

Issue 353

PS

April
1982

THE PREVENTIVE MAINTENANCE MONTHLY

DIDN'T YOU GUYS
CHECK OUT THE FIRE
EXTINGUISHER SYSTEM
LAST WEEK?

YEAH-- WE
LOOKED AT IT...

¿GULP?
...BUT WE
DIDN'T GET
TH' CYLINDERS
WEIGHED...

MURPHY
ANDERSON



Drive and Survive

High speed—especially on a sharp turn—is what usually gets a 1/4-ton truck driver into big trouble.

A rollover in any of the M151 family of vehicles is mighty big trouble! It's often fatal!

The 1/4-tonner is designed for off-the-road operation. Its high ground clearance gives it a high center of gravity. Its light weight, power and short wheelbase make it a good off-the-road vehicle.

Those same features give it an on-the-road performance unlike any other vehicle.

That's why "special driver orientation and transitional training are required" by TB 9-2320-218-10-1, Safe Operation of Truck, Utility, 1/4-Ton, 4x4, M151 Series.

***TB 9-2320-218-10-1**

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

SAFE OPERATION OF TRUCK, UTILITY,
1/4-TON, 4x4, M151 SERIES

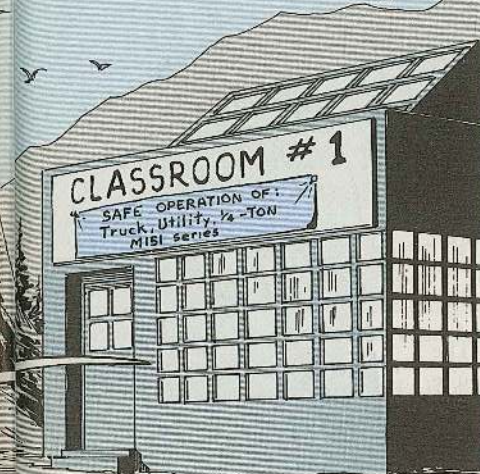
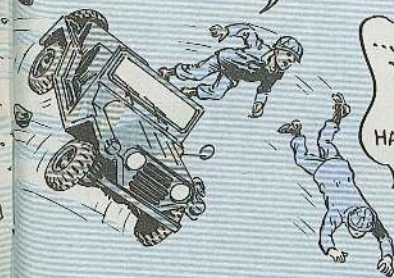
Headquarters, Department of the Army, Washington, DC
28 June 1974

OH, WOW!
WE'RE LATE

FOR THE SAFE DRIVING
CLASS...

...AND
THIS
HAS
TO
HAPPEN!

NOW
YOU'LL SEE
WHAT HAPPENS
WHEN YOU
TAKE A CURVE
TOO FAST!



Included in the special training program are Training Film 55-3707, Operation of the M151 1/4-Ton Utility Truck and Training Film 55-4247, Truck, Utility, 1/4-Ton M151A2, Characteristics and Handling.



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:

MSG Half-Mast
PS Magazine
Lexington, KY
40511

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Lock-Ring's a KILLER!

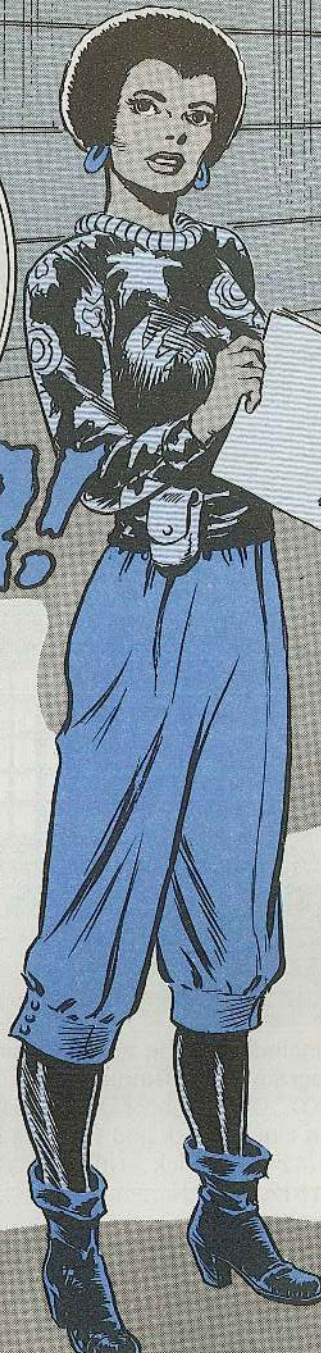
You can never tell exactly what'll happen when you put a tire, rim and lock-ring together and then shoot the air to it. If all goes well, the parts seat. Air pressure holds 'em together. They'll stay that way until you take 'em apart again.

