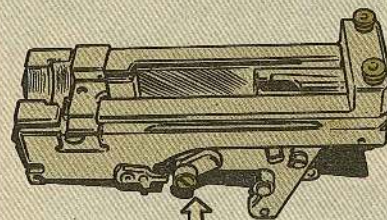
NOTE: You never take this item apart.

DRIVING STUDS — Binds; broken, cracked; spring missing, broken, set.

NOTE: Use the larger size studs with the larger flat contact area.



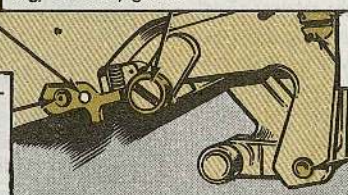
PINS — Missing, burred, cracked, worn, loose, mutilated.



RATE CONTROL PAWL PIVOT PIN— Loose.

RATE CONTROL PAWL— Worn. Rate control pawl spring weak, set, broken. Worn or mutilated.

HAMMER COCKING ROLLER—Missing, cracked; galled.



HAMMER SEAR HOUSING RETAINING SCREW—Loose, not staked.

LEVER PIVOT PIN— Damaged, bent, binds.

I'LL ADMIRE
ER ASSEMBLY
ANYTIME!

RAHT
ON!

Receiver

Assembly

RATE CONTROL SLIDE — Broken, binds; spring weak, broken; retaining screws not staked.

RATE CONTROL GUIDE — Bent, burred.

RECEIVER BODY — Cracked, bent, twisted, dented, busted.

COVER LATCH RODS — Broken, bent; cover latch rod return springs weak (they're coiled and you can't see 'em); flat, leaf-type spring bent, busted.

You have to be real careful when you close the cover. If the feed support retainer is off center, your weapon will run at a low rate of fire—or not at all. So-o-o-o, make sure the retainer seats with a snap. Hard slamming damages the cover latches every time. Keep the rods forward when opening or removing the cover from the gun. The rods should automatically latch the cover when it's closed.

COVER
LATCH ROD

RETURN SPRING INSIDE HOUSING

FEED SUPPORT RETAINER

CENTERED?
OK!!

OFF CENTER?
BOO! BOO!

DISCONNECTOR PULL RINGS — Broken, bent, missing, weak.

DISCONNECTORS — No spring action (they must snap back in position).

BREECHBLOCK CAM — Burred, nicked, broken, cracked. Retaining plunger and spring missing, broken; installed upside down. No rough edges in camways allowed.

BREECH ROLLER CAM — Broken, cracked, badly burred, worn, loose.

BUFFER ASSEMBLY — Hooks broken, badly burred, won't catch on lugs of barrel extension. (If it needs adjusting, yell for your support unit.)

BUFFER PIVOT PIN — Broken, bent, worn, badly burred.

BUFFER SUPPORT LEVERS — Bent, no spring action. (You gotta have spring action; else, the buffer support won't be held in the upper position which is real important.)

SPECIAL TOOLS — Wrong ones; missing, broken.

THE BIGGEST
CAUSE OF BROKEN,
WORN AND BENT PARTS
IS DIRTY LUBE...
COUPLED WITH
POOR PM!...

SO LET'S GET
WITH IT...

CHECKOUT
YOUR M219
TODAY!!

RETAINING RING — Missing, damaged.

Note: Keep your itchy fingers off the buffer. It's strictly a DS job to adjust.

PS MORE

Publications

KEEP THE LATEST PUBS ON HAND, DEPENDING ON WHAT VEHICLE YOU'RE RIDING, THESE ARE THE ONES, MOST HAVE CHANGES, YOU SHOULD HAVE.



You use the same Parts manuals for the M60, M48 and M728 vehicles: TM 9-2300-378-20P/1, and TM 9-2300-378-20P/2-2 (Feb 70).

TM 9-1005-233-24 (Feb 72)
M60-series tanks—TM 9-2350-215-10 (Feb 65), TM 9-2350-215-20 (Feb 65).
M48-series tanks—TM 9-2350-224-10 (Jan 66), TM 9-2350-224-20 (Jan 66).
M728 CEV—TM 9-2350-222-10 (Aug 65), TM 9-2350-222-20 (Sep 65).
M551—TM 9-2350-230-12 (Jun 66), TM 9-2350-230-24P/1 (Sep 71), TM 9-2350-230-25P/2 (Sep 69).

Tools/Supplies

O'course, you can't do PM-justice to your weapon if you don't have the right tools, cleaners, lubes, and what-have-you.

SO-O-O-O, MAKE SURE...

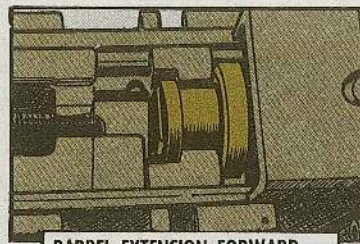
Artist's Brush
Cleaning Brush
RBC, 8-oz can
Abrasive cloth
Dry cleaning solvent
Lubricating oil, GP (PL Special)
Lubricating oil (LSA) 4-oz
Lubricating oil, weapons for below freezing temps
Wiping rag, 50-lb bale
Barrel
Combination tool
Ruptured case extractor
Wrench
Punch

NSN
8020-00-244-0153
7920-00-205-2401
6850-00-224-6657
5350-00-221-0872
6850-00-281-1985
9150-00-273-2389
9150-00-889-3522
9150-00-292-9689
7920-00-205-1711
1005-00-792-0196
4933-00-733-4759
4933-00-652-9950
5120-00-264-3793
5120-00-242-5966

... YOU HAVE THESE ITEMS HANDY:

Always

Make sure the barrel extension is in the forward position with the safety on "F" when you reassemble the gun after cleaning.



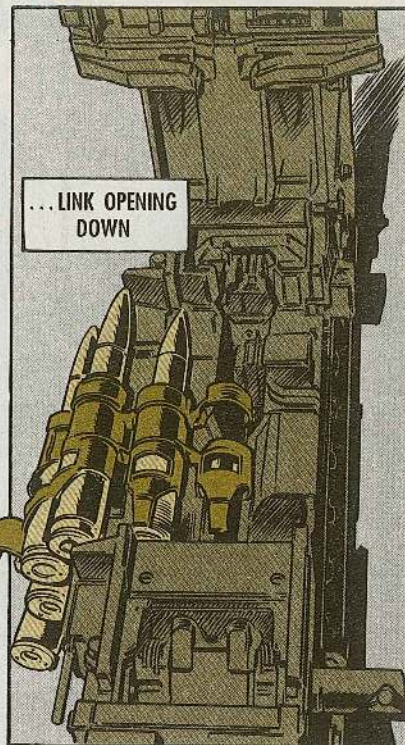
BARREL EXTENSION FORWARD...

Store the weapon in a horizontal position with safety on "F" and barrel extension forward. This'll keep oil from draining onto the solenoid, and won't damage the manual trigger. It'll keep the barrels cleaner, too, 'cause the light coat of LSA inside the barrel will catch lint, dust and other gunk if the weapon is stored upright.

Keep the back plate and solenoid dry.

Load the M219 with link opening down and barrel extension in rearward position and safety on "S". Move the cartridge belt until a round is positioned in the feed tray slot.

Be sure the barrel is seated when you install it in the barrel extension.
Close the cover e-a-s-y.



... LINK OPENING DOWN

Never

- STAND THE GUN ON END. YOU'LL DAMAGE THE BACK TRIGGER.
- LUBE THE SOLENOID.
- SLAM THE COVER DOWN.
- GET SHOOK UP IF YOU SEE SOME M219 RECEIVERS AND SLIDES WITH RIVETS AND SOME WITH EB-ELECTRONIC BEAM-WELDING.

HEED THESE POINTS AND YOU'LL BE READY TO FIRE!



PS END

FOR M60 MACHINE GUNS...

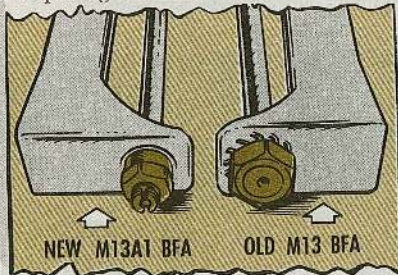
NEW BFA M13A1

DON'T YOU DARE LAY YOUR MITTS ON ME, BUSTER... UNTIL YOU'VE CHECKED OUT ALL THIS PM POOP.

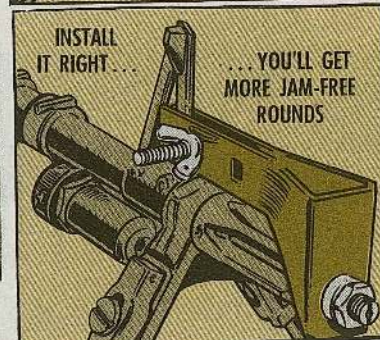
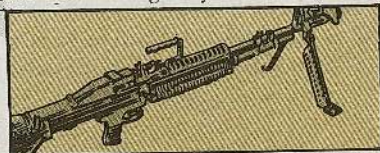
AWW, C'MON, BLANKY OL' PAL! I'VE GOT A NEW ATTACHMENT FOR YOU!

Your new M13A1 BFA—NSN 1005-00-073-8467—will give you better service.

M13 BFA's—Blank Firing Attachments—have been around for some time. But some troopers never got the right slant of putting them on their M60's. Maybe



they'd get off 50 rounds before a jam—maybe just one shot.

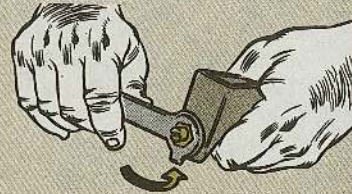


Follow this step-by-step poop and hold M60 jam-up downtime to micro-secs.

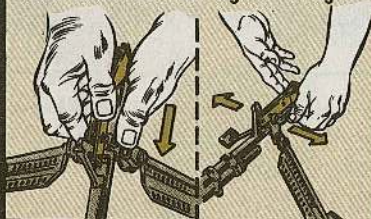
1. Loosen the wing nut . . . then the hex nut.



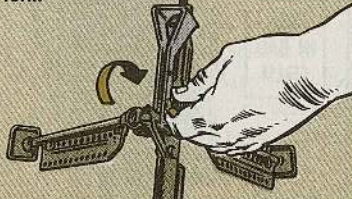
2. Now turn the restrictor tube—with your combination tool — screwdriver — to a forward position very near the bottom of the thread.



3. Next—ease the restrictor tube thru the M60's flash suppressor and into the muzzle. As the tube nears the muzzle, spread the BFA's legs until the frame locks around the front legs of the sight.



4. Finger-tighten the wing nut . . . then loosen it a smidgen — about 1/4 turn.



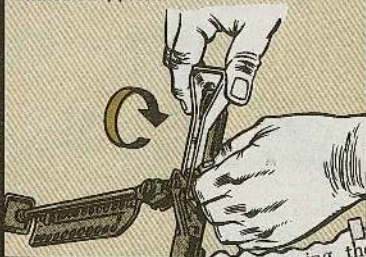
5. Next, use your combination tool — screwdriver — to seat the restrictor tube snug against the muzzle end of the barrel.



6. Lock the restrictor tube in place with the hex nut. Use your combination tool.



7. Finally, snug up the wing nut you backed off 1/4 turn.



Every trooper knows that using the BFA gives his machine gun a case of carbon blahs. Your new M13A1 is no exception. An extra batch of PM cleaning is the only cure for this carbon build-up.

HOLD ON, FELLAS!
READ THIS FIRST!

TOW NO-NO



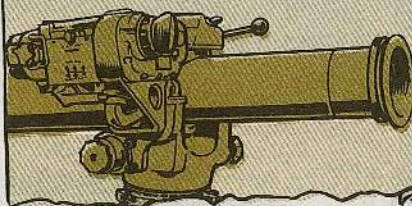
Two TOW missile system no-no's can help you keep you in the go-go column, like so-so:

1. Be real careful when making tripod leg adjustments after the launcher is fully assembled. Never force it.
2. Never try to repair battery assemblies NSN 6140-00-455-9383 or NSN 6140-00-454-8266.

First off, making adjustments after you assemble the launcher can damage the tripod lever lock. Set up and adjust the tripod.

