

Issue 278

PS

January

1976

THE PREVENTIVE MAINTENANCE MONTHLY

YOU'VE GOT TH' *SPRIT*... SO, CARRY ON, SONNY!

RIGHT ON, POPS!

MURPHY
ANDERSON



IN MAINTENANCE
AND SUPPLY



BEST BY TEST

Are you your unit's best driver?

... A top-notch mechanic?

... A whiz with the best PLL?

... Or a member of the most combat-ready squad, platoon, company, battery or battalion?



You'll know for sure you're the best when your outfit sets up a competition and awards plan.

Soldiers of the 25th Infantry Division know. That outfit has a "Best by Test" awards system at full GO.

Each soldier, each crew, each unit gets ready ... trains, studies, practices—and finally gets tested.

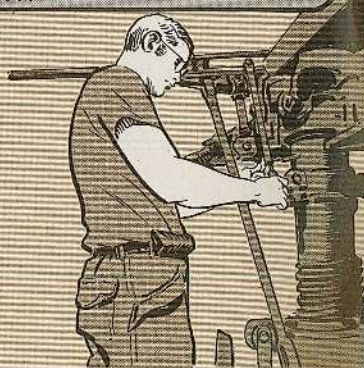


Best soldiers in individual jobs are selected. For example

- Outstanding Driver
- Outstanding Automotive Mechanic
- Outstanding Crew Chief
- Outstanding Aviation Mechanic

And, best crews, teams and units—

- Best Unit Supply
- Best Unit Maintenance
- Best Sheridan Crew
- Best 105-MM Artillery Battery
- Best 81-MM Mortar Platoon



The tests include equipment inspection, drill test, written exam and then an actual performance such as live fire or doing maintenance.

The payoff includes a pat on the back from the commander, trophies



and big articles and pictures in the division newspaper. The real big payoff is that each soldier, his crew, squad, platoon, company or battery really knows how to do the job.

It produces real combat readiness.



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.

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

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GROUND
MOBILITY

M548

CARGO

CARRIER GUIDE



C'MON, BUB...
START THE NEW
YEAR RIGHT WITH
A LITTLE **BYOI**
TOUR...

So what shape is your M548 in?
Take your trusty TM 9-2350-247-10
in hand and read all about the
preventive maintenance checks and
services.

Now you're ready to look your
vehicle over to see if it's ready for the
next mission. The really serious things
that could deadline your vehicle are in
bold type. Fix what you can and report
the others on your DA Form 2404.

LIGHTS Missing, broken.
Lenses cracked, full of water,
bulbs missing or burned out. A
little water in the lights from
condensation won't hurt
anything. Keep bulbs in the IR
lights to use as spares if your
white lights burn out. Never look
directly into the lights. Feel the
IR glass with your hand.

THE GLASS WILL BE
WARM IF THE LIGHT IS ON!

WINDSHIELDS—Cracked,
wipers missing, worn out. (Note:
Some of the early model
windshield wiper arms had a
bright chrome coating that gave
light signals to help the enemy
find you. Replace these with
arm, windshield wiper, NSN
2540-00-081-0947.)

PIONEER TOOLS—Tools
missing, not serviceable,
holding straps broken,
not secure.

SPARE TRACK BLOCKS—
Missing, loose, not service-
able.

TOW EYES—
Missing, bent,
bolts loose.

VEHICLE FRONT



WOULD YOU LOOK
AT *THAT*, GIRLS?

WE'VE GOT **NEW**
COMPETITION!

IS **NOTHING**
SACRED?

HA! THOUGHT
YOU GUYS WERE
TH' **PM** EXPERTS!

RING MOUNTS—(If your M548
has a gun mount kit, lube and
troubleshoot it the way TM 9-
1005-245-14 (Feb 73) says.)

LIFTING EYES—Bolts on lifting
eyes (or on ring support
mounts) loose. (If lifting eyes are
not bolted on the front, you
should find them stowed under
the floor of the cargo compart-
ment. If they're lost, new ones
are NSN 2510-00-767-3146.)



WINCH—Wire rope frayed,
strands broken, not in good
condition, not oiled. (You need
fresh OE oil for cleaning the wire
rope. Used crankcase oil is not
good enough. After cleaning,
coat the rope with oil (CW-11)
and service the winch the way it
says in your lubrication order.)
End clevis loose or parts
missing. Chain and hook miss-
ing, rusty, not secured right.
Instruction plate painted over,
can't be read. Controls grab or
have too much play.

TOW HOOKS—Bent,
missing, broken, not
complete with pin and
clip.



LEFT SIDE

HE ONE
OF YOUR
DELIV'YS?



DOOR—Buckled, left edge frayed, handle missing, latch won't keep door closed. Split window cracked or won't slide smoothly. (All data plates present and readable on both doors.)

EXTERNAL FIRE EXTINGUISHER—Handle, safety wire missing. (Never use the fire extinguisher as a handhold when you climb in the cab.)

FUEL FILLER CAP—Missing.

TRACK SHROUD—Rubber badly cut, hardware missing, loose. (Small cuts can be fixed with a shroud patch repair kit.)

TRACK SHOES—Rubber missing or badly chunked. (Dead shoes will be out of position because of worn bushings.) Guides bent or broken.

TRACK TENSION ADJUSTER—Not holding tension, leaking grease. (Adjust as necessary.)

DRIVE SPROCKET—Worn. (Check with wear gage NSN 4910-00-474-7406. Reverse or replace as necessary.)

ROAD WHEELS—Hub nuts loose, rubber chunked, wheels bent or broken, wheel bolt holes drawn out of shape. Replace wheels if bolt holes are elongated or if more than half the rubber is gone. (Note: Your M548 can have either grease or oil lube. If you have oil, there's no need to go to grease unless the seals start leaking.)

YOU CAN'T
PIN THAT
ON ME!...
YUK!



VEHICLE REAR

DOORS (Cargo compartment and tailgate)—Buckled, handles bent, broken. Won't lock securely, seals damaged or worn.

TOW CABLE—Missing, badly frayed, tow eye missing or not securely fixed to cable. Brackets (2) bent, missing, loose. Securing strap missing. One or more of 6 rubber guards missing or not securely attached.

TOW HOOKS—Missing, not complete with pin and clip.

TAILLIGHTS—Missing, broken, full of water, painted over, bulbs burned out.

TOW PINTLE—Not greased, will not rotate or open and close smoothly. Chain or cotter pin missing.

SMART
ALECKY
BRAT!

CHECK
TH' TOW
HOOKS...
'SPECIALLY
FER
PINS
AN'
CLIPS!

IDENTIFICATION—Letters not clear, painted over.

FUEL COMPARTMENT DRAIN PLUG—Leaking.

TRAILER LIGHT RECEPTACLE—Cover missing, receptacles full of mud.

YUP! JUST REPEAT
TH' LEFT SIDE
CHECKS...

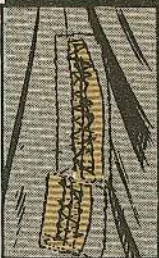
RIGHT SIDE

(Check same as left side)

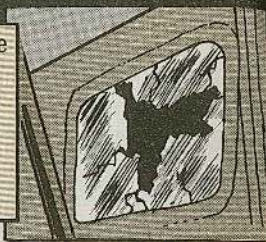
PS MORE

COVER—Ripped, torn. (If under 4 inches, organizational maintenance can fix with tentage repair kit NSN 8340-00-262-5767. For bigger rips turn cover in to your direct support.) Grommets torn out, ropes cut or missing.

CARGO COMPARTMENT COVER



CAB COVER—Same tests as for cargo cover. (If the plastic window is torn, turn cover in to support.)



INSIDE CARGO COMPARTMENT

BOWS—Missing, broken, wrong type. (The 2nd and 6th bows—counting from the front—should be the steel, bolt-on type, NSN 2540-00-122-9719. The 1st, 3rd, 4th and 5th bows should be light metal alloy, NSN 2540-00-476-5501.)

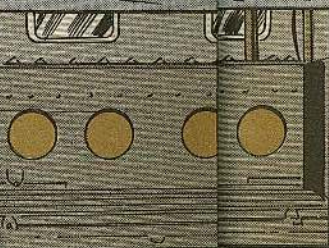
HOIST KIT (If it has one)—Beam locks fail to lock hoist beam to supporting bows in both travel and loading positions.



FUEL ACCESS PANELS—Screws missing or loose. (You never take these panels off. If you need to drain the fuel compartment, use the drain plug at the rear of the vehicle.)



ACCESS COVERS—Missing, not tight. (Note: Replacing the access covers with a single piece of plywood makes servicing easier. Unless the plywood makes a tight fit, carbon monoxide can seep into the cargo compartment. This can be dangerous if you have a lot of passengers and the paulin is closed.)

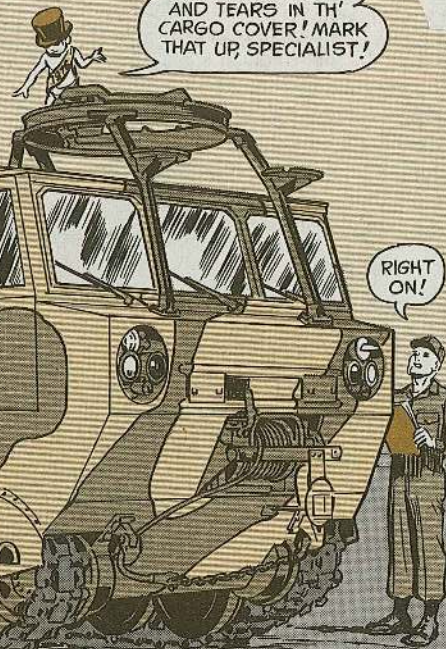


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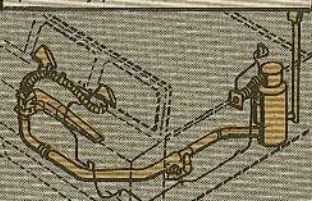
SERVICED THROUGH REAR ACCESS PANELS

HMMM... RIPS AND TEARS IN TH' CARGO COVER! MARK THAT UP, SPECIALIST!

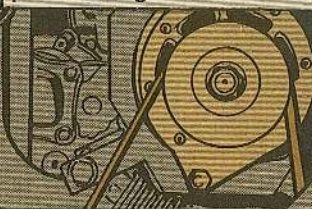
RIGHT ON!



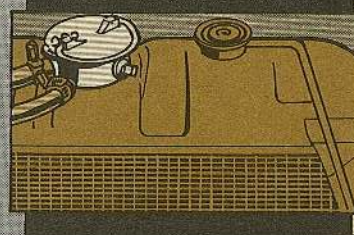
PERSONNEL HEATER (Make sure it has completely cooled before you touch any part of it.)—Metal parts rusted, dented, cracked. **Hose leaks, mashed.** (Your unit mechanic takes your fuel pump apart quarterly and cleans or replaces its sediment strainer. Your crewmen drain water from fuel filters daily after operation. Your mechanic will get the water out of the moisture trap at least quarterly.)



GENERATOR—Not securely mounted, belts worn, too loose, too tight. Belt adjusting linkage parts missing.



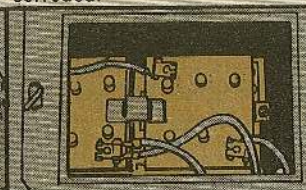
RADIATOR—Mashed, dirty, leaking. Hoses mashed, leaking, not secure. Filler cap won't lock, retainer chain loose, missing. Coolant level low. (Check carefully for leaks at the junction of the metal vent hose and radiator. Have the radiator repaired if it leaks.)



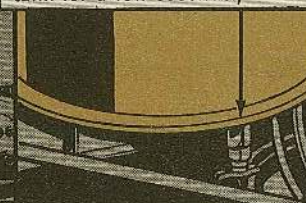
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UNDER THE SEATS

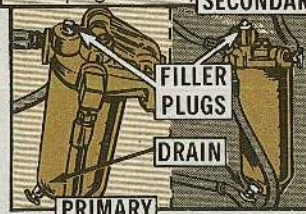
BATTERIES—Electrolyte level low, cables loose, terminals corroded.



AIR SEPARATOR TANK—(Drain accumulated water daily by opening drain valve at bottom of tank for a few seconds.)

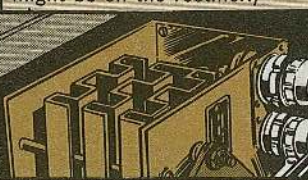


FUEL FILTERS—(Drain water out of both primary and secondary fuel filters and catch the drainage (about 1/4 pint) in a container. Remember that the filler plug on the top of each drain should be loosened before you open the drain valve and tightened afterwards. Lightly lube plug threads.)

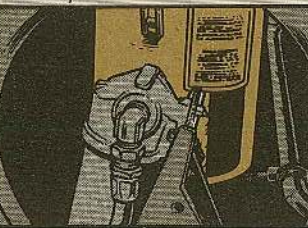


OIL LEVEL—Low. (Daily, before starting engine, check oil level in engine, transmission, differential, and final drives the way it says in your LO.)

RECTIFIER—(If the rectifier's not an integral part of the generator, it can get shorted out by brass falling onto it when you fire your ring mount weapon. Get rid of any spent brass that might be on the rectifier.)



AIR CLEANER—Clamps (4) broken, element missing, dirty. Filter condition indicator on carriers so equipped, loose, won't work. Securing bolts tight. (The air cleaner housing is pot metal and the 4 bolts that hold it must be kept tight or the holes will elongate because of engine vibration and the housing will break.)

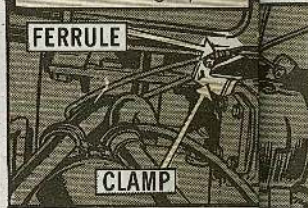


A LITTLE TROUBLE-- BUT A LOOK UNDER TH' SEAT IS A MUST!



RIGHT ON!

THROTTLE CABLE—Clamp near throttle end in front of ferrule. (It must be behind the ferrule or the cable won't work right.)

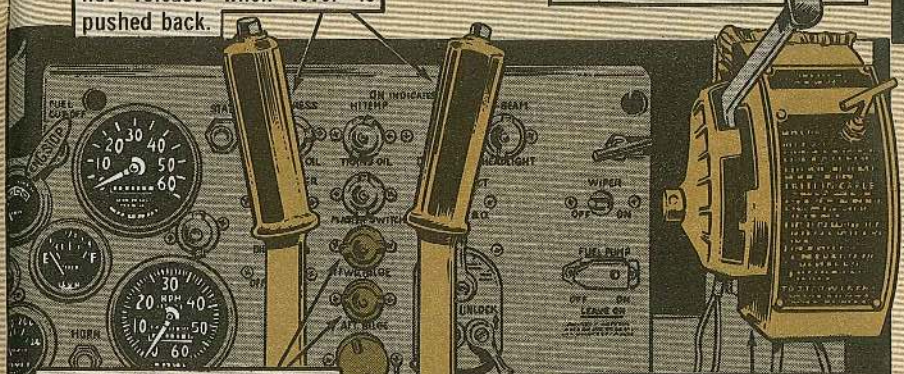


DASHBOARD AND CAB

STEER LEVERS—Pivot or differential steer levers too loose or won't work easily. Pivot steer brake disks rusty, greasy or oily. Differential steer levers won't lock when button is pushed down or button will not release when lever is pushed back.

ANY CRACKED GLASS?

DASHBOARD CONTROLS—Controls won't work smoothly in all positions. Glass cracked on dials, bulbs missing on indicator lights. Throttle and/or fuel cut-off not lubed, won't work smoothly.



BILGE PUMP LIGHTS—(Check bilge pumps physically even if the lights show they are operating correctly. Hand feel the bilge pump outlets on both sides of the vehicle if no water comes out.)