But sometimes all does not go well! The lock-ring can fly off the rim while you're building pressure in the tire. If it hits you, it can kill you! The tire can explode—and blast you with the concussion of a bomb!

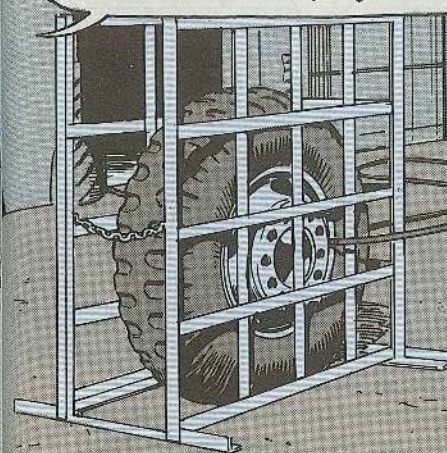
You can't trust it until the tire's been inflated to normal pressure—and nothing bad has happened.

So—to save your own neck—always use a tire inflation safety cage and always stand at least 10 feet away from the tire while inflating it.

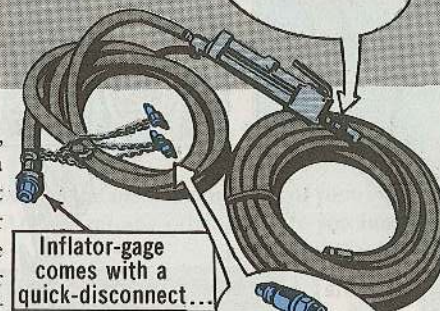
To inflate the tire from a safe distance, you need to add an extension to that 25-ft air hose, NSN 4720-00-356-8557, in your No. 1 Common Shop Set.



INSTRUCTIONS FOR MAKING A CAGE ARE IN TM 9-2610-200-20, page 2-28.!!



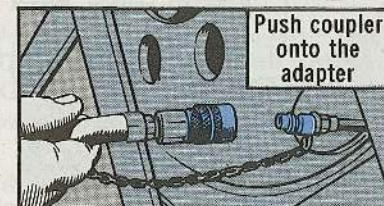
Use the adapter to connect the hose to the gage



Inflator-gage comes with a quick-disconnect...

... + 2 coupler adapters

Push coupler onto the adapter



Get inflator-gage, pneumatic tire, NSN 4910-00-441-8685. This is a gage-and-hose about 10 feet long. It comes with a quick-disconnect coupler and 2 coupler adapters—regular size for most automotive tires and a larger size for some construction equipment tires.

To connect the 25-ft hose to the gage, use adapter, straight, pipe-to-tube, NSN 4730-00-391-3771. You get 6 of these adapters in the tube-pipe fitting kit, NSN 4730-00-470-6625, in your No. 1 Common Shop Set.

When you've got your tire and rim assembly in the cage, screw the right size coupler adapter onto the tire valve. Attach the extension hose by pushing the quick-disconnect coupler onto the adapter.

Back off to the full length of the extension hose and inflate the tire.

Check Fuel Tank for Water

WOW!

CHEE!!
IS IT
MAGIC?

NOPE! IT'S ONLY
WATER INDICATING
PASTE!

Everybody knows that water in fuel is a bummer. In diesel fuel, water sets the stage for a bacteria "garden" that gets sucked into fuel filters and other parts of your equipment's fuel system. It plugs up the works!

In freezing weather, water in the fuel system turns into ice. Another plug-up!

Water damages delicate parts of the fuel injector pump on a diesel engine.