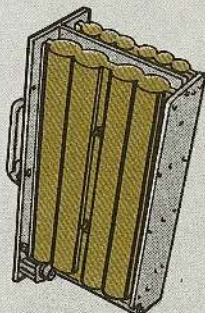


Then assemble the launcher on it.



Lastly, repairs on the BB-287 battery assemblies are not authorized. When the cells fail (can't be recharged), get replacements.

TURN
IN BAD
CELLS!



HOW TO CHARGE A TOW BATTERY

BUT, CONRAD...
TH' TM SEZ--

ANNNN-- WHAT DOES
A DUMB BOOK KNOW?
THIS WAY'S
FASTER!

HALP!!
SAVE
ME!!



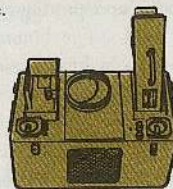
When you hook up your TOW missile battery to the PP-4884 charger, do exactly what TM 9-6130-470-12 tells you to.

That wraps up the whole charging bit in one sentence.

Great. Time is saved.

But how about the battery? That little trick damages it through overcharging. It should never be used.

PP-4884
CHARGER



But, regard the clever Joe who thinks he's figured a way to speed the charging process. This guy knows that the charger is set to first discharge the battery and then bring it up to full charge. So, he installs the battery... and removes it!

That trick makes the charger switch to charge mode. Clever Joe reinstalls the battery, and the charger brings the battery up to full charge in a shorter time than it would by going through the discharge-charge bit.

REMEMBER,
CHARGE THE
BATTERY
EXACTLY
LIKE THE
TM SAYS!



A caution to remember during charging: Long charging periods generate explosive gases, so your charging area should be well aired. Smoking, or any open flame, gets a great big NO near the charging area.

FOR AN

UPTIGHT

GRRRR

WHAT'S BUGGING VULCAN, CONSTANCE?

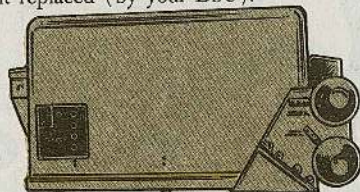
SOMEONE FAILED TO COVER HIS SCG TIGHTLY-- AND MOISTURE RUINED IT!



Your sight current generator (SCG) in the M167 Towed Vulcan system should be drier than a Temperance Union convention.

Here're some ways to keep the SCG that way:

Be sure the cover is tight... and that the rubber seal fits snugly all the way around. If the seal's cracked or loose, get it replaced (by your DSU).



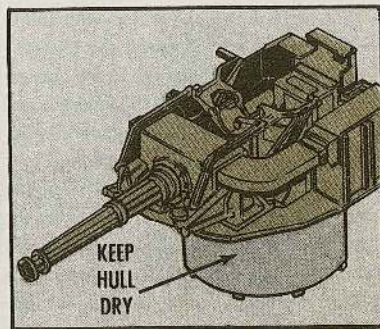
SEAL OK? SCREWS SNUG?

Those 12 screws on the cover are self-sealing, so be sure they're all the way up snug... and that every screw is in place. You can get new screws with NSN 5305-00-142-4794.

The cable connector lock rings on the SCG must be snugged all the way up, too, to keep water from seeping into the connection and putting you out of business.

Never use a high pressure water hose near the SCG.

Keep water drained out of the hull. Open the drain plug after fording or when the weapon's not being used.



VULCAN

JUST WAIT'LL I GET MY HANDS ON HIM!



LUBING

The LO gives you specific rounds-fired lubing instructions, but a little precautionary lubing might be called for, too, especially in humid areas. Like, if your weapon system's sitting around for months between firing, it just may need some lube.

ACCORDING TO THE LO, THE SYSTEM SHOULD BE OK, BUT UNDER THESE CONDITIONS, YOU'D BETTER EYEBALL IT.

RIGHT ON, SARGE!



VPS-2 RADAR

When you turn in your radar and unit cases because of broken rails or handles, include the damaged items, too. They're hard to come by, and there's a chance that what you have just might be repairable.

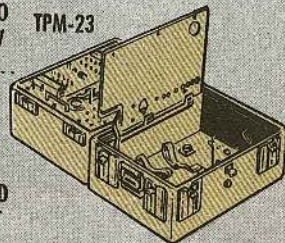


DAMAGED? SEND IT IN WITH BROKEN PARTS

Another point about the VPS-2—a lot of them would never reach the DSU if organizational level repairmen used the AN/TPM-23 test set more often. The

GET TO KNOW YOUR...

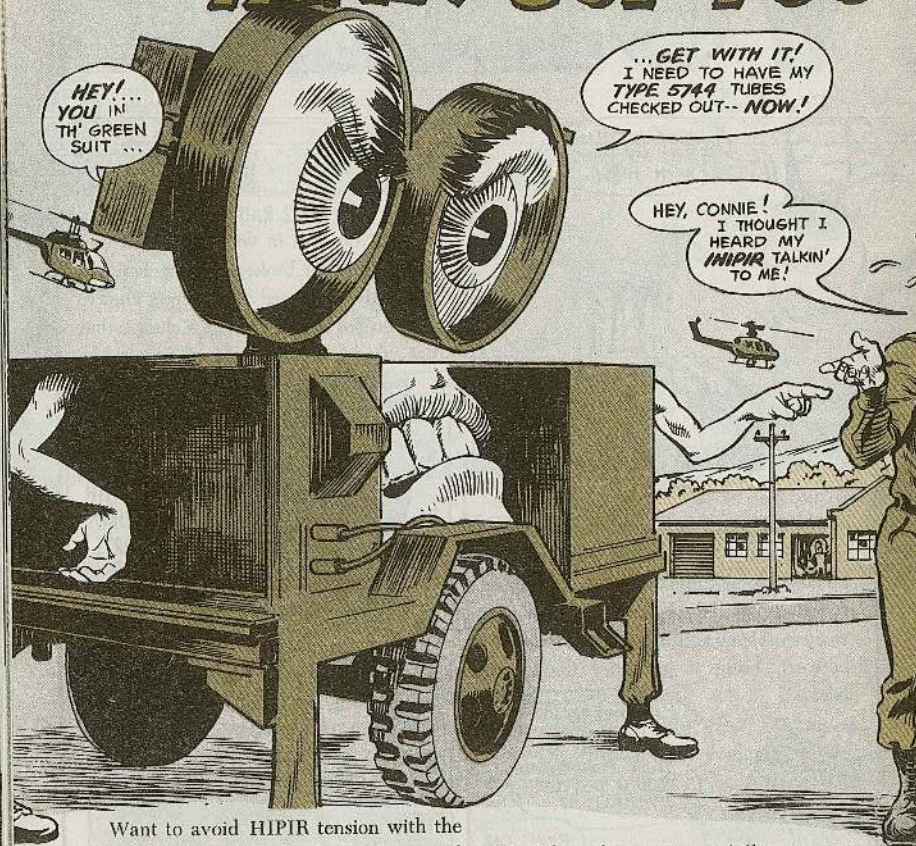
TPM-23



...AND USE IT

problems could be cured at the unit. So, eyeball TM 9-4931-333-14 (Jan 72) and get to know and use the test set.

YOUR HIPIR GOT YOU



Want to avoid HIPIR tension with the AN/MPQ-46 radar set of your Improved Hawk missile system?

Read on for some PM tranquilizers.

There comes a time when your HIPIR tells you to check out the Type 5744 tubes in the set. Like so with the V2, V5 and V6 tubes:

1. When you're in ECA and can't null out the hum balance.

2. When the antenna oscillates in azimuth and elevation.

3. When the antenna oscillates and you have 2 power sources for the HIPIR and the BCC.

Check the grid to ground. If the tube's good, you should get a "O" volt reading on your PSM-6B. Any other reading means the tube's bad... or going bad.

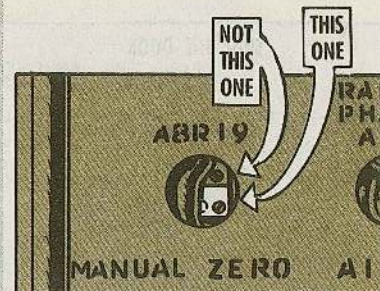
TENSE?



TRACKER 1

Basketball player-sized troops have no trouble spotting and adjusting the A8R19 pot (short sweep zero pot) in the Tracker 1... but a shorter type might think there's only one pot in that slot.

Actually, there are 2 pots, and the A8R19 is the **bottom** one. You can't see it if you have to look up at it.



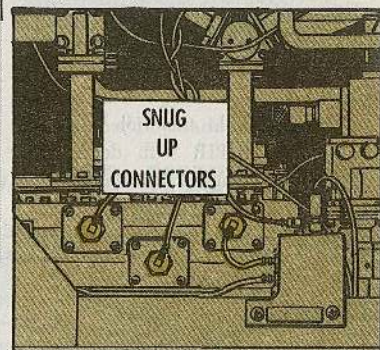
The top pot is the A8R16, and that needs adjusting by your DSP. And that's exactly what'll happen if you mistake it for the lower A8R19.

So-o-o-o, look closer, and adjust the bottom pot.

CABLES

Old or new, chassis cables still must be fully seated for the radar set to do its job. Good PM means an occasional chore at pushing connectors up snug.

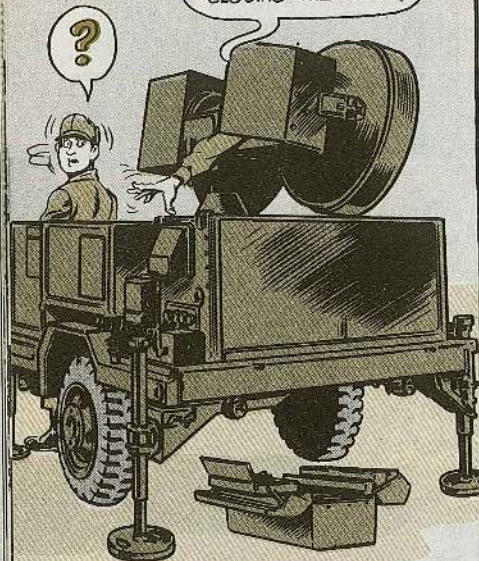
Finally, when you remove a hydraulic line, prevent the fluid from seeping onto a high-voltage cable connection.



THE FLUID CAN SHORT AND BLOW A CONNECTOR-- BUT **FAST!**

SHUT THE DOOR

HEY, MAC--HOW ABOUT CLOSING THE DOOR?



The receiver and transmitter cabinet doors should be closed and locked... unless you're actually working in the cabinets.

Blowers can't do their job when you operate the HIPIR with doors open. Without that cooling air flow, some mighty expensive parts get damaged.

COOL VS. COLD

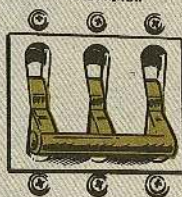
Glycol preheat circuit breakers should be off except as follows:

- 1-When it's +10° F. outside or colder.
- 2-When the PA Collector low temp warning lamp is on.



Keeping the breaker off prevents overheating and damage if the over-temp thermostat fails.

GLYCOL PREHEAT



And, keep the freon pre-heat circuit breaker off when the HV power supply gage reads above 25 PSI. The breaker isn't used if MWO 9-1430-511-30/22 has been applied or if your Serial No. is above 200,000.

PUBS

If your battery's going Improved, run a sharp eyeball through TM 9-1425-525-L and DA Pam 310-4 to see what pubs you need and those that are available (in Pam 310-4). Until such time as you do have the new pubs on hand, it'll pay you to hold onto the Basic HIPIR's TM 9-1430-511-15P for items common to the 2 radar sets (Basic and Improved).

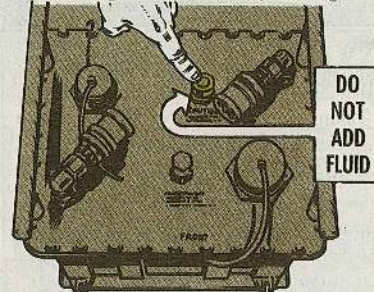
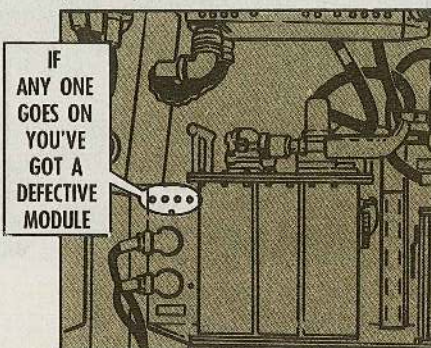
HIPIR-ACTIVE FLUID



A red light should go off in your head when the low-liquid indicator lamps go on for the high-voltage power supply modules of your Hawk AN/MPQ-39 (HIPIR) radar set.