RANGE SELECTOR—Shift lever sticks, hard to move.

AUXILIARY POWER RECEPTACLE—Cover and/or chain missing, receptacles burned.

LOADING LIMITS

Be careful about overloading: It is the single most common reason for breaking and cracking welds and seams on M548's. (The second most common reason is running around with the cargo door off which leaves the sides of the vehicle unbraced.)

MAXIMUM AMMUNITION LOADS ARE:

- 200 rounds—105-MM
- 80 rounds—155-MM
- 36 rounds—8-in or 175-MM



ONE CARBURETOR FOR ALL

HOPE I GET
A NEW CARB
FOR MY ¼-TON
TRUCK!

Now all ¼-ton vehicles in the TM-218-series get the same carburetor replacement kit—NSN 2910-00-255-0724 (not yet on AMDF).

This's the carburetor that was only for the newest ¼-tonners with the emission control system.

If you order one of the older carb kits—NSN 2910-00-176-8873 or NSN 2910-00-878-8839—you may

get the new kit.

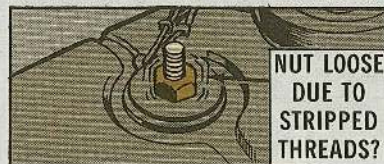
No problem. An instruction sheet comes with the kit. For installing the new kit on older vehicles, you plug the carb opening for the fuel vapor vent. The plug specified—NSN 4730-00-221-2136—comes in the kit.

But you'll have to order separately to get sealer, NSN 8030-00-088-7818, to put on the plug's threads.

BET HE'D
LIKE A NEW
CARBURETOR
FOR HIS ¼-TON!

TM-218-SERIES ¼-TON TRUCK ... STRIPPED STUD?

You don't have to deadline your ¼-tonner just because the threads are stripped on the engine-rocker-arm cover studs. Add a few washers to raise



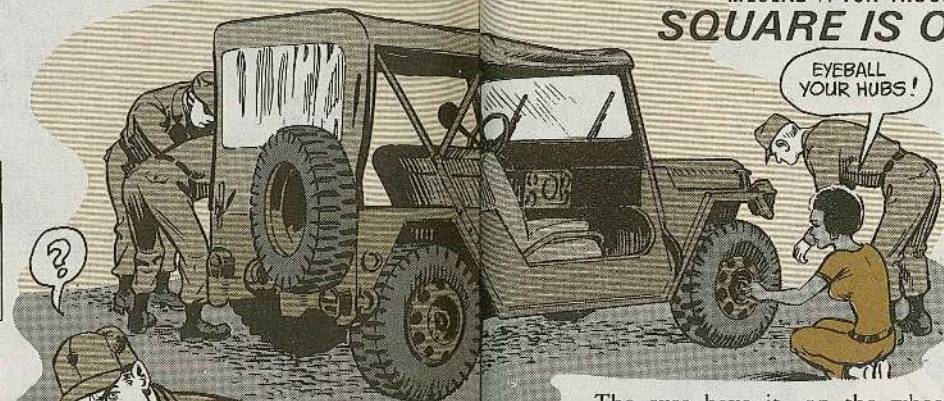
NUT LOOSE
DUE TO
STRIPPED
THREADS?

the stud nut to where the threads are still good. This will get you by until support can put in a new stud.

WASHERS
WILL RAISE
NUT TO GOOD
THREADS



Careful, though, when you're tightening the nut. Overtorquing is what stripped the threads to begin with. That nut gets only 3 to 4 lb-ft torque. That's not much—just enough to press the cover down on the gasket so oil won't leak out.



EYEBALL
YOUR HUBS!

M151A2 ¼-TON TRUCKS ... SQUARE IS OUT—EYES ARE IN

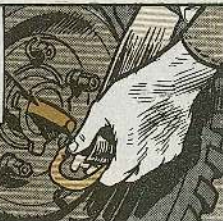
The square head plugs were meant for the Marines, not the Army. If your unit got any of these, send a DA Form 2407 (EIR) to US Army Tank-Automotive Command listing the manufacturer's serial number and registration number of each vehicle with plugs. This'll get you the lifting eyes and nuts that are supposed to be there—free of charge.

When you get the replacement parts, use anything you can to get the other plugs off—a large adjustable wrench, visegrips, or whatever. The plugs come off hard 'cause they were put on with a sealing compound. Be sure, though, not to damage the spindle or other wheel parts.

The eyes have it—on the wheel hubs of your M151A2 ¼-tons. Some of these came from the manufacturer with square head plugs instead of lifting eyes.



THE EYES
ARE FOR
TIE-DOWN
AND AIR-DROP



YOU NEED A
NEW GASKET—
NOT MORE
TIGHTENING—
TO STOP
LEAKING!

Too Cozy FOR COMFORT

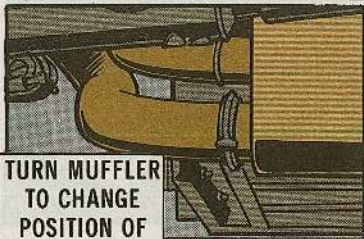
Heat and vibration are what's knocking out the vertical exhaust system on late-model 2½-ton multifuel engine trucks.

The pipe going into the muffler and the pipe coming out are too close together—maybe even rubbing against each other. Too much "togetherness" makes the pipes crack and burn out.

They need at least a half-inch of space between 'em—a whole inch is even better.

No, bending that flex pipe is not the way to make space. This's made plain in the "Caution" note in TM 9-2320-209-20 (Apr 65), Ch 4, page 532.18, para 412b(6). That pipe's got to be straight. It's flexible only to soak up vibration.

But you can use that poop in the TM—pages 532.18 and 532.19—to work out your space need. It tells you how the vertical exhaust system goes together.



**TURN MUFFLER
TO CHANGE
POSITION OF
PIPES**

Best bet is to loosen up all the clamps and connections so you can turn the muffler—until you get about an inch of space between the pipes where they come closest together. This'll probably call for raising the exhaust stack a little, so you've got a lot of hardware to loosen up.

YOU'VE GOTTA
HAVE 'BOUT AN
INCH OF SPACE
HERE...

KING O' THE ROAD...

BE SEATED...

Some of the newer 2½-ton trucks come with a driver's seat different from the one you see in TM 9-2320-209-20P (Oct 72). The new seat is the same one that's used on the TM-260-series 5-tonners.

**SOME NEW
2½-TON
TRUCKS
COME WITH
THIS NEW
SEAT**



If those cushions are worn out, you can order new ones using TM 9-2320-260-20P (Nov 72), page 355, until the new seats get into the 209-series manuals.

The NSN for the driver's back cushion is 2540-00-460-5826, and the driver's seat cushion is NSN 2540-00-460-5815.

HEY GUYS!...
HURRY... CONNIE'S
TELLING IT LIKE
IT IS!

?

!



...THAT'S
ME!

POP GOES THE BOOT

REMEMBER TH' PLUGS, WEEZIL!

WEEZIL, ARE YOU ALL RIGHT?

POP

Watch out when you shoot the lube to the steering knuckle bearings and front axle universal joints. You could pop the steering knuckle boot right off if you don't take out the pipe plugs first.

Some guys call the plugs "air breather valves". And so do some manuals. But they aren't really valves, and there won't be any breathing until they're opened.

With those plugs in, the system's sealed. When you add grease, pressure builds up, and POP, the boot does the weasel bit.

First, remove both plugs with a hex-



head wrench. Then shoot the GAA to the fittings until the level reaches the



plug holes. Then screw the plugs back in, and you're done.

6TN BATTERIES FOR 100-AMP SYSTEM

Dear Half-Mast,
Our unit has several radio tele-typewriter sets carried on M715 1 1/4-ton trucks. The trucks have a 100-amp generating system.

DON'T TAKE IT SO HARD, FELLAS!

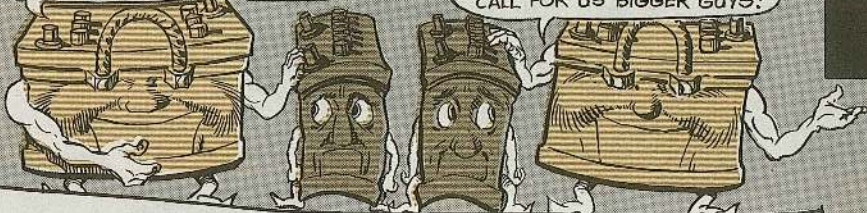
YER STILL NUMBAH ONE!

Should these trucks have batteries different from the pair of 2HN batteries that're standard for the 60-amp generating system?

If so, why?

CPT B.J.D.

RIGHT ON!
IT'S JUST THAT SOME JOBS CALL FOR US BIGGER GUYS!

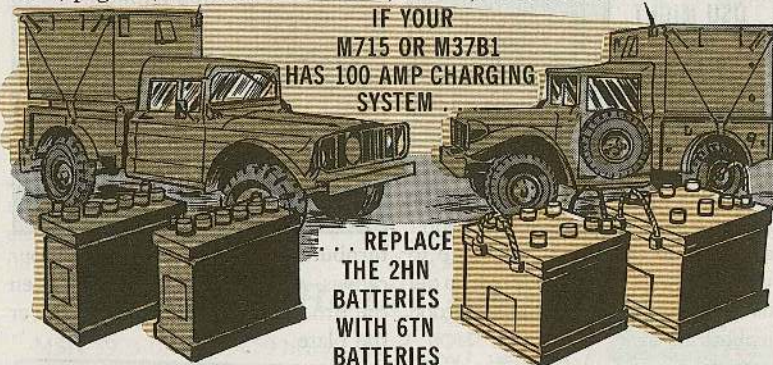


Dear Captain B.J.D.,

Yes, Sir, those 5/4 trucks with the 100-amp system do get different batteries. However, the truck operator and maintenance manuals don't tell you to install the bigger batteries.

They are authorized. The 6TN 100-amp jobs are listed as NSN 6140-00-057-2554, page 76, TM 9-2320-244-20P (Nov 71). You use 2.

IF YOUR
M715 OR M37B1
HAS 100-AMP CHARGING
SYSTEM



Same goes for the 3/4-ton trucks (M37B1) with the 100-amp system. The 6TN battery is on page 4, Ch 1, TM 9-2320-212-20P (Mar 72)—but the "Qty inc in unit," Column (5), should be 2 instead of 1.

You need the bigger batteries because they provide more reserve backup (capacity) for commo equipment.

Half-Mast

TM-260-SERIES 5-TON TRUCKS...

ACCENTUATE THE POSITIVE...

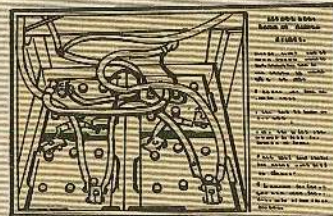
...AND THE NEGATIVE, TOO!



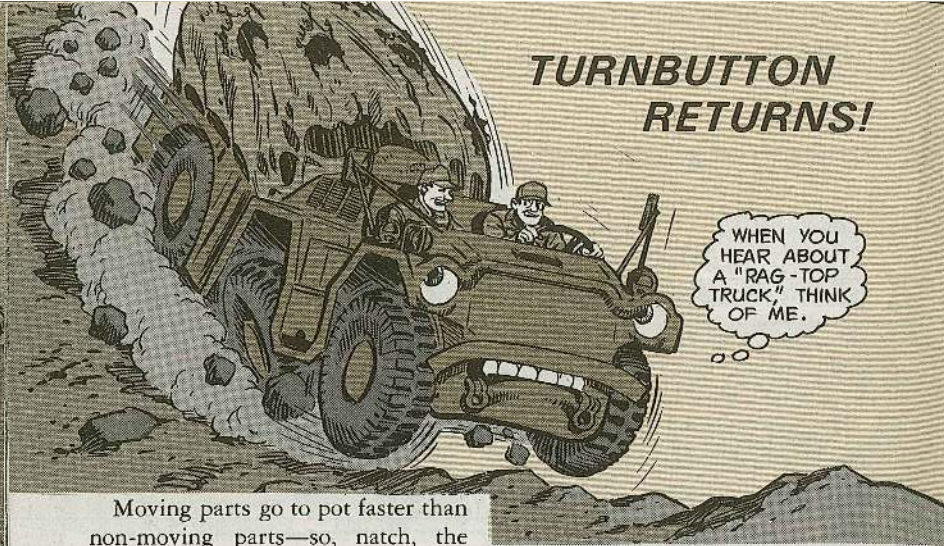
Have trouble remembering how to hook up the 4 batteries in your TM-260-series 5-tonners?

Get decal NSN 7690-00-092-3983 and put it right under the battery box cover. It's on page 512 of TM 9-2320-260-20P (Nov 72).

BATTERY HOOKUP HELPER



GET THIS MEMORY JOGGER



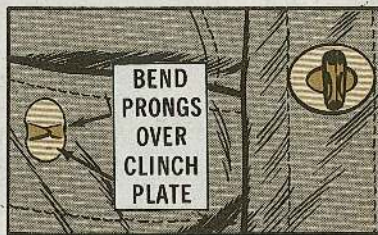
TURNBUTTON RETURNS!

Moving parts go to pot faster than non-moving parts—so, natch, the turnbutton part of your truck's canvas fasteners usually goes first.



If that's all you need for your canvas, your DSU canvas repair people may be able to fix you up quick, and you don't have to send the whole canvas up to them for repair. They may have an old salvage-bound canvas with some good turnbuttons in it.

The turnbutton and "clinch plate" underneath it are easy to take off—you just lift the 2 prongs and pull the turnbutton off. And you don't need any special tools to install it. Push the

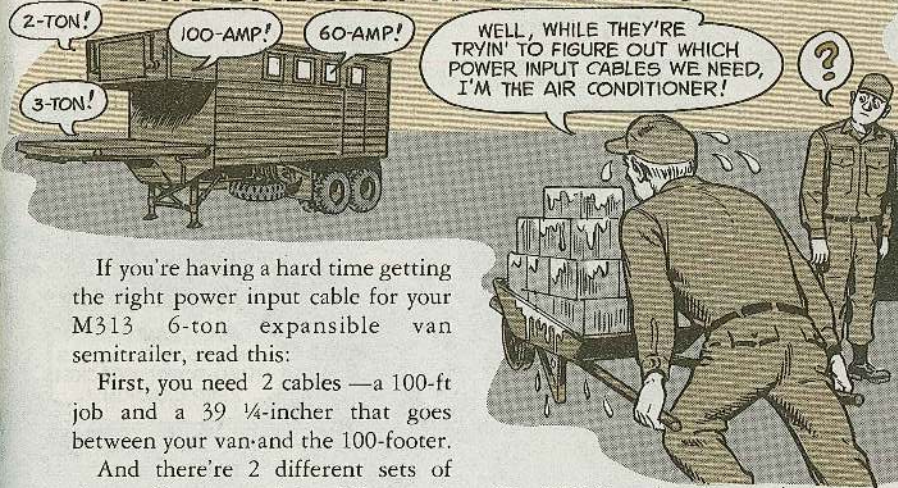


turnbutton prongs through your canvas, set the clinch plate between the prongs and bend the prongs over the plate.

M820 VAN WINDOW CRANKS

You can get a window crank mechanism for the M820 expansible van with part number 10896845. It's called Window Regulator. An NSN is being processed for it, but for now you'll have to use an exception-data supply request to get it.

M313 6-TON SEMITRAILER... VAN CABLES? IT DEPENDS...



If you're having a hard time getting the right power input cable for your M313 6-ton expansible van semitrailer, read this:

First, you need 2 cables—a 100-ft job and a 39 1/4-incher that goes between your van and the 100-footer.

And there're 2 different sets of these cables to match the different air conditioner setups you find in M313 vans. It's important to use the right set of cables to prevent re-phasing on the air conditioning units.

