

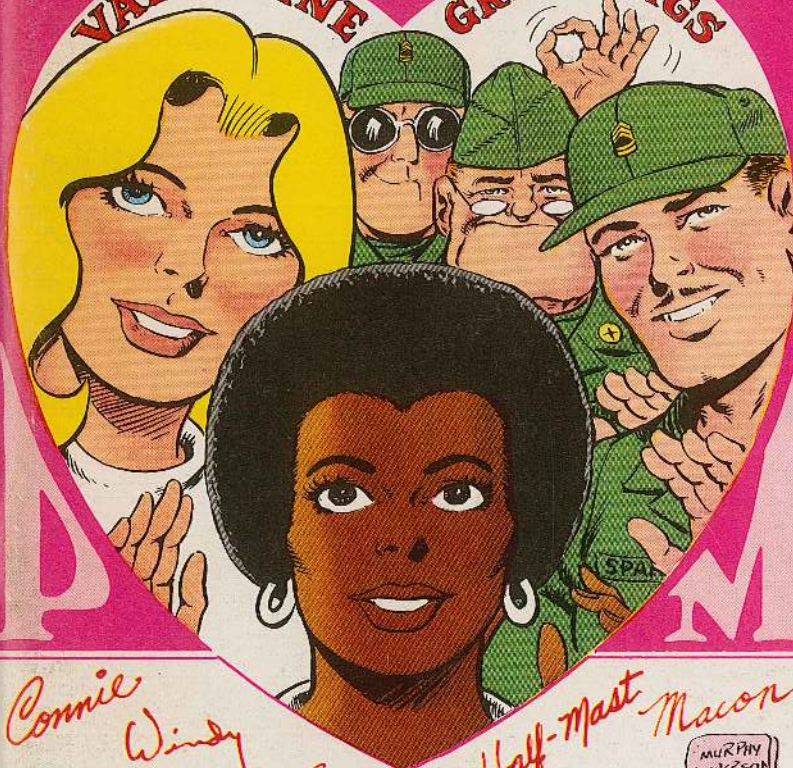
Issue 303

PS

February
1978

THE
PREVENTIVE
MAINTENANCE
MONTHLY

VALENTINE P.M. GREETINGS



Connie
Windy

Bonnie Half-mast Macon

MURPHY
ANDERSON

Published by the Department of the Army for the information of all soldiers assigned to combat and combat support units, and all soldiers with organizational maintenance and supply duties.

Within limits of availability, older issues may be obtained direct from Editor, PS Magazine, c/o US Army Materiel Readiness Support Activity, Lexington, KY 40511.

ISSUE No. 303 FEBRUARY 1978

TROOP SUPPORT/SUPPLY

Your Career	1-5	M17 Mask	57
New Publications	28	Calibration	58-61
Battery PM	29-36	Tool Quality	62
Grader Operator	54-55	Transferable Gear	63
M1 Canteen Cap	56	DA Form 2062	64

FIREPOWER

Bayonet and	BATS	10-11
Scabbard	TADDS	12, 13
M60D MG	M60-Series Tanks	14-19
Vulcan	M113 PC	20, 21

AIR MOBILITY

OH-58	22-24	AH-1S	25, 26
Torque Tip			27

GROUND MOBILITY

M880 Series	37, 38	2½, 5-Ton Trucks	43, 44
Tire Rotation	39	10-Ton Truck	44
Goma Goat	40-41, 42	¼-Ton Truck	45

COMMUNICATIONS

AN/PRC-25, -77	S-389 Shelter	51	
Radio Sets	46-50	AN/TLQ-17	52-53

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
40511

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In Maintenance—

MAP OUT

SO, YOU CAN MOVE
AHEAD QUICKLY
IN YOUR FIELD...

IF YOU
FOLLOW THIS
STRATEGY...



YOUR CAREER

You wouldn't cross strange territory without a map. You wouldn't jump out of an airplane without a parachute. And, you wouldn't get out a hammer and nails without some idea of what you're building.

So, why begin a career without a career plan?

If you're a soldier just starting out in any one of over 170 maintenance fields, your future can include a steady increase in stripes.

That is, if you know what you're doing and where you want to go.

You may have one particular MOS—but that doesn't mean you're stuck there. Get with your unit career counselor, CO or supervisor and discuss the many options open to you. Then, map your way upward.

WONDERFUL, CONNIE...
I'LL SOON HAVE SO MANY
STRIPES, THEY'LL CALL
ME "TIGER MAN"!

Some MOS are related to others even if the numbers change. So, glance over these pubs:

AR 611-201, Enlisted Career Management Fields and Military Occupational Specialties (Jan 74) describes each career field and options open under various MOS.

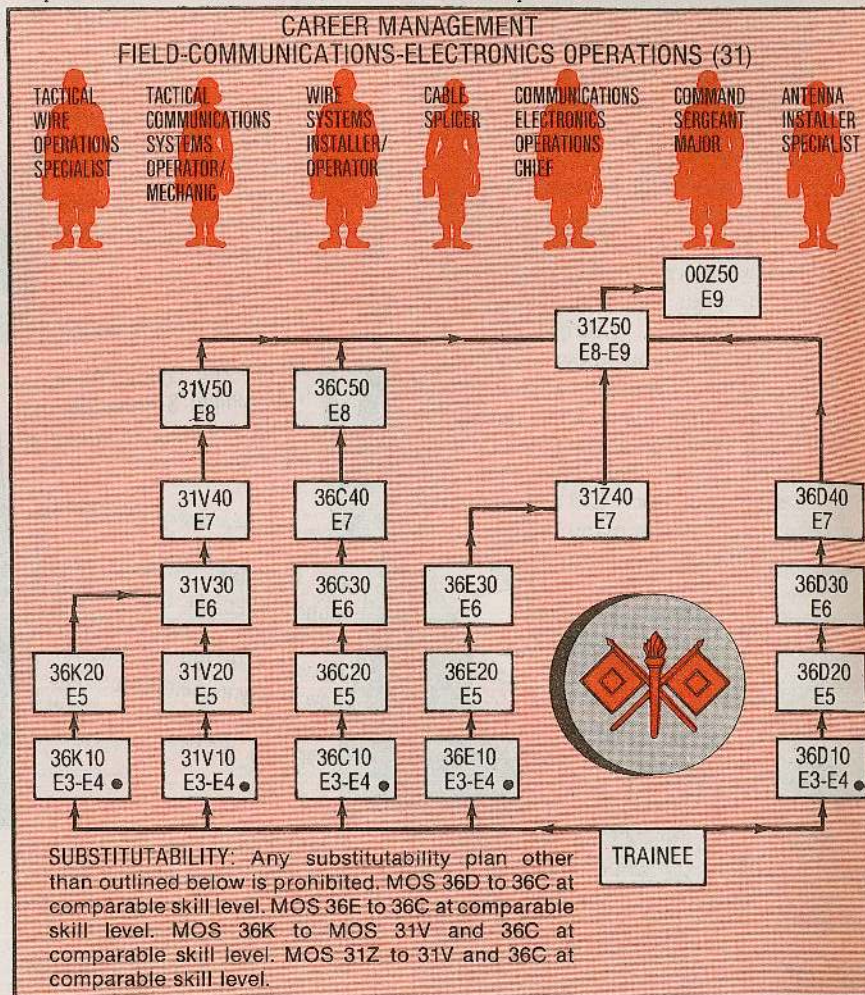
AR 600-200, Enlisted Personnel Management System (Mar 65) points out ways to speed up your trip.

AR 614-200, Enlisted Personnel, Selection, Training and Assignment System, Grade E-1 through E-9 (Jun 70) tells you how to stay in maintenance and introduces special career programs.

For each career management field (the first 2 numbers of your MOS), AR 611-201 has a chart showing which MOS you can move into, what grades are open and various ways you can move up the ladder.

All career fields now go all the way to the command sergeant major slots. It may require moving to a related MOS for promotion. But the opportunity for E9 is available to all soldiers.

Career fields like mechanical maintenance include 21 MOS with about as many ways to get to the top. Others, like communications-electronics operations have fewer alternatives. For example:



CAREER FIELD	MOS INCLUDED
31 Communications-Electronics Operations	36C, 36D, 36E, 36K, 31V, 31Z
63 Mechanical Maintenance	41J, 44B, 44E, 63B, 63C, 63F, 62B, 63G, 63H, 63J, 63Z, 45B, 45L, 45K, 45N, 45P, 45R, 41C, 34G, 45Z, 54D, 52C, 52D
67 Aircraft Maintenance	67G, 67N, 67V, 67W, 67X, 67Y, 67Z, 68B, 68D, 68F, 68G, 68H, 68J, 67U, 68M, 68K

SOME CAREER PLANS ARE SIMPLE WHILE OTHERS LOOK MORE LIKE AN ELECTRONIC WIRING DIAGRAM

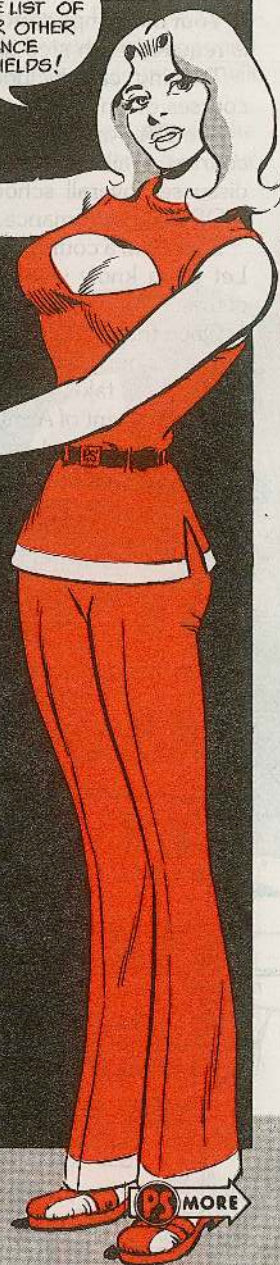
Line of normal progression.

Approved service school program of instruction. Refer to DA Pam 350-10 for course information and to appropriate class schedule for availability of classes.

C9, AR 611-201

SEE AR 611-201 FOR A COMPLETE LIST OF MOS UNDER OTHER MAINTENANCE CAREER FIELDS!

THE ROUTE YOU TAKE DEPENDS ON WHERE YOU WANT TO GO AND HOW MUCH YOU ARE WILLING TO PUT INTO THE CLIMB.



TRAINING

Your most important boost is training. Make sure you know what training is required each step along the way.

Training can include service and civilian schools, correspondence courses or on-the-job training.

See DA Pam 351-4, U.S. Army Formal Schools Catalog (Mar 75), for courses available in Army service schools. Chapter 11 of AR 614-200 discusses overall school requirements such as remaining service time, MOS and performance. DA Pam 351-4 lists specific course requirements.

If you find a course you need, tell your career counselor and CO about it. Let them know what's required by the school before you can take the course.

Once those requirements are met, your CO can request a space for you at the school. After that, it's over to the personnel people for approval.

You can take other courses by correspondence. DA Pam 351-20, Announcement of Army Correspondence Courses (Mar 72) tells you which courses are offered and how to apply for them.

REQUEST A
CORRESPONDENCE
COURSE ON DA FORM
145. YOUR CO IS
THE APPROVING
OFFICIAL!

ARMY CORRESPONDENCE COURSE ENROLLMENT APPLICATION
DATA REQUIRED BY THE PRIVACY ACT

1. NAME (Last, First, Middle Initial)
2. GRADE
3. UNIT
4. COMMAND
5. ADDRESS (Street, City, State, Zip Code)
6. PHONE (Area Code, Number)
7. MAILING ADDRESS (Street, City, State, Zip Code)
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STAY UP-TO-DATE

Even if formal training is out, you can stay on top of your field. Visit your battalion learning center or contact the local Training and Audiovisual Support Center (TASC). New Training Extension Course (TEC) lessons are continually released by service schools. Your learning center or TASC shop will have lists of TEC lessons on everything from changing a Gama Goat tire to engine repair or computer processing.



TEC
LESSON
VIEWER

An hour or so in front of a TEC screen keeps your know-how fresh, introduces new methods or starts you off in a new field.

Your learning center or TASC also handles films and tapes. So, read through DA Pam 108-1, Index of Army Motion Pictures and Related Audio-Visual Aids (Jul 73). Let 'em know if there's one you need.

As you progress, you may notice the emphasis of your training shifting from actually doing maintenance to managing maintenance. If that turns you on, the Army has special career fields and courses to develop those abilities.

Your career field page in AR 611-201 can steer you toward any recommended courses. AR 614-200 explains several special career programs you may be interested in. For example, Chapter 13 discusses the Army's Noncommissioned Officer Logistics Program (NCOLP) which trains maintenance and supply people in logistics management. Those jobs are open at commands, major support units, depots and even in the Pentagon.

Your future can be a stiff uphill climb or a rocket ride. It's all up to **you**, your determination and a good career plan.



Get a Handle On . . . Bayonet and Scabbard

ATTEN-SHUN!!

LOOK SHARP,
YOU GUYS--

IT'S
INSPECTION
TIME!

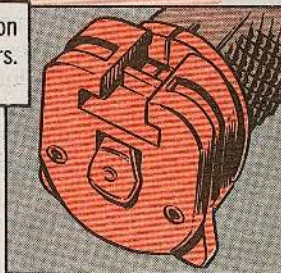
Here's the word on keeping your bayonet knife in good shape. Chances are, you have the M6 for the M14 rifle or the M7 for the M16A1 rifle.

LOOK FOR
THESE
DEFECTS...

GUARD—Loose enough to shake easily by hand (never weld the guard on—that ruins blade temper and may make it snap off).

LATCHES—Won't lock weapon on tight; won't snap back in fingers. (Your DSU does the repair work).

BLADE—Nicked, turned (bayonet is unserviceable if tip is broken). Rusty, corroded surfaces. (Never sharpen the blade—the edge it comes with is the edge you use).



CARE

DOES HE
ALWAYS BAY
AT BAYONETS?

DUNNO--
BUT HE
SCARES US
SCABBARDS!

The scabbard is the other half of this combination. It's an M8A1, no matter which bayonet you have.