Right after the A1, A2, A3 or A4 module indicator lamps go on, get the defective module replaced.

A very large point: Don't try to beat the low-liquid indication by adding fluid.



Only general support is authorized to repair the module or add replacement fluid.

HAWK LOADER NUT



Look for a nut and you can find 'em anywhere... in many forms.

But if you've been looking in the parts manual for the hook bolt (wing) nut on your loading ramp scuff plate (Hawk loader-transporter XM501E3), forget it.

What you need is Nut, hook bolt, NSN 5310-00-889-2606, P/N MS 35425-42.

The only listing in TM 9-1450-500-24P (Dec 70) is for a part number, MS 35425-26... and that's an error.

AN/URC-68

PM FOR RESCUE RADIO

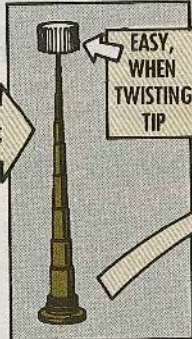
Taking care of your AN/URC-68 rescue radio set when it's lazying around will make it snap alert when you need it most. So, pamper it with good PM.

Like, when you extend the telescopic antenna give it a coat of lubricating compound, MIL-S-8660, to head off corrosion.

You can get a 2-oz tube, NSN 6850-00-

177-5094. And, go easy with the lube because a little goes a long way.

After the antenna lube job, you push it down. Then lay off with the heavy handed twisting of the tip. Too much tightening can break or damage the mount-



EASY,
WHEN
TWISTING
TIP

ing hardware. When this happens you could wind up having to get the frame and panel assembly replaced.

This neat, compact transceiver's knobs and controls need to function just right—neither too tight nor too loose. If they're binding or wobbly get them snugged up.



KNOBS
SHOULD
NOT
BIND...
...SHOULD
NOT BE
WOBBLY



ECHO TO ALPHA!
ECHO TO ALPHA..
COME IN--
PUH-LEEZ!!

IS TH' ANTENNA
SUPPOSED TO BE
LIMBERLIKE
THIS ONE?

HE'S
GOTTA
BE DOWN
THERE!

PARLEZ
VOUS
FRANCAIS
?

WHEN WUZ TH'
LAST TIME I DID
PM ON THIS
UNIT??

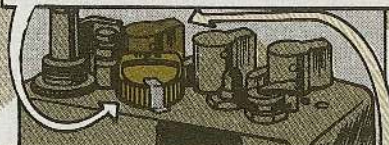
DID I TWIST
THE KNOBS TOO
MUCH?

I'M GETTING A
SINKING SIGNAL
IN THAT DIRECTION!

HORACE--
LUNCH IS
HERE.

BOUT TIME,
GERTRUDE.

And, put a piece of tape over the volume-control knob to avoid accidental power turn-on. The knob won't lock itself in the OFF position.



Set the MODE switch in the BCN position so that an audible tone will alert you when the power is turned on or left on when it's not supposed to be.

H-281 EARPHONE ASSEMBLY

The H-281 can be a handy earpiece if you take care of it.



To give the wire at the phone jack end added protection wrap it with electrical tape.

Be sure when you're making with the muscle on the knobs and controls that you don't overdo it. They have stops on them to clue you on how much turning is enough.

Too much twisting on the knobs make you come up with wrong frequency settings.

To keep this two-way ground-to-ground and ground-to-air emergency radio up to snuff, eyeball the BA-1112/U (NSN 6135-00-935-5241) battery often. Corrosion or seepage on the power pack will let you know it's time to replace it. Look real close at the battery connections. If they're cracked or broken get another battery.

STOP

PIN-BENDING EXERCISE

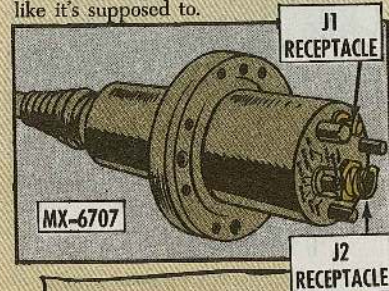
OUCH!
THAT SMARTS...
YOU SHOULD'VE
PUT THE FAT
PLUG TO THE
J2 FIRST...

GEE...
I'M
SORRY...

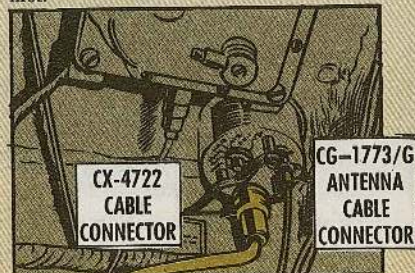
Bent pins you don't need.

But, ramming the CG-1773/G antenna cable's connector against the J2 receptacle on the MX-6707 matching unit can sure give 'em to you.

Next thing you know, the CX-4722's connector can't make contact with the J2 like it's supposed to.



To remedy this mangling mismatch always connect the fat CX-4722 to the J2 first.



Then, hook up the thin CG-1773 to J1. Doing it this way will cut the odds for messing up the receptacle pins.

CX-7867/VRC CABLE

Hurting for an NSN for the CX-7867/VRC audio extension cable in TM 11-5820-401-12 (Aug 72)? Order the cable with NSN 5995-00-889-0833.

This number is so new you might have to go the exception-data route until it's in the Army Master Data File (AMDF).

EYE 'EM

TEST SET BATTERIES

Having test gear with a dual power source is dandy.

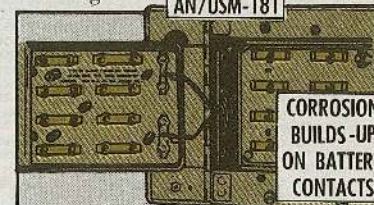


Like with the AN/USM-181 and the AN/APM-156 test sets, which plug into AC, or switch to batteries.

Just one little problem, tho. When you're using AC it's easy to forget about the DC—those nickel-cadmium batteries.



Result? Battery corrosion and a potful of damage!



So, add eying of the batteries in your test sets to your PM must list. Don't let out of sight get out of mind.

ADD ONLY WHEN CHARGED

Wait one, Warren!

Back off with that syringe around your nickel-cadmium battery!

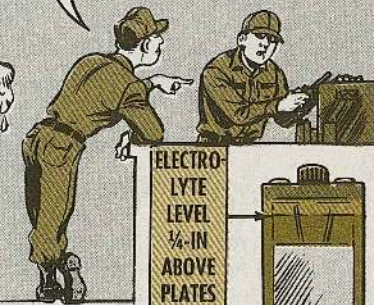
Since those cells soak up electrolyte during use and discharge, they can make you think they're thirsty when they're not.

Puttin' distilled water in an uncharged battery can cause spewing and leads to corrosion.

So, make sure of 2 things before adjusting the cells' electrolyte level:

First—the battery is fully charged—

Second—30 minutes have gone by since it was charged—



Then... and not until then... do you use distilled water to bring the level to 1/4-in above the top of the plates in the cell(s).





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 (Aug 73), and Ch 3 (Apr 74), TM's, TB's, etc.; DA Pam 310-6 (Jul 74), SC's and SM's and DA Pam (C) 310-9 (Mar 73), COMSEC Pubs.

TECHNICAL MANUALS

TM 5-3920-242-20P Aug Auger, Earth (Skid) GED Texomo, Inc. Mod 254-8X2
TM 9-1340-418-20P Aug Launcher (Aerial target) (Ballistic)
TM 9-1430-529-24P Aug HAWK Radar Set AN/MPQ-51
TM 9-1430-560-20P-3 Aug Data Process Sys, AN/MSQ-79 (XO-1) (AN/TSQ-51 (V))
TM 9-1440-585-20P Aug Chaparral
Ch 2, TM 9-2320-206-10 Aug 10-Ton M12 Series Trucks
Ch 2, TM 9-2350-217-10 Aug Howitzer M100, M109, M109A1
Ch 1, TM 9-2350-230-10-2 Jun M551 Sheridan Turret
Ch 1, TM 9-2350-232-10 Aug M60A2 Tank
Ch 1, TM 9-2350-232-20-1 Aug M60A2 Tank
TM 9-4935-485-20P Aug LANCE Test Set AN/MSM-84
Ch 16, TM 9-4935-587-12 Jul AN/TSM-95 (Chaparral)
TM 9-6920-470-12 Aug GMS M70

(TOW) Training Set
Ch 6, TM 11-5805-262-12 Sep SB-221/PT Switchboards
TM 11-5810-221-ESC Jun TSEC/KW-7
TM 11-5810-222-ESC Jul TSEC/KG-13(C)
(C) TM 11-5810-230-15 Jul TSEC/KY-9
TM 11-5810-231-ESC Jul TSEC/HN-9A
TM 11-5810-231-15 Jul TSEC/HN-9A
TM 11-5810-232-ESC Jul TSEC/KG-27
TM 11-5810-244-ESC Jun TSEC/KY-28
TM 11-5810-247-ESC Jul HYL-3/TSEC
Ch 10, TM 11-5815-204-10 Oct AN/GRC-46(1), radio teletypewriter sets
TM 11-5815-366-ESC Jun AN/FGA-21 teletypewriter code group
TM 11-5815-366-14 Aug AN/FGA-21 teletypewriter code group
Ch 4, TM 11-5820-398-12 Aug AN/PRC-25 radio set
Ch 5, TM 11-5820-640-15 Sep AN/URC-100, radio sets
Ch 2, TM 11-5820-695-12 Aug AN/GRC-144 radio set
Ch 1, TM 11-6140-203-15-3 Aug non-aircraft nickel-cadmium batteries
Ch 1, TM 32-5819-201-15 Sep Demul-tizer, AN/TRQ-25A
* Ch 1, TM 32-5895-214-14 Sep Switching Group, Audio Frequency, AN/GRA-106
* TM 32-5895-216-15P Aug Operations Control Central, AN/TSQ-78
* Ch 2, TM 32-5985-205-15 Antenna System, AN/MRA-17
* These Pubs are available only from the U.S. Army Security Agency, Materiel Support Command, Vint Hill Farms, Warrenton, VA 22186.

Ch 1, TM 55-1520-217-20-1 Aug CH-54A
Ch 5, TM 55-1520-217-20-2-1 Aug CH-54B
Ch 5, TM 55-1520-220-20 Sep UH-1C/M
Ch 16, TM 55-1520-221-20 Sep AH-1G
Ch 14, TM 55-1520-228-20 Oct OH-58A

MISCELLANEOUS

AR 725-50 Jun Supply
DA Pam 310-7 Sep MWO Index
DD Form 200 Dec 73 Report of Survey, New form prescribed by AR 735.11.
SB 9-185 Oct Rubber Stamp Kit (Guided Missile)
SB 11-121 Sep Veh Radio Sets, Installations
SC 1680-99-CL-A02 Aug Hot Climate Survival Kit
SC 1680-99-CL-A03 Aug Cold Climate Survival Kit
SC 1680-99-CL-A04 Aug Over-Water Survival Kit
SC 1680-99-CL-A05 Aug Hot Climate Survival Kit (OV-1)
SC 1680-99-CL-A06 Aug Over-Water Survival Kit (OV-1)
TB 5-4930-201 Aug Fuel System, Supply Point, Portable, 60,000 Gal. Cap.

NEW MOVIES

TF 9-4577 Operation of Front Winch M35 & M809 Series Trucks
TF 9-4736 Diesel Engine 8V71T (GMC) Adjustments
TF 9-4795 Painting Vehicles
TF 38-4772 Shipping Containers
TF 55-4787 Wire Rope — Part II

The Turning Finger "Engineer" Gear Switchover

Wearing out your turning finger and your -20P searching for side-door FSN's on your M292-series 2½-ton expansible vans? Cease and desist . . . they're not there . . . they're here:

NSN 2510-00-417-2749, right-side door; and NSN 2510-00-417-2750, left-side door.

They'll be in an upcoming change or revision to TM 9-2320-209-20P.