Water turns into steam if it gets as far as the fuel injectors—and can blast the tip off an injector.

Water contamination starts in your fuel tank—usually condensation from moist air in the tank. Or it may come from water-contaminated bulk tanks. Either way, you've got to drain that water out of your tank.

But how do you know if there's water in the tank?

Use water indicating paste, NSN 6850-00-001-4194 for a tube or NSN 6850-00-001-4193 for a jar. It's authorized by CTA 50-970, Appendix A.

Smear
the paste
on a
clean
stick
or rod

Color
change
in the
paste is
caused
by water

Water changes the color of this paste. Fuel does not. You smear the paste on a clean stick. Insert the stick down into the fuel until you touch bottom. Pull it out and check the color of the paste. If the color has changed, you've got water in your fuel tank.

You may not need to drain the tank completely. Water settles to the bottom, so catch a sample in a clean glass jar as you drain. Check it. Water will show up as a clear or dirty gray layer under the fuel. When you get no more water, quit draining.

Now that you've got the water out, keep it out. Keep your fuel up to the full mark on the tank. This'll cut down on the air space—and the moist air that puts water in your fuel.

Multifuel Engine Trucks...

Get the Full Fuel Story!

Forget that Authorized Fuel data plate on the instrument panel of your 2½-ton or 5-ton multifuel engine truck. And forget any other old info you hear about different fuels for multifuels.

Ignore
fuel
data
plate...



...and
other
old
poop!!

The new word is in TM 9-2320-209-10-1, Pages 2-24 & 2-25, and in TM 9-2320-211-10-1, Pages 2-25 & 2-26—Table 2-6, Permissible Fuels.

There're some big changes! MOGAS (combat gasoline) is no longer authorized as an "alternate fuel". Low-lead and no-lead gasolines are now among "alternate fuels".

If there's some reason you've got to go directly to a commercial supplier, you may find diesel fuel offered especially for diesel engine automobiles. It's OK for your multifuel (or other diesel engine) truck. There's no difference between truck diesel fuel and automobile diesel fuel.

M809-Series 5-Ton Trucks...

Brush Guard Wearstrips

SERGEANT,
HERE'S THE SCRAP
TIRES FROM PDO!

GREAT, NOW WE CAN
MAKE NEW WEARSTRIPS!

Do you need replacement wearstrips for the brush guard on your M809-series 5-ton truck?

Forget about the wearstrip in TM 9-2320-260-20P, Fig 18-1, Item 23. It's not stocked.



Use scrap heater hose
to make wearstrip

If you need a wearstrip for the older brush guard, NSN 2510-00-134-4639,

try your can point. Otherwise, make it from a piece of scrap heater hose about 4 inches long. Slit the hose down one side and put the hose over the brush guard. Use the nut and bolt from the old wearstrip to hold the new one in place.

If you have the new brush guard, NSN 2540-00-764-7979, there's no NSN assigned to its wearstrip, P/N 11665804. You can make one, tho, from the sidewall of an old tire. Cut a 1½-in by 5-in piece from the sidewall. Fasten it in place with the riveter from your No. 1 Common Tool Set.

TM-211/TM-260-Series...

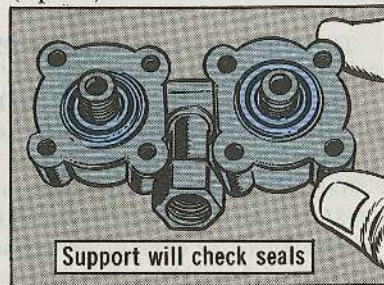
Poppet Valve Air Leak

Got an air leak in your 5-ton truck that you can't track down? Could be there's a pair of seals installed backward in the twin poppet valve on your transmission.

This happened when some of the valves, NSN 2530-00-832-7013, were manufactured.

Your support can fix your valve by installing new seals the right way. They can check out the poppet valves for leaks using the procedure on Pages

2-65 thru 2-69 of TB 43-0001-39-1 (Apr 80).



Support will check seals

Multifuel Engine Trucks...

Compressor Puzzle Solved

HOW DO I HOOK
UP TH' COMPRESSOR-
TO-GOVERNOR
AIR LINE?