REPAIR OR TURN IT IN
IF IT HAS ANY OF
THESE DEFECTS...

SURFACES—Scarred, dented, bare or shiny spots. (Get your armorer to dull them down with lacquer, flat black, 1 pt, NSN 8010-00-582-5382).

RESTRAINING LACE
— Unserviceable (NSN 1005-00-300-5378 for replacement).

WEBBING—Ripped; hanger, rivets or stitching loose.

Your scabbard must grip the knife so tight it won't fall out, even upside down. If ID markings are SOP, put 'em on the metal tab, not on the web or body. That's easier to paint out for re-issue.

TM 9-1005-237-15P has parts for all M-numbered bayonets in the system. There's no user or maintenance pub.



Need An M60D TM?

YOU SURE IT'S OURS? CAN'T FIND A TM LISTING FOR IT!

Dear Half-Mast,
I've searched every reference I have, but I can't find a TM listing for the M60D machine gun. We've got the gun mounted on the M48A5 tank and the M151A1 1/4-ton truck. Can you help with the pubs?

SFC R.S.

HERE Y'ARE!

Dear Sergeant R.S.,
The only TM that has info on the M60D is TM 9-1005-262-14 (Aug 73), and that deals with it as part of aircraft armament subsystems. There's also a TM 9-1005-262-24P (Jun 71).
What you'll have to do is combine those TM's with TM 9-1005-224-24 (May 71) on the basic M60 for repair parts and maintenance.

TM 9-1005-262-14

TM 9-1005-262-24P

TM 9-1005-224-24

Hold the Paint!

WHAT HAPPENED TO TH' RADAR?

GOT ME-- IT WAS WORKIN' A MINUTE AGO!

Whoa there, anybody! Hold the paint job for the radome of that Vulcan AN/VPS-2 radar set. The radome is only on modified M163A1 and M167A1 Vulcans.

Just about any kind of paint you use will leave lead particles on the radome. The lead reflects RF energy and that can damage the radar transmitter.

In short, the radome is painted at the factory . . . and that's it. If it gets

cracked or badly chipped, get it replaced. Nobody paints it, and the bad one goes to salvage. Like, no touch-up . . . any time.

If you're wondering about camouflage (TB 746-95-1), forget it. The TB tells you not to paint the radar.

Boresight Wrenches Needed

INCREDIBLE!

ALL THESE TOOLS-- BUT NO 5/64-INCH BORE-SIGHT WRENCH!!

NO SWEAT, SOLDIER-- YOUR PLL CLERK CAN GET IT FOR YOU!

Dear Half-Mast,
TM 9-2350-300-10 lists components for the Vulcan boresight kit but does not include a 5/64-in wrench for the hex-head screw on the traverse adjustment shaft clamp. What's the story?

SSG R.M.N.

BORESIGHT KIT

USE 5/64-IN WRENCH

Dear Sergeant R.M.N.,
The basic issue items lists for both Vulcan TM's (including 9-1005-286-10) are being revised and will include Key, Sockethead Screw, 5/64 x 1 1/8-in, NSN 5120-00-224-2504, as part of the boresight kit.

Already in the kit is Key, Sockethead Screw, 7/64 by 2 3/32-in, NSN 5120-00-889-2162. It's for use on the elevation input shaft universal joint.

If you don't have the wrenches, ask your PLL clerk to get them for you. They're listed in Sect III, App B of the -10 TM's.

KEEP THEM IN YOUR BORE-SIGHT KITS!

BATS BOOSTERS

Next time you're setting up your Ballistic Aerial Target System (BATS) for some live practice, eyeball your targets so you won't use the wrong one for the firings you need.

Reason: A few thousand targets came from the manufacturer with bad sustainer motor threads. If you use them with the MXU-4A/A engine starter cartridge, you can blow off the front end of the target.

However, the targets are safe and functional when used for boost coast firings only, so they'll be kept in the system until they're used up.

EYEBALL THIS INFO-- IT TELLS YOU HOW TO IDENTIFY THE DEFECTIVE TARGETS!!

THANKS, CONNIE...

YEAH--IT'S GREAT TO KNOW THE BOOST COAST TARGETS ARE SAFE.

1. Their containers have decals on them which read: "Boost Coast Only." The decal also should be on the target body.

BOOST COAST ONLY

2. If they're out of the containers, check the serial numbers. Defective ones are serial numbers 224497 thru 227561 and 229363 thru 229688.

They should be stored away from your other targets to help prevent being used with the MXU-4A/A cartridge.

TADDS Tales

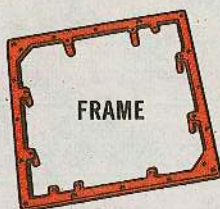


A reminder: a reading of 0.7 means the battery in your TADDS is fully charged; 0.63 means you check it during use so it won't get too low; and 0.59 means you have 2 hours or less of power left.

About the display board: when it's removed for repair, the frame goes with it. If you keep the frame, you only make problems.

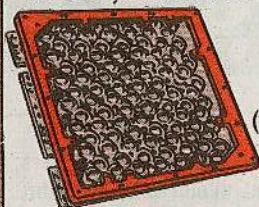
The AN/GSQ-137 target alert data display set (TADDS) can do a good job for you in pin-pointing targets . . . providing you keep its battery up.

Battery tests drain about $\frac{1}{3}$ of the juice . . . and it takes awhile to build up after a test. The idea is to make no unnecessary tests . . . and that includes hitting the test button just to see the display board lights flash.

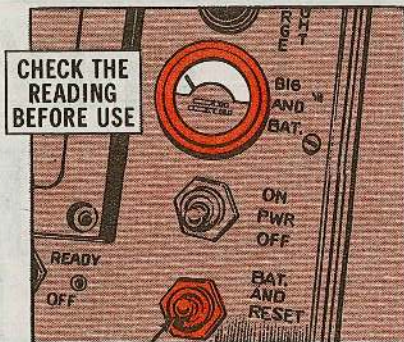


The frame's attached to the A6 card. So, take it apart in the set and reattach it when you send it off for repair.

FRAME SHOULD BE ATTACHED TO A6 (DISPLAY BOARD)



Besides, if you must get a replacement display board, a new frame comes with it. Fact is, the display board and frame are an assembly with a single part number, 10689613.

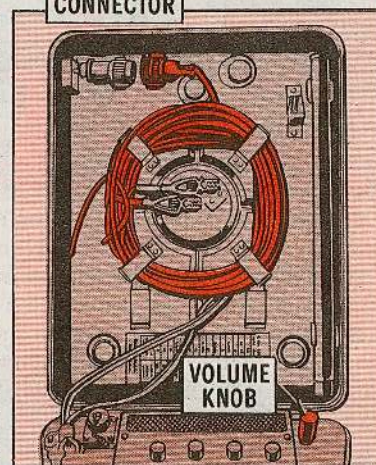


USE IT SPARINGLY



STOW IT THIS WAY

SEAT COUPLER CONNECTOR



Take your pick: total silence or shrill screeches.

You can have either selection on your AN/GSQ-137 target alert data display set (TADDS) by just stowing the cables in the cover the wrong way.

The situation reads like so: throw the cables in the cover any old way, and chances are good that the cable connector or coupler will bash against the VOL control knob on the panel when you close the cover.

If that happens, kiss the volume knob goodbye.

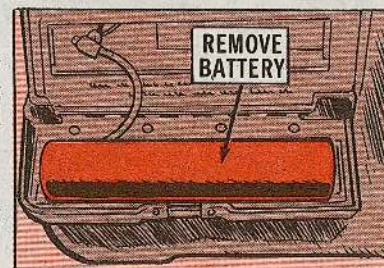
The idea is to seat the coupler and the connector firmly in their clips in the cover. Never let them hang loose.

Fig 3-1, page 3-2 of TM 9-1430-589-12 shows the right way to store the cable.

BATTERIES

The TADDS battery may look like it's leakproof, wrapped in that snug package like it is. But, don't let it fool you.

If you leave the battery in the set during storage, it leaks and corrodes . . . and can put your TADDS out of business. Take it out.



Quick, Cheap and EASY PM

GREAT! YOU
CLEANED THE MAIN
TRANSMISSION
OIL FILTER...

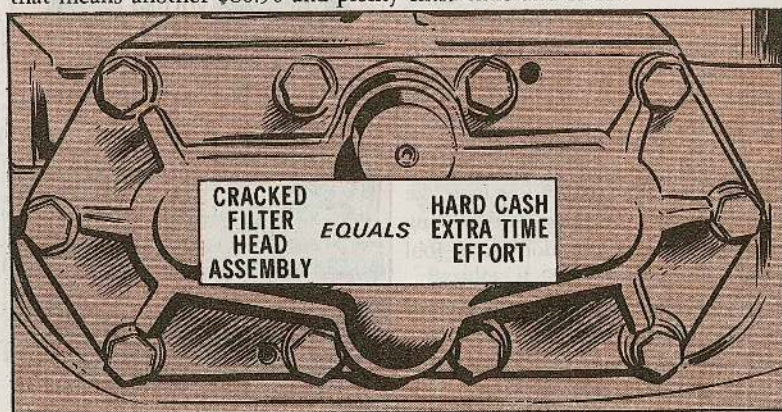
BUT YOU'VE
CRACKED THE
FILTER HEAD!



Cleaning and shaping up the main transmission oil filter on an M60-series tank is a quick, cheap and easy way to head off wear and damage.

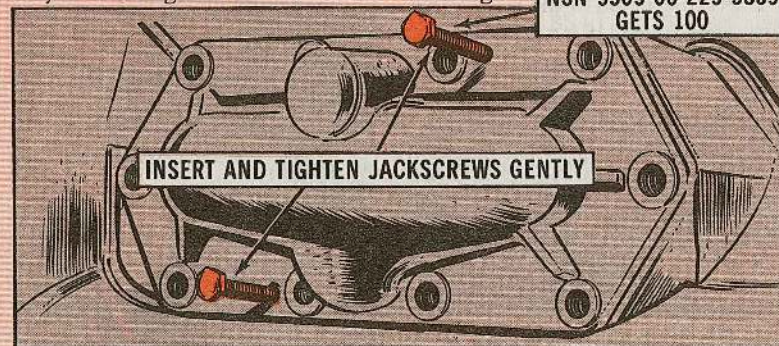
If you're just cleaning, the job costs only one 8-cent gasket, a few cents' worth of cleaning solvent, and the time you invest.

But going at the job carelessly can mean a cracked filter head assembly—and that means another \$80.90 and plenty extra time and effort.



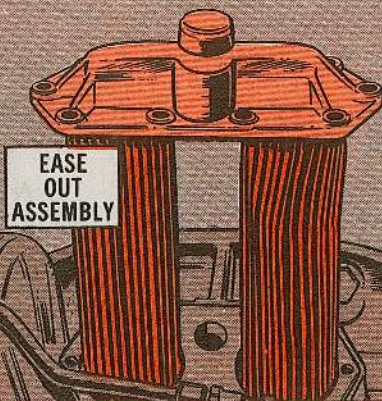
1. With the engine and master switch off and the shift lever in Park, open the rear grille doors and remove the transmission shroud.
2. Remove the 10 bolts and lock washers from around the main filter head.
3. Insert two 1/4-20 jackscrews in the holes and gently tighten 'em until they're down against the transmission housing.

NSN 5305-00-225-3839
GETS 100



Tighten one jackscrew—then the other—about a half turn at a time. That'll free the filter head from the transmission housing. The even force of the 2 screws will make the head less likely to crack.

4. Once the filter head comes free, ease out the assembly and remove the jackscrews right away.



EASE
OUT
ASSEMBLY

5. Clean the filter assembly and element packs with dry-cleaning solvent. Inspect the filter assembly. If you need new filter element packs, use NSN 2520-00-407-6752 to order elements at \$14.15 each. (Your filter head gasket is NSN 5330-00-770-7232.)

Check the action of the relief valve with your finger. If it's no-go, see if you have all the sludge out of that rascal.



CHECK ACTION
OF RELIEF VALVE

If it's clean, you're still OK if the problem's with the inner or outer compression springs or the retaining ring. They're replaceable at your level.

TLC
REALLY
PAYS
OFF
HERE!



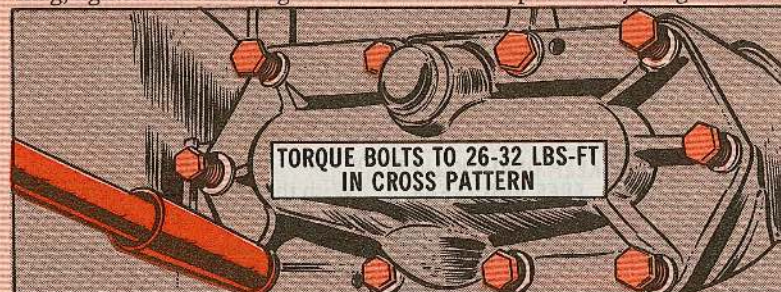
6. Before you start to install the assembly, make sure you get all the old gasket material off the filter head and transmission housing. Put the new gasket in place on the head assembly and ease head and gasket onto the housing together. Be sure the head is fully seated on the transmission.

7. Put all 10 lock washers and bolts in and run 'em down easy until they



REPLACE LOCK WASHER AND BOLTS

contact the filter head. Install them in a cross pattern. Once all 10 are down and snug, tighten 'em following the same kind of cross pattern. If you tighten those



TORQUE BOLTS TO 26-32 LBS-FT
IN CROSS PATTERN

bolts in a clock pattern, the uneven force on the flange can crack the head. That means a whole new head and tube assembly.

8. Check the transmission oil level and add more if it needs it. The LO will clue you to the right oil.

Once you've inventoried your tool box and made sure everybody's "home", you're ready to replace the shroud and fasten the grille doors.

Now that's the quick, cheap and easy PM way to a clean and long running transmission.

Avoid Pain in the Drain!



Rain's no pain that goes mainly down the drain.

Which is why those drain valves in the driver and engine compartment are so handy. But you gotta check 'em close to make sure they don't get clogged with heavy mud or chunks of brush.