Here's the poop:

For M313's using 2-ton air conditioning units, 220-volt, 60-amp service, manufactured by Met Pro Inc. in 1963—Cable Assembly, auxiliary, 39 1/4 inches, NSN 2590-00-870-9935, and Cable Assembly, special purpose, electrical power, 100 feet, NSN 2590-00-679-1423.

For M313's using 3-ton air conditioning units, 220-volt, 100-amp service, manufactured by Boyertown Auto Bodyworks Inc. in 1968—Cable Assembly, auxiliary, 39 1/4 inches, NSN 2590-00-134-0848, and Cable Assembly, special purpose, electrical power, 100 feet, NSN 6150-00-134-0847.

That first cable set is already in the TM—pages 5 and 6, Ch 1 (Aug 73), TM 9-2330-238-14. The second set should be showing up in a TM revision.

M313 CIRCUIT BREAKER

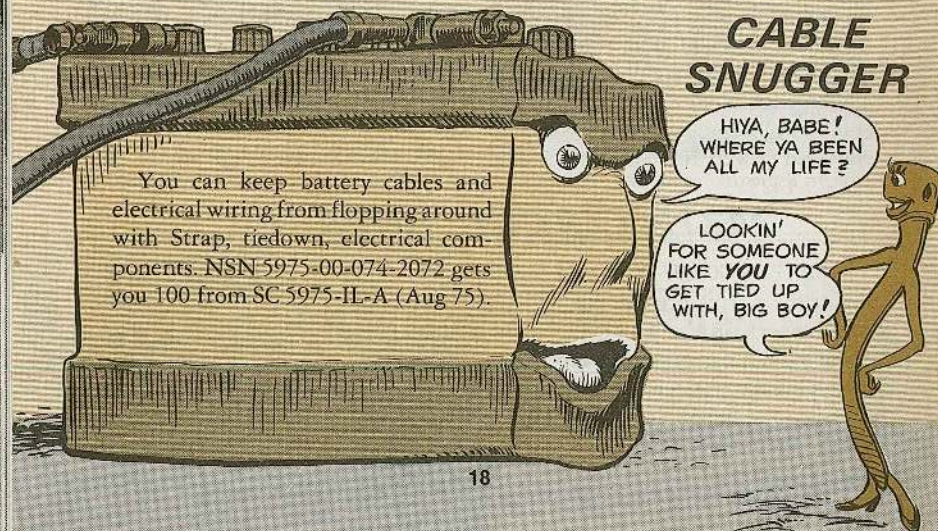
NSN 5925-00-497-9659 brings you the triple circuit breaker for the air conditioner on your M313 6-ton expansible van semitrailer. This's the circuit breaker you see in the small box at the top of Fig 5-2, page 188, TM 9-2330-238-14 (Jun 71).





Quick! Look at the body hold-down brackets on your M725 1¼-ton ambulance. Chances are some are cracked, and that's dangerous. If you've got cracked hold-downs, get 'em welded

right away per procedures in TM 9-237 (Nov 67). A guide to bracket locations is in TM 9-2320-244-20P (Nov 71), page 263, figure 106. Check both sides of your ambulance.



You can keep battery cables and electrical wiring from flopping around with Strap, tiedown, electrical components. NSN 5975-00-074-2072 gets you 100 from SC 5975-IL-A (Aug 75).



TANK-AUTO NSN CHANGES



Note these NSN corrections in your tank-automotive parts manuals:

TM 5-3810-288-20P (Oct 70) w/Ch 1, 2, page 220, Mirror Assy, Convex, from -436-3135 to -00-401-8337.

TM 9-2300-378-20P/1 (Aug 69) w/Ch 1, 2, page 593, Washer, Flat, from -965-6608 to -00-823-8803.

TM 9-2320-209-20P (Oct 72), page 327, Cap, Tire Valve, from -052-0944 to -00-060-3550; page 351, Strap, Webbing, from -350-9056 to -00-536-0186; page 470, Motor, Windshield Wiper, from -930-9102 to -00-391-4322.

TM 9-2320-211-20P (May 73), page 2-69, Lens, Turn Signal Handle, from -076-8922 to -00-076-8992.

TM 9-2320-242-20P (Sep 70) w/Ch 2, page 2 of Ch 2, Dipstick, from 2815-079-8386 to 6680-00-079-8372 (also incorrectly listed on page 22 of basic as

2815-079-8372).

TM 9-2320-260-20P (Nov 72) w/Ch 1, page 198, Center Bearing Assy, from 5310-778-0590 to 2520-00-656-0323; page 311, Gear, Pinion, Spare Tire, from 2530-898-1371 to 3020-00-898-1371; page 624, Wrench, Spanner, from 5305-144-1514 to 5120-00-532-3836.

TM 9-2330-211-14 (Oct 69) w/Ch 3, page B-82, Nut, from -017-2806 to -00-998-0608.

TM 9-2330-267-14 (Jun 71) w/Ch 1, page C-34, Cable, Hand Brake Control, from -863-5595 to -00-863-5596; page C-49, Screw, Hand Crank, from 5310-013-1046 to 5306-00-225-8497.

TM 9-2330-287-14 (Oct 71) w/Ch 1, page 71, Elbow, from 2515-085-8022 to 4730-00-253-4413.





ENLIGHTENED SELF-INTEREST

Your M109/M109A1 howitzer makes more noise than a rock band in a telephone booth.

There's diesel whine from the engine, louden-go-boomen when you fire a round plus all kinds of assorted squeaks and squeals.

No doubt about it, you're plenty smart to use your sound muffs or ear plugs whenever the noise level goes higher than a platoon sergeant's bellow.

But what if you forget to reach for this handy protection?



Noise warning sign decal NSN 9905-00-198-2728 (11643398) helps you to remember.

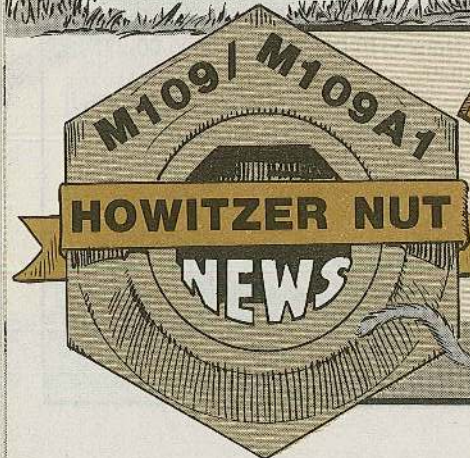


STICK THESE DECALS IN THE FOUR PLACES SHOWN HERE...

THEY'LL REMIND YOU TO PROTECT YOUR HEARING!

RIGHT ON!

YOU WANT TO BE ABLE TO LISTEN TO ALL THE SWEET STUFF THE GALS ARE ALWAYS TELLING YOU!



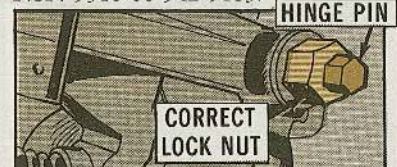
HIM?... HE'S BRINGING ME A DIFFERENT WRENCH!

NO, NO... WHAT YOU NEED IS THE CORRECT NUT!

You may have the wrong lock nut on the breechblock operating cam hinge pin.

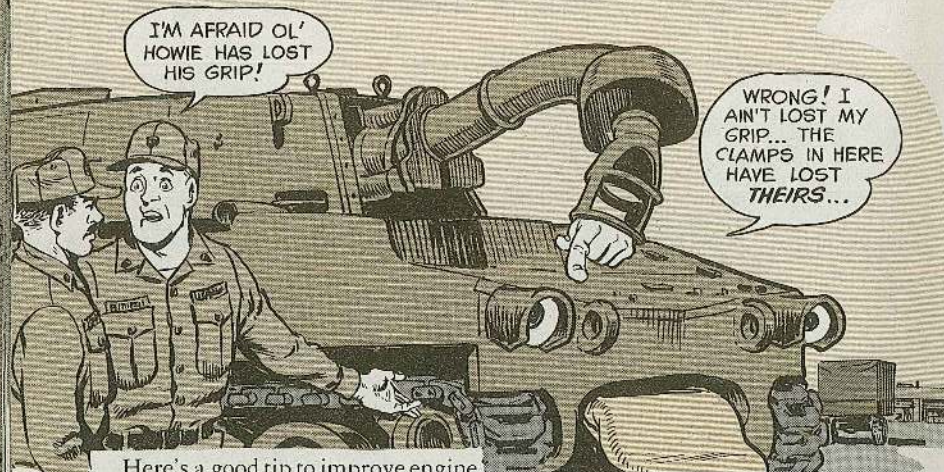
The nut called out as Item 5 of Fig 159 in your TM 9-2350-217-25P/2 (Apr 69) is Part Number MS21044-N14 and it's about half an inch too long. This nut makes it hard to use the wrench on your hinge pin when you make the horizontal adjustment of the operating cam.

The nut you need is Part Number MS21083-N14 and you can order it as NSN 5310-00-942-5183.



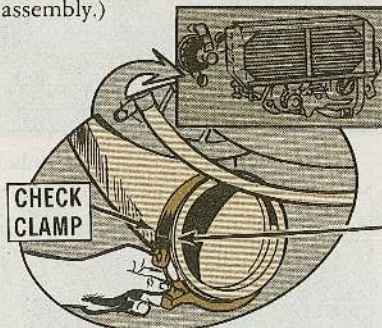
Pencil it in on page 245 of your 25P/2 and order as needed.

M109/M109A1 HOWITZER TIP



Here's a good tip to improve engine performance.

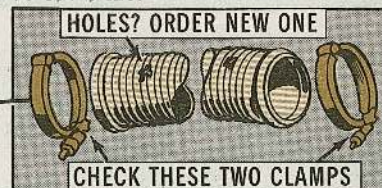
Check the 2 clamps on the ends of your turbocharger flexible hose and make sure they're screwdriver tight. (This is the air duct that runs from the engine turbocharger air intake housing to the air cleaner duct and flange assembly.)



This kind of stuff in a diesel engine will cut down on its pep and shorten its life.

So check the 2 clamps for tightness and fit. (Make this a regular part of your quarterly—Q—service.)

If the clamps are too beat up to hold, get new ones. They're listed on page 4-7 (Fig 10 item 2) of C3 to your TM 9-2350-217-24P/1 (Oct 72) as Coupling, grooved, air cleaner duct, NSN 5340-00-857-5420.



These clamps can work loose and let dust and crud get sucked into the turbocharger and blown into the engine cylinder block.

But suppose the air duct hose assembly that the clamps hold has holes in it? No problem. A new one, also listed on page 4-7, is NSN 4720-00-857-9565.



There's a handy dandy hex-shaped plug on most M109A1's (and some late M109's). The only thing is, many crews don't use it because they don't know what it's for.

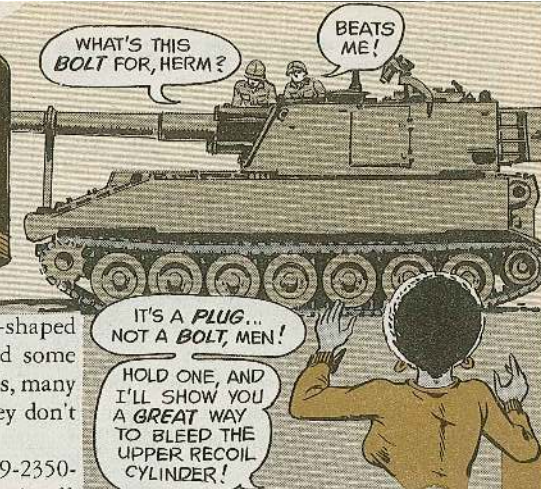
Page 3-41 of your new TM 9-2350-217-10N (Sep 74) gives you the tip off.

The plug, located at the front end of the upper recoil cylinder, can be used to bleed the recoil cylinders when you replenish your accumulator.

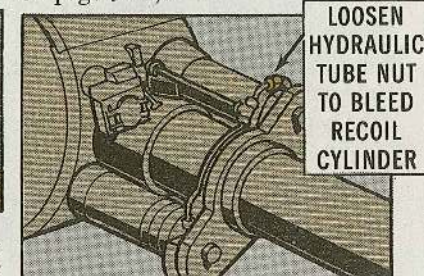


It's a lot simpler with the plug. Just work it like the Note on page 3-41 of your -10N TM tells you.

So, if you've got the plug, use it as needed.



Course, if you haven't, you're still not in such bad shape. You have to loosen the hydraulic tube nut (No. 9 on page 3-41).



Naturally, to get at the nut, you'll have to take off the cover, but that's not much of a job.



M16A1... TAKE-IT-OFF BLUES



Unauthorized disassembly racks up your M16A1—in more ways than one. Stick to the instructions in your operator's -10 TM and you'll have a "16" that's on target.

Removal of the automatic sear pin is a support level job, for instance.



Unless that pin is fitted in right, your rifle won't go into automatic fire. Many sear pins have been bent and broken, so it's hands off.

Hammer springs are another thing best left alone. Unless they're put in

HAMMER SPRING ON TOP OF TRIGGER PIN



right, your 16 won't fire. Period. You should check it, though, after your weapon's been worked on. Be sure the spring is on top of the trigger pin.



The lower receiver group gets only cleaning and lubing from you. Its maintenance comes from DS, so keep out!

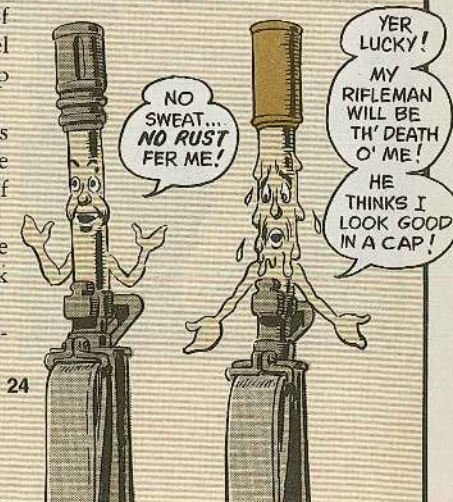
MUZZLE CAP TIPS

Leaving the cap on the muzzle of your M16A1 too long causes the barrel to sweat and rust. So, always uncapped your rifle before storing it.

A rifle that's been capped 24 hours must be cleaned and lubed again by the rifleman, so uncapped and save yourself some work.

When you're in the field, use the muzzle cap to keep dust, mud and junk out of the barrel.

Missing a cap? NSN 5340-00-880-7666 will get you another one.



24

FROZEN BUFFER?

Dear Half-Mast,

We've got a flap going on just how you can tell if the buffer on the M60 machine gun is stuck or frozen. If it is, what do we do about it?

We've also noticed that some of the yoke rollers are frozen or busted. Any reason for this? What can we do to stop it?

SFC D.W.



Dear SFC D.W.,

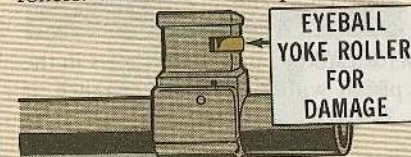
Your questions got a little sticky, but let's see if I can keep the answers short and simple.

When you push in the hydraulic buffer plunger rod and then release it, it should fully and quickly return to the extended position. If you can't push it all the way in, or it won't come all the way back, consider it frozen.



Something's blocking it, or it's damaged inside. If you can't get it to work right, replace the buffer assembly.

There's not much you can do about broken or frozen yoke (operating rod) rollers. Wear tears them up. About all



you can do is lube 'em often and look 'em over for cracks, chips . . . or sticking. If the rollers are worn or damaged, your support has to replace 'em



25



M60

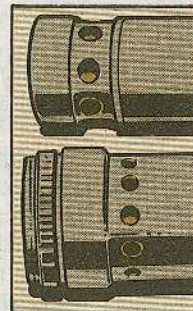
CARBON CARE



necessary. It'll head off sluggish fire caused by too much carbon. You may have to use carbon removing compound, like it tells you in the TM.