A big bunch of items — construction-type tractors, cranes, loaders, graders, drills, crushers, ditchers, plows, piledrivers and pavers — have gone from US Army Troop Support Command, St. Louis, to care and feeding by US Army Tank-Automotive Command, ATTN: AMSTA-MVB, Warren, MI 48090.

So, send any DA Form 2028's, EIRS's and such to the new address.

CONNIE - BONNIE 1975 PM DATES

The occasion is new . . . but the thought's the same—PM!

JANUARY 1975

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

Make it JUNE in JANUARY . . .
PM gives that warm feeling.

FEBRUARY 1975

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

Check headlights for nite work
BEFORE that February sundown.



MARCH 1975

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

Get in the MARCH... ID weapons with masking tape. No point or etching!

Cooling systems need tight radiator caps.

APRIL 1975

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

April showers? Never submerge your BA-523 Redeye battery.

IMPROVE APRIL:
STOP FOD

IT'S
NICE
TO FEEL
SAFE!

?

PULL
TOGETHER!

KEEP TRIM
WITH PM!

OH, FOR
THAT PM
PUSH.

DOUBLE
CHECK
A LITTLE
MOWER!

PM
DOESN'T
STAND FOR
PUSH
MOWER!

YOUR
TEST GEAR
FINDS TROUBLE
FAST!

Install aircraft parts right
and nix cold sweats in MAY.

MAY 1975

S	M	T	W	T	F	S
				1	2	3
				121	122	123
4	5	6	7	8	9	10
124	125	126	127	128	129	130
11	12	13	14	15	16	17
131	132	133	134	135	136	137
18	19	20	21	22	23	24
138	139	140	141	142	143	144
25	26	27	28	29	30	31
145	146	147	148	149	150	151

PM that's done in MAY...

JUNE sunshine reminder: Make
a clean-up stop for your air filter.

JUNE 1975

S	M	T	W	T	F	S
1	2	3	4	5	6	7
152	153	154	155	156	157	158
8	9	10	11	12	13	14
159	160	161	162	163	164	165
15	16	17	18	19	20	21
166	167	168	169	170	171	172
22	23	24	25	26	27	28
173	174	175	176	177	178	179
29	30					
180	181					

... in JUNE, can save the day.

PUBS
GOTTA GOOF?
FIRE OFF A FORM 2028!

LIFE IS BRIGHT
WHEN **PM'S RIGHT**

READ
THE
EIR DIGESTS!
THEY'LL
CLUE
YOU IN!

TRACK TYPES...
OPEN HATCH? **LOCK THE LATCH!!**

MASTER SWITCH
OFF BEFORE
FUELING YOUR TRACK **TM**

CAUTIONS HELP
EXTEND MAGNETRON LIFE

BLACK EXHAUST SMOKE?
CHECK YOUR AIR CLEANER!

INACTIVE RIFLES?
CHECK 'EM
WEEKLY!

GO
WITH YOUR
TM

WHIRRR
A STARTER-
GOOF
A MOTOR

STAY
UNDER
YOUR
ENGINE'S
RPM
LIMIT

SET
YOUR
REDEYE
TRAINER
DOWN
SLOW 'N' EASY!

TURN OFF RADIOS
BEFORE STOPPING
AND STARTING
YOUR ENGINE.

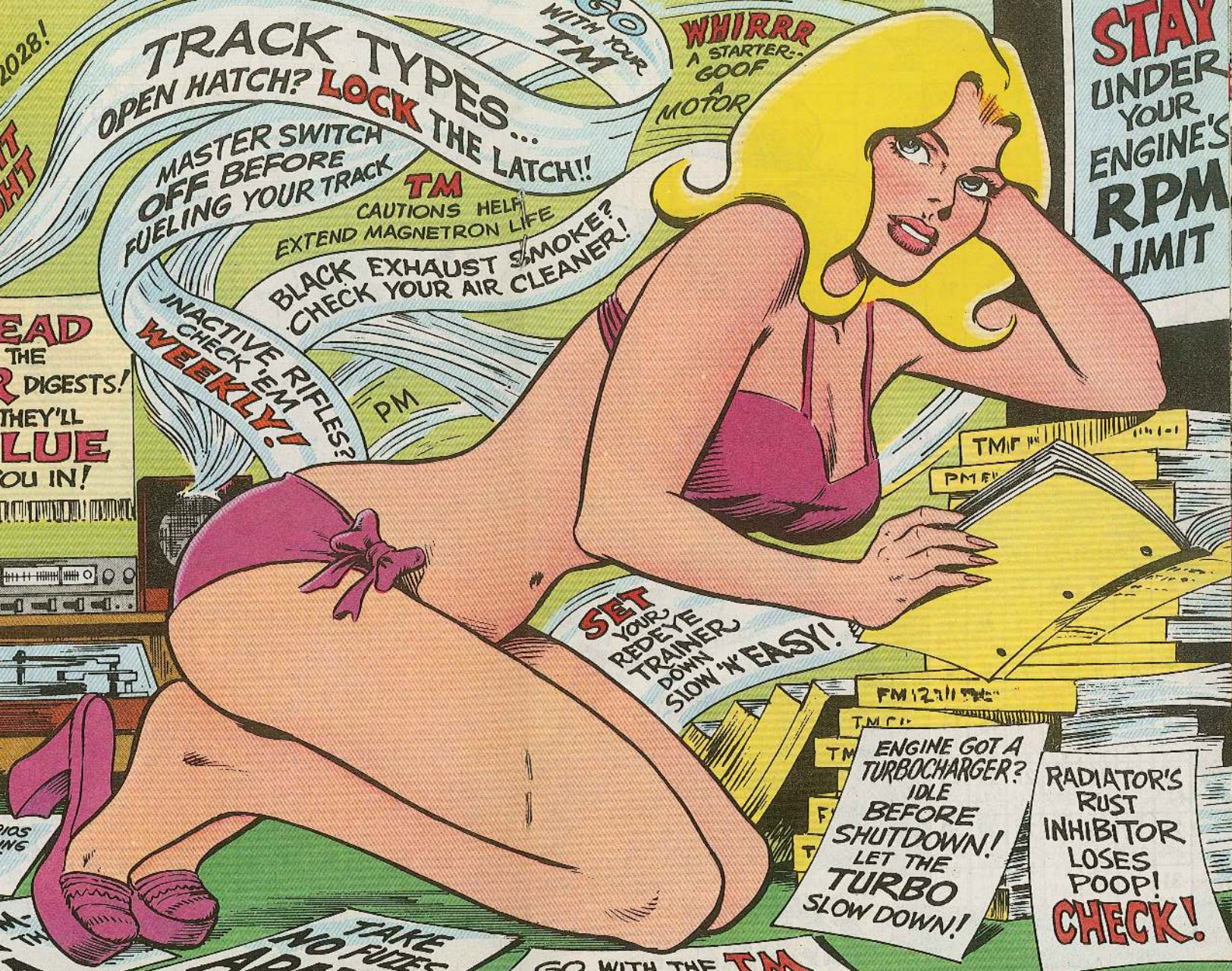
DO YOUR PM-
MOVE IN THE
AM

TAKE
NO FIDES
APART

GO WITH THE **TM**
ON CHARGING
TADDS BATTERIES

ENGINE GOT A
TURBOCHARGER?
IDLE
BEFORE
SHUTDOWN!
LET THE
TURBO
SLOW DOWN!

RADIATOR'S
RUST
INHIBITOR
LOSES
POOP!
CHECK!



Keep your battery fluid level up.

JULY 1975

S	M	T	W	T	F	S
		1	2	3	4	5
		182	183	184	185	186
6	7	8	9	10	11	12
187	188	189	190	191	192	193
13	14	15	16	17	18	19
194	195	196	197	198	199	200
20	21	22	23	24	25	26
201	202	203	204	205	206	207
27	28	29	30	31		
208	209	210	211	212		

Keep ammo out of direct sunlight.

♪ **RADIATOR LEVEL** **BEFORE** YOU GO? ♪

Radio not in use?
Remove the battery.

AUGUST 1975

S	M	T	W	T	F	S
					1	2
					213	214
3	4	5	6	7	8	9
215	216	217	218	219	220	221
10	11	12	13	14	15	16
222	223	224	225	226	227	228
17	18	19	20	21	22	23
229	230	231	232	233	234	235
24	25	26	27	28	29	30
236	237	238	239	240	241	242
31						
243						

Jackrabbit takeoffs zonk
clutches!



THE BEST
EQUIPMENT
RATES THE BEST
PM

Tighten those lug nuts!

SEPTEMBER 1975

S	M	T	W	T	F	S
	1	2	3	4	5	6
	244	245	246	247	248	249
7	8	9	10	11	12	13
250	251	252	253	254	255	256
14	15	16	17	18	19	20
257	258	259	260	261	262	263
21	22	23	24	25	26	27
264	265	266	267	268	269	270
28	29	30				
271	272	273				

Winterize... for a better
winter.

IT'S A TEAM
EFFORT

PULL
PM



Tackle your PM head-on.

OCTOBER 1975

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

PM weapons after firing
blank ammo.

TRUCK,
TRACTOR OR
SLEIGH...
PM'S
THE
RIGHT
WAY!



Fuel is dangerous.
Check for leaks.

NOVEMBER 1975

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

THANKSGIVING? You'll
feel it when you've got
your PM by the tail.

Half a lube job is bad.
Hit every LO point.

DECEMBER 1975

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

ADDING WATER TO YOUR BATTERIES?
CHARGE 'EM NOW... PREVENT FREEZES.

PM PUT OFF
BRINGS A
SORROWING
HEART.

USE YOUR
TIME
WISELY!

36



NSN CHANGES — AND OTHER GOOD STUFF

HOW COME THEY DON'T PUT OUT ANY MWO ON MY TRUCK'S STEERING GEAR?

THE NSN IN MY -20P TM IS NO GOOD, CONNIE! HOW DO I GET THE PART?

HOLD ON, FELLAS! DID YOU CHECK THE EIR DIGEST? IT MAY ANSWER YOUR QUESTIONS!

WHY DON'T THEY COME UP WITH A BETTER SPROCKET?

Are you making things hard for yourself?

You are if you're not getting the TB 43-0001-39-series. This's the Equipment Improvement Report and Maintenance Digest for Tank and Automotive Equipment.

They've got a lot of stuff on changing your tanks, personnel carriers, trucks, trailers, etc.—"minor changes" that're not big enough to call for a modification work order. But these changes may be mighty important to you and your equipment.

And it's got info on upcoming changes to your TM's—including your -20P TM's. Like changes in instructions and changes to national stock numbers. Check Sect II, Technical Manual Data, in the back of the TB.

A different TB comes out 4 times a year.

It's a one-time distribution. This means you can't get a copy after it's already been issued. If you're not on the pin-point distribution list, you're out!

GET ON THE LIST!

HAVE YOUR PUB TYPES FILL IN BLOCK 137 ON DA FORM 12-38 (FEB 74).

NO PS SUBSCRIPTIONS?

A LOT OF GUYS IN A LOT OF OUTFITS HAVE BEEN WONDERING RECENTLY WHAT HAPPENED TO THEIR REGULAR MONTHLY SHIPMENT OF PS MAGAZINE!!

REQUIREMENTS FOR DEPARTMENT OF THE ARMY PERIODICALS

For use of this form, see AR 310-7; the proponent agency is The Adjutant General Center.

ALL SUBSCRIPTIONS FOR PS MAGAZINE ON DA FORM 12-4 HAVE BEEN CANCELLED! SO, WHIP OUT A DA FORM 12-5 (1 OCT 73) AND SEND IN YOUR ORDER.

THAT WAY YOUR UNIT WILL RECEIVE PS MAGAZINE EVERY MONTH!



DA FORM 12-5

PS MAGAZINE

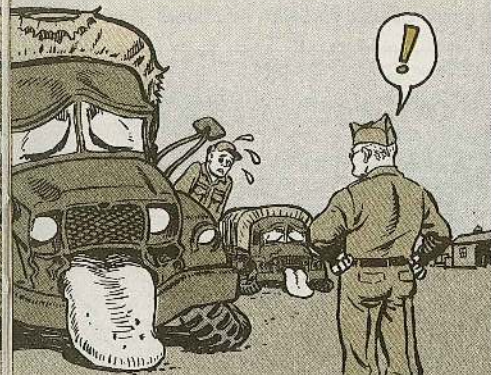
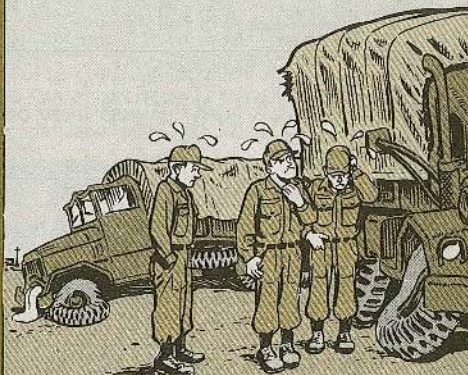
30

DA FORM 12-5



THEY
KILL HORSES—

?