Crud buildup in the drain valves can keep water in when it's supposed to go out. And sure 'nuff, it'll let water in when it's supposed to stay out—like during shallow fording or a heavy-duty romp through standing water.

After daily operations, your daily cleanup should include an eyeball session with both drain valves.

Check 'em to be sure they're free of mud buildup and other objects. Gently remove twigs, stones and so forth by hand. That way, you'll avoid damaging the valve, seat, or gasket.

With the valve open, carefully wipe away clods of wet mud with a cloth. If it's already dried or frozen, don't scrape hard or bang it; that can ruin the valve seat or gasket. Use a hose at the wash point to blast away the big stuff. Then check for any leftovers.

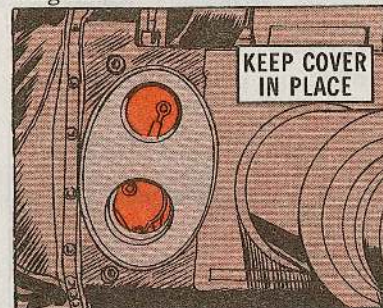
Be sure the valves seat fully, then open 'em up after operations like it says in your tank's -10 TM.

Keeping the drain valves free and clear can save you a lot of engine hassles—and any tank driver appreciates a dry seat and feet.

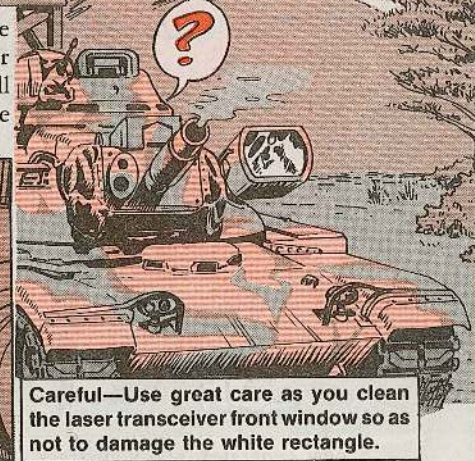
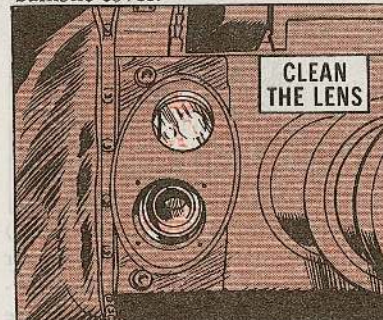
Laser Lens Protection



Keep the ballistic cover in place over the laser rangefinder receiver transmitter of your M60A2 tank at all times except when you're using the rangefinder.



Carefully clean the lens outside the tank. Once you get the lens clean, keep it that way by protecting it with the ballistic cover.

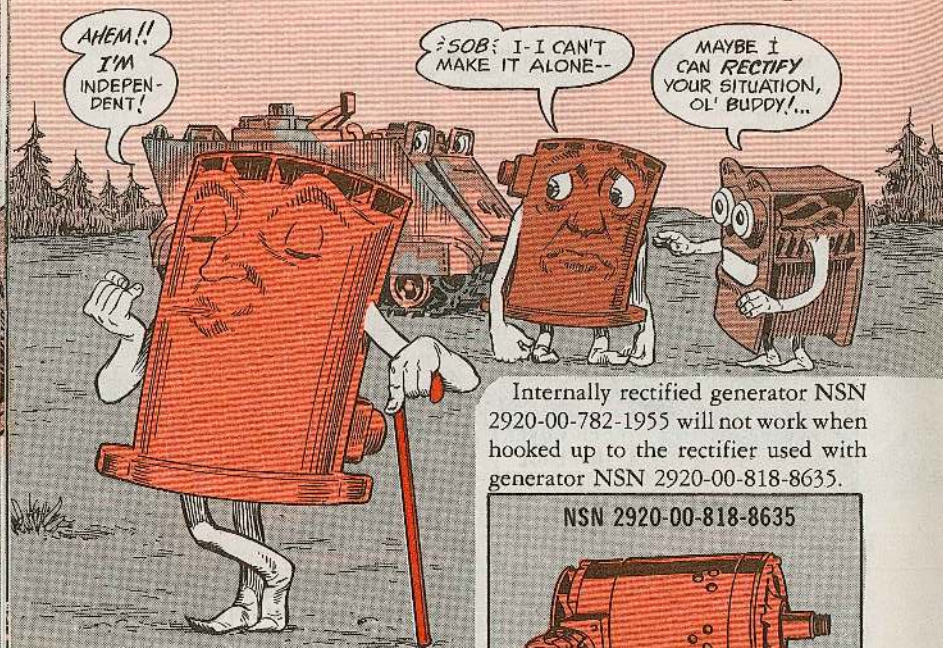


A dirty lens can give you false readings—or no reading at all.

The release handle makes it easy to open and close the cover from inside the tank so there's no reason to run the tank with the cover open.



Generator Rectifier Set-Up

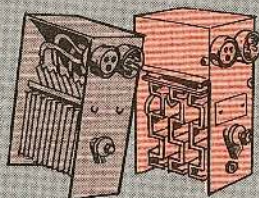


Internally rectified generator NSN 2920-00-782-1955 will not work when hooked up to the rectifier used with generator NSN 2920-00-818-8635.

NSN 2920-00-818-8635



NEEDS ONE
OF THESE . . .



Page 3-49 of TM 43-0143.(Jun 77) has instructions for converting your track's electrical system for the internally rectified generator. But there are

still tracks kickin' around that haven't been converted.

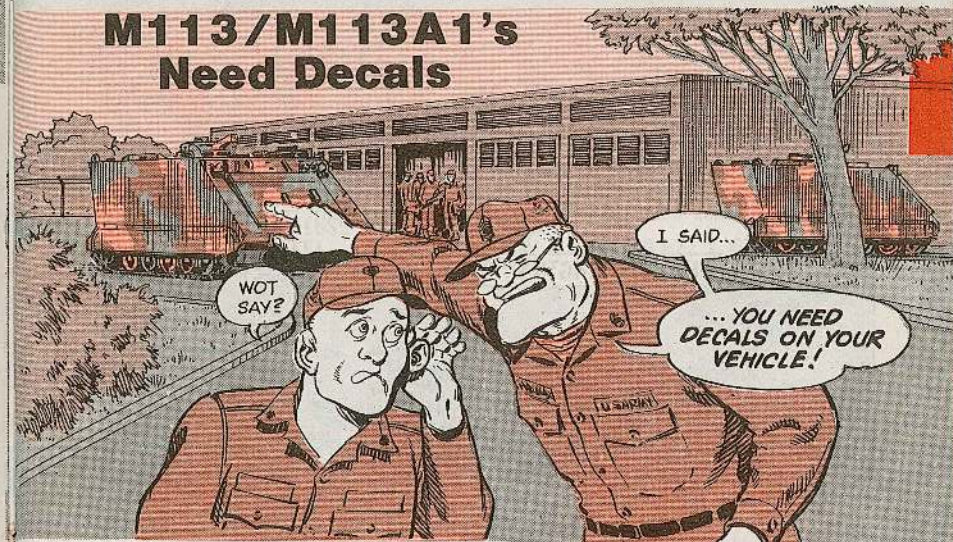
When installing generator, NSN 2920-00-782-1955: Remove the rectifier, the bulkhead-to-rectifier harness and the rectifier-to-generator harness.

Install the generator using the right bulkhead-to-generator harness.

VEHICLE	HARNESS
M113A1, M741, M132A1, M577A1, M106A1, M125A1, M806E1	NSN 2590-01-011-2702
M113, M806	NSN 2590-00-495-6493
M727	NSN 2590-00-103-4561
M548, M730	NSN 2590-00-153-7296

Save the old rectifier for use as a replacement on the external rectifier set-up. Discard the harnesses you removed.

M113/M113A1's Need Decals



If your vehicle's one of the M113/M113A1 family of carriers, then it's so noisy you need hearing protection. You also need some decals to remind you of the danger to your hearing.

Get the decals as NSN 7690-01-022-9297 and put 'em on your carrier the way it tells you in TB 43-0001-39-3 (Oct 76).



A new generator, and your track's still not charging?

Could be you've got a mismatched generator/rectifier set-up.

NSN 2920-00-782-1955



HAS INTERNAL
RECTIFIER



Worn
OH-58
Shoes?

a NEW PAIR



Finding serious wear on your Kiowa skid shoes from running landings or extended use?

NEW FULL LENGTH SKID SHOE REPLACES THESE



Here's a new full-length skid shoe to replace the 4-inchers your bird came with. Details on making the shoes and fastening methods are in TB 43-0001-2-2 (Jan 77). But experience with the skid shoes since the TB came out has brought up more information and improvements.

FIRST, EACH COUPLER CLAMP SHOULD BE SPOT WELDED TO THE SKID SHOE MATERIAL IN 5 PLACES, NOT JUST 3 LIKE IT SAYS IN THE TB!

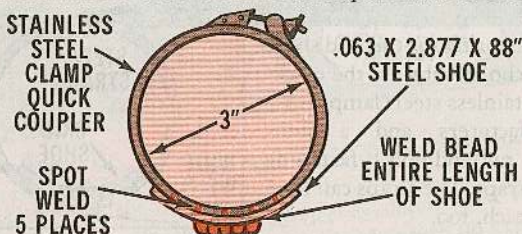
22

for YOUR KIOWA!



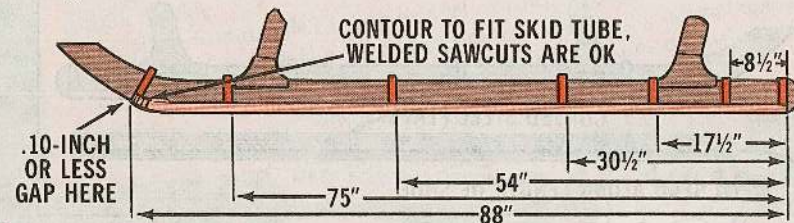
And there are now 2 suggested sources for quick couplers that hold the shoes on the skids. Manufacturer code 14242 offers part number TR40C-100-300S

STAINLESS
STEEL
CLAMP
QUICK
COUPLER



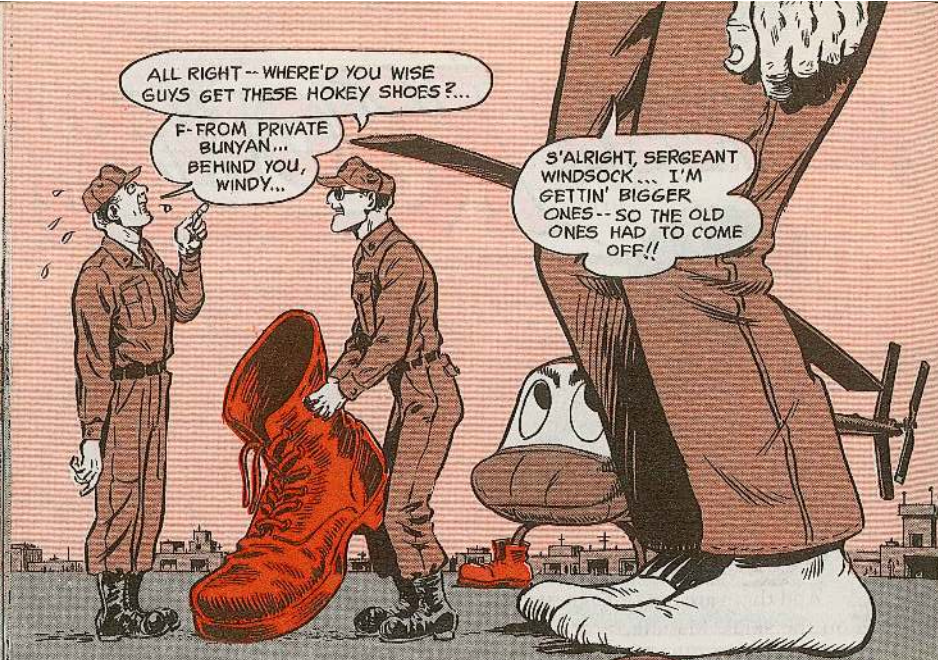
for \$2.98 each in orders of 50, or \$2.28 in orders of 100. Source code 00624 offers a similar coupler, manufacturer's part number 365C-100-300S at \$4.51 each in orders of 50 and \$3.26 in orders of 100.

When installing the skid shoes, keep the gap between the front edge of the shoe and the skid surface .10 (1/10) inch or less after the front clamp is tightened.



23

PS MORE

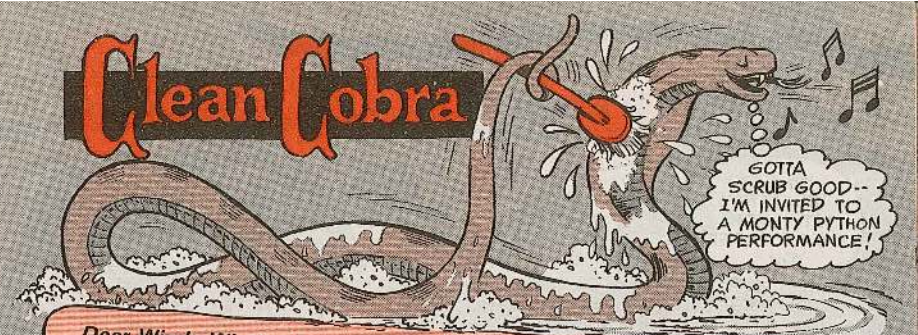
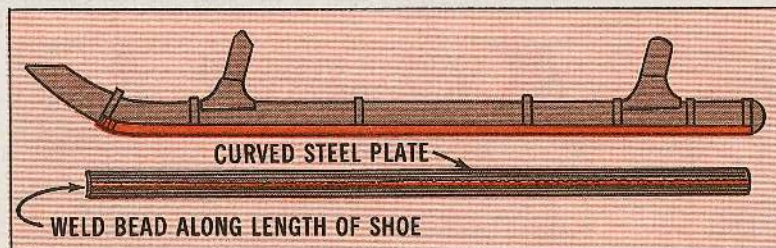
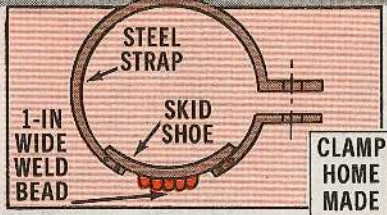


Units that spring for the skid shoes also have a choice between the quick-disconnect stainless steel clamps from the manufacturers and a unit-fabricated nut-and-bolt fastening from steel straps. The straps call for 5 spot welds each, too.