When you replace the piston, be sure to line up its holes with those in the cylinder tube. If you don't aline the holes, the gun can get off only one round.

HOLES OF GAS PISTON MUST ...

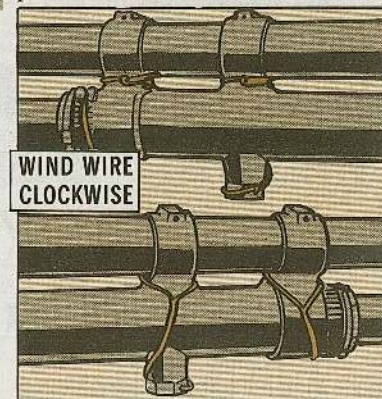


... LINE UP WITH CYLINDER TUBE HOLES

It's a good idea to clean the gas tube nut, too.

After you replace the piston and nut, eyeball Fig 2-7 on page 2-10 of the

TM. It gives the right way to safetywire the cylinder plug and extension washer. Wind the wire in place clockwise.



When you remove the barrel from the gun to inspect for carbon or for any other reason, be sure the barrel goes back on the same gun.

Reason: Bolt and barrel headspace differ from weapon to weapon. Switching barrels from one gun to another can result in cracked bolts and chipped barrels from incorrect headspace.

Table 4-1 of TM 9-1005-224-24 gives you the dope on inspecting the gas cylinder of the M60 machine gun. But any good unit armorer is open to suggestions on how to improve his

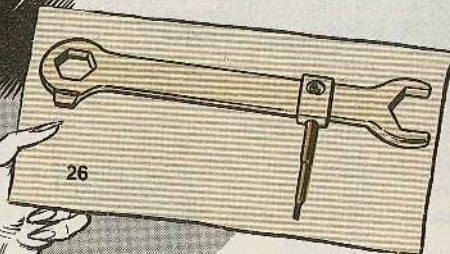
maintenance ... right?

So, when you inspect the weapon, pull the rear gas tube nut and check the gas piston for carbon buildup. That's in addition to checking the gas port for carbon.

NOTE: THE NEW M60 TM'S WILL PERMIT COMPLETE DISASSEMBLY OF GAS CYLINDERS.

Clean the port and the holes in the piston with your reamer wrench, if

USE THIS TO CLEAN PORT AND PISTON HOLES.





HE WANTS A JOB WORKING WITH US, CONNIE! SAYS HE'S AN AUTHORITY ON

PUBS!



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 (Nov 74), and Ch 1 (Feb 75), TM's, TB's, etc.; DA Pam 310-8 (Jul 75), and Ch 1 (Oct 75), SC's and SM's; and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

TM 5-3655-215-14 Aug Cooling Tower 240 GPM, Semi-Trail Mid, CT AAF Mdl CT 250
TM 5-4110-224-12 Aug Op/Org Maint Refrigeration Unit, 9000 BTU for Semitrailer, 7½ Ton (Lear Siegler Mdl 1348)
TM 5-4310-365-14 Aug Mini Compressor, Electric 15 CFM at 175 PSI (12.50) Champion Model No. HRS-8M-3
TM 5-4930-218-24P Oct RPSTL Lubricating and Servicing Unit, Elliott Model ENGR3A
Ch 1, TM 5-6115-345-20P Oct Gen Set 60 HZ Mdl SF-15-MD
Ch 22, TM 9-1300-203 Sep Artillery Ammunition
TM 9-1430-485-20P Jun LANCE
TM 9-1430-580-20P Aug AN/TSQ-51(V)
TM 9-1430-580-20P Aug AN/GS-77
TM 9-1440-531-24P Aug IMPROVED HAWK

TM 9-1440-585-20P Aug CHAPARRAL
TM 9-1450-485-10 Aug LANCE
TM 9-2300-257-20P Aug M113A1 Carrier Family
Ch 3, TM 9-2320-208-20P Aug Truck 10-Ton M123, M123C, M123A1C, M123E2, M125
TM 9-2350-257-10-1 Jul M60A1 (Rise) Tank Hull
TM 9-6920-480-24P-1 Aug DRAGON
TM 10-1670-213-10 Sep Op Parachute Personnel, Types 28-Foot Diameter Back, NB-8 Black and Martin-Baker Ejection Seat Harnesses
Ch 9, TM 11-846 Oct AN/FRT-26(j) Radio Transmitting Set
Ch 10, TM 11-2343 Oct KS-6(1) Still Picture Camera Set
Ch 1, TM 11-3895-203-15 Oct CE-11 Reel Equipment
Ch 4, TM 11-3895-209-12 Sep RL-207/G Reeling Machines
Ch 5, TM 11-5805-204-15 Oct SB-611/MRC Communication Patching Panel
Ch 1, TM 11-5805-383-12 Oct TD-754/G Multiplexer
TM 11-5805-385-24P Aug AN/FCC-31 Telegraph Terminal
Ch 3, TM 11-5805-387-15-2 Sep MD-522A/GRC Modem Radio Teletypewriter MD-522A
Ch 2, TM 11-5805-603-14 Sep AN/TTC-35(j) Manual Telephone Central Office
Ch 2, TM 11-5815-224-14 Oct MK-7778A/GRC Electrical Transient Suppressor

MISCELLANEOUS

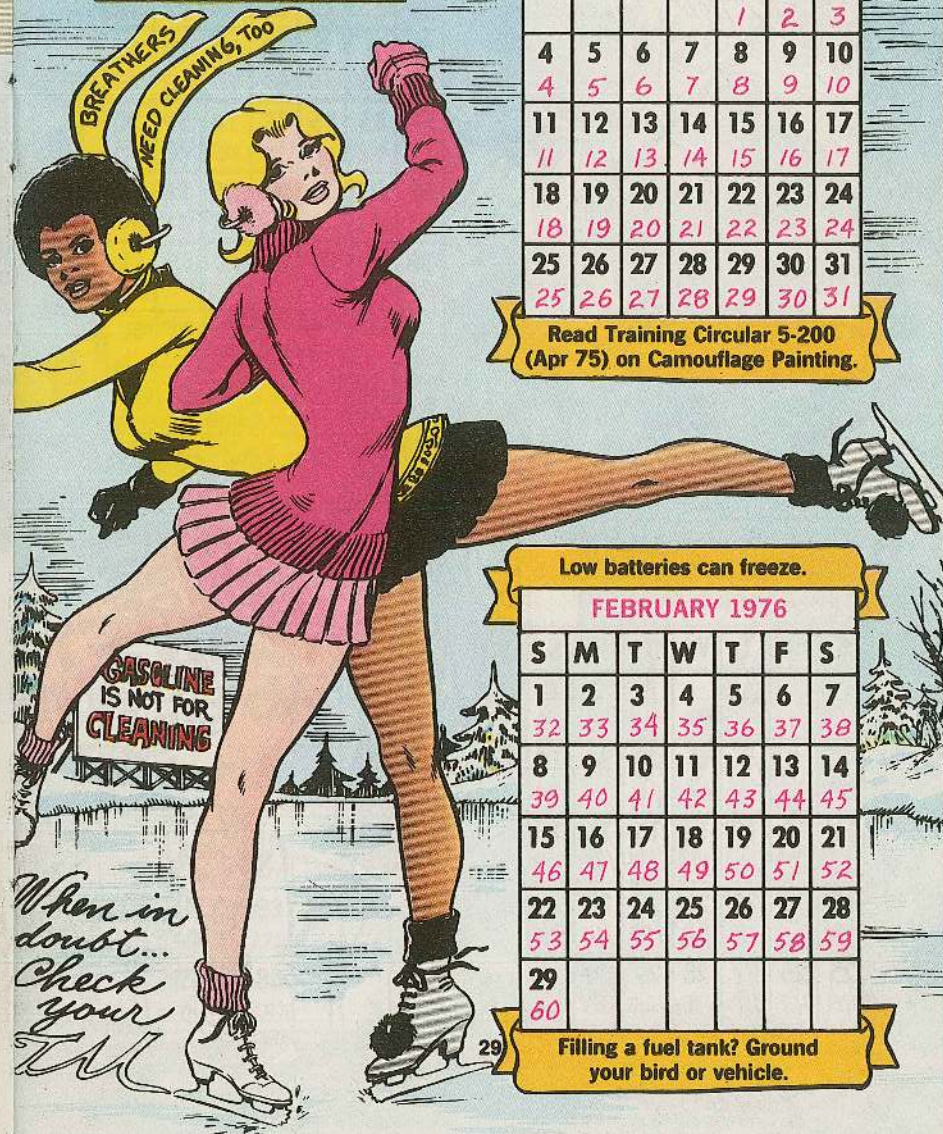
Ch 3, TM 11-5920-401-12 Aug AN/VRC-12 Series Radio Set
TM 11-5920-518-20P Sep AN/ARC-51X Radio Set
Ch 1, TM 11-5821-244-34 Aug DS/GS Maint Radio Set AN/ARC-54
Ch 4, TM 11-5955-202-13 Oct AN/TVS-2(j) Crew Served Weapons
Ch 7, TM 11-5855-217-12-1 Sep AN/VSS-3A Infrared Searchlight Set
TM 11-5955-441-24P-1 Aug AN/GLQ-3 Countermeasures Set
TM 11-6625-533-14-4 Aug TS-1836D/U Transistor Test Set
Ch 6, TM 11-6730-201-10 Oct AS-2(j) & AQ-2(j) Sound Motion Picture, Projection Set

Aging ESC's

There's some confusion over how long an ESC is good. Well, the word is 90 days from the date you completed the ESC regardless of when you pull it. Course, if anything happens during the 90 days that affects the ESC status, you change the color rating. But blocks 4 and 5 of the DA 2404 stay the same until you pull the next ESC.

Even if a DA Form 2406 report date falls within the 90 days, the ESC stays current until the end of a 90-day ESC period. That's straight with TM 38-750 because sometime before the next report date you'll pull another ESC that will be current within 90 days of that report.

Connie/Bonnie
1976
PM DATES



Tap-Tap-Tap when braking on ice!

JANUARY 1976

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

Read Training Circular 5-200 (Apr 75) on Camouflage Painting.

Low batteries can freeze.

FEBRUARY 1976

S	M	T	W	T	F	S
1	2	3	4	5	6	7
32	33	34	35	36	37	38
8	9	10	11	12	13	14
39	40	41	42	43	44	45
15	16	17	18	19	20	21
46	47	48	49	50	51	52
22	23	24	25	26	27	28
53	54	55	56	57	58	59
29						
60						

Filling a fuel tank? Ground your bird or vehicle.

Calibration Changes

Keep your eye peeled for a new TB 43-180 (15 Dec 75) on calibration requirements. The big change: All 90-day calibration intervals will be lengthened to 120-day intervals (or multiples of 120-days.)

Fallout Predictor NSN

Don't you believe it! The cover of TM 3-6665-304-10 (Jan 75) identifies the new ABC-M5A2 fallout predictor by NSN 6665-00-103-4512 ... but it's a goof. That number is for the M5A1. The M5A2 goes by NSN 6665-00-106-9595. The cover will be corrected when the TM is revised.



Getting the wrong parts? Help the system with SF 364's.

MARCH 1976

S	M	T	W	T	F	S
	1	2	3	4	5	6
	61	62	63	64	65	66
7	8	9	10	11	12	13
67	68	69	70	71	72	73
14	15	16	17	18	19	20
74	75	76	77	78	79	80
21	22	23	24	25	26	27
81	82	83	84	85	86	87
28	29	30	31			
88	89	90	91			

Never smoke when servicing lead-acid batteries.

GENTLY... WHEN TURNING COMMO DIALS

Before-during-after operation PM is a grand slam.

APRIL 1976

S	M	T	W	T	F	S
				1	2	3
				92	93	94
4	5	6	7	8	9	10
95	96	97	98	99	100	101
11	12	13	14	15	16	17
102	103	104	105	106	107	108
18	19	20	21	22	23	24
109	110	111	112	113	114	115
25	26	27	28	29	30	
116	117	118	119	120	121	

Dirty air filters cause exhaust pollution.

USE CORRECT TORQUE... NO GUESSING

DIRTY PCV VALVES CAUSE OVERHEAT

Dirty air cleaners choke engines... and pollute!

MAY 1976

S	M	T	W	T	F	S
						1
						122
2	3	4	5	6	7	8
123	124	125	126	127	128	129
9	10	11	12	13	14	15
130	131	132	133	134	135	136
16	17	18	19	20	21	22
137	138	139	140	141	142	143
23	24	25	26	27	28	29
144	145	146	147	148	149	150
30	31					
151	152					

Never use a diesel engine to brake the truck.

DO THE JOB RIGHT... THE FIRST TIME

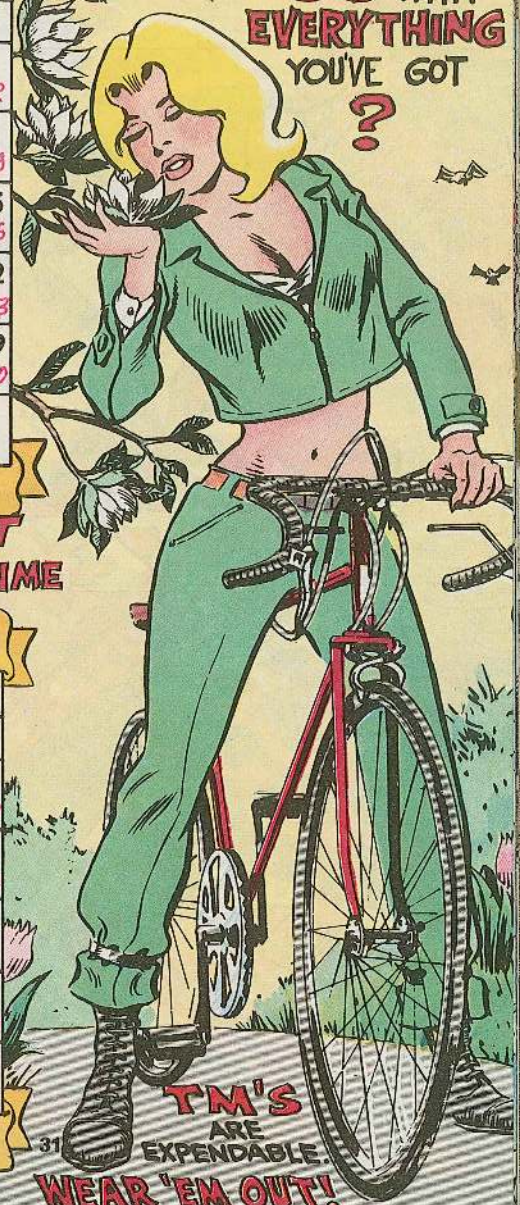
Pack 'n' ship with care—it's your best move.