SURE
THEY DO !

How're some Army truck drivers like a few drops of water?

Both can really tear things up. Big things. Like rocks and engines.

—Yep, just a little water freezing in a crack can split a boulder.

YEP! BUSTIN' ROCKS IS MY HOBBY! ALL I USE IS A LITTLE WATER!



YOU OUGHTA SEE WHAT HE DOES TO A 10-TON TRUCK ENGINE-- WITH JUST HIS FOOT!

And a 135-lb truck driver can ruin a powerful engine in only seconds—

—an engine that weighs maybe a ton

—an engine that costs around \$5,000

—an engine that socks out 200 to 300 horsepower

Drivers kill those horses—by overspeeding the engine!

YOU CONTROL RPM

Every piston-type engine has a limit. It can turn only so many RPM—Revolutions Per Minute. If you let your engine rev too high, those moving parts inside can't keep up. They start coming apart. Your engine can "blow-up." No, not like a bomb—maybe you just have a connecting rod tear right out through the side of the engine. And that engine is done for! Junk!

WHAT HAPPENED? DID YOU GET HIT BY A ONE-ON-FIVE?

WHATEVER IT WAS, IT SURE RUINED THAT ENGINE!



It's like you—running down a steep hill. You run faster 'n' faster. Pretty soon, you can't get your feet out in front of you quick enough. You hit your limit! Pow! You crack up!

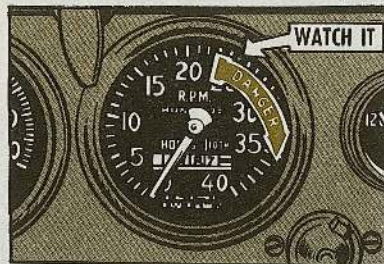


Engine RPM is up to you, the driver. Watch it!

Keep an eye on the tachometer. Most big trucks have a tach. It tells exactly the RPM your engine is turning.

Some trucks have a red "Danger" arrow on the tach. The tail of this arrow is right at the top safe RPM limit. Or your -10 operator's TM gives you the RPM limit for your truck's engine.

Take those 5-ton trucks covered by TM 9-2320-211-10 (Apr 73):



—Page 2-26, para 2-18a(8), RPM limit for the gasoline engine is 2,800.

—Page 2-26, para 2-18b(10), RPM limit for the straight diesel engine is 2,100.

—Page 2-28, Multifuel Ailments chart, RPM limit for the multifuel diesel engine is 2,600.

No tachometer on your truck? The speedometer helps some. If you go over the speed limit for the gear you're in, trouble's building under your hood.

Keep inside the speed-for-gear spelled out in your -10 operator's TM.

DOWN THE ROAD TO RUIN

You'd think there were girls in bikinis on every hill.

That's where some drivers fail to watch the tachometer.

They don't shift down to let a lower gear slow the truck.

Or they don't use the brake to help the lower gear.

With all of that truck 'n' cargo weight pushing, engine RPM goes up. Parts that go up 'n' down start to "float." Parts that spin around start flying to pieces. The engine starts coming apart inside as RPM goes over the limit.

Pow! A couple of hundred dead horses!

MUST HAVE LOST SOME O' MY CARGO!

THAT'S NOT CARGO! THAT'S YER ENGINE, TRANSMISSION AND DRIVE SHAFT!



TOP OF THE BOTTOM

What tops 'em all is the guy who coasts his truck down a hill.

He shifts into neutral. Or he holds the clutch pedal down. The engine's hardly turning over at all—but the truck's barreling down that hill like a bobsled on ice.

When he hits the bottom of the hill, o' Sport slams 'er into gear—or he lets up on the clutch pedal.

Pow! The engine goes! And probably the clutch! And the transmission! And the drive shaft!



GO ON! YOU OUGHTA BE USED TO IT!

NO! NO! I CAN'T DO IT!

TOO BAD HE DOESN'T THINK AS MUCH OF HIS TRUCK!

WAKE UP!

Wow, what a nightmare! Aren't you glad this was only a dream—that you're not one of those guys who's killing all of those horses?

UPDATE ON TURN SIGNALS



YUP-- HE
WANTS TO DO
HIS GOOD TURN...
AND MY TURN
SIGNAL'S
BUSTED! SO...

Let's clear away the fog on turn signals.

Some tactical trucks don't have turn signals--and never did have. They came out before turn signals were put on in production. And they didn't qualify for turn signals under an MWO that was issued about 10 years ago. (The MWO is dead now.)

The only way these trucks can get turn signals setup is under SB 9-203 (Mar 62). Your command can authorize local purchase of civilian-type turn signals for those vehicles.

Your truck may have the old vibrator-type turn signals--put on either in production or under that old MWO.

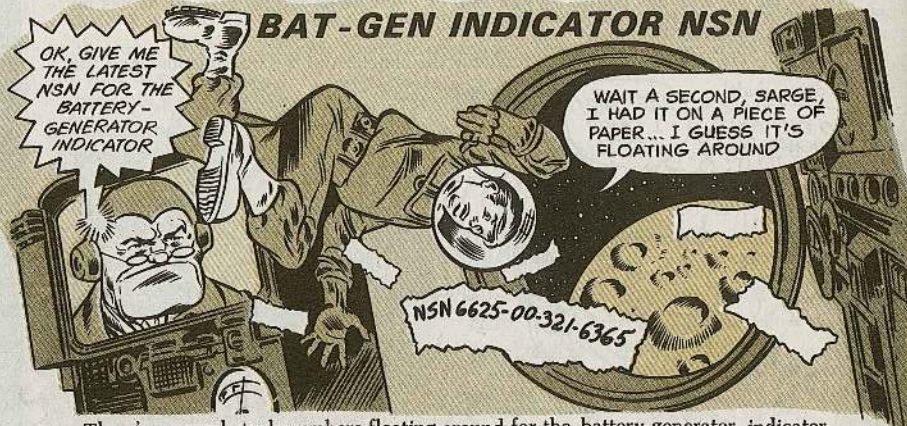
There's no repair authorized for the old vibrator-type turn signal system. When

any part of it poops out, you replace the whole thing with the new solid-state turn signals.

Some -20P TM's don't yet carry the solid-state turn signal kit, NSN 2590-00-050-8821. But this kit is for all tactical trucks that now have a military-type turn signal system. It's in some -20P TM's -- like TM 9-2320-218-20P (Jan 72) for the ¼-tonners. The kit and repair parts are on page 83 of that TM.

Watch the SMR Code on that Cable Assembly, Part No. 11630528. You can't order this turn signal wiring harness all by itself. Anything coded X1 (or XA) is not stocked for issue. If you can't repair the harness, you have to get the next higher assembly. In this case, the next higher assembly is the whole kit.

BAT-GEN INDICATOR NSN



There're several stock numbers floating around for the battery-generator indicator you use in your equipment. But the latest and best is NSN 6625-00-321-6365 (MS 24532-2).

ESC ON BAT-GEN INDICATOR

HONORABLE G.I.
NOT TO BE CONFUSED
BY THE ESC RATINGS
FOR THE BAT-GEN INDICATOR,
AFTER ALL DOES NOT
THE TREE BRANCH ENVY
THE BIRD'S NEST?

MASTER PO'S
ANSWERING SERVICE

FUNNY,
I'M AS
CONFUSED
AS EVER!

BESIDES, I
DON'T KNOW...



If you're not confused by the ESC ratings for the battery-generator indicator in your equipment, you should be.

For one thing, the ratings should be the same in the ESC TM's for all equipment -- but they're not.

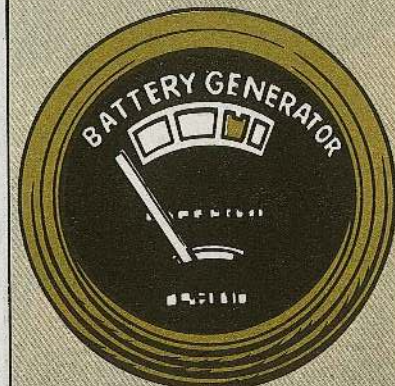
And the ratings are not right in some ESC TM's.

Here's the way you rate the ESC for the bat-gen indicator:

RED if the instrument is missing. This's because there's a bare hot wire dangling around when the bat-gen indicator is missing.

AMBER if the instrument is present but is not working or is not working right.

GREEN if it's perking right on the nose.



BAT-GEN INDICATOR

RED



AMBER



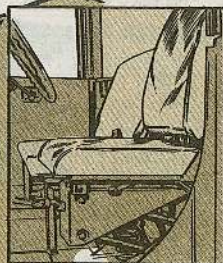
GREEN



AUTOMATIC WASHERS FOR TRUCKS

HALP!

YER RUST PROBLEM
COULDA' BEEN AVOIDED
WITH A FEW WASHERS,
OLD BUDDY.



INSTALL
WASHERS
HERE AND
IN BACK

Yep, rust prevention is automatic when you install $\frac{1}{8}$ -in thick washers with a $\frac{1}{8}$ -in hole under the driver's seat of your $2\frac{1}{2}$ -ton and 5-ton trucks.

You put a washer on each seat mounting bolt between the floor and seat base. Then the lack of floor drainage will be no problem—you won't find your seat and floor rusting to pieces.



TANK-AUTO NSN CORRECTIONS

Keep up with the latest on NSN's for these truck repair parts:

TM 9-2320-209-20P (Oct 72), page 108, change 873-6924 for Muffler, exhaust to 00-788-5306. The right number already shows up on page 112.

In the same -20P TM, page 327, change 051-9450 for Inner Tube to 00-269-7383.

This's the tube for 9.00-20 tires.

TM 9-2320-211-20P (May 73), page 2-134, change -9522 for Shackle to -9523, page 2-180, change -9030 for Grommet to -9038.



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

LATCH UP HOOD EASIER— AND SAFER



HOW CAN HE GET
HIS HOOD LATCHED
WITHOUT GETTING
HURT?

OH, HE USED
TO BE IN A CIRCUS--
JUMPING OVER
3 BARRELS AND
JUGGLING ORANGES
WHILE STREAKING
ACROSS A HIGH
WIRE!



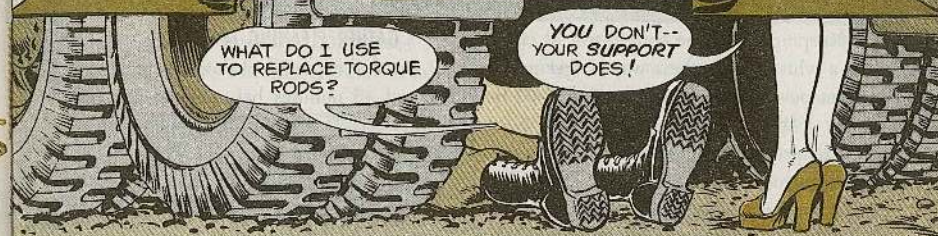
To save your body some painful blows fix up your hood like the Digest shows! Move the hood catch from the left side of your M813 5-ton truck's cowl to the right side. Then you can latch up the hood without getting all tangled up in that air cleaner on the left fender — and

without losing some part of your beautiful body in the process.

This goes for all of the trucks in the TM-260-series.

TB 43-0001-39-3 (dated July 74) tells all about it.

TORQUE ROD IS FOR DS



WHAT DO I USE
TO REPLACE TORQUE
RODS?

YOU DON'T--
YOUR SUPPORT
DOES!

Hold it, Eager Beaver! Torque rod replacement on your M813 or other TM-260-series 5-ton truck is not for you — no matter what the Maintenance Allocation Chart now shows.