Either way, there's no drilling on the skid tubes themselves.

A 1-in wide weld bead along the length of the shoe becomes the first-line defense against skid wear.

Units getting or expecting heavy skid shoe wear can make the biggies and use 'em when needed. But there's a catch—the old shoes have to come off.



Dear Windy Windsock,
How often should we clean the engine compressor on the AH-1S Cobra? My unit does it every 25 hours, but I can't find a reference to that figure in the aircraft -20 TM, the PMS cards or an engine TM.

SSG W.D.S.



Dear Sergeant W.D.S.,
The engine cleaning procedure for the T-53-L-703 series engines is outlined in TM 55-2840-229-24, the engine manual.

It's pretty much an "as needed" service as determined by your unit maintenance officer. That 25-hr figure is probably based on experience with conditions in your area.

It's a good idea for you to give that compressor a cleaning whenever the engine's been running in air that's loaded with dust or salt. Same thing goes if the engine's been contaminated with a fire extinguishing agent other than carbon dioxide.

It's also recommended if engine performance begins to fall off or there's been a steady increase in exhaust gas temperatures during normal operation. So next time you're going to give your Snake a compressor wash, check out that TM.

NEVER MAKE ANY SUBSTITUTIONS FOR THE CLEANING MATERIALS IT LISTS FOR THE PROCEDURE.



Keep It **FLOWING!**

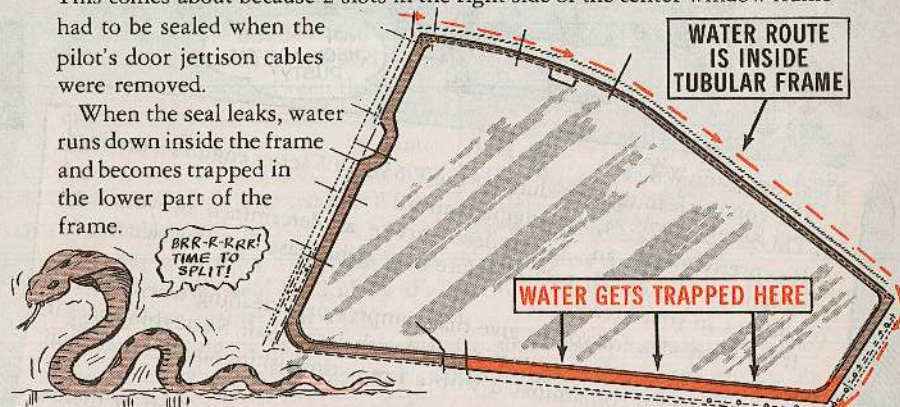


For freezing weather, Cobra mechs, eyeball the right-hand gunner's window frame. You could save Uncle a bundle.

Focus on the lower forward corner. If you find the bottom screw missing—good! Do not replace the screw. If there's one there, take it out.

It seems that after application of MWO 55-1520-221-30-39, providing for the explosive type of emergency canopy removal, the window frame can leak. This comes about because 2 slots in the right side of the center window frame had to be sealed when the pilot's door jettison cables were removed.

When the seal leaks, water runs down inside the frame and becomes trapped in the lower part of the frame.

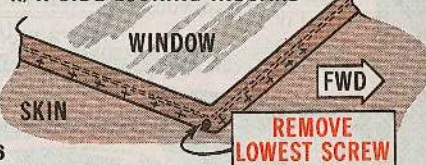


Add some freezing temperatures and you can guess what happens—the frame splits and that means grounding the bird for a new window . . . to the tune of \$3,000.

So, on all Cobras remove the lowest screw.

Use a piece of stiff wire to unclog the screw hole, which will give you good water drainage.

R/H SIDE LOOKING INBOARD



Any mech worth his salt won't work on aircraft without using torque wrenches on all hardware.

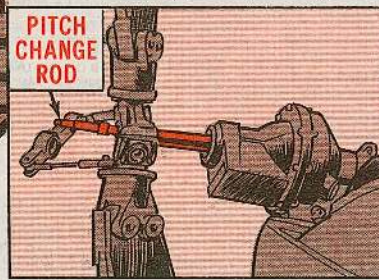
He knows that overtightening hardware in the low torque range is a problem. It's hard to use too much muscle in the high torque ranges.

The slim nut that holds the bearings in place has only a few threads. So, when a mech "guesses" the 60-85 lbs-in torque and doesn't use a torque wrench on the socket there is a good chance of stripping the nut.

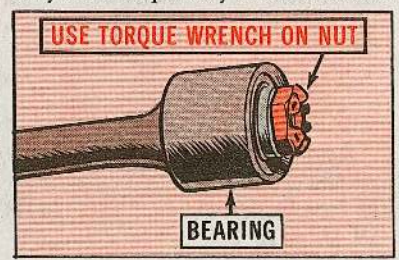
Even worse, an overtorque stretches the threads on the pitch change rod so both parts have to be replaced. That's no way to get a bird back in the blue on schedule.

'Course, you wouldn't pull a boner like that, right?

Not when the torque wrenches are only a few steps away in the tool crib!!



Focus-in on the Huey tail rotor installation, for example.





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 (Oct 77), TM's, TB's, etc.; DA Pam 310-6 (Jul 77), SC's and SM's and DA Pam (0) 310-9 (Aug 74), COMSEC pubs.

TECHNICAL MANUALS

Ch 1, TM 5-2805-257-24P Sep. Gas Engine, 3-HP, Mil Std Mods 2A016-1, 2A016-2, 2A016-3
 TM 5-6115-329-14 Oct Gen Sets, GED, 0.5-KW (Less Engine) DOD Mods MEP-014A, MEP-019A, MEP-024A
 TM 5-6115-458-24P Jan Gen Set, DED Tactical, Skid Mtd, 200-KW, DOD Mods MEP009A, MEP108A
 TM 5-6115-545-24P Aug Gen Set, DED, Tactical, Skid Mtd, 60-KW, DOD Mods MEP006A, MEP105A, MEP115A
 Ch 6, TM 9-1005-224-24 Sep M60 Machine Gun
 TM 9-1425-383-10-5 May Pershing 1A
 TM 9-1430-379-20P Jul AN/TSQ-110(XO-1) Pershing 1A
 Ch 2, TM 9-2350-238-20 Aug M578 Recovery Veh
 Ch 2, TM 10-8415-206-13 Sep SPH-4 Flying Helmet
 Ch 6, TM 11-5895-207-10 Oct RL-172/G Reeling Machine
 TM 11-5800-213-L Aug LOAP for Commo Electronic Ept
 TM 11-5805-694-14 Sep AN/FCC-97 Multiplexer Set
 TM 11-5805-695-12 Aug SB-3614 Telephone Switchboard
 TM 11-5820-361-20P Aug AN/TRC-47 Radio Set
 TM 11-5820-401-10-1 Aug Audio Sets:

AN/VRC-12, -43, -44, -45, -46, -47, -48, -49
 TM 11-5820-713-20P Sep AN/GRC-163 Radio Term Set
 Ch 2, TM 11-5840-348-12 Oct AN/TPS-58(i) Radar Set
 Ch 7, TM 11-5850-228-13 Aug AN/TVS-4(i) Night Vision Sight, Tripod Mtd
 Ch 5, TM 11-5855-202-13 Aug AN/TVS-2(i) Night Vision Sight
 Ch 2, TM 11-5855-203-10 Aug AN/PVS-2(i) Night Vision Sight
 TM 11-5895-216-24P-1 Sep PP-2848 Power Supply
 Ch 2, TM 11-5895-453-14 Oct AN/TRC-145 Radio Terminal Set
 TM 11-6625-232-20P Oct IM-174A/PD Radiometer
 TM 11-6625-450-24P Oct TS-183(i)/U Battery Testers
 TM 11-6625-667-24P Jul AN/APM-123(V) Transponder Test Set
 TM 11-6625-687-24P Aug AN/ASM-289 Test Set, Power Supply
 TM 11-6625-2718-24P Oct AN/URM-182 Radio Frequency Test Set
 Ch 2, TM 55-1510-201-20P Sep U-8D, U-8F, U-8G
 Ch 3, TM 55-1520-209-PMS Sep CH-47A
 TM 55-1520-214-MTF Aug Maint Test Flight Manual for OH-6A
 Ch 1, TM 55-1520-227-PM Sep CH-47B and CH-47C Phased Maint Checklist
 TM 55-1520-228-23P Jul OH-58A
 TM 746-10 Oct Packaging for Field Units
 TM 746-239 Sep Preservation, Packaging Dragon

MISCELLANEOUS

AR 95-14 Aug Flight Information
 AR 710-2, IC (Interim Change NOT Change 1) Sep Supply

FM 9-45K/CM Apr Turret Repairman
 FM 9-63J/CM Apr QM Ept Repairman
 FM 24-24 May Radio & Radar Reference Data
 FM 55-61C Jul Watercraft Engineer
 FM 55-61B1/2/3 Jul Watercraft Operator
 FM 55-61F Jul Marine Hull Repairman
 FM 55-61F/CM Jul Marine Hull Repairman
 LO 5-4320-218-12 Jul Pump, Petrol 350-GPM
 LO 5-4320-240-12 Jul Pump, 1120-GPM Carver Mod K006M
 LO 5-4320-248-12 Jul Fuel System Transfer, Pump 100-GPM Kenco Mod 114 MX1A
 LO 5-4320-258-12 Jul Pump, Pol, 1120-GPM Barnes Mod U967CCG
 LO 5-6115-584-12 Aug Gen Set, DED, Tactical Skid Mounted, 5-KW
 LO 5-6115-585-12 Aug Gen Set, 10-KW, DED
 LO 9-1005-286-13 May Vulcan M167A1
 LO 9-2350-215-12 Aug M60, M60A1 Tanks
 LO 9-2350-238-12 Jul M578 Recovery Veh
 LO 9-2350-258-12 Aug M48A5 Tank
 LO 9-2350-300-13 Jun Vulcan M163A1
 SB 11-642 Oct Warranty AN/APN-209 (V) Altimeter Set
 Ch 1, SC 5180-90-CL-N26 Jul Tool Kit, General Mechanics: Automotive
 SC 5180-90-CL-N57 Sep Tool Kit, General Mechanic's Light Weight, NSN 5180-00-672-2611, LIN W38895
 TB 9-2308-295-15/15 Oct Warranty M911 Tractor (C-HE T)
 TB 55-46-1 Aug Dimensions, Weight, Cube for Transport of Mil Veh, Other Outsize/Overwt Eqpt

AUDIO-VISUAL STUFF

TEC LESSONS

Available at battalion or post Learning Center

Final letter on TEC Lesson number means:

J - Job Performance Aid
 E - Audio only
 F - Audio-Visual
 A - Printed text

020-171-1607-F M551 Gun/Launcher
 020-171-1664-F M551 Before, During, After Operation Checks, Services, Part II
 201-113-4560-J Com Sec Eqpt
 TSEC/KY-8
 201-113-4561-J Com Sec Eqpt
 TSEC/KY-28
 201-113-4562-J Com Sec Eqpt

TSEC/KY-38
 201-113-4563-J Com Sec Eqpt
 HYL-3/TSEC
 945-171-0100-F Driving Track- ad Vehicles - Varied Terrain

New Technical Index

If you didn't get it on pinpoint distribution, you need to order the new technical pubs index, DA Pamphlet 310-4 (Oct 77). It covers TM, TB, SM, SB and LO.

Stick-Ons for You

Extra copies of STICK-ONS from the October PS Magazine are available. Drop a note to Bonnie at PS Magazine, Lexington, KY 40511, and tell her how many you need.

JOE'S DOPE SHOOT, SCOOT... AND BATTERY UP?

NEAR THE FRONT WITH THE 3/805th INF...

ENEMY GUNSHIPS ARE ALMOST ON TOP OF US! WHY AREN'T OUR ADA UNITS FIRING?

BOTH CHAPARRAL AND VULCAN UNITS REPORTING BATTERY PROBLEMS, SIR!

GRROAN! BUT WHAT ABOUT OUR REDEYE TEAM?

WELL... THEY'RE CLEANING THEIR BATTERY CONTACT RINGS -- RIGHT NOW, SIR...

AND SLIGHTLY SOUTH, WITH THE 3/806th INF...

SIR, ENEMY TANKS... PENETRATING OUR LINES...

WHY AREN'T OUR TOW AND DRAGON UNITS RESPONDING, SERGEANT?

SIR... THEY REPORT SYSTEM FAILURE -- DEAD BATTERIES!

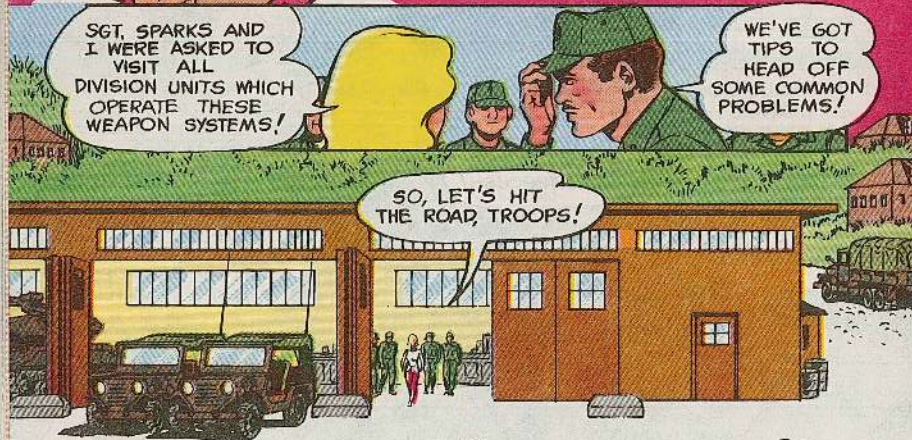
WHILE AT DIVISION HQ...