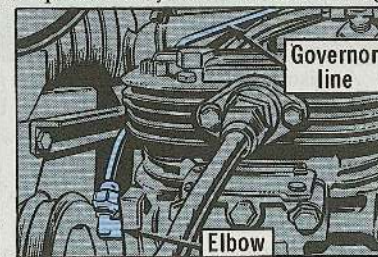
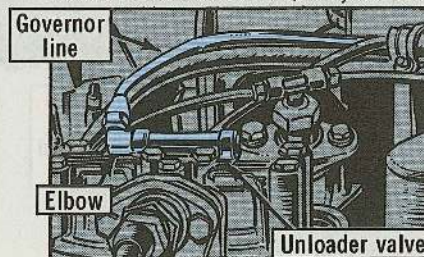
YOU'VE GOTTA
USE THE
OLD ELBOW!

Replacing the air compressor on your 2½-ton or 5-ton multifuel engine truck can be a bigger job than you've had before.

The inlet and discharge on the new compressor may be on the wrong side. This means you've got to rotate the head assembly 180 degrees.

Instructions should be packed with the compressor. If they're not, you can get the same dope in TB 43-0001-39-4 (Jan 81), Para 3-8. If you don't have that TB, drop a line to PS and you'll get the info.

Those instructions do not tell you where to hook up the compressor-to-governor air line. Your old compressor may have the line going to a top-mounted unloader valve, but your new compressor may call for side mounting.



For side hookup, take out the plug and use the elbow from the old compressor. You may need a longer governor line. This can be made up from ¼-in OD copper tubing.

TM-266-Series 1¼-Ton Truck...

About Tire-Brand Mix



No, you don't put 2 different brand tires on the same axle of your M880-series truck unless they are the same circumference. You'll have to measure to make sure.

Yes, you can put 2 tires of the same brand on the front axle and 2 tires of another brand on the rear axle.

The same brand tires on an axle would insure they're the same size and the same tread design. Tires of 2 brands may be labeled the same size, but not measure out the same circumference at all.

TM-218-Series ¼-Ton Truck...

Head Leak? Make Sure!



A crystal ball can't tell you if you've got a cylinder head leak on your M151A2 or other ¼-ton vehicle. Neither will bubbles or any other gimmicks.

A lot of time and parts are being wasted replacing head gaskets that don't need replacing.

There's only one way to be sure you've really got a leak—by checking engine compression and by pressure testing the cooling system.

Cylinder compression testing is covered by TM 9-2320-218-20, Para 2-28.

Instructions for pressure testing the cooling system come with test kit, NSN 4910-01-018-4373. This's the kit you find as Item 2, Fig 2-1, TM 750-254, Cooling Systems: Tactical Vehicles.

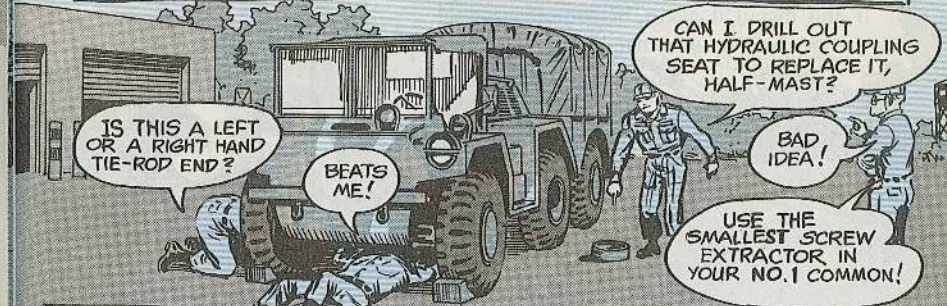
TM-242-Series...

Goat Tie-Rod Ends

Fig 112 in TM 9-2320-242-20P lists 2 different tie-rod ends but doesn't say which is left-hand and which is right-hand. You gotta have one of each—2 lefts or 2 rights will make a wrong!

If you need a rod end with left-hand threads, you need Item 2 in Fig 112. It comes in parts kit, NSN 2530-00-088-4527. This rod end goes on the left side of the tractor.