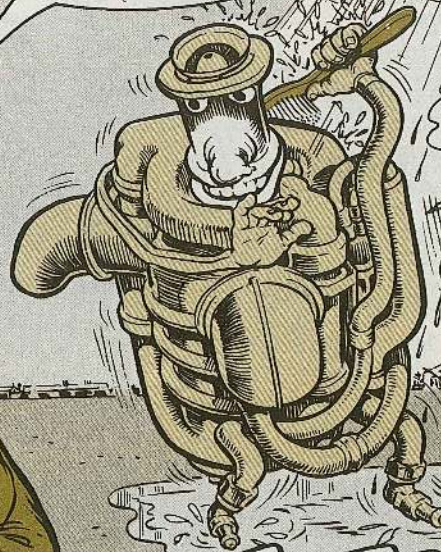
The MAC is being changed, giving the job to DS. They've got the tools.

TM 9-2320-211-20 (Jun 73) tells it right for the same torque rods.



TORQUE RODS
ARE FOR SUPPORT

THE T-63 ENGINE COMPRESSOR ...
**HANG IN THERE,
NOW!**



SINGIN'
IN THE
RAIN---

RIGHT
ON,
CONNIE!!

Keeping an engine compressor as clean as a whistle is the best way to get maximum power from a turbine. The T-63 in your Kiowa and Cayuse is no exception.

Compressors with the yellow plastic liner corrode easily, due to any dirt build-up. Corrosion leads to cracking and chipping of the liners. And when the chips fall where they may, the compressor gets wiped out.

But help is on the way, knucklebusters. Compressors with more durable black plastic liners have made the scene.

No matter which type of liner you have, tho, there is no substitute for a clean compressor. You can help prevent corrosion on your T-63 by cleaning it every 50 hours.

GATHER CLEANING MATERIALS

Let a hot engine cool down for a minimum of 45 minutes before spraying the compressor. This will prevent warpage of internal engine parts.

MEANWHILE... LATCH
ONTO A SALVAGED 10-GAL
CAPACITY FIRE EXTINGUISHER,
OR A SUITABLE SPRAY
TANK.



Make up 2 to 4 quarts of the cleaning solution. You no longer have to heat it. Use 1 part B&B 3100 detergent cleaning compound to 4 parts fresh water. NSN 6850-00-181-7594 will get you a 1-gal pail. A 55-gal drum carries NSN 6850-00-181-7597.



If frost is on the pumpkin and the outside air temperature is -20 degrees F to 40 degrees F, mix the cleaning solution like so:



Use 1 part B&B 3100 cleaning detergent compound to 4 parts of a solution made up of 40 per cent methanol, specification O-M-232, and 60 per cent water. NSN 6810-00-597-3608 will get you a 1-gal can of methanol.

Methanol is flammable so never use it when the outside temperatures are higher than 40 degrees F. No breathing of the vapors, either—'tain't healthy!

Never use petroleum base solvents or jet fuels in your compressor. They can ruin the liner.

OPEN 'ER UP

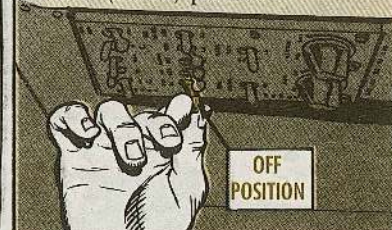
Remove the cowl from your Kiowa to get to the engine inlet.



You can save yourself a lot of sweat and elbow grease in the future if you get MWO 55-1520-228-30/7 (Apr 74) applied to your birds. The mod gives your bird an engine bellmouth spray nozzle with all the required hardware and lines. No need to take off any cowl... makes cleaning a chore no more!

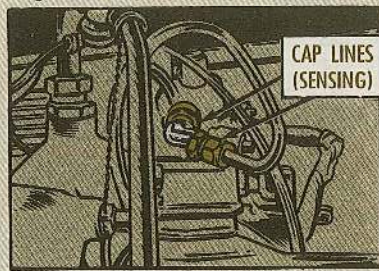
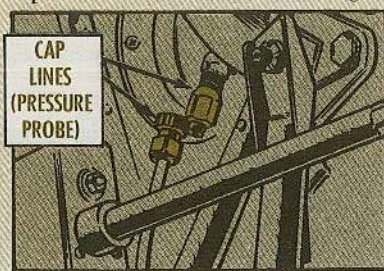
Once the cleaning solution is in the compressor follow thru with the rinse right now. The solution can damage engine parts if it's left in for any length of time.

Make sure the anti-icing switch is in the OFF (closed) position.



Disconnect the control air and bleed valve pressure sensing tubes at the diffuser scroll pressure probes. Cap both the pressure probes and the sensing lines.

To prevent water from entering the bleed air heating system, disconnect and cap off the bleed air lines to the engine compressor.



Block the bleed valve in the closed position by using the compressor protector cleaning kit, NSN 1730-00-122-5244.



If you don't have one of those kits, latch onto one. It also has a couple of protector caps on a chain which you can use for capping the lines you disconnected.



BIG DEAL!
I COULD GO
EVEN FASTER...
IF I'D JUST
HAD A BATH!

48

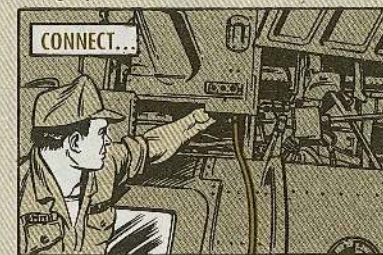
Next, remove the burner drain valve from the bottom drain port on the outer combustion case on your T63-A-700 engine.



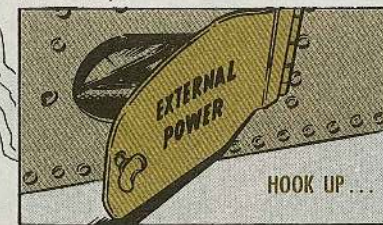
When you clean the T63-A-5A in a Cayuse, remove the burner drain valve from the 45-degree drain port on the outer combustion case.

Deactivate the ignition system by disconnecting the power lead to the ignition exciter.

If your bird has been modified with the bellmouth spray nozzle, just connect the sprayer hose and make with the muscle on the fire extinguisher handle.



Never exceed 10 per cent NI motoring speed during cleaning and rinsing. It would also be a good idea to hook up an auxiliary power unit to save the juice in the battery.



PS MORE



HUBERT--YOUR BIRD GOT THE SPRAY NOZZLE MOD?



RIGHT-ON, SARGE.

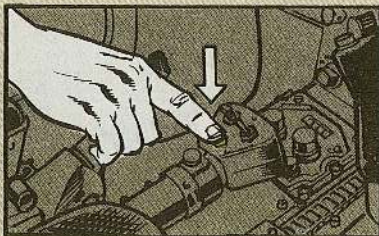


GOOD THING--IT'S BEEN A LONG TIME BETWEEN BATHS.

SHOOT THE WORKS

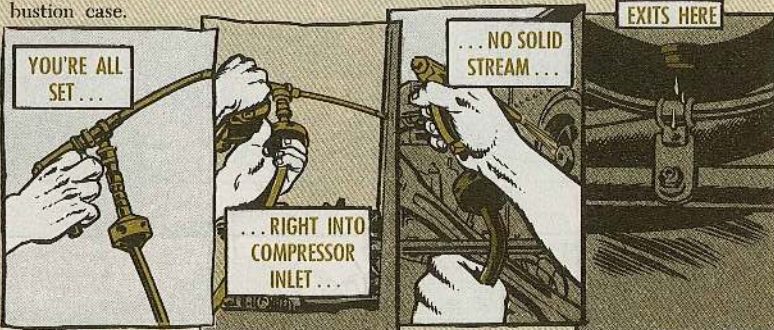
Ask a pilot to hit the starter.

Have one of your buddies make with the muscle power on the sprayer.



Spray the cleaning solution into the compressor inlet as the engine is turning over with the ignition off. For more even cleaning never use a solid stream.

Inject 2 to 4 quarts of the solution at the rate of 1-quart in 9 to 11 seconds. Disengage the starter if 10 per cent N1 speed is reached. You can always repeat the injection cycle until the solution is used up. 'Course, the solution exits out the combustion case.



50

RINSE THE COMPRESSOR

When you rinse the compressor use clean water, or distilled water if you have it. When the outside air temperature is below 40 degrees F, rinse with a mixture of 40 per cent methanol and 60 per cent water.

Start the rinse at the same time the starter is engaged, using 1 pint to 1 quart in 5 to 10 seconds. Disengage the starter any time the N1 speed goes over 10 per cent and start again.

THAT'S JUST ABOUT ALL THERE IS TO IT!



Remove the line caps and reconnect the control and bleed valve sensing tubes and the air lines to the engine compressor. Tighten the coupling nuts to 80-120 inch-pounds. Reconnect the power lead to the ignition exciter.

Put a dab of anti-seize compound on the threads of the burner drain valve and insert it, with a new O-ring, into the combustion case. Tighten the valve to 120-140 inch-pounds.

Add a dab of anti-seize compound to the threads on the outer end of the drain valve. Then, secure the clamp to the drain valve. Torque the jam nut to 55-80 inch-pounds. **Be sure you safety the valve.**



If you're winding up a wash job on a Cayuse engine, use anti-seize compound on the burner drain valve. Add a new O-ring and put the valve into the 45-degree drain port on the combustion case. Tighten the valve to 120-140 inch-pounds.

Put back the cowl, and man, you've got it made.



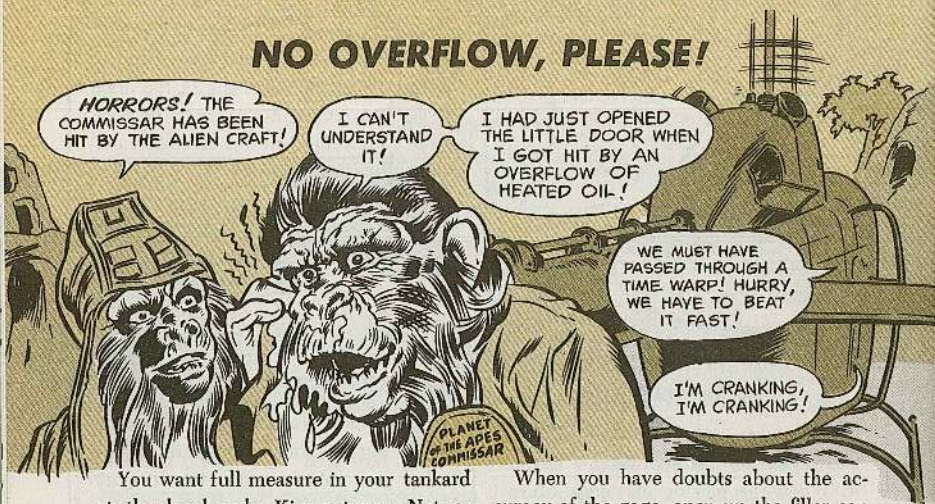
Ask your favorite throttle jockey to start the engine for the 5-minute drying out period. This should be done within 15 minutes after rinsing. The pilot should operate the engine anti-icing system to purge any solution from the compressor front support. Fact is, any systems that use compressor bleed air should be operated.

YESSIR-E-F-E-E!! YOU'LL GET THE MOST OUT OF YOUR T-63 IF YOU JUST KEEP THAT ENGINE CLEAN, MAN!

51

PS END

NO OVERFLOW, PLEASE!



You want full measure in your tankard at the local pub, Kiowa types. Not so when adding oil to the T-63 engine oil tank on your OH-58A.

Filling the tank to the brim only means you'll get an overflow of heated oil when the engine is cranked up. You might blow some engine seals in the bargain, because of oil expansion.

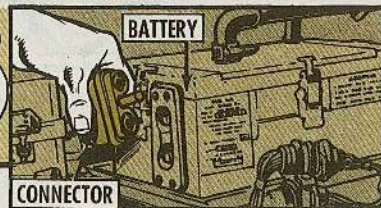
Use the sight gage to read the oil level. If the steel ball is at the top of the gage, the tank is full.

When you have doubts about the accuracy of the gage, open up the filler cap and have a look. There's no dip stick on the cap, but the oil level should be about $\frac{1}{8}$ inch below the lip of the filler neck.



CONNECTOR IS HERE

SORRY, SARGE, WE'VE BEEN LOOKING HIGH AND LOW BUT WE JUST CAN'T FIND ANY!



If you've been looking high and low for a connector to fit the nickel-cadmium battery in your Kiowa—and who hasn't?—the search is over.