SIR, THE ENEMY HAS MOUNTED AN ALL OUT ARMORED AND AIR ATTACK ... RIGHT AT THE CENTER OF OUR LINES...

SIR, 1ST BRIGADE REPORTS ENEMY BREAKTHROUGH!

IF OUR FIREPOWER DOESN'T RESPOND IMMEDIATELY, BOTH THE 1ST AND THE 3RD BRIGADES WILL BE ISOLATED!

STOP...



Joe's Dope Sheet

Your Firepower needs sparkpower to go
So your batteries must never be low!
A weapon that's juiceless
Is just about useless
Since it's a little too heavy to throw!

CONNIE'S
A
BATTERY'S
BEST
FRIEND.

OUR
VALENTINE
BUDDY!

LUV
THAT
GAL!

WOT
A
PAL!

KISSES!

LEMME
HUG YA,
CONNIE!

LUV!

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

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

MY GUYS ARE
WORKING OUT
OVER THERE.

CHAPARRAL



PERIODIC CHECKS WITH
YOUR BATTERY TESTER
IS A **PM** MUST!

EFFICIENT LAUNCH
STATIONS NEED
CHARGED BATTERIES!

REPLACE ANY FRESH
CHARGED BATTERY THAT
CAN'T GIVE YOU A 1.250
OR HIGHER SPECIFIC
GRAVITY READING.

BEFORE YOU REMOVE OR
INSTALL THE GENERATOR
SET CONTROL BOX (**GSCB**)
DISCONNECT THE **W19E1**
AND **W22E1** LEADS
FROM THE BATTERIES.

DISCONNECT
THESE

IF YOU
DON'T, YOU'LL
DAMAGE
THE
GSCB!

OK, PEOPLE -- LET'S
MOVE OUT TO THE **REDEYE**
RANGE AREA...

34

THERE'RE MY
TEAMS, MACON.
GREAT!

REDEYE

YOUR **REDEYE**
BATTERY CHARGER
IS THE KEY TO
GOOD BATTERY
PERFORMANCE!

FOR A BETTER CHARGE, CLEAN THE
CONTACT RINGS OF YOUR **BA-523**
BATTERIES WITH A DRY CLOTH.

TO AVOID SHOCK, CLEAN
ONE RING AT A TIME!

IF A BATTERY RUPTURES, SLIDE
THE PLASTIC SHIELD OVER THE
CONTACTS, BAG IT OR PUT IT IN A
LIDDED CONTAINER AND GET IT TO
SUPPORT.

NEVER PUT A DAMAGED
BATTERY IN WATER.



TURN OFF THE CHARGER
BEFORE YOU INSTALL OR
REMOVE A BATTERY...
TO PREVENT GAS
EXPLOSION!

WELL, THAT COVERS THE
REDEYE POINTS CONNIE AND
I WANTED TO MAKE...

RIGHT ON, MACON!

NOW, LET'S
CALL ON THE
TOW CREW...



TOW

QUICK CHARGE OF THE **BB-287** DAMAGES IT THROUGH OVERCHARGING! **NO SHORTCUTS!** LET THE CHARGER DISCHARGE IT ALL THE WAY AND **THEN** CHARGE IT.



USING THE **M70** INSTRUCTOR CONSOLE? TURN OFF THE **MODE** SWITCH BEFORE YOU INSTALL OR REMOVE A BATTERY. THAT PREVENTS EXPENSIVE DAMAGE TO CONSOLE PARTS.



IF YOU'VE GOT A **TOW/APC** RIG, CHECK THE BATTERY STUD FASTENERS. THE SLOTTED END WEARS AND THE BATTERY CAN FALL OUT OF THE **MGS** OR THE STORAGE RACK.



GOOD FASTENERS MAKE A SOUND LIKE A CLOCK WINDING WHEN THEY ENGAGE THE CATCHES. IF THEY'RE WORN OR MISSING, GET 'EM REPLACED.



TO SUM UP, WHETHER THEY BE NICKEL-CADMIUM, LEAD-ACID OR DRY CELL, BATTERIES CAN MAKE PROBLEMS FOR YOU AND YOU CAN MAKE PROBLEMS FOR THEM...



...BUT WITH THOUGHTFUL **PM** AND A LITTLE **TLC**, THEY CAN ALWAYS BE GURMOUNTED!

ALL RIGHT! RIGHT ON! UNDERSTOOD!



CAN WE DROP YOU PEOPLE OFF AT YOUR OWN AREAS?

NO WAY!



WE TOOK A VOTE...

AND WE'RE RETURNING... WITH YOU.



WE'VE GOTTA SEE HOW THAT MOVIE TURNS OUT!



On **Target** for **M880 Pubs?**

THANKS, OL' BUDDY! WITH YOUR HELP, MY MECH IS GETTING ALL THE PUBS HE NEEDS TO KEEP ME IN GREAT SHAPE!

You're in trouble—and getting in deeper—if you're not set up for automatic distribution of pubs for your **M880-series 1 1/4-ton trucks**.

This vehicle family is not printed on **DA Form 12-38 (Feb 74)** for pinpoint distribution.

You have to write in your needs—on line **A-15**.



VEHICLE	SECTION 1 - <i>(Continued)</i>							
	OPER. AID	ORGANIZATIONAL			DS & GS		OTHER PUBLICATIONS	
	TM	TM	TM	TM	TM	TM	TM	TM
A-11	R1	R2	R3	R4	R5	R6	R7	R8

WRITE IN HERE

22 1/2-TON TRUCK
TRACTOR: 22 1/2-Ton, 8 x 8, M746
A-14) **1/4-ton trucks. Utility:** M151, M141A1, M151A1C, M151A2, M825; Ambu: M718, M718A1. (105)
A-15) **1/4-ton trucks. M880, M881, M882, M883, M884, M885, M890, M891, M892, M886, M893, M888.**

DA FORM 12-38

MISSING ANY CURRENT **M880** PUBS OR THEIR CHANGES?

ORDER 'EM FROM **ST. LOUIS** ON A **DA FORM 17**.



LO 9-2320-266-12 (Apr 77)
TM 9-2320-266-10 (Jan 76) w/Ch 1, 2 & 3 (Ch 4 coming)
TM 9-2320-266-20 (Jan 76) w/Ch 1 & 2 (Ch 3 coming)
TM 9-2320-266-20P (Feb 76) w/Ch 1
TB 9-2300-295-15/14 (Dec 76), Warranty Procedures

Warranty Time Bonus

WHAT'S THE DATE ON YOUR LIMITED WARRANTY REGISTRATION CARD?



Dear Half-Mast,
Can the warranty on an M880-series 1¼-ton truck ever extend beyond 12 months from the vehicle-in-service date, block 23, DA Form 2408-9 (acceptance)?

SGT A.E.V.

Dear Sergeant A. E. V.,

Yes, the warranty can be extended to 18 months from the date on the 2408-9 for an M880-series truck that's been delayed at the depot.

Then, the warranty is good for 12 months from the date on the Limited Warranty Registration Card in the vehicle logbook. But the warranty can never extend beyond 18 months from the vehicle-in-service date on the 2408-9.

That's the word in para 3b, TB 9-2300-295-15/14 (Dec 76).

THE GOOD WORD ON WARRANTY EXTENSION IS SPELLED OUT IN THIS TB... BUT 18 MONTHS IS THE LIMIT!!

TB 9-2300-295-15/14
DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

WARRANTY PROCEDURE

Next Month in PS

DISTRESS MARKER LIGHT SD-5/E



M107/M110 TIPS

VULCAN PM



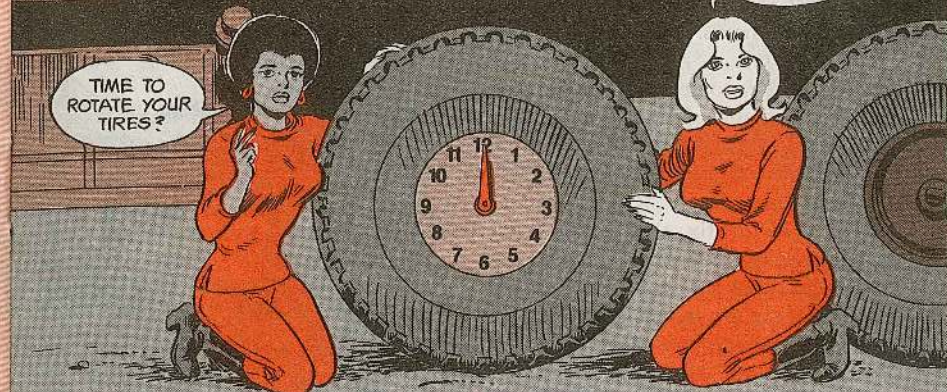
TELETYPE TALK

38

Tire Turn-Around

HERE'S THE WHEN AND THE HOW!

TIME TO ROTATE YOUR TIRES?



Tires on most wheeled vehicles need to be eyeballed for tread wear after every 2,000 miles.

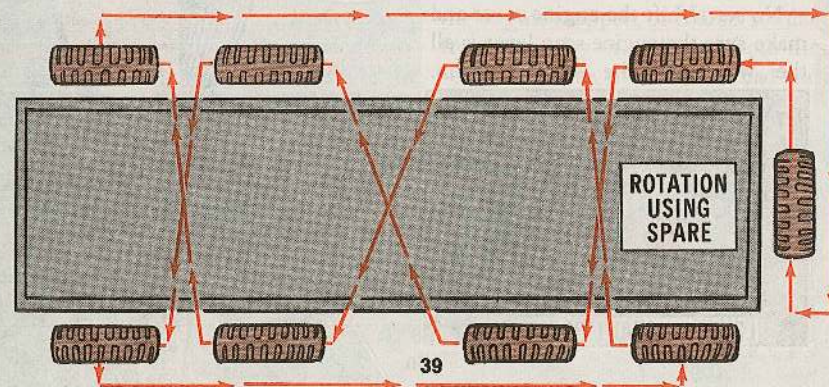
If you see uneven wear, rotate—according to instructions on pages 2-5 and 2-6 of TM 9-2610-200-20 (Feb 77).

The tires on some vehicles, though, need to be changed at certain set times—no matter what the old eyeball says. So check your vehicle's -20 TM.

Gama Goat users, for example, should rotate tires every 12,000 miles or once a year, whichever comes first. Goatherds can get the dope on how to rotate on page 2-239 of TM 9-2320-242-20 (Sep 76).

The 12,000-mile or once-a-year rule also applies to those who operate 5-ton, 8x8 trucks—M656, M757, M791. Rotate the tires like so:

5-TON TRUCK, 8X8, M656, M757, M791



SAVE THAT STARTER

Your Gama Goat's starter motor can last real long—long as you take care of it, that is. Over-cranking ruins most starters.

So, here're some tips to cut the time juice flows thru that starter.

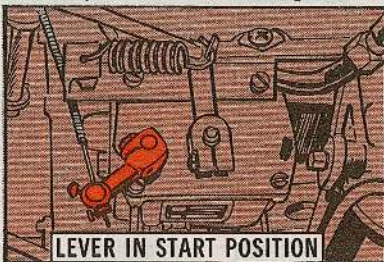
Army Tank-Automotive Materiel Readiness Command (TARCOM) Worldwide Letter (24 Dec 75) authorizes a fix that cuts starter failure—specially in cold, wet weather. Look for a starter relay on the front of the left-hand engine support. That's your sign that the letter poop's been applied. No relay? See your



support—they can fix you up with solenoid, NSN 2920-00-735-9542.

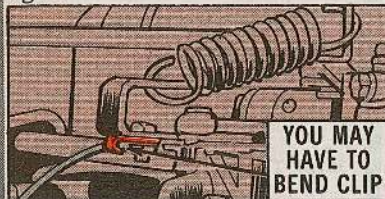
Heed the starting steps in Paras 2-4 and 2-5, TM 9-2320-242-10 (Mar 77). And keep a real close handle on that cranking time.

No start? Lift the engine cover and make sure the engine stop lever is all the way into the start position.



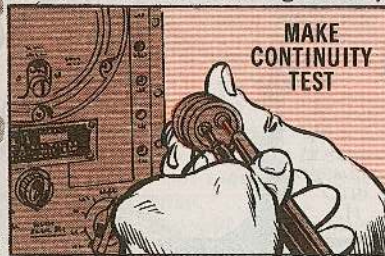
Vibration often loosens the cable clip near the lever . . . and lets the cable move instead of the lever.

If the clip's not holding the cable steady, tighten the clip and adjust the cable so the stop lever can move to the start position. You might need to bend the clip a bit for it to hold the cable tight.

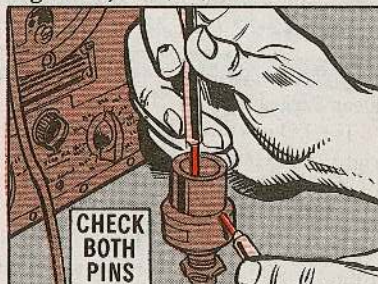


A stuck or otherwise faulty starter switch will let juice run thru and ruin the starter.

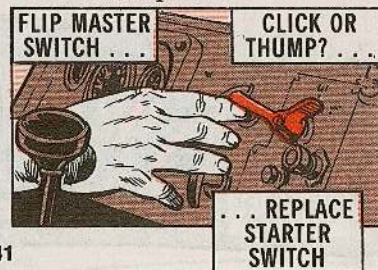
Have your mech remove the switch and pull a continuity check. He'll hook a multimeter to the switch lead pins. Then, he can check for a ground by



touching one pin and the switch body with the meter leads. If the meter reads anything but zero for either check, replace the switch. Be sure you get the new improved starter switch, NSN 2920-00-133-9629, Item 9, Figure 34, TM 9-2320-242-20P.



No multimeter handy? Check the switch by flipping the master switch on and off a few times—that's with the engine stopped, of course. A click from the relay or a thump from the solenoid means the switch is bad and needs to be replaced.



Oil Level, It's A Devil



Dear Half-Mast,

Gama Goat engine oil level is driving me up the wall.

When I drain the crankcase and change the oil and filter, I follow LO 9-2320-242-12 (Apr 72) to the letter.