JUNE 1976

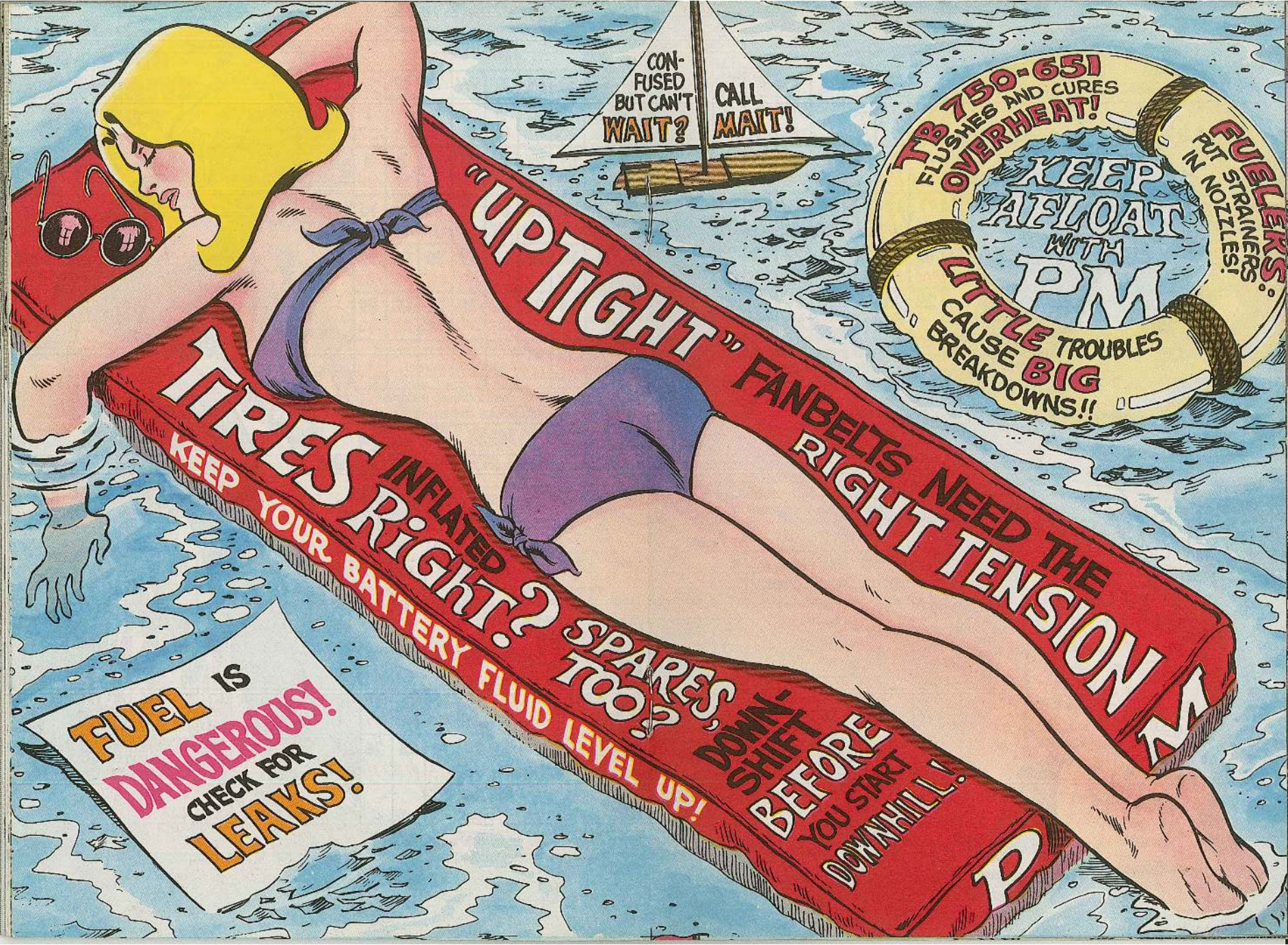
S	M	T	W	T	F	S
		1	2	3	4	5
		153	154	155	156	157
6	7	8	9	10	11	12
158	159	160	161	162	163	164
13	14	15	16	17	18	19
165	166	167	168	169	170	171
20	21	22	23	24	25	26
172	173	174	175	176	177	178
27	28	29	30			
179	180	181	182			

Don't blow the warranty—file DA Form 2407... NOW!

CAN YOU GO WITH EVERYTHING YOU'VE GOT ?



TM'S ARE EXPENDABLE WEAR 'EM OUT!



CONFUSED
BUT CAN'T
WAIT?

CALL
MAIT!

TB 750-651
FLUSHES AND CURES
OVERHEAT!

KEEP
AFLOAT
WITH
PM

LITTLE TROUBLES
CAUSE BIG
BREAKDOWNS!!

FUELEERS:
STRAINERS!
PUT IN NOZZLES!

FUEL IS
DANGEROUS!
CHECK FOR
LEAKS!

"UP TIGHT"

FANBELTS

NEED THE
RIGHT

TENSION

KEEP YOUR

BATTERY

FLUID LEVEL UP!

DOWN-SHIFT
BEFORE
YOU START
DOWNHILL!

P

**PM
WEAPONS
AFTER
FIRING
BLANK
AMMO!**

**READ THE
EIR DIGESTS!
THEY'LL
GLUE
YOU IN!**



Set Torque Wrenches
at ZERO after use.

JULY 1976

S	M	T	W	T	F	S
				1	2	3
				183	184	185
4	5	6	7	8	9	10
186	187	188	189	190	191	192
11	12	13	14	15	16	17
193	194	195	196	197	198	199
18	19	20	21	22	23	24
200	201	202	203	204	205	206
25	26	27	28	29	30	31
207	208	209	210	211	212	213

Pubs got a goof?
Fire off a Form 2028!

Now ... as Then ...

**PM's
THE WAY!!**

Turn off radios before stopping
or starting your engine.

AUGUST 1976

S	M	T	W	T	F	S
1	2	3	4	5	6	7
214	215	216	217	218	219	220
8	9	10	11	12	13	14
221	222	223	224	225	226	227
15	16	17	18	19	20	21
228	229	230	231	232	233	234
22	23	24	25	26	27	28
235	236	237	238	239	240	241
29	30	31				
242	243	244				

Black exhaust smoke?
Check your air cleaner!

34

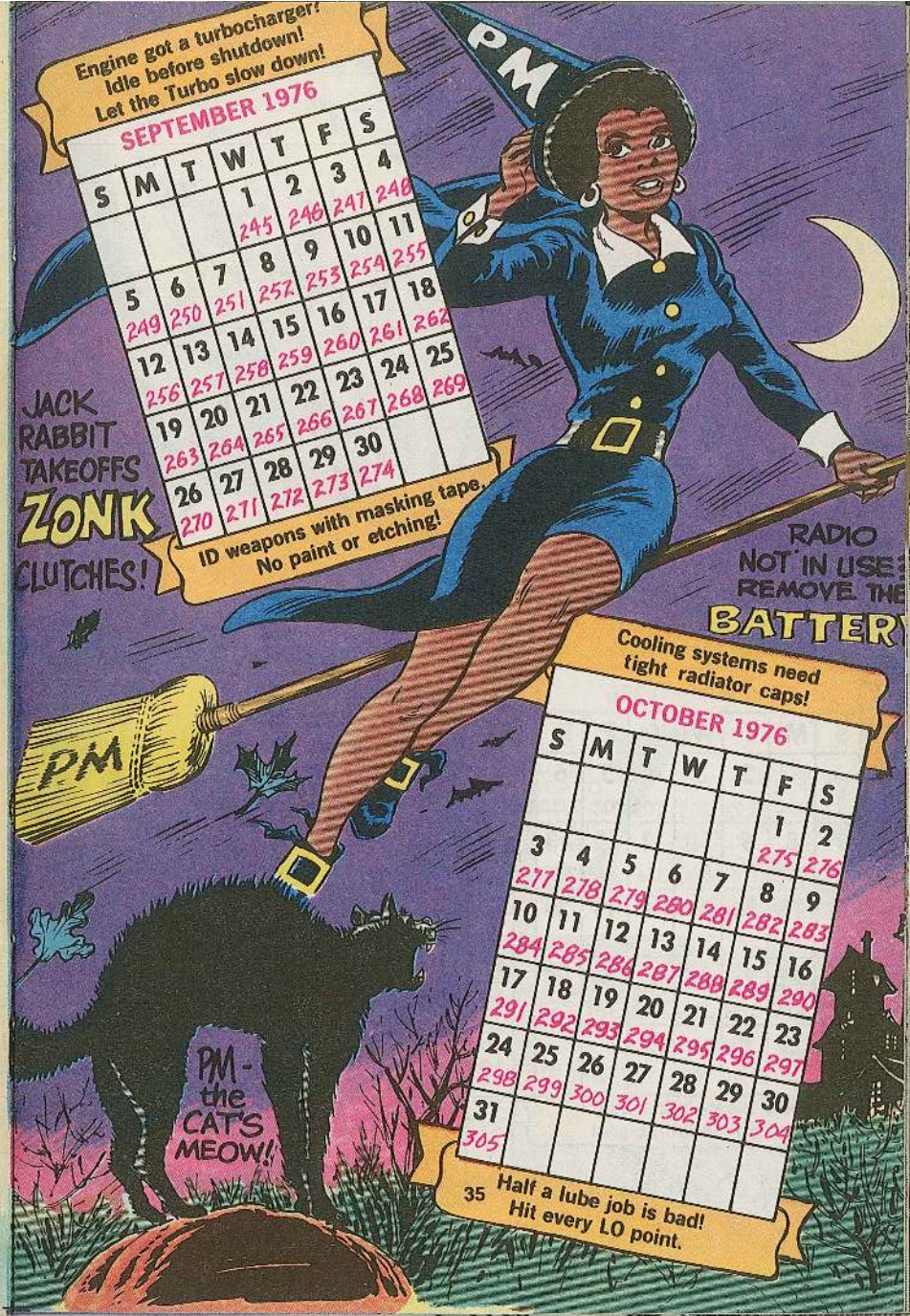
Engine got a turbocharger?
Idle before shutdown!
Let the Turbo slow down!

SEPTEMBER 1976

S	M	T	W	T	F	S
			1	2	3	4
			245	246	247	248
5	6	7	8	9	10	11
249	250	251	252	253	254	255
12	13	14	15	16	17	18
256	257	258	259	260	261	262
19	20	21	22	23	24	25
263	264	265	266	267	268	269
26	27	28	29	30		
270	271	272	273	274		

JACK
RABBIT
TAKEOFFS
ZONK
CLUTCHES!

ID weapons with masking tape.
No paint or etching!



RADIO
NOT IN USE!
REMOVE THE
BATTER

Cooling systems need
tight radiator caps!

OCTOBER 1976

S	M	T	W	T	F	S
					1	2
					275	276
3	4	5	6	7	8	9
277	278	279	280	281	282	283
10	11	12	13	14	15	16
284	285	286	287	288	289	290
17	18	19	20	21	22	23
291	292	293	294	295	296	297
24	25	26	27	28	29	30
298	299	300	301	302	303	304
31						
305						

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

35

"PENCIL PM" IS A BUMMER

PM^{DO}
BEST PRESENT
EVER FOR
YOUR
GEAR

Keep rear sight
lubed on your M16A1.

NOVEMBER 1976

S	M	T	W	T	F	S
	1	2	3	4	5	6
	306	307	308	309	310	311
7	8	9	10	11	12	13
312	313	314	315	316	317	318
14	15	16	17	18	19	20
319	320	321	322	323	324	325
21	22	23	24	25	26	27
326	327	328	329	330	331	332
28	29	30				
333	334	335				

Keep steam and water
hoses off electronic gear.

Tighten those lug nuts.

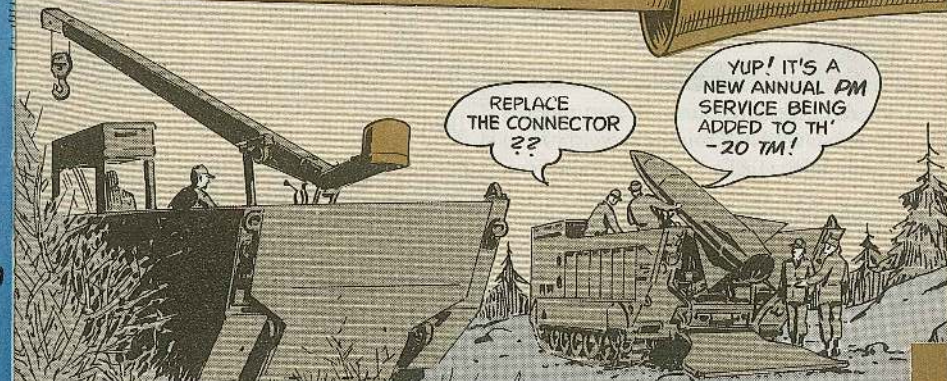
DECEMBER 1976

S	M	T	W	T	F	S
			1	2	3	4
			336	337	338	339
5	6	7	8	9	10	11
340	341	342	343	344	345	346
12	13	14	15	16	17	18
347	348	349	350	351	352	353
19	20	21	22	23	24	25
354	355	356	357	358	359	360
26	27	28	29	30	31	
361	362	363	364	365	366	

Adjust LO intervals for
unusual conditions.

GRIPE
WITH A
DA FORM 240T
(EIR)

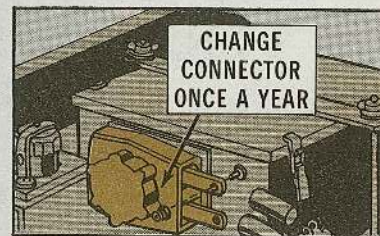
NEW ANNUAL PM FOR LANCE



Listen up, LANCE organizational types! 686-0447, that plugs into the launch fixture's nickel-cadmium battery after a year of use.

A new annual PM service for your missile system, self-propelled launcher is being added to those in TM 9-1425-485-20. From now on, you'll replace the connector, NSN 5935-00-

The pins inside the connector can get pretty worn and cause a loose connection. That can mean misfires and hangfires. So, change the connector once a year.



THE
CHANGE
WILL BE
ADDED TO
TABLE 2-30
OF YOUR
-20 TM.



P * S is **FREE**

Need any of the back issues of PS Magazine? They're yours ... free. Just send a note to Connie Rodd, PS Magazine, Lexington, KY 40507. Tell her which ones and how many. Most of the issues since No. 217 are on the shelf.



A quick eyeballing of components on your LANCE missile system towed launcher (LZL) configuration can keep the "Go" light glowing in any tactical or training operation.

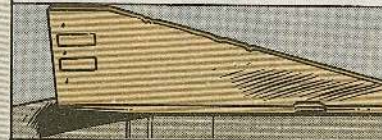
Dents, rust or corrosion on all surfaces.



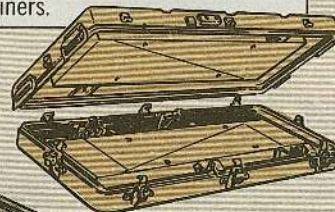
Markings not readable.

MISSILE ROUND:

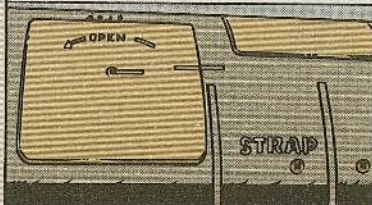
Damaged leading edges on the control surfaces (fins); rough spots on the fins.



Unassembled fins not in storage containers.



Access doors on missile round not secured; edges of doors not level with surfaces.



Screws and other fasteners loose or not flush with surface.

Latches on storage containers (8 on small container; 10 on large) missing or not working right. Containers dented or damaged.



ALL LATCHES
MUST BE IN
GOOD SHAPE

HERE ARE
PROBLEM AREAS
TO LOOK FOR AS
YOU PROCEED WITH
YOUR **BYOI**
CHECK.

IF YOU
FIND COMPONENTS
THAT NEED
MAINTENANCE,
GET 'EM FIXED
OR HAVE SUPPORT
CORRECT 'EM!

MONITOR-PROGRAMMER (MP):

DA Label 80 (Calibration) not current.

U.S. ARMY CALIBRATION SYSTEM (M36-750)			
1. JAN TYPE/INSTR & MODEL		2. CALIBR DATE	
3. SERIAL NUMBER		4. DATE CALIBR	
5. NAME/REPORT NUMBER		6. SUPPORT USE	

DA LABEL 80, 1 JAN 70

Spare lamp bulbs (6) missing from bracket in cover.