If you need the right-hand-threaded rod end, that's Item 5. It comes in parts kit, NSN 2530-00-086-1945. This one's for the right side of your Goat.



Hydraulic Coupling Seats

Dear Half-Mast,

Brake fluid leaks around the wheel spindles on our Gama Goats. So I've been drilling out the hydraulic coupling seats in the spindles to replace them. Removing this seat is not covered in TM 9-2320-242-20. Is there a better way?

SGT S. K.

Dear Sergeant S. K.,

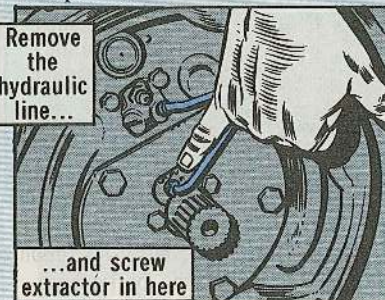
If your drill slips, you can damage the spindle.

Instead, use the smallest screw extractor, NSN 5120-00-240-5223, from the No. 1 Common Tool Set. Lightly tap the extractor in the seat. Turn out the seat.

When you remove the spindle to replace a bushing, seal or ring wiper, you don't need to change the seat unless it's leaking. If you do remove the seat, tho, never reuse it. Get a new one.

Half-Mast

Remove the hydraulic line...



...and screw extractor in here



M113A1 FOV...

Get It Straight!

When you install the powerpack on your M113A1-type vehicles, there are several checks you must make so the job is done right the first time.

If you goof, you'll either have to pull it and install it again, or something will get broken or shorted out.

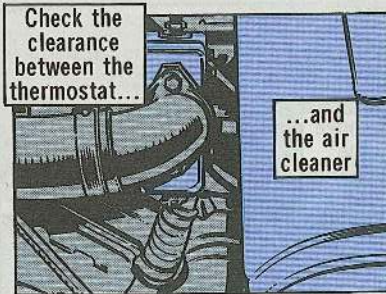
HERE'S WHAT TO CHECK...

- 1 Make sure the transfer mount washer, NSN 5310-00-718-4783, is in place, and the mounting bolt is torqued to 120-130 lb-ft.

If the washer is missing or the bolt overtorqued, the powerpack doesn't line up right. That leads to failure of the transmission, transfer case and driveshaft.



Transfer mount washer in place?



Check the clearance between the thermostat...

...and the air cleaner

The quickest way to check is to eyeball the engine thermostat. If it's rubbing against the air cleaner, you've got trouble. Start over and do the job right.



EASY... SPECIALIST... JOCKEY IT T' TH' LEFT A BIT!

GOTCHA, SERGEANT!

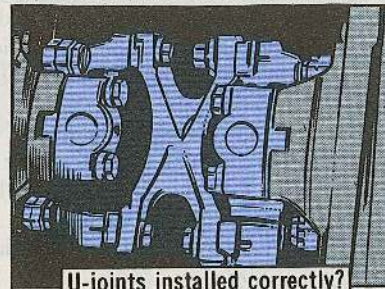
GOOD SHOW, MEN... YOU CAN CAUSE MORE NEW DAMAGE AT THIS STAGE THAN WE'VE JUST REPAIRED!

- 2 Make sure the control differential mounting bolts are tight and the mounting bushings are in place and in good condition.

If the bolts are loose or the bushings are missing or worn, the differential can flex and shift under power.

That causes transmission, transfer case and driveshaft failure.

- 3 Make sure the U-joints are installed correctly, with the right hardware. Use No. 8 hardened screws only. You need 2 lengths, 1 3/4-in, NSN 5305-00-269-3241, and 1-in, NSN 5305-00-269-3236.



U-joints installed correctly?

Use only hardened washers, NSN 5310-00-000-0079, just one per screw. Torque the screws to 35-40 lb-ft.

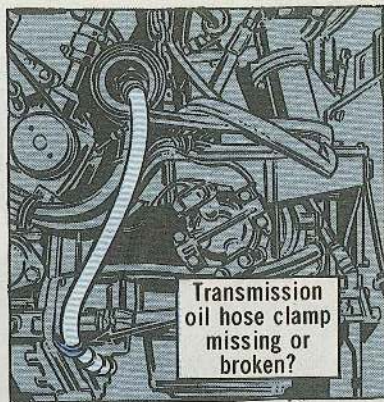
Loose screws, wrong screws and wrong torque can cause broken U-joints, broken transfer and differential cases, worn-out cross shaft brackets and possible loss of steering and braking.