Trouble is, 12 quarts of OE/HDO come up to nowhere near the F mark on the dipstick.

Can you help me straighten this out?

SFC C. C. B.

Dear Sergeant C. C. B.,

The LO is wrong! Thirteen quarts is right. The Gama Goat takes 13 quarts of engine oil when the oil and oil filter are changed.

To check the oil level, wait 2 minutes after engine shutdown. The time you wait after shutdown affects the dipstick reading.

Before you pull the dipstick, turn the T-handle counterclockwise till it stops. The dipstick can read as much as 1 inch lower than it should if the water seal T-handle is not backed off completely.

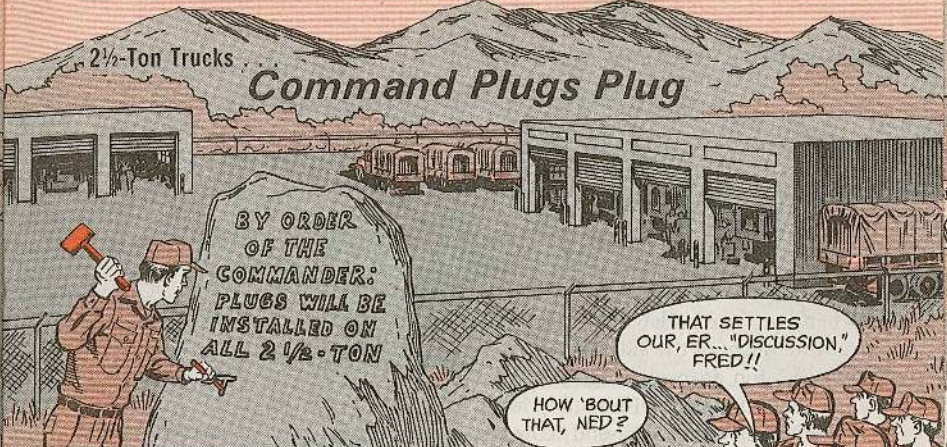
Then pull the dipstick, wipe it clean and put it back in. Be careful not to turn the T-handle.

Pull the dipstick and check the oil level. The dipstick will read F, give or take a "hair," when the Goat's holdin' 13 quarts.

THE RIGHT DIPSTICK HAS P/N 5134382 STAMPED INTO IT.

TURN COUNTER-CLOCKWISE TO LIMIT

Command Plugs Plug

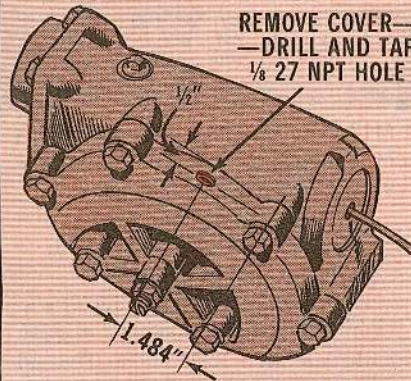


Dear Half-Mast,

Given a choice, lots of people won't do any more than they have to.

And that's what happened when TM 9-2320-209-20 (Apr 65) came out with the word-in Change 4—that users "may" convert the 2 1/2-ton truck's steering gear cover to provide for a lube level check plug. That's what it says in para 201.1—"may."

REMOVE COVER—
—DRILL AND TAP
1/8 27 NPT HOLE



Some of the units we support are being giggered by inspectors for not having the check plug. And the units say the plug's not required, because the TM says "may."

So what do you say? May? Or must?
W01 J.O.S.

HOW 'BOUT THAT, NED?

THAT SETTLES OUR, ER... "DISCUSSION," FRED!!

Dear Mr. J.O.S.,

Common sense says the steering gear should have the plug—so the lube level can be checked and, if necessary, corrected.

If there's doubt about this, your command should make it clear—in writing, so there's no misunderstanding between the inspectors and using units.

By the way, the plug comes under NSN 4730-00-152-6233, not the NSN given in the TM.

Half-Mast

Latching Onto the Latch

ER... I THINK WE NEED TO GET A TAILGATE LATCH!

Latch onto NSN 2510-00-109-8212 when you need a latch to keep the tailgate hugging the sides of your 2½-ton or 5-ton dropside cargo truck.

The latch—handle assembly with chain—keeps the tail-end corners snugged tight on your 2½-ton M35A2C and on your 5-ton M54A1C, M54A2C and M813A1.

The assembly has yet to make TM 9-2320-211-20P or TM 9-2320-260-20P, but it is listed in TM 9-2320-209-20P (Oct 76).

TM-206-Series 10-Ton Truck

I AIN'T MOVIN' WITH THAT PLUG IN MY DRAIN!

CAN'T FIND ANYTHING IN TH' TM 'BOUT A FORDING PLUG...

IT'S NOT THERE!

Let Drain Hole Drain

Keep that fording plug out of the drain hole of your truck's flywheel housing unless you're going fording.

This rule of thumb applies to the

KEEP PLUG IN GLOVE COMPARTMENT



THIS IS HOW CATCH LOOKS WHEN NOT IN USE



M123A1C or other 10-ton trucks—even though the info's not in your TM 9-2320-206-10 (Apr 77).

If you don't take the plug out, you could get clutch trouble—with a capital T.

A plug that's left in lets any oil drip from your engine and transmission build up on your clutch. The oil buildup can net you a clutch that slips—or one that's ruined.

So tuck that plug safely into the glove box—just like it says in TB 43-0001-39-3 (Oct 77)—until the next time you go fording. Then put it in.

Good News for Carb

SPARE THAT CARB, SOLDIER!



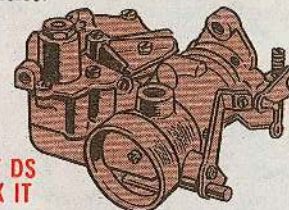
Resist that temptation to tinker with your ¼-tonner's "emission control" carburetor when it poops out. True, your support hasn't been able to do much in the way of repair—but things have changed.

NSN 2910-01-029-2796. The only new carb available is NSN 2910-00-255-0724. It's on page 10, Change 2 of the -20P TM. It's for all ¼-ton vehicles.

Now DS can do a real overhaul job on that carb, P/N 11681709, listed on page 10 in Ch 2 to TM 9-2320-218-20P (Jan 72).

They'll use an overhaul kit, NSN 2910-01-028-4326, plus a gasket kit,

LET DS FIX IT



¼-Ton Handrail

HANDRAIL CAN'T BE LOOSE, JACK--

I DO REG'LAR PM!

ER, JACK... JACK??

YIIIIII-!!!!!!



Need a new rubberized handrail for your M151A2 ¼-ton truck? Order it by NSN 2450-01-038-8295. Your command can now authorize the 'rail for any M151-series ¼-ton truck.

Mount it with 2 screws, NSN 5305-00-068-0506; 2 nuts, NSN 5310-00-959-7600; 2 washers, NSN 5310-00-809-4058.

COMMO & ELECTRONICS

Be Your Own Inspector . . .

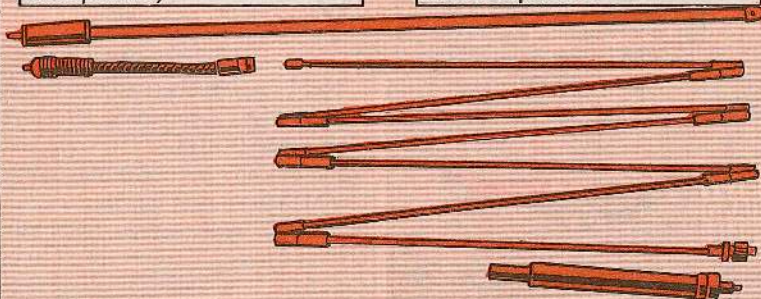
YOUR PORTABLE FM's

They don't need to be pampered, but a quick once-over liberally sprinkled with a little common sense will keep your AN/PRC-25 or -77 in business.

HERE ARE SOME THINGS TO LOOK FOR...

AT-892, -271A ANTENNAS—Corroded, bent, loose ferrule, tip missing, gap between antenna and mount. (A gap can lead to a fatal case of snapoff-itis.)

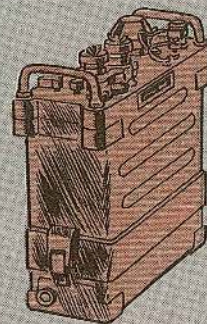
ANTENNA AND CONTROL CABLES—Frayed, cut, broken insulation, cable connectors loose at equipment receptacles.



46

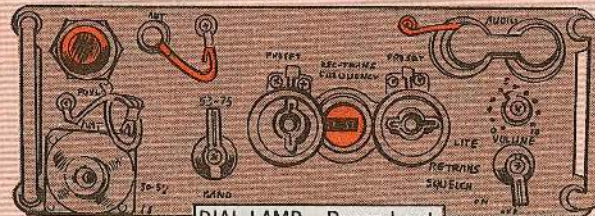
THE SERIOUS ITEMS ARE IN **BOLD TYPE**...

RT-841, -505 RECEIVER-TRANSMITTER—Dirty, greasy, rusty, dented, fungus growing on case, battery connectors cracked, gasket missing from connectors. (Use a dry cloth for cleaning.)



POWER CONNECTOR CAP—Loose, missing. (Screw on tight for man-pack. Radio won't operate if cap's not in place.)

CONTROL PANEL—Rusty, binding, loose controls, loose panel.



DIAL LAMP—Burned out.

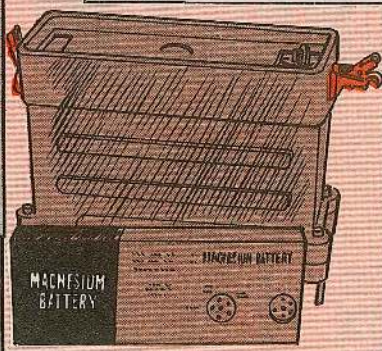
CHANNEL DIAL WINDOW—Smudged, dirty.

CAP CORDS—Frayed, missing.

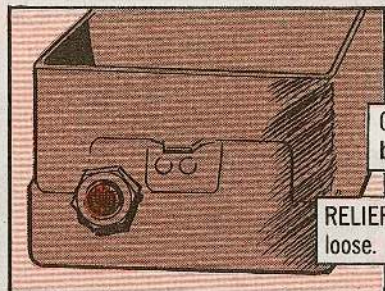
47

BA-4386 OR BA-398/U (arctic)—Not properly seated, corroded, swollen, leaking, cardboard cover missing, socket receptacle cracked. (When replacing battery, keep it level with case until seated. Forcing it in, or putting it in at a slant, may break male connectors. Remove it from set if not used for a day or more at a time.)

BATTERY BOX CLAMP—Bent, broken.

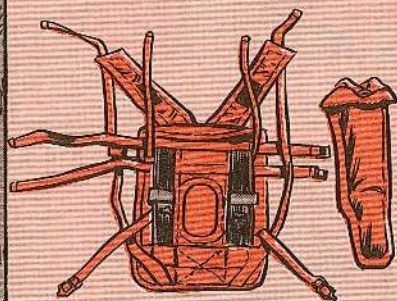


CY-2562 BATTERY BOX—Missing, broken, gasket cracked or missing.



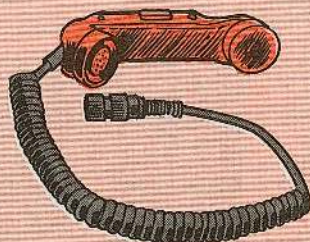
RELIEF VALVE—Missing, cracked, loose.

CANVAS BAG—Fungus, tears, clips missing.



ST-138 HARNESS—Fungus, tears, canvas not holding metal frame at all points, metal tips missing.

H-189 HANDSET—Cracked, push-to-talk switch won't work, switch boot cut or missing, moisture shields torn or missing.

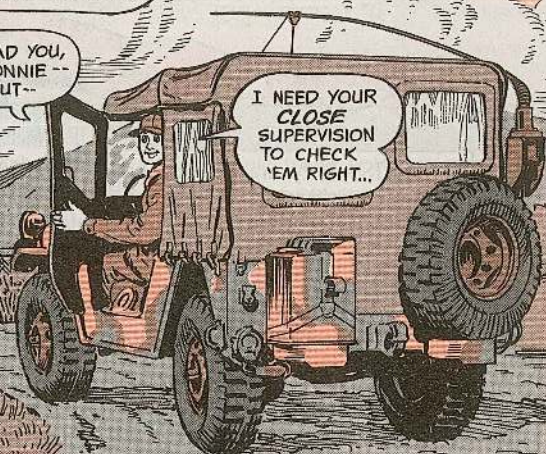


HANDSET CORD—Frayed, cut, kinked, insulation broken.

IF YOUR SET IS VEHICLE MOUNTED, INSPECT THESE POINTS...

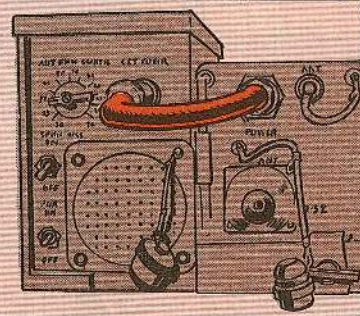
READ YOU, BONNIE -- BUT--

I NEED YOUR CLOSE SUPERVISION TO CHECK 'EM RIGHT...

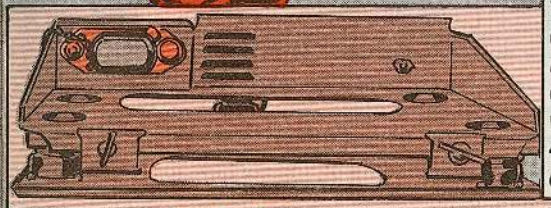


AM-2060 POWER-AMPLIFIER—Switches loose or binding, switch screws loose or missing.

CX-4655 POWER CABLE—Cut, kinked, torn, broken insulation, connectors not locked to receptacles on both ends.



MT-1029 MOUNT—Loose, connector broken, connector cap missing. (When you're running your PRC radio vehicle-mounted, the battery comes out. The radio then uses vehicle power. If you leave your BA-4386 in, you're taking a chance on corrosion damage.)