THIS UNIT UNACCEPTABLE
FOR -40°F USE WITHOUT
INCORPORATION OF ECP M1102651

Cover gasket
cracked; broken.

Control dials bind;
slip; hard to turn
(never force them).

Latches (10) on case,
missing; not
working right.

Case or cover dented; damaged.

Ground strap missing (when MP is on
launcher); damaged.

40

DENT IN
COVER,
CONNIE!

LOOK FOR
OTHER DAMAGE,
TOO!

LAUNCHER:

Hand brake
won't work.

Tires badly
worn.

Elevating mechanism
does not work
smoothly:
gears bind.

Jack assembly pads (4) missing;
broken. Handcrank won't work.
(Jacks must be secured to sides of
launcher before you move
launcher.)

Lights and electrical system don't
work right when power cable is
connected to prime mover.

SLING:

Unserviceable; mildewed; damaged.
Periodic load test not made (date
normally is stenciled on sling beam).

FIRING DEVICE:

Cable assembly frayed; kinked.
Connector cover or retainer missing
(cover must be on connector when
cable is unhooked).
Protective cover torn; cracked. Two
carrying straps missing; damaged.
Folding crank binds; damaged.

PROTECTIVE
COVER

CARRYING STRAPS

LUBRICATION:

All fittings and other lube points not
lubed as spelled out in LO 9-1425-
485-12 (skipping any lube point
makes for unnecessary wear).

CRANK

CABLE AND
CONNECTOR

EYEBALL CHANGE 2
TO TM 9-1425-485-10-2
FOR ADDITIONAL PM
CHECKS AND SERVICES.

41

LANCE

TRANSPORT LOCKPIN

Want to know an easy way to prevent mashed missiles and pulverized people when working with your LANCE missile system?

Never remove the transport lockpin from the launch truss assembly unless you're at firing

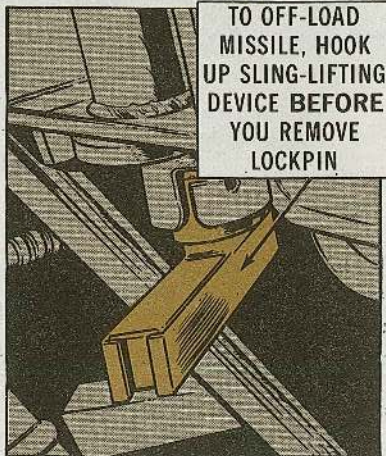
NEVER REMOVE TRANSPORT LOCKPIN, UNLESS AT FIRING QUADRANT ELEVATION

quadrant elevation (QE). Underline that in your mind.

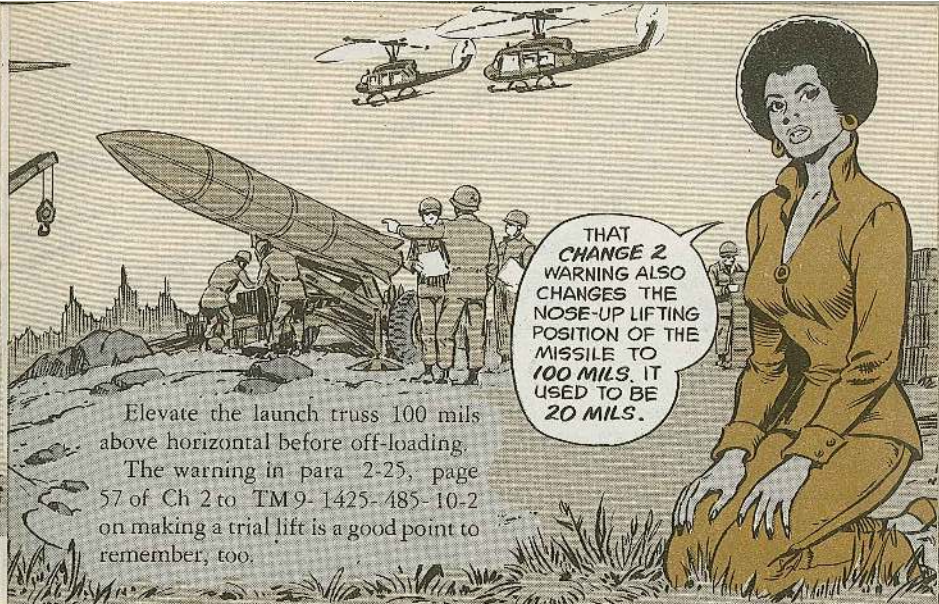
At any other time, you remove the transport lockpin only when the sling straps are on the missile and attached to your lifting device.

If you remove the lockpin below QE without the straps, the missile can fall off the launcher and mash itself... or you.

Other than at QE, about the only time you'd remove the lockpin would be to off-load the missile from the launcher. And, to off-load, you hook up the sling-lifting device before you remove the lockpin.



TO OFF-LOAD MISSILE, HOOK UP SLING-LIFTING DEVICE BEFORE YOU REMOVE LOCKPIN

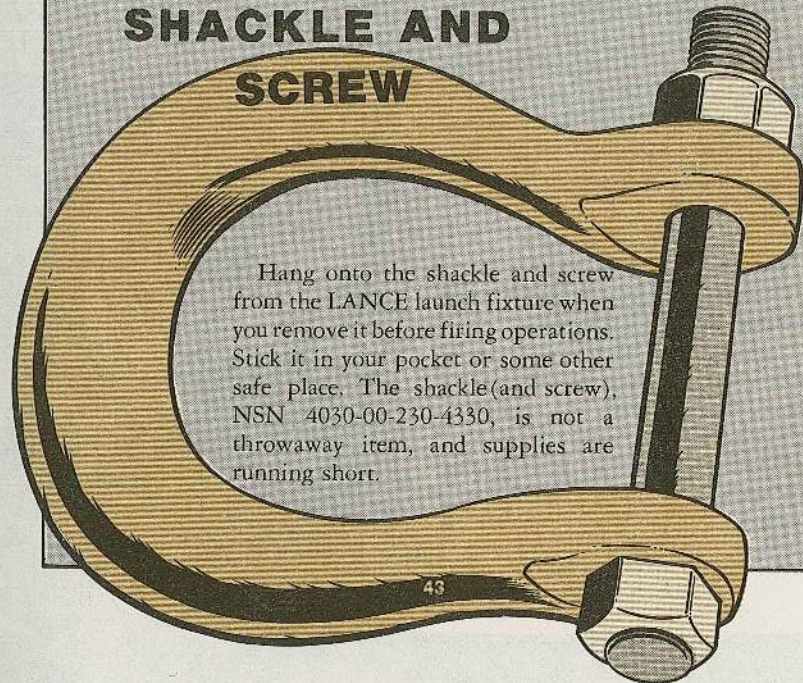


THAT **CHANGE 2** WARNING ALSO CHANGES THE NOSE-UP LIFTING POSITION OF THE MISSILE TO **100 MILS.** IT USED TO BE **20 MILS.**

Elevate the launch truss 100 mils above horizontal before off-loading.

The warning in para 2-25, page 57 of Ch 2 to TM 9-1425-485-10-2 on making a trial lift is a good point to remember, too.

SAVE LANCE SHACKLE AND SCREW



Hang onto the shackle and screw from the LANCE launch fixture when you remove it before firing operations. Stick it in your pocket or some other safe place. The shackle (and screw), NSN 4030-00-230-4330, is not a throwaway item, and supplies are running short.

COLLECTIVELY

—A GOOD TOOL!

Dear Editor,

Here's a tool that can be locally made to save time and elbow grease when adjusting the OH-6A collective stick forces. Using the tool also eliminates wear and tear on parts that normally have to be removed each time an adjustment is made.

Latch on to a salvaged 1/2-in box-end wrench and cut the opposite end off so that you wind up with at least 6 inches in length. Bend the wrench to the angles shown.

Cut a piece of 1 1/32-in diameter solid stock to a length of 8 inches.

Cut a piece of 3/8-in diameter solid rod stock to a length of 1-in and drill a 3/8-in diameter hole to accommodate the tool handle.

Weld the 3 pieces together.

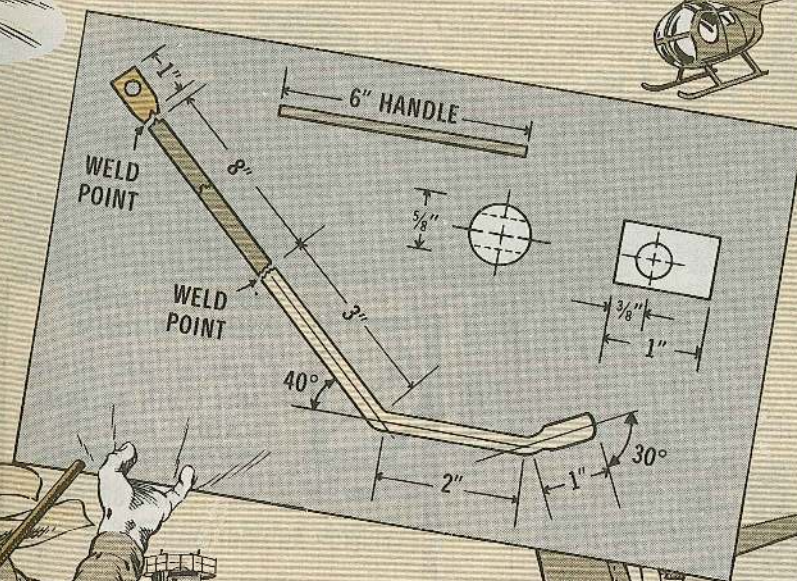
Make the handle from a 6-in length of 1 1/32-in diameter solid rod stock, and the tool is complete.

To use the tool, unlatch the collective stick boot cover, P/N 369A7316. Insert the tool thru the collective opening and turn bolt, P/N 369A7341, one flat. Lace up the boot and test fly the bird . . . works like a charm.

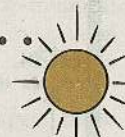
Claude E. Meyer
South Dakota ARNG

44

RIGHT ON!
YOUR
COMMANDER
CAN OK
MAKING
THIS
TOOL!



GET READY . . .
GET SET . . .



Go! The head shed (AVSCOM) has given the green light to convert your bird from hydraulic fluid, MIL-H-5606, to the new fire-resistant, MIL-H-83282A. For more info on the fluid and who gets it first, eyeball a copy of TB 55-1500-334-25 (May 75).

BACK TO THE
EYEBALL

It's true, birdmen! The capsules in the old water detector kit, NSN 6640-00-892-2264, are not reliable—so forget the kit. Just make an eyeball check for "clean and bright" fuel in your birds.

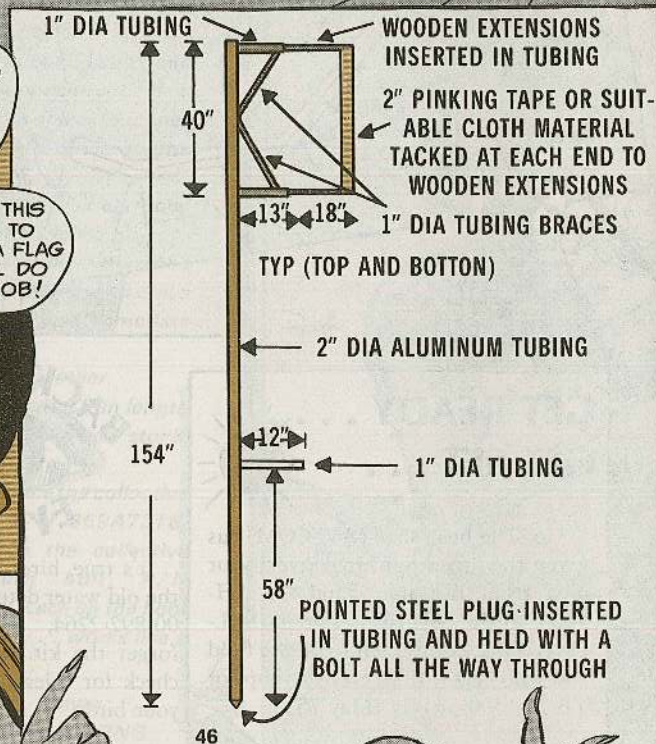
45

TRACKING YOUR HUEY



IF YOU NEED A TRACKING FLAG FOR YOUR UH-1, YOU CAN'T GET ONE FROM TECH SUPPLY!

USE THIS SKETCH TO MAKE A FLAG THAT'LL DO THE JOB!



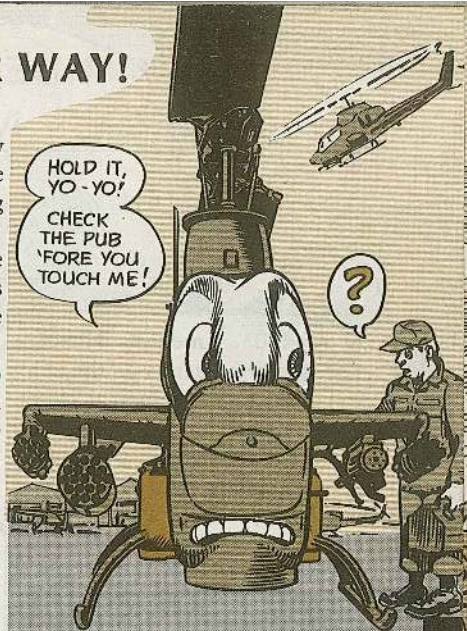
THERE'S A BETTER WAY!

If your Cobra has been modified by MWO 55-1520-221-40/4 to accept the XM-35 armament subsystem, pulling the PM Daily is no breeze.

You crewchiefs have had to remove the ammo box and attaching brackets to get at the hydraulic bay under the wing.

But no more! Eyeball a copy of TB 43-0001-2-2 (Apr 75). The info on page 4 of the EIR and Maintenance Digest tells you how to cut an access panel and attach it with a doubler with quick release fasteners.

With the access panel you only have to remove the ammo box, not the hardware, to eyeball the hydraulic accumulator . . . saves time and elbow grease.



PILOTS AND CREWMEN . . .

FACEFORM FACTS

Save the shippin' and storin' fiberboard faceform that comes with your M24 aircraft biological-chemical mask. It protects the lens and retains the mask's shape until you need it. It's not replaceable, podner.

A loose-fittin', misshaped mask won't protect your eyes, face and lungs from field concentrations of CB stuff.

Para 6a, TM 3-4240-219-14 (Sep 70) says you take this M6A1 faceform—no NSN or P/N—out of the mask only when you're inspecting or carrying it.

KEEP
FACEFORM
IN MASK



YOU SHOULD HAVE SAVED TH' FACEFORM, ARROWMAN!



HUEY ANTENNAS NEED CARE

... SO HERE'S A PM TIP OR THREE
ON YOUR UH-1H ANTENNAS THAT
CAN KEEP YOUR BIRD
HUMMING!

• **AS-1703 Antenna**—Starting with the FM antenna on the tail, you need to focus in real close when you are looking for breaks and cracks. Sometimes you might overlook minor tail rotor smacking damage. Then, water gets in and causes more damage—like when it freezes.

LOOK
REAL
CLOSE
HERE

• **AS-1304 Antenna**—The VOR antennas on each side of the tail boom are getting broken by the main rotor blade tiedown cord. The nylon cord is being put through the handy U-shaped antennas before looping the cord around the stinger to hold the blade. If the blade moves, the antennas are damaged. So, make a mental memo to never run the tiedown cord through the antennas.

NEVER RUN
TIEDOWN CORD
THROUGH
ANTENNA

PAINT TIP
WITH YELLOW
NONCONDUCTIVE
PAINT

• **Second FM Antenna**—The FM antenna on top has a way of getting under your skin—like when you back into it while you're working around the main rotor blade. That folded whip or inverted L antenna has a sharp end that'll get to you.