To replace the connector you want the following parts, which will fit the BB 676/A made by all manufacturers:

Connector, electrical	NSN 5935-00-114-4247
Link, battery terminal	NSN 5940-00-363-8406
Link, battery terminal	NSN 5940-00-933-4336



A lot of ground support equipment is being sidelined because of rough treatment. The Cobra and Huey ground-handling wheels, for example, are really taking a beating!

When installing and removing the wheels, bird types, have your buddies lower the tail boom so that the skids take some of the load.

Opening the hydraulic valve rapidly during a wheel removal — with no weight on the skids — will not only jar the bird, it'll pop seals in the wheels.

Never abuse your support equipment and you'll have it when you need it. If it's not holding up in normal use, let the head shed (AVSCOM) know about it ... via the EIR route. That's DA Form 2407.



COMBAT
SUPPORT



HEY! THAT REMINDS ME! I
GOTTA PICK UP A COPY OF THAT
**NEW TB FOR
LIFTING DEVICES**

TB 43-0142

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN
SAFETY INSPECTION AND TESTING OF LIFTING DEVICES

Headquarters, Department of the Army, Washington, D.C.
8 February 1974

TB 43-0142 (Feb 74) has the latest word on the inspection and testing of lifting devices.

The pub affects you if you use forklifts, loaders, cranes, motorized pallet jacks, slings, chains, wire ropes, cables, hooks, spreader bars, O-rings, pear rings, A

frames, hoists . . . all types of lifting devices.

Periodic inspections, tests and preventive maintenance is now done based on the type of materials handled, local conditions, equipment manuals and the TB.

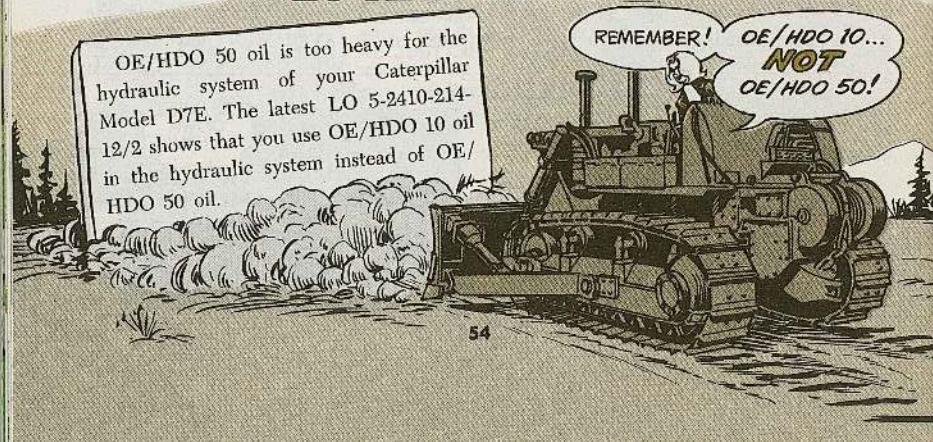
Depending on materials handled, your equipment gets tested anywhere from 30 days to 1 year.

The inspection, testing and record-keeping is being done in the name of safety. So, eyeball a copy of the pub—soonest.

LO AND BEHOLD

OE/HDO 50 oil is too heavy for the hydraulic system of your Caterpillar Model D7E. The latest LO 5-2410-214-12/2 shows that you use OE/HDO 10 oil in the hydraulic system instead of OE/HDO 50 oil.

REMEMBER! OE/HDO 10...
NOT
OE/HDO 50!



THE CURSE OF THE FOULED-UP FORM

(OR HOW TO
EXORCISE
"DEMONS"
FROM THE
**PLL
SUPPLY**)

OK, all you supply and maintenance types, let's exorcise the supply system demons . . . also known as the curse of the fouled-up form.

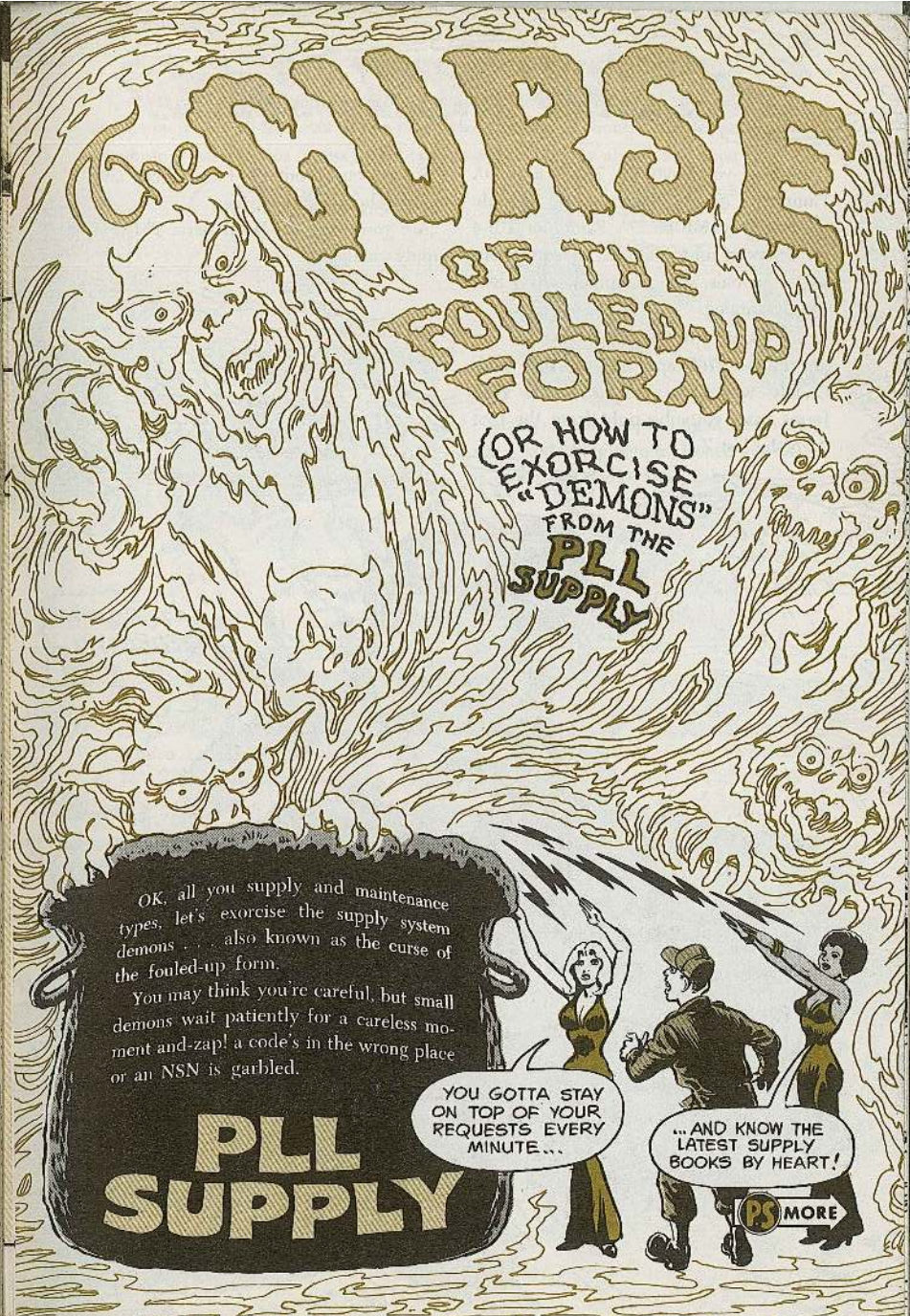
You may think you're careful, but small demons wait patiently for a careless moment and-zap! a code's in the wrong place or an NSN is garbled.

YOU GOTTA STAY
ON TOP OF YOUR
REQUESTS EVERY
MINUTE...

... AND KNOW THE
LATEST SUPPLY
BOOKS BY HEART!

PLL SUPPLY

PS MORE



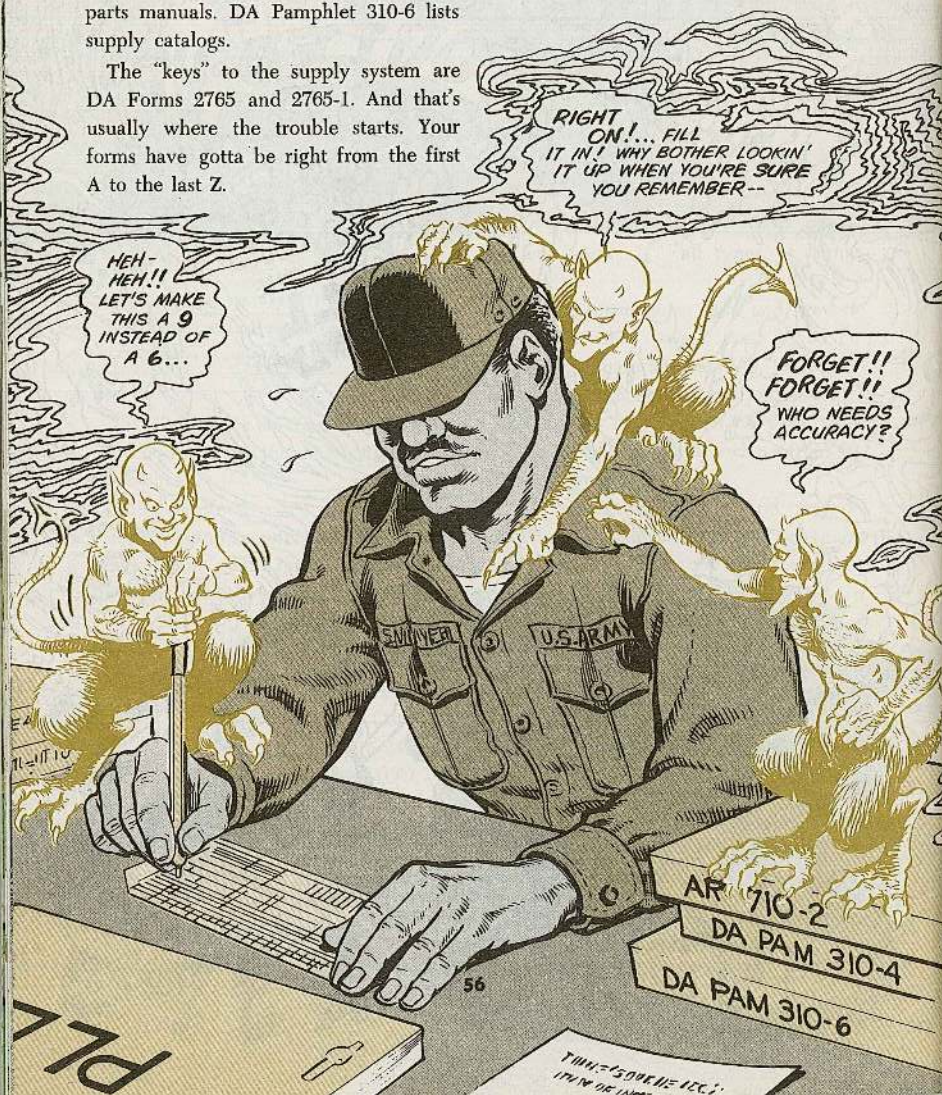
BOOKS YOU NEED

Be sure you have AR 710-2, and DA Pamphlet 700-2. They're your supply guides. Keep tab on DA Pamphlet 310-4 for the most up-to-date list of equipment parts manuals. DA Pamphlet 310-6 lists supply catalogs.

The "keys" to the supply system are DA Forms 2765 and 2765-1. And that's usually where the trouble starts. Your forms have gotta be right from the first A to the last Z.

So, as you fill out the form, check and double check your entries.

Are you using the latest parts TM and supply catalog?



Don't scrimp . . . support can't help you if they don't know what you ordered. Give 'em the facts . . . all the facts. If you don't, the demons of doubt will leave support wondering whether to guess what you need or just go ahead and reject it.



Can you talk supply lingo? Those forms use a code language and once you've got it down pat, you're OK.

YOU USE THESE CODES

Advice codes are simple one-number and one-letter codes placed in block 22 of DA 2765 and 2765-1 that tell support more about your request . . . like:

2B which means you won't accept a substitute. That item and that item alone will do.