NOW--ON YOUR VEHICLE-MOUNTED GEAR, CHECK OUT THESE POINTS ON THE AS-1729 ANTENNA!

ELEMENTS—Dirty, cracked, loose.

ANTENNA BASE—Cracked, loose. (Tighten to no more than 100 lb-in, clean only with soap and water, and no pressure hose.)

TIP—Missing.

Keeping the antenna tip in place is a constant struggle—but for safety's sake, a good one. A good taping will help you in the fight.

First, put 2 or 3 layers of ½-in tape on the whip. Then force the tip over it. Use ¾-in tape around the tip and the antenna to keep it in place.

COIL SPRING—Weak or loose. (When tied down, keep antenna tip at least 9 feet above the ground to reduce strain on the spring.)

TIE-DOWN—Missing, cracked, cord frayed.

CONNECTORS—Pins bent, binding, dirty, fail to make contact.

GROUND WIRE—Missing or not grounded.

COAXIAL AND CONTROL CABLES—Frayed, cut, dirty, broken.

HOW 'BOUT A TIP FER US, CONNIE?

OURS IS MISSING!

If you can keep these things under control, you'll be well on your way to having a trouble-free set. As you'll discover, leaving these faults uncorrected will lead to bigger trouble.

So, get 'em fixed. Then you can move and shoot, and not have to worry about communicating when you have to.

Shelter PM Is Gear Saver, Too!

CANADA...?
MEXICO...?
TASMANIA?

...IT FELL IN TH' LAKE!

OH, NO... THE SHELTER BROKE LOOSE...

WHERE'S FLOYD? HE'S RESPONSIBLE FOR SHELTER PM!

So you have a compact S-389 type shelter chock full of electronic gear goodies on which you pull regular PM. That's great! But you need not stop there.

Spread the PM to the shelter, too!

eyeball the lifting eyes. A hairline crack across the eyelet ring can allow the ring to let loose at the worst time... like when you have the shelter up in the air. The least bit of rust will clue you to a cracked ring.

Get the ring welded, or replace it by removing the loop bolt.



When you first lift the shelter, lift it 1 inch off the ground. After you eye those rings and they're all right, raise the shelter higher.

If your shelter has an air conditioner, always take out the drain plug at the bottom when the cooling unit is operating.



Letting the air conditioner run with the plug in causes moisture buildup. This moisture buildup will back up on the inside of your shelter and damage your electronic gear.

When the shelter cannot be parked in a level area, try to position it with the air conditioner on the down side. This will let moisture come out of the drain hole.

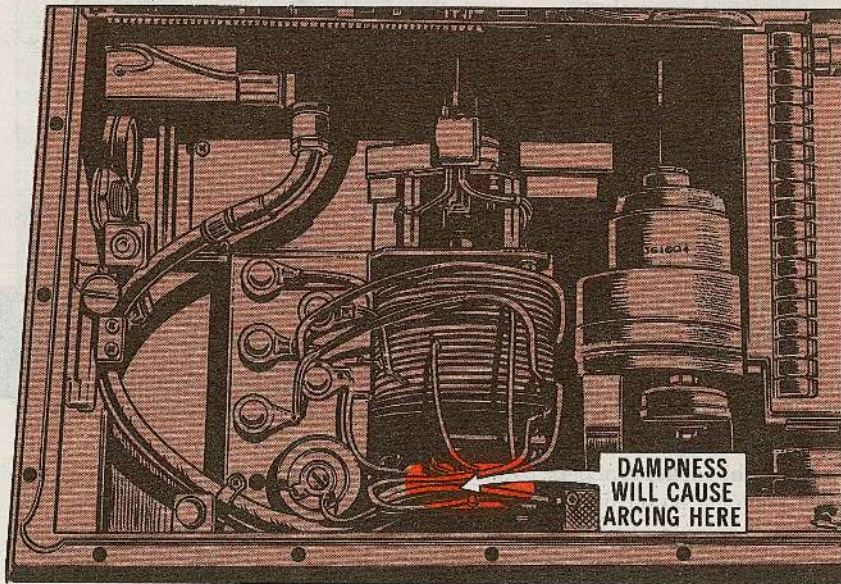
Remember to always put in the drain plug when you're putting that shelter away for awhile.

KNOCK MOISTURE FIRST



An eyeing and gentle touch with a moisture daber can be that little PM touch you need to keep your AN/TLQ-17 countermeasures set doing its job.

The best time to start that moisture search is before you turn your set on, especially if it's been off for awhile. Condensation can collect in your T-1137 transmitter. This dampness will cause arcing damage in the 1A10 tank coil assembly.

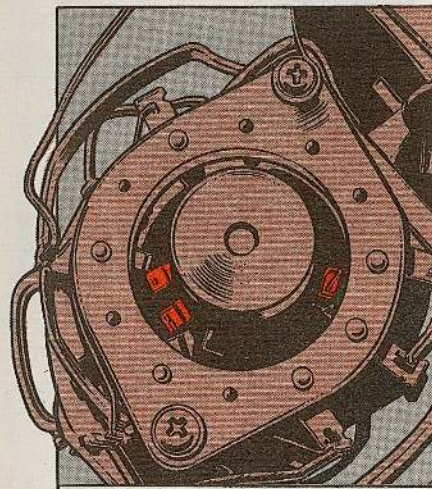


SPECIALIST RANIER JUST WATCHED THE NUMBER ONE SOAP OPERA AND NEEDS A LITTLE MOISTURE PM BEFORE RETURNING TO WORK, MACON!



ALL-RIGHT!

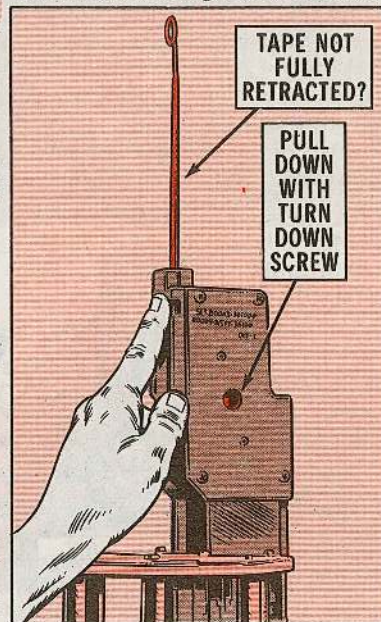
Remove the top cover of the transmitter and look at the assembly. If it's moist, dry it with a lint-free cloth.



MOIST? DRY WITH LINT FREE CLOTH

Also, eye your cable connectors before tying them into your gear. If the connectors are moist or dirty, wipe them clean with a lint-free cloth.

Before you take your AS-2437 antenna apart to put it away, make sure that tape is fully retracted. Otherwise, it will get bent or broken.



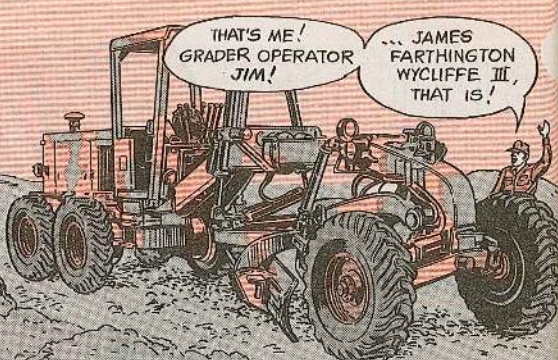
If the antenna tape is still partially up when you're shutting down or when you've had a power failure, use the mechanical tape turn-down screw to pull the tape into the top antenna section as far as possible. This'll save the tape from damage.

This care goes for backing off that heavy handed handling. Slow and gentle will keep the tape and gear assembly from getting damaged.

TROOP SUPPORT

Huber Model F1500M . . .

Grader Operator Gems



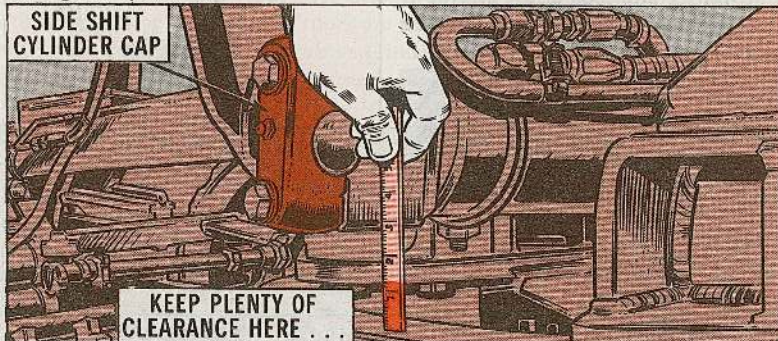
THAT'S ME!
GRADER OPERATOR
JIM!

... JAMES
FARFINGTON
WYCLIFFE III,
THAT IS!

A real pro grader operator uses his brain, hands and eagle eyes to keep his rig on the job and maintenance cost down.

For instance:

During circle side shift and bank operations, his keen eyes and steady hands keep the side shift hydraulic cylinder from hitting the frame. Para 2-7b, TM 5-3805-253-12 (Dec 75) says 1¼-in clearance must be maintained to avoid damage to cylinders.



SIDE SHIFT
CYLINDER CAP

KEEP PLENTY OF
CLEARANCE HERE . . .

But a sudden shock or bump can send the cylinder smashing against the frame. So keep more distance between the cylinder and the frame than the -12 TM calls for. That's using your head . . . it also prevents snapping off the side shift cylinder and lift cylinder caps.

Same thing goes for the hydraulic hoses. They can be smashed against the frame if you let the circle get too close to the frame. You won't find a

caution about these hoses in the manual but keep 'em in mind.



. . . AND HERE

Keeping a safe distance between the frame and circle may mean another pass with the blade, but it keeps the grader out of the shop.

ALL THE WAY OFF

Releasing the parking brake all the way saves a lot of heartburn . . . and hairy moments.

Be sure you push the handle down and all the way back against the stop. If you just let the handle drop by itself, the brake will still be partially on.



ALL THE WAY
DOWN AGAINST STOP

When you drive off, the brake drum heats up and quick-like you'll be without a brake for parking, stopping on a hill, or as a back-up for your hydraulic brakes.

EYEBALL THE BATTERIES

Check your batteries daily. Dirt, dust, mud and gravel cover 'em quick-like. This gunk comes from the rear wheels thru a hole in each corner in the bottom of the box.



GUNK COMES
THRU HERE

Heat builds up fast and batteries work harder—even blow up—when they wear a caked-on dirt blanket too long. Keep batteries wiped clean—and the packed-down mud out of the box.

SPEEDOMETER CONNECTED OK?

Got a speedometer on the fritz? Before you haul off and replace it with a new one, check the connections at the transmitter and in the cab. Make sure the lug or friction connection ends are hooked up right.

One mechanic found 'em wired bassackwards—maybe because the metal identification tags at the transmitter had been painted over.

Anyhow, negative (-) wire 35SN from the speedometer was connected to the positive pole at the transmitter and positive (+) wire 35SP was hooked to the negative terminal. An eagle eye saved the unit some kinda heartburn.



MAKE SURE THE
HOOKUP IS
LIKE SO!



35SP ID TAG

35SN
ID TAG

TRANSMITTER

Using all your knowledge, training and physical assets makes you a real pro operator instead of a run-of-the-mill driver.

The 6-Cent Solution

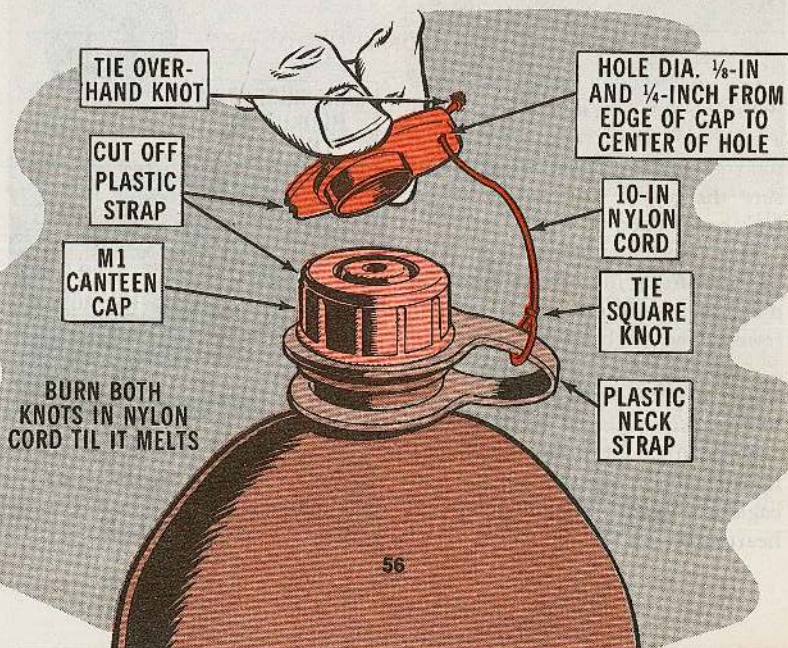
The strap holding the cover to your M1 canteen cap breaks. When it does, you're going to lose the cover—and maybe your health!

Sure, you can order replacement caps. But you can save time and money with this quick fix for broken straps.

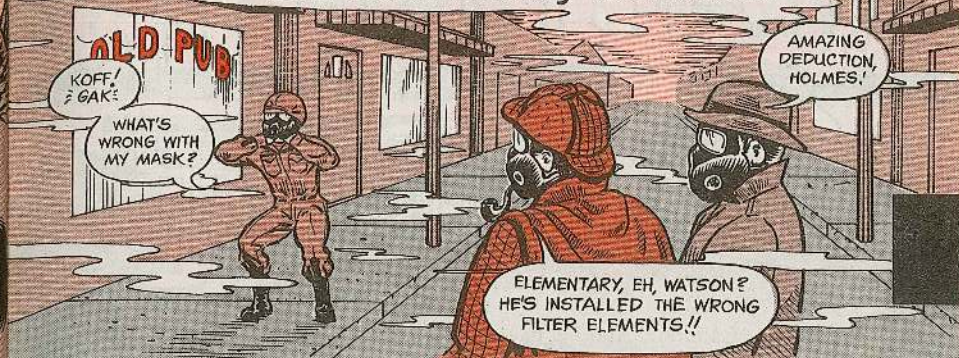
You'll need about 10 inches of cord for each strap. Use Nylon cord, NSN 4020-00-262-2019.