ANTENNA

There's a slipped digit in the NSN for the AS-1887A/PRC-74 antenna on page D-5 of Ch 2 to TM 11-5820-590-12-1 (Mar 67). The correct number is

It's a good idea to paint the antenna yellow to attract attention to it. Paint only 3 inches of the tip. Use a non-conductive paint.

ADD
STREAMER
TO STYRO-
FOAM

You might even stick a rubber ball or piece of styrofoam on the tip. If you do, be sure to attach a REMOVE BEFORE FLIGHT streamer to the safety item.

NSN WRONG

NSN 5820-00-935-0032, like it is on pages D-7 and 1-3 of the TM. Make a note of this in your pub.

THANKS, CONNIE!
YOU'RE A HUEY-BIRD'S
BEST FRIEND!

YOU
BETCHA!

• **MD-1 Gyro**—Remember to heed the WARNING in para 2-3.2 of TM 11-1520-210-20 (Jul 70), Ch 1, to wait 25 minutes after the power is off before moving the aircraft. If you don't, the MD-1

GYRO CAN
GET DAMAGED
IF BIRD IS
MOVED TOO
SOON

directional gyroscope can get damaged. Even though the Huey's still, the roll and pitch gyro is still working. The gyro can jump its gimbal if your bird is moved too soon.

HEY! DIG
THAT BIRD'S
CRAZY
ANTENNA!

MUD CLOG CRIPPLES MIKE

Dirt or mud in the mouthpiece of your AN/PRT-4() radio transmitter set can muffle your talk to a whisper—or less.

Every now and then you need to clean out the holes in the microphone cover to keep communications clear. Do this by tapping the cover against your hand, gentle like, to clean out those little holes.

If tapping won't do it, get your unit repairman to take the mike cover off and remove the dirt.

No poking the holes with a stick or piece of metal. This'll clog the mike and damage the element. You may even wind up with a cracked or broken mike cover.

NSN FOR AT-271 CORD

If the cord in your AT-271() antenna breaks, put in another one. Use NSN 4020-00-281-8439 to get an 11-ft replacement. The cord is on the AMDF (Army Master Data File) and authorized by Appendix A of CTA 50-970 (Jul 74). Remember to adjust for tension before you tie the knot at the base of the antenna.

UNLESS
YOU WANT
EVERYTHING
YOU SAY TO
ME TO BE
CONFIDENTIAL...

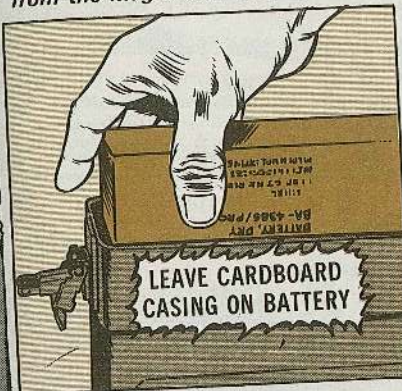
...YA GOTTA
SEE THAT MY
MOUTHPIECE
IS KEPT CLEAN.

KEEP BA-4386 IN CASING

Dear Editor,

Here's a word of caution on the BA-4386 battery, used to power the AN/PRC-25 or -77 radio set—

Never remove the cardboard casing from the magnesium battery for any



reason. The battery can be real dangerous when it's tampered with... like, it'll explode.

We found a BA-4386 in a radio that had the casing cut away and incorrectly wired to the radio. When it was removed the wires shorted and the battery blew up.

So, if the connector is broken, throw the battery away and get a new one.

Albert Kane
AMSA 73
Worcester, MA

F'GET IT, BEN! HE'S
BEEN FIDDLIN' WITH
HIS BATTERY AG'IN!

FOXTROT TO
CHARLIE--COME IN,
CHARLIE...COME IN!

BOOM!

(Ed Note—You said it. And, we've said it before—line up the radio's plug with the battery connector, keeping it level while seating the battery. This'll save the battery from breakage.)

TE 50-B

TELETYPEWRITER REPAIRMEN...YOU
FINALLY STRIKE IT RICH. HERE'S YOUR

TE 50-B TOOL KIT--

NSN 5180-00-356-4602,
COVERED BY SC 5180-90-CL-NOI (Sep 73).

WOW!

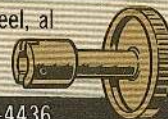
GREAT!

LEMME
AT IT!

DOWN, BOY! FIRST-
MATCH NOMENCLATURE,
NSN'S AND PICTURES. IF
YOUR TOOLS AREN'T CARBON
COPIES OF THESE, DON'T
SWEAT IT! DIFFERENT
MANUFACTURERS MAKE
THE SAME TOOL A
LITTLE DIFFERENT!

YOU GET
ONE EACH UNLESS
OTHERWISE
NOTED!

ADAPTER: handwheel, al



NSN 5180-00-856-4436

ADJUSTER, SPRING:



Use to adjust (bend) contact
springs.

NSN 8180-00-369-9134

ADJUSTER,
COMMUNICATIONS:



Use to adjust relay.

NSN 5120-00-230-7902

2

ALINEMENT TOOL: electronic eqpt;
screwdriver type; 2 wrkng ends; 2
non-melt tips; plstc bdy; 6½-in lg
(orange stick)



Use to bend relay contacts.

NSN 5120-00-293-2081

ARMATURE CLIP:



Use to hold magnets for adjust-
ment.

NSN 5120-00-180-5796

BENDING TOOL:



NSN 5120-00-180-5799

BOX, TOOL: nckl pltd,
S; w/cover; 2 tinned
hngs; 4 x 2¾ x ½-in



NSN 5140-00-448-3967

BRUSH, PAINT: artist's hog brstl; fl
chisl edge, 9½-in lg; size 2



Use for cleaning.

NSN 8020-00-244-0153

3

BRUSH, PAINT: oval, syn brstl; chisl
edge ¾ thk and 2½-in w

NSN 8020-00-263-3873

BRUSH, PAINT: syn fil, oval; 1¼-
in thk 1¼-in w

NSN 8020-00-297-6657

BRUSH, TYPEWRITER: toothbrush
type; 1½-in w, 6-in lg



NSN 7510-00-550-8446

BURNISHER, CONTACT, HAND: flt
bldr; sm fin; ¼-in w; w/rub hndle



Use to clean contacts.

NSN 5120-00-247-1726

CASE, TUNING FORK: canvas



NSN 5140-00-356-3891

3

CLIP, ARMATURE:



NSN 5815-00-852-4288

CLOTH, ABRASIVE: al
ox No. 120 grit 9 x 11-
in; emory cloth.
Use to clean armature
contacts.

NSN 5350-00-161-9066

CLOTH, COTTON:
cheesecloth, blchd;
36-in w

NSN 8305-00-267-3015 5 yds

DRESSER, CONTACT POINT: 1 med, 1
fine; sil carb stone; med end to end
in mtl frme 4x $\frac{1}{2}$ x $\frac{1}{16}$ -in; w/case



Use to dress or clean contact
points.

NSN 5345-00-221-0694

FILE, HAND: Am patt; 6-in lg flat,
second cut



NSN 5110-00-234-6531

FILE, HAND: Am patt; 6-in lg half-rd,
sm cut



NSN 5110-00-241-9149

FILE, HAND: Am patt; 6-in lg rd,
bastard cut



NSN 5110-00-234-6548

FILE, HAND: Am patt; 6-in lg swiss
patt, contact pt



NSN 5110-00-595-8295

FILTER, SIGNAL: plstc,
white, opg; unmt'd; u/w
flashlight NSN 6930-
00-264-8261



NSN 6230-00-128-2464

FLASHLIGHT: MX-
991/U; 2-cell



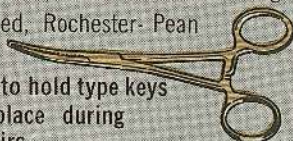
NSN 6930-00-264-8261

FORCEPS, HEMOSTATIC:
6 $\frac{1}{4}$ -in lg
Straight, Rankin



NSN 6515-00-0334-7100

FORCEPS, HEMOSTATIC: 6 $\frac{1}{4}$ -in lg
Curved, Rochester- Pean



Use to hold type keys
in place during
repairs.

NSN 6515-00-334-4300

FORK, TUNING:



vibs p/s NSN 8515-00-

87.6 369-9834

120 412-9066

180 224-9717

HERE'S A FILE
HANDLE FER YOU,
SARGE...

BUT HOW DO
WE GET IT
LOOSE?

GAGE TUBE: 1.750-in dia



Use to clean punch block.

NSN 5815-00-370-1300

GAGE PUNCH: bale arm assy



Use to adjust arm assy on TD.

NSN 5815-00-784-0317

GAGE TAPE: lid assy; S



Use to adjust lid on TD.

NSN 5815-00-125-4850

GAGE TOP PLATE ADJUSTMENT:



Use to adjust plate on TD.

NSN 5815-00-784-0319

GAGE SWITCHING CONTACT:



Use to adjust switch on tape
reader.

NSN 5815-00-412-8071

GAGE TAPE, PERFORATION:



Use to measure holes in TD paper.

NSN 5220-00-136-2318

GAGE, GAP SETTING (SET): fxd type
wire feelers; w/o locking tension
device; metl hldr; rd
4 ang feelers w/gap adjusting
device

NSN 5210-00-246-2304

c/o in, NSN 5210-00-
dia

0.065 189-9543

0.070 189-9542

0.075 189-9544

0.080 189-9541

(gage holder)448-2012

8 ang feelers (Set)

NSN 5210-00-073-8971

c/o in, NSN 5120-00-
dia

0.006 189-9537

0.008 221-2029

0.010 221-2042

0.012 189-9513

0.015 189-9534

0.018 189-9516

0.020 189-9535

0.025 189-9512

(gage holder)448-1965

8 ang feelers, rd (Set)

NSN 5210-00-244-7771

c/o in, NSN 5120-00-
dia

0.030 197-9691

0.035 189-9536

0.040 221-2028

0.042 189-9533

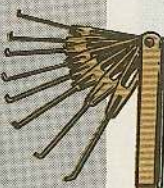
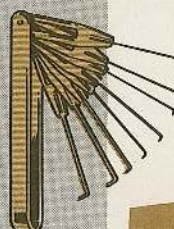
0.045 300-9730

0.050 189-9540

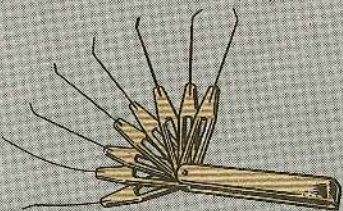
0.055 293-1706

0.060 221-2033

(gage holder)448-2012



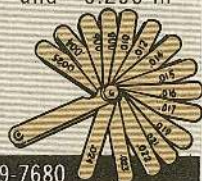
GAGE, THICKNESS: flat (set)



NSN 5210-00-244-7772

c/o metal	thick-ness, in	NSN
brass	0.002	197-9679
phos-brnz	0.007	189-9547
steel	0.002	197-9696
"	0.003	197-9680
"	0.004	197-9681
"	0.005	197-9678
"	0.006	197-9677
"	0.010	189-9548
(gage holder)		448-1965

GAGE, THICKNESS: English system; 3-in lg strght blades, 1/2-in w tip; w/blde lock; c/o 1 ea 0.0015; 0.002, 0.003, 0.004, 0.006, 0.008, 0.010, 0.012, 0.015, 0.020, 0.030, 0.040, 0.075, 0.100, and 0.200-in thickness blades



NSN 5210-00-619-7680

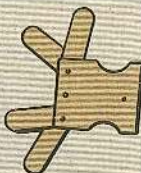
GAGE, THICKNESS: English system; 1 bent end blde; 0.085-in lg



Use to adjust tape.

NSN 5210-00-197-9694

GAGE, THICKNESS: English system; 4 stght blades; 1/2-in w tips 1 3/4-in lg; 2 blades 0.004-in thk; 2 blades 0.008-in thk



NSN 5210-00-985-6465 2

HAMMER, HAND: machinist's; riveting; 4-oz hd, 11-in hndl



NSN 5120-00-224-4134

HANDLE, FILE, WOOD: 1-in dia, 4 1/8-in lg



NSN 5110-00-595-8325

HOLDER, GAGE:



NSN 5210-00-448-1965

HOOK, SPRING ADJUSTING: 1/8-in thk, 6-in lg; oval bent rod hndl; hook shaped end



Use to install springs.

NSN 5210-00-448-3924

HOOK, HELICAL SPRING PULLER, HAND: loop hndl, 4 7/16-in lg



Use to remove springs.

NSN 5210-00-448-3927

HOOK, PULLER SPRING:

No. 151351

NSN 5815-00-370-1299

No. 151959

NSN 5815-00-091-9552

INSULATION, TAPE ELECTRICAL:

3/4-in w; 30-ft roll

Friction, black



NSN 5970-00-644-3167

INSULATION, TAPE ELECTRICAL:

Nonadhesive, white



NSN 5970-00-240-0620

INSULATION, TAPE ELECTRICAL:

Plastic, press sens adhes; 108-ft roll; blk



NSN 5970-00-419-4290

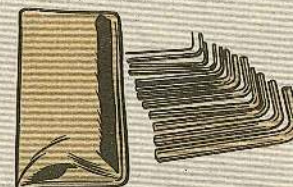
KEY SET, SOCKET HEAD SCREW: hex, adj; 6-in lg



NSN 5120-00-875-6644

c/o 1 each		
size, in	BLADE	KEY
5/64	892-5995	892-5998
3/32	892-5994	892-5999
1/8	892-5996	892-6000
5/32	595-9369	892-6001
3/16	595-9365	892-6002
5/16	541-6993	892-6104

KEY SET, SOCKET HEAD SCREW: hex drive; 1-type hndl, w/roll (set)



NSN 5120-00-965-0298

c/o 1 each		
size, in	NSN	lg arm, in
0.035	198-5400	1 1/32
0.050	198-5401	1 1/32
1/16	198-5398	1 1/4
5/64	224-2504	1 1/8
3/32	242-7401	2
7/64	889-2162	2 1/8
1/8	240-5292	2 1/4
9/64	889-2163	2 3/8
5/32	198-5392	2 1/2
3/16	240-5300	2 3/4
1/32	242-7411	3
1/4	224-4659	3 1/4

KEY SET, SOCKET HEAD SCREW: hex, L-type hndl; short series



size, in	NSN
1/16	198-5398

KEY SET, SOCKET HEAD SCREW: hex, L-type hndl; 2 wrkng ends, non-replcbl blde w/o hand grip on hndl



size, in	NSN
0.028	555-2639



I HAVE AN ODD FEELING WE'RE BEING WATCHED, CONNIE!

KEY SET, SOCKET HEAD SCREW: hex, screwdriver type hndl



size, in	NSN 5120-00-
0.050	089-5517
1/16	089-4852
1/8	089-5518
1/4	089-5519

KEY SET, SOCKET HEAD SCREW: splined type, 4 flutes; 2 wrkng ends; 0.069-in dia; L-type hndl; w/o hand grip on hndl



NSN 5120-00-224-2496

KNIFE, POCKET: 2 3/4-in; lg ctng blde; screwdriver and wire scraper; w/clevis



NSN 5110-00-240-5943

LAMP, INCANDESCENT: elect; sngl contact; u/w flashlight NSN 6930-00-264-8261



NSN 6240-00-155-8675

LENS, FLASHLIGHT: diffusion, slip-on mntg; u/w flashlight NSN 6930-00-262-8261



NSN 6230-00-356-4825

LUBRICATING GUN, HAND:



NSN 4930-00-356-3924

LUBRICATING OIL, GENERAL PURPOSE: 1/2-oz plstc cn, 5-in noz



NSN 9150-00-836-8641

MIRROR, INSPECTION: 1 1/4-in dia; 7-9-in lg



NSN 5120-00-448-2455

OILER, HAND: pump; 4-6-oz; 6-in lg bent spt



NSN 4930-00-274-5713

PAPER, ABRASIVE: flint, opn ctng; no. 3.0 grit 9 x 11-in



NSN 5350-00-235-0136

PAPER, CLEANING: bell seal, bond; 100 strips per pkg



Used to clean contacts.