2C fill or kill. You need it all at once, and can't accept dues-in on part of the order.

2F means you know the thingamabob is obsolete but you still need it to support equipment you have on hand.

2J also means fill or kill but it tells support you can't accept a substitute either.

2L is a response to a cancellation (CS) from support because you listed wrong or excessive amounts. 2L tells support you know the quantity is wrong but you need it anyway. For more info on codes see AR 710-2, Appendix F.

USE THE RIGHT

Check your priority before you send Designator), the request will be rejected. in the card, too. If you use a priority not And sending everything through with a covered by your FAD (Force/Activity high priority only slows down your fill

PREPRINTED CARDS ALREADY INCLUDE THIS INFORMATION

1. DOCUMENT IDENTIFIER CODE
2. ROUTING IDENTIFIER CODE FOR SAILS SYSTEM USERS
3. STOCK NUMBER

4. UNIT OF ISSUE
5. DODAAC (DEPARTMENT OF DEFENSE ACTIVITY ADDRESS CODE) OF REQUESTING UNIT

6. ADDRESS OF THE ACTIVITY THAT WILL RECEIVE YOUR MATERIEL
7. SIGNAL CODE "A" (NON-SAILS SYSTEM)

NOTE: INFO NEEDED MAY BE DIFFERENT FOR YOUR SUPPLY SYSTEM. SO, CHECK YOUR USER MANUAL.

JULIAN DATE AND SERIAL NUMBER OF REQUEST. SAILS USERS ENTER INFO IN BLOCKS 11 AND 12

ENTER WEAPONS SYSTEM CODE. FOR TOE/MTOE NORMAL REQUESTS ENTER TYPE REQUIREMENT CODE (SAILS USERS ONLY)

ADVICE CODE WHEN NEEDED

PROJECT CODE WHEN NEEDED

PRIORITY DESIGNATOR

PUT G IN FIRST POSITION OF BLOCK 12 FOR NORS/ANORS REQUESTS

YOU ADD FOLLOWING INFORMATION

DEMAND CODE INDICATE WHETHER ITEM IS A RECURRING (R) OR NON-RECURRING (N) DEMAND. SOME SYSTEMS PREPUNCH DEMAND CODES

YOU HANG YOURSELF WHEN YOU OVERUSE HIGH PRIORITIES!

QUANTITY WANTED. FILL UNUSED SPACES WITH 0. SOME SYSTEMS USE BLOCK 8.

ENTER ACCOUNTING PROCESSING CODE (APC) AS FIRST FOUR DIGITS AND THE ASSET/OBJECT CLASS CODE AS THE FIFTH DIGIT. (NON-SAILS SYSTEMS HAS COST DETAIL ACCOUNT NUMBER ASSIGNED BY INSTALLATION COMMANDER WHEN NEEDED.)

1 2 3 4 5 6 7									
AOA/BXB 5860008033624 EA W 33RPI A6253Y A									
DOC IDENT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40									
STOCK NUMBER QUANTITY BL FUND DISTRI BUTION PROJECT PRI ORITY									
ORG DOC NUMBER EDITING DATA DOC IDENT RI TO SUF DOC IDENT RI TO SUF									
C 58 92 6 001 1 2 3 4 5 6 44 1 2 3 4 5 6									
CONTROL NUMBER DOCUMENT NUMBER DATE SERIAL GEN AND SVC UNIT IDENT CODE SIG-NAL									
C2 D E F G H I J K L M N O P Q R S T U V W X Y Z									
SVC REQUISITIONER DATE SERIAL GEN AND SVC UNIT IDENT CODE SIG-NAL									
9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40									
PLUN DISTRIBUTION P OJECT PRIORITY REQ DEL DATE FUND NON-FUND									
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40									
A 6 V R 5 0 3 G R									
ADVICE 23 FIA CODE ISSUED DATE POSTED INIT									
2 B U DATE AVAILABLE INIT									
05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40									
DOC IDENT 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40									
STOCK NUMBER QUANTITY BL FUND DISTRI BUTION PROJECT PRI ORITY									
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40									

YOU FOLLOW-UP

You haven't received any action on your supply request? Now what do you do?

If you haven't heard from support within the time listed for your priority, send an "all-points bulletin" in the form of a DA Form 2765. Put "AF1" in block D for document identifier code. SAILS users, circle document identifier code and routing identifier code you write in. That AF1 says "Hey—what happened to my request?" Then put the original document number in its block, the quantity due-in and the stock number in their places, and it's ready to go.

YOUR ALL POINTS BULLETIN NEEDS:

Did you receive a status card with a specific delivery date in blocks 62-64? And the date is now past? You whip an AF1 on your support to jog 'em up.



Once you receive status cards from supply you send back any changes or replies on the latest status card, not the original.

SUPPORT ANSWERS WITH CODES

This cues you in to the need to know support's code language. You can't keep up with your request if you can't understand the replies. Some of the common document identifier codes you'll run across are:

CODE	IT MEANS:
AE1	The latest status sent without a request for follow-up, answers your follow-up request, or answers your request to cancel. Roger to that, close your register and files. But check support's advice code before you cancel the item on your register. Most are automatic.
AS1	Latest shipment status sent without request for follow-up. It's automatic.
AU1	Reply to cancellation request. Sorry, it's too late.

But maybe with all your checking, support finds a goof in your form. Then, you'll receive a status card with a 2-part code beginning with A, D, E, F, H, N, S or Y. These codes appear in card columns 65-66 of your status cards.



The most common status codes start with B or C. If you receive a status card with a 2-part code starting with C, then your request has been rejected. The second letter explains why. However, if it's CA, the reason should be in the remarks block of a DD 1348, block 22 on a DA 2765 or written on the card.

If you've made more than one mistake, you can get more than one card. In fact, one for each mistake plus a cancellation. So, keep all the cards until you're sure you have them all and the order's been rejected. Then, if you still need the item, resubmit the request with corrections.



Two-part B codes in card columns 65-66 update your delivery date, acknowledge your cancellation request, change the shipping method, tell you about changes in stock number, price and a lot of other things. And a 13 or 15 for SAILS users means check your records, support needs more info. (More info on codes in AR 710-2, Appendix F.)

As long as you keep up with your status cards, you'll know how you stand with your supply requests.

If you get a card that doesn't belong to you, NEVER throw it out. Some other dude across post is probably pulling his hair out trying to track down that information. If you don't recognize the address, send it back to support. But whatever you do, NEVER trashcan it.

When the demons of disaster hit your request, remember that there's help for you. First try your unit's supply officer or S-4. If he's bamboozled, most posts, divisions and other commands have supply customer assistance people. They're ready to help



you. Give them a call. They are usually located with your direct support or whatever local support you have. Give 'em a try.

Now, you're ready to make your PLL supply operations click. Go!

Connie's Mini Minis

RIPPP



Decals On Water Purification Units

An eye-brightening reminder to drain water out of your water purification unit is just what you need.

On the 600, 1500 and 3000 GPH units, the decal goes on the top center of the electrical control panel door. If you have the 600 GPH interim lightweight unit, put your decal on the filter dome directly above the filter window.



For the 420 GPH unit, your decal will fit above the electrical wiring diagram on the side of the erdlatet wet well.

Requests for the decals should go to the Commander, US Army Troop Support Command, ATTN: AMSTS-MFP, 4300 Goodfellow Blvd., St. Louis, MO 63120. Or you can give 'em a call on AUTOVON 693-2447 or 693-2448.

To Order M151-Series TM'S

Setting up your pin-point subscription for your manuals on the new DA Form 12-38 (Feb 74)? You won't find the M151-series ¼-ton trucks listed. What to do? Write it in Line A-14, Blocks 105 thru 112. That's the word from the St. Louis AG pubs center.

Goodbye, SB 700-50

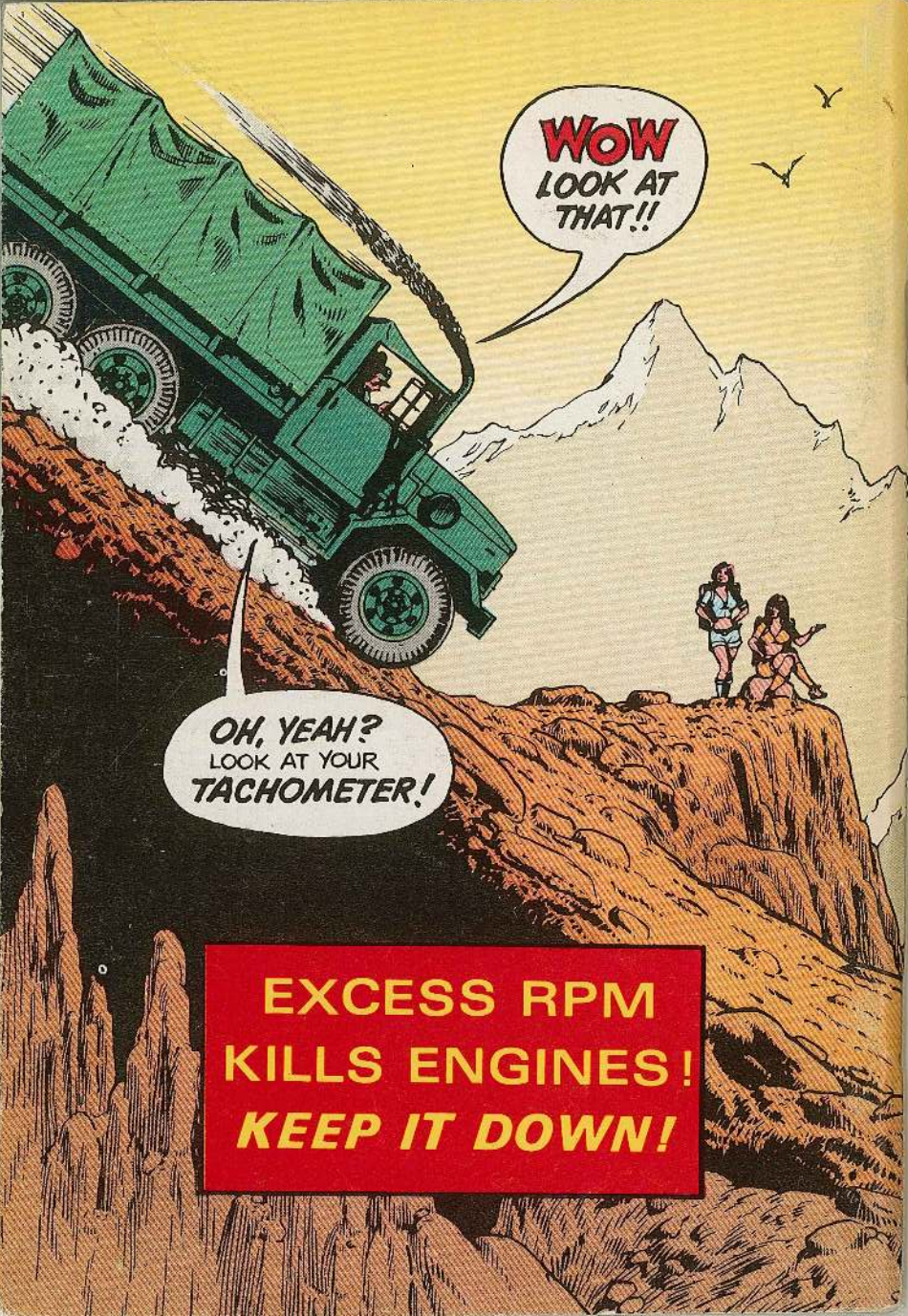
SB 700-50, Expendable Items, has been superseded by CTA 50-970, Expendable Items (Except Medical, Class V, Repair Parts and Heraldic Items) (July 74).

You use CTA 50-970 just like the old SB 700-50 as your authority to order many expendable items. The items are listed alphabetically. Check Appendix B for a cross reference on National Stock Numbers. All items listed in CTA 50-970 should be coded expendable on the AMDF.

TEAC Checks

Some of the lesser-known reasons for pulling a Turbine Engine Analysis Check were pointed out on page 54 of PS Magazine 262. Pilots should also routinely pull the check during a test flight following a Preventive Maintenance Periodic inspection.

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



WOW
LOOK AT
THAT!!

OH, YEAH?
LOOK AT YOUR
TACHOMETER!

**EXCESS RPM
KILLS ENGINES!
KEEP IT DOWN!**