Burn the overhand knot with a match or lighter until it melts—about 2 seconds. That'll keep the cord from unraveling.

If you want the cap permanently hooked to the canteen, burn the knot you tie in the cord around the neck strap.



An Elementary Solution



The filter elements that fit into the cheeks of your M17/17A1 protective mask may be small . . . but they're basic to your survival. If you have the right element in your mask at the right time, you'll make it. If you don't, you won't.

You may have any of 4 elements:

Elements	NSN 4240-00-	Connectors
M13	678-8474	Black
M13A1	934-7854	Black
M13A1	152-1607	Gold
M13A2	165-5026	Green

FILTER ELEMENT SETS . . .

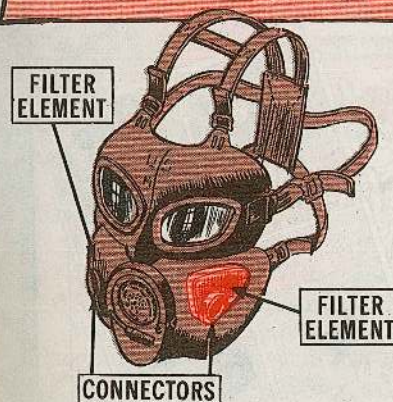


... HAVE DIFFERENT COLORED CONNECTORS . . . ACCORDING TO MASK MODEL

The M13A2 green connector filter element is the only one good against lethal agents. Keep it safely in its original vapor proof bag. That element stays protected and on the shelf until the balloon goes up or a better filter element comes along.

The M13 and 2 models of M13A1's are interchangeable. You can use them for training or riot control operations.

The gold connector element, M13A1—the Quick Fix filter—used to be OK for combat purposes. No more. It's now for training and riot control only.



A CALIBRATING GOOD PROGRAM

NUTS! WE'RE
GOING TO MISS
TH' GAMES...

OUR TESTER SAYS EVERYTHING'S
A-OK...

BUT IT'S STILL
NOT OPERATING
RIGHT!

Calibrate! Calibrate! Another day of
measuring.

Calibrate! Calibrate! Another day of
tests.

Sounds like a hit tune by a top rock
group! But, if you're into the Army's
calibration program, that's no jive.

The Army's calibration program
keeps your test, measurement and
diagnostic equipment (TMDE) work-
ing and everybody measuring off the
same size rulers.

CHECK PS 268 FOR TMDE POOP

A minimum amount of instruction and use can turn you into
the finer points of TMDE, like these:



When you're bored up on TMDE
You will do your job better...you'll SEE!
You won't guess...you will KNOW!
Your equipment will GO—
Without need for a parts-changing SPREE!

RIGHT ON!

TMDE
THE ONLY WAY TO GO!!

FINE!

BUT WHEN WAS
THE TESTING EQUIP-
MENT CALIBRATED
LAST?

TMDE is just the fancy name for testers and troubleshooting gear like multimeters, tach-dwells, low-voltage circuit testers and wear, compression and vacuum gages.

With time, use or rough treatment TMDE equipment becomes less accurate. Springs gradually unwind. Cables twist or break. Fine cracks allow gases or liquid to escape. Indicators bend or warp. Balance is lost.

So, the TMDE needs to be recalibrated. Its ability to measure, weigh, track or respond is measured against equipment with proven precision.

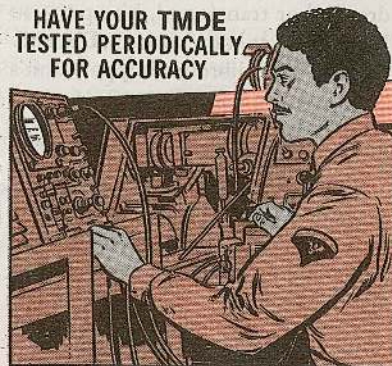
Support units and traveling calibration teams do that for you. They have the equipment to do the job. Their equipment "tests" your TMDE and readjusts it to Army standards.

That calibration works directly for you. It means you do only needed work—no wasted time chasing down phantom gremlins reported by a bum tester.

The calibration your support units do for you is classified as C level calibration. Calibration traveling teams—Army Area Calibration Teams (AACT)—or special labs do A level work.

But, you—the equipment users—are the heart of the calibration program. Nothing happens if you drop your end.

HAVE YOUR TMDE TESTED PERIODICALLY FOR ACCURACY



You give support a DA Form 2416 Calibration Card filled out as a Master Record Card on each piece of TMDE you have. Para 6-5d of TM 38-750 explains how.

As your equipment list changes with new TMDE added, old TMDE dropped or transferred, it's up to you to let support know about it. Depending on your calibration support unit's SOP, you use a DA Form 2416 or a letter or both to keep them straight on TMDE changes.

Use TB 43-180, Calibration Requirements for the Maintenance of Army Materiel (Dec 76) to identify your equipment and the level calibration it requires.

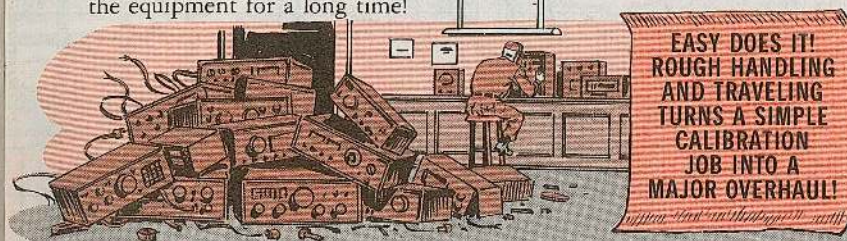
When your equipment needs calibrating, support will let you know. You should get 10 days' notice when support plans to do the work. You get 30 days' notice when an AACT team will do the calibration.

Each time the equipment is calibrated, a new DA Label 80 or DA Form 2417 is attached to the equipment. That label or form tells you when the equipment needs calibrating—and which items never need calibrating.

Keep an eye on the label and form dates. If your calibration support shop overlooks an item, let 'em know about it. After all, overdue calibration could cost you extra work.

Once support lets you know which items and when your TMDE will be calibrated—or you've let support know about overlooked items—it's up to you to get that gear to support. Your calibration support unit's SOP should say whether they want the equipment delivered the day of calibration or before the due date.

Either way, make sure your equipment is clean and carefully protected for the trip to support. Tossing the equipment into the back of a truck can turn a simple calibration job into a complete overhaul—which can leave you minus the equipment for a long time!



If you run up against problems with calibration, write or call the calibration headshed. The hotline works 24 hours a day.

If you're in CONUS, call AUTOVON 746-3443 or 746-3610 during duty hours. If you're in Europe, use 746-3097. The Pacific area uses 746-3614. If you get a recording, give 'em the whole story.

The headshed has put together some interesting pubs on the calibration program. You can get a copy of the US Army Calibration Program and the USAMCC Newsletter 1976 by writing to the same address that handles problems.

General Mechanics Tool Kit ...

Poor Quality Tools?

HOLD ONE, O'TOOLE--THAT'S TH' TOOL TABLE!

I SAID TO PUT THAT BOX ON TH' TABLE WITH TH' JUNK ON IT!

YOU COULDA FOOLED ME, SARGE!

They've also cut the price on the kits you order in the future or already have on order.

If some of the tools in your General Mechanics Tool Kit, NSN 5180-00-177-7033, have all the quality of a door prize at a bargain basement fire sale, no wonder!

The tool sets you get from the General Services Administration (GSA) under contract number GS-00S-18758 or GS-00S-29876 include some defective or poor quality tools.

The headshed's heard about the bum tools! So GSA is giving major Army commanders credit for the sets.

If your kit comes under either contract number, check with your support unit about getting a credit refund. The refund will help cover any replacements you may have to order.

Turn in to your support any defective tools you get in the set.

But, for the poor quality—but still useable—tools in sets under those contract numbers, just chalk 'em up to a bad buy.

Inner Tube Patch Kit

NSN 2640-00-052-6724 gets the kit that has 4 different sizes of patches (chemical cure) for fixing inner tubes. The NSN for the master kit on page 4-38, TM 9-2610-200-20 (Feb 77), is wrong.

Organizational Clothing and Equipment ...

Lighten
Your
Load

WE'LL NEED AN ELEPHANT TO CARRY ALL THIS STUFF!

HOLD IT!

UNPACK SOME OF THAT STUFF AND TURN IT INTO SUPPLY!

Packing your gear for a move from one unit to another—permanently or for extended temporary duty—can be a pain.

Your duffle bag holds just so much even when you sit on it. Sure, a lot of your gear is unit property and stays behind—but some of it may go with you.

So where do you draw the line? Well, do as your supply specialist does.

Supply types used to go by para 2-30 in Change 4 to AR 710-2. But that paragraph just offers categories of transferable items. That has been changed.

Just what does or does not transfer is covered in DA Msg DAMO-FDU 292015Z Apr 77, Transfer of Organizational Issue Items.

THESE ITEMS
TRANSFER
WITH YOU...

- Black brass belt buckle
- Leather shoes and boots
- Insignia
- Safety glasses with prescription lenses

- Clothes and shoes made to fit you alone
- Special MOS-related items like a band or medical uniform or special flight gear.
- Barracks bag, cold weather cap and cold weather coat.
- Any other clothing or gear your orders say you can take with you.

THESE
ITEMS MAY
GO WITH
YOU...

You can spot "may be transferred" items by footnotes 1, 2, 3, 4, 6, 21, 31, 45, 62 and 89 in CTA 50-900. Watch footnotes 1 and 2.

THEY'RE
BEING
CHANGED
TO COVER...

- Army green and/or blue uniforms issued to musicians.
- Barracks bags, cold weather caps and cold weather coats given to you when you joined the Army.

The message also tells your supply folks to record what you take with you on DA Form 3645. That form is a permanent part of your record—and the original goes to your new unit in your 201 file.



BUT, SARGE—I'M
ALREADY SIGNED OUT
FOR THIS STUFF ONCE!

THIS SOUNDS
LIKE DOUBLE
JEOPARDY!



Dear Half-Mast,
If a sub-hand receipt holder's DA
Form 2062 hasn't changed, but
another or replacement form is in-
itiated, would the first column on the
new form still be "issued"? If so, the

individual would be signing for his
property twice as issued rather than
"adjusted" or "per inventory".
Couldn't the first column on the re-
done 2062 be "adjusted" or "per
inventory"?

SSG A.M.T.

Dear Sergeant A.M.T.,

Interesting point! However, the
right word is "issued".

AR 340-2 on maintenance and
disposition of records says the old hand
receipt is destroyed when a new one is
prepared.

So, when your new DA Form 2062
is signed, it becomes the basic docu-
ment. Since no inventory or adjust-
ment is being made, "issued" is the
only alternative.

YOU'RE RIGHT
ABOUT THE
PERSON SIGNING
TWICE FOR
THE SAME
PROPERTY...



BUT, SINCE
THE OLD FORM
IS NOW
DESTROYED, HE
IS SIGNED FOR
IT ONLY ONCE!

DA FORM 2062

ISSUED
29 JUL 77 Ray Hanson SSG

START NEW AND REPLACEMENT DA 2062'S
WITH AN "ISSUED" ENTRY

64

Connie's Mini Minis

CONNIE, YOUR LOAD OF
VALENTINE MAIL HAS CAUSED A
TRUCK MAINTENANCE PROBLEM!

AH'M
POOPED!



Mil Std Carburetor Mix-up

Here's an update on the article in PS 297, page
56, on checking carburetors for Mil Std engines
by NSN, P/N and horsepower rating stamps.

About 6,000 carburetors have the wrong P/N
and horsepower rating stamped on 'em.

Sure-fire checks: NSN 2910-00-966-9135—
20-HP. NSN 2910-00-966-9134—10-HP.

Then, measure the diameter of the carburetor
throat at the mounting flange:

20-HP carb—throat 1 1/16 inch

10-HP carb—throat 1 inch.

Keep Goer's Old TM

Hold onto that TM 9-2320-233-20 (Nov 73) for
awhile—until the -20P TM is in your hands. A
new -20 TM (Jul 77) is already out, but it does not
list repair parts like the old one does. You should
get the -20P TM within a few months, then you
can toss out that old -20 TM.

M60 Gunners

Take a sharp look at your M13A1 Blank Firing
Attachment right now. If it has the initials MMW
stamped on the frame, turn it in pronto. Seems
the manufacturer put out a bunch of BFA's with a
restrictor tube lock nut that's too small for your
combination wrench. Your unit 'll exchange the
smaller nuts for the correct size. ARRCOM Letter
DRSAR-MAG dated 1 Sep 77 has the word on this
exchange bit.

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2 1/2-Tonner U-Joint Kit

NSN 2520-00-702-4578 gets the parts kit for
the universal joint shown in Fig 102, TM 9-2320-
209-20P (Oct 76). The NSN listed beneath item 14,
page 217, same manual, is wrong.

Fixing M880 Leaks

You don't have to suffer with leaks in the cab
of your M880-series 1 1/4-ton truck. Now your
shop can stop water from getting in around the
doors, window vents and other places. All of the
fix-it poop is in 2 worldwide messages put out by
the U.S. Army Tank-Automotive Materiel
Readiness Command—DRSTA-WC 072045Z Nov
77 and DRSTA-WC 281415Z Nov 77.

M880 Troop Seat

You need NSN 5310-00-514-6674 for that
external tooth lockwasher to keep the troop
seats together on your M880 1 1/4-ton truck. The
NSN in PS 299, page 19, won't do the job.

M796 Trailer Brake Valve

NSN 2530-00-021-2366 gets the emergency
air valve and the fittings to hook-up the valve
for the air brake system on your M796 4-ton
bolster trailer. Pencil in the NSN and P/N MS
53004-2 under item 1, Fig 39, TM 9-2330-287-14
(Oct 71).

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

TM'S ARE **EXPENDABLE...**

**WEAR
'EM
OUT...**

**USE
'EM
UP!!**



ORDER **A NEW ONE!**