NSN 7530-00-313-8964

PIN, HINGE:



Use to aline keys on Kleinschmidt teletypewriter.

NSN 5815-00-356-3365

PLIERS:

Bushing adjstbl w/insulated hndls: 7 1/4-in lg



NSN 5120-00-928-2036

PLIERS:

Diagonal ctng; plain, 6-in lg



NSN 5110-00-239-8253

PLIERS:

Duckbill, lg nose; sm jaw, 6-in lg



NSN 5120-00-256-2150

PLIERS:

Lineman's; w/side ctr and skinr; 6-in lg



NSN 5120-00-247-2063

PLIERS:

Long rd nose; 6-in lg



NSN 5120-00-268-3579

PLIERS:

Retaining ring; extrnl, flt jaws strght tips



NSN 5120-00-288-9717

PULLER, MECHANICAL:

2 extrnl jaws



NSN 5120-00-356-4539

PUNCH, DRIVE PIN: strght; rd pt; 0.3-in dia; 0.25-in lg pt



NSN 5120-00-223-1019

PUNCH SET, DRIVE PIN: strght, w/case; 4-in lg



NSN 5120-00-883-3003

c/o size	NSN 5120-00-
1/16	240-6082
3/32	242-3435
1/8	242-5966
5/32	240-6104
3/16	293-0791
7/32	292-0792
1/4	240-6083
5/16	293-0793
3/8	273-0001

REAMER, HAND: taper pin; strght, rd shank w/sq end; strght flutes; high spd S



size	lg, in	NSN 5110-00-
2/0	2 1/16	243-2003
3/0	2 5/16	253-3160
4/0	2 7/16	253-3158
5/0	2 9/16	253-3156
6/0	1 1/8	253-3154

REMOVER, KEY LEVER: S



NSN 5815-00-370-1301

ROLL, TOOLS AND ACCESSORIES:
mildew resistant; wtrprf; 12 x 7 1/4-in



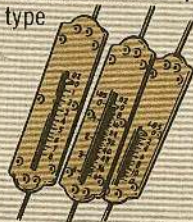
NSN 5140-00-356-4371

RULE, STEEL MACHINIST'S: 6-in lg,
edges grded 1/64, 1/32, 1/4, 1/8-in rh
reading



NSN 5210-00-234-5223

SCALE, DIAL INDICATING: prtble;
push-pull type



Size, range	NSN
0-8-oz	599-5296
0-64-oz	246-8465
0-12-lb	291-8720

SCREWDRIVER: switch board plug;
cres, bakelite knob on hndl, knurld
grip; 11/32-in dia 4 1/2-in lg



NSN 5120-00-708-5314

SCREWDRIVER, CROSS TIP: size 2
w/8-in blde; plstc hndl



NSN 5120-00-542-3438

SCREWDRIVER, FLAT TIP: strght
sided, plstc hndl



size	blde lg, in	NSN
3/16	3	236-2127
3/16	8	260-4837
9/64	3	287-2504
5/16	1 1/4	278-1273
1/10	1 1/2	293-3144



SCREWDRIVER, OFFSET: nonsprkng,
nonmag



size	blde lg, in	NSN
3/32	3	287-2129
1/4	4 1/4	287-2130



SCREW STARTER, HAND: rotatng
wedge grip; plstc hndl



size	blde lg, in	NSN
1/4	4	278-0326
3/16	8	278-0327

SOLDER, LEAD-TIN ALLOY: rosin
core; 1/8-in di; 1-lb spl



NSN 3439-00-269-9610

SOLDERING AID



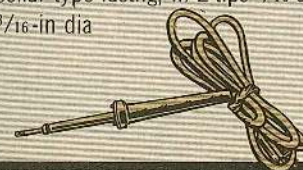
NSN 3439-00-611-7136

SOLDERING GUN: elec, 3-lp shpe
tips; ac, 115v, 60Hz, 5-ph, 3-wire
plug; w/dual heat control spotlight
and thermostic cont; w/soldng,
smoothing, and cutng tips



NSN 3439-00-729-6770

SOLDERING IRON: elec, 120v, 60w
for 1/4-in dia smooth shank tips; screw
collar type fastng; w/2 tips 1/16 and
3/16-in dia



NSN 3439-00-866-6258

STONE, SHARPENING: mtd, syn fin;
4-in lg, 3/8-in w/thk

FSBY CARBIDUM

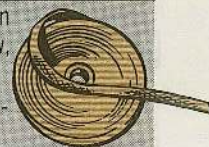
NSN 5345-00-243-6082

TAPE, MEASURING:
butt end case; pull
push rewind; 1/2-in w,
6-ft lg



NSN 5210-00-287-3335

TAPE, TEXTILE: plain
weave; cot, nat; 1/4-in w,
36-yd lg



Use to clean con-
tacts.

NSN 8315-00-025-3360

TERMINAL TOOL:



NSN 5815-00-682-6339

TESTER, SPRING RESILIENCY: 0-
100-gr cap



NSN 6635-00-545-8500

TOOL BOX: ptbl, S; 7-dwr, drop
front panel; tilt top; integral key lock;
8 1/2 x 13 x 20-in



NSN 5140-00-319-5059

TOOL, BENDING: multiple transmitters



NSN 5815-00-412-5057

TOOL, PIN REMOVING:



NSN 5120-00-766-4811

TWEEZERS, CROSS-LOCKING: 6½-in lg



NSN 5120-00-293-0149

TYPE WHEEL TOOL:



Use to adapt wheel to shaft.

NSN 5815-00-408-4272

WHEEL ASSEMBLY:

Use to turn motor shaft on Teletype Corp. equipment.



NSN 5815-00-856-5311

WRENCH, OPEN END, ADJUSTABLE: size 4, 6-in lg



NSN 5120-00-264-3795

WRENCH, OPEN END, FIXED: dble hd, 15° offset; 3-in lg



opng, NSN
in 5120-00-

3/16 and 1/4 293-2121

3/8 and 7/16 277-2342

13/64 and 1/32 228-9528

WRENCH, OPEN END, FIXED: 15° and 75° or 80° head angles



9/16-in opngs; 4¼-in lg

NSN 5120-00-184-8543

WRENCH, OPEN END, FIXED:

5/8-in opngs, 4¼-in lg

NSN 5120-00-288-8215

WRENCH, OPEN END, FIXED:



Single head; 15° hd ang, S
3/4-in opng, 7¼-in lg

NSN 5120-00-277-2691

WRENCH, OPEN END, FIXED:

0.385-in opng

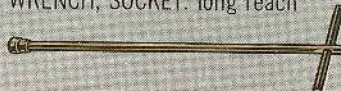
NSN 5120-00-017-9204

WRENCH, PLIER: curved jaw, w/wire ctr



NSN 5120-00-494-1911

WRENCH, SOCKET: long reach



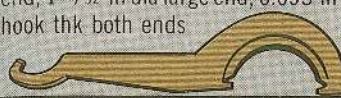
NSN 5815-00-370-1270

WRENCH, SOCKET: Single socket; spinner, hex socket; 9/32-in



NSN 5120-00-277-1802

WRENCH, SPANNER: 1 13/32-in dia sm end; 1 13/32-in dia large end; 0.093-in hook thk both ends



NSN 5120-00-232-9488

WRENCH, TAP AND REAMER, ADJUSTABLE: sliding T-hndl, w/ratchet; .0-in to 0.25-in bolt tap hldng cap



NSN 5120-00-517-5347

WRENCH SET, OPEN END, FIXED: dble hd; 15° and 75° to 80° hd ang, w/roll



NSN 5120-00-081-2302

size, in	lg, in	NSN
3/16	3	184-8441
13/64	3	184-8442
7/32	3	184-8443
15/64	3	184-8444
1/16	4	184-8541
1/2	4	288-8216
1/4	3	184-8445
9/32	3 1/2	184-8446
5/16	3 1/2	184-8447
11/32	3 3/4	184-8448
3/8	3 3/4	292-0191

WRENCH SET, SOCKET: single sckt spinr; screwdriver type; hex wrench opng; w/roll



NSN 5120-00-542-5799

size, in	lg, in	NSN
3/16	6	244-2599
7/32	6	277-1801
1/4	6	241-3188
5/16	6	224-2596
11/32	6	293-0796
3/8	6	596-1263
7/16	7	222-1499
1/2	7	293-0375
9/16	7	294-9514

IT SAYS:
"New Kit or NO New
Kit-don't let that
HEAVY-HANDED
KLUTZ come
near ME!"



COMMON ISSUE ITEMS

Dear Half-Mast,

TM 38-750, para 3-3b(1), says DD 314's will be kept on equipment for which services are required to be performed by a mechanic or operator under the supervision of maintenance personnel.

Para 3-3c(1) goes on to say services for common-issue items, like rifles and protective masks, may be scheduled on a DD 314 when directed by a local commander.

My point is that the TM for the M16 rifle and the TM for the M17A1 mask do describe periodic services that must be performed by organizational maintenance personnel.

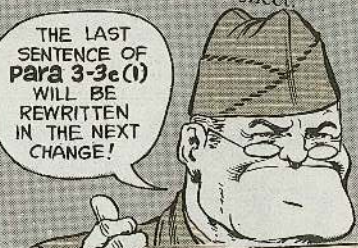
So, why isn't a DD 314 required for these items?

J.E.C.

Dear J.E.C.,
DD 314's are required to schedule services on rifles and masks. Para 3-3c(1) in TM 38-750 merely meant to say that commanders could authorize scheduling of services for common-issue items like masks and rifles on one DD 314 instead of separate forms for each item.

If your commander decides that one DD 314 is enough, be sure to put the lot numbers of the masks or rifle serial numbers in the remarks block of the form or on an attached sheet.

THE LAST
SENTENCE OF
Para 3-3c(1)
WILL BE
REWRITTEN
IN THE NEXT
CHANGE!



1976		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
REGISTRATION NUMBER	ADMINISTRATION NO.	NOMENCLATURE										MODEL										ASSIGNED TO										
JAN																																
FEB																																
MAR																																
APR																																
MAY																																
JUN																																
JUL																																
AUG																																
SEP																																
OCT																																
NOV																																
DEC																																
REMARKS																																
When your command authorizes one DD 314 for common issue items, list the serial or lot numbers in the remarks block or on an attached sheet.																																
DATE RECEIVED		RECEIVED FROM										DISPOSITION										ASSIGNED TO										
REGISTRATION NUMBER		ADMINISTRATION NO.										NOMENCLATURE										MODEL										
												Mask, Protective QM11895										M17A1										
																						Co A 2nd Bn 13th Inf.										

Connie's
Mini Minis



LOST A
PIN!



HEY, CONNIE! I
GOTTA MAINTENANCE
PROBLEM!...

AN' THE
NEW YEAR IS
BARELY
STARTED!

!

Corrections Corrected

A couple of numbers got switched around in "NSN Update" on page 11 of PS 276. The Belt Set, Alternator change is in TM 9-2320-260-20P (Nov 72), and the listing for Torque Rod Assembly should read TM 9-2330-207-24P (Jul 73).

M107/M110 Artillery Seal

The idler wheel arm bearing seal for your M110 howitzer or M107 gun, Item 5 of Fig 120 on page 268 of your TM 9-2300-216-20P (Dec 73), is a bad number. Pencil in and use this number, NSN 5330-00-576-9709, which will get you the seals at \$1.76 per.

Pre-Lube U-Joints

Mighty important for new U-joints on M151A2's and other TM-218-series ¼-ton vehicles—pre-lube 'em before you install 'em. The how-to info is in TM 9-2320-218-20 (Sep 71), page 2-176, para 2-128, and page 2-181, para 2-133.

Goat Throttle Control

NSN 2990-00-411-9536 is the right number for the Gama Goat throttle control assembly. It's item 2, Fig 24 on page 53 of TM 9-2320-242-20P (Sep. 70) with Ch 2. NSN 2590-00-318-1052, listed on page 5 of the Ch 2 is no longer good.

Light's Not Right

The Simpson Electric timing light, NSN 4910-00-937-5724, Model PTL-3, is losing its cool when used in the 24-volt mode. It'll work on 12 volts OK, but 24 volts will burn it out. Until you get the word on a fix, set the switch to the 12-volt position and hook the leads to only ONE of the vehicle's 12-volt batteries. The Contract Number is DAA09-74-C-6527.

Shillelagh Reporting

For DA Form 2406 reporting, treat the Shillelagh as a subsystem of the vehicle on which it is mounted, not as a separate item. Do not report it as a separate line entry. Appendix C is to be changed in the next revision of TM 38-750.

5-Ton Winch Wind-Up

Your 5-ton truck's front winch should be wound so the cable goes on and comes off the top of the winch drum. The illustration on page 25 of TB 43-0001-39-1 (Jan 75) is wrong.

Wanted: Excess Tripods

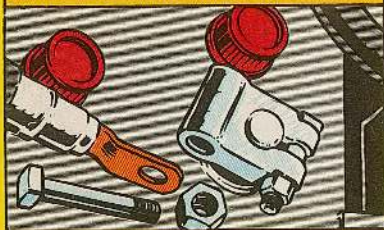
Attention all hoarders! There's a big shortage of tripods, NSN 6675-00-641-3572, at depot level, and it's holding up overhaul of surveying equipment. If you've got any you don't need—serviceable or unserviceable—turn 'em in.

Would You Stake Your Life *right now* on
the Condition of Your Equipment?

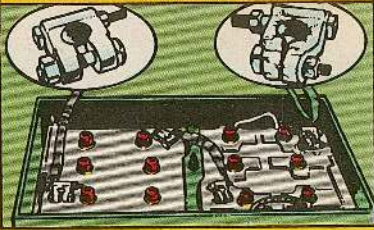
BATTERY

CABLES *and* CLAMPS STAY *TIGHT* IF YOU ...

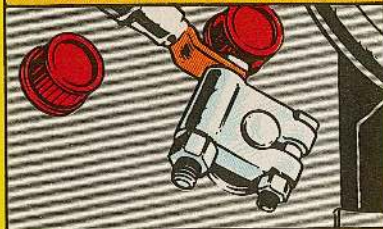
Take off only cable
(when possible)—not clamp.



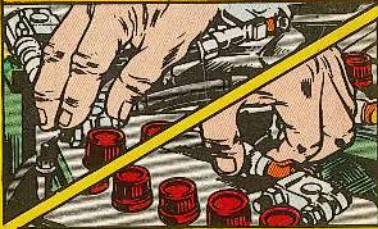
Tighten till snug only—
not till clamp is ruined.



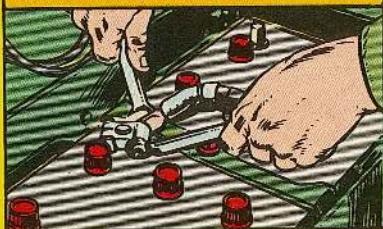
Mount cable terminal
under bolt head—not nut.



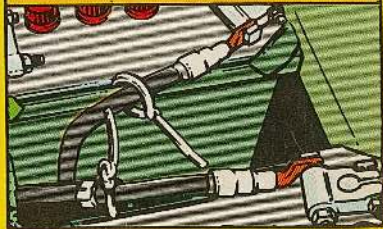
Check with fingers—
not fist-grip or pliers.



Use right wrenches—not
adjustable open-end wrench.



Support cables with
plastic hanger straps.



SEE TM 9-6140-200-12 (Sep 73)

PAGES 3-10, 3-11, 3-12