- 4 Make sure all clamps and brackets for wiring harnesses and pipes and tubing are in place and in use.



If the clamp and bracket for the radiator coolant pipe are missing or broken, the pipe can rub against the hull and wear a hole.

If the wiring harnesses aren't secured and routed correctly, one can rub against the accelerator linkage and short out. Another can fall against the exhaust manifold and melt, causing a short.



If the clamp for the transmission oil hose is broken or missing, the hose can be worn in half by the transmission output shaft.

ALL OF THESE THINGS CAN BRING YOUR VEHICLE TO A STANDSTILL. MAKE SURE POWER PLANT INSTALLATION IS DONE RIGHT THE FIRST TIME!

M113 FOV...

Reverse Fittings



Next time you lube the track idler arm on your M113-series vehicle, check the location of the grease fitting.

If it's on the front of the arm it's hard to get to with a grease gun.

Switch that fitting with the relief valve on the rear of the arm. They have the same size thread.

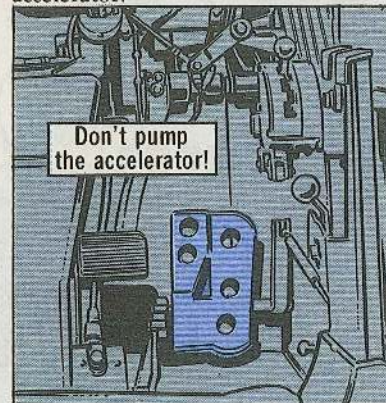
Switching them will make your lube job much easier.

8V71T Engines...

Starting Tips



Starting vehicles equipped with 8V71T diesel engines (M109's, M107's, M110's and M578's) can be a whole lot easier if you don't pump the accelerator.



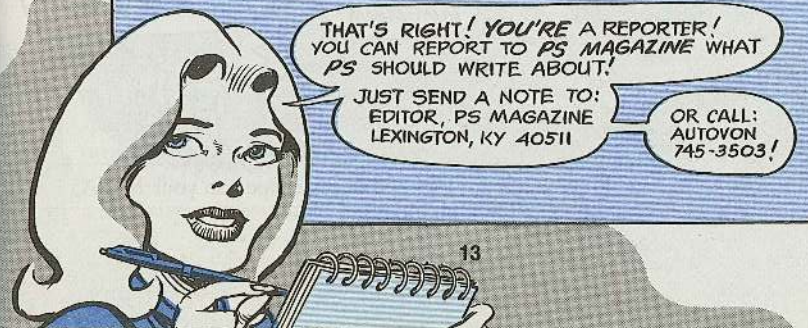
Your TM's are not too clear on this point, so read on.

The engine's injector system is in its best working set-up for starting when the hand throttle and foot accelerator are left in the "idle" position.

If the engine won't start immediately, pull the engine shutdown or fuel shutoff and operate the starter for several seconds to dry out the excess fuel in the cylinders. Operate the starter less than 15 seconds at a time and allow plenty of time for the starter to cool between uses.

Then you can release the engine shutdown or fuel shutoff and try to start the engine.

You're a Reporter



Carbon Pile Regulator Out

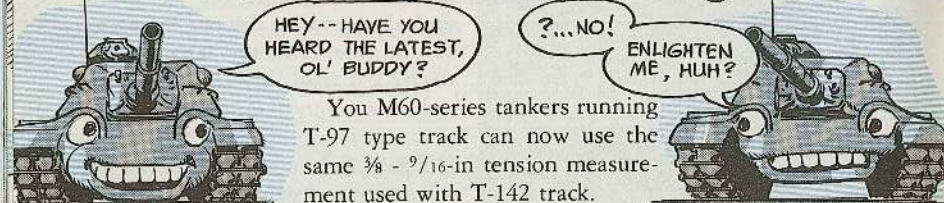


High failure rate and poor voltage regulation have doomed the carbon pile regulator, NSN 2920-00-335-4264, used on most tanks and some other tracked vehicles.

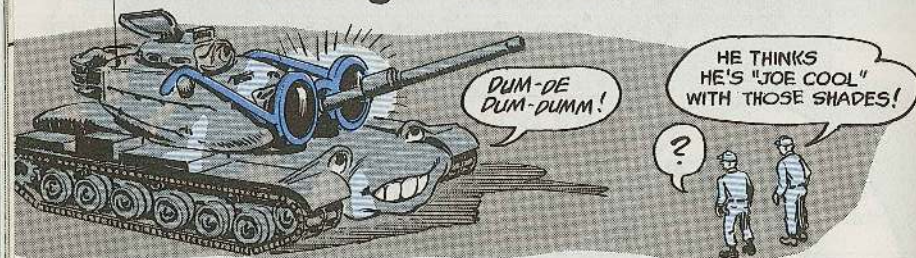
It is no longer in supply and has been replaced by the 300-amp solid state regulator, NSN 2920-01-054-0479. The new regulator has reverse voltage protection, current protection and better voltage protection.

Para 2-5 in TB 43-0001-39-5 (Apr 81) has the word on how to make the switch.

Track Tension Change



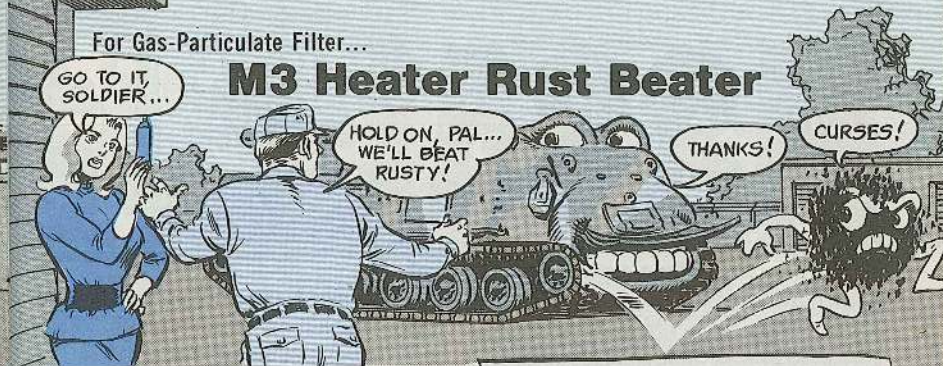
Sunlight Shield Info



Need the sunlight shield for the M32 and M36 periscopes on your M48A5 and M60A1 tank? The NSN is 1240-00-406-1581.

For Gas-Particulate Filter...

M3 Heater Rust Beater



Water seeping into the controller housing through the holes where the electrical wires enter can ruin your M3 heater.

Take off the outer plastic plate. Put some sealant adhesive—NSN 8040-00-843-0802 for a 3-oz tube—over the 3 holes where the wires go in. Then put the outer plastic plate back on.

Seal the holes to prevent water damage



Make sure you hold the inner plastic plate in place during the whole job so you don't mess up the gasket's seating. 'Course, if the heater's already rusted out, turn it in for replacement.

Spare Lamps for Tracks



Chances are there's something missing on your combat vehicle—spare lamps and fuses! Inspections prove it out. Check your TM's for what you should have. Then, get them. Save a gig, save a mission.

M88A1 *New*



Filter facts

Stop servicing the transmission oil filters the way it says on Pages 2-289 to 2-290 in your TM 9-2350-256-20 because this method could give you an oil leak.

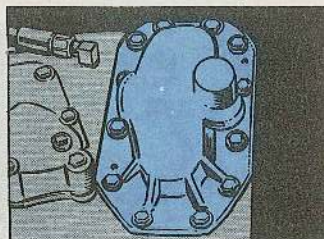
Naturally, you don't want oil leaks because they set the vehicle up for either a damaged transmission or a fire.

Use this new method, which will be published in C4 to your -20TM.

HERE'S NEWS FOR YOU MECHANICS WHO HANDLE THE M88A1 MEDIUM RECOVERY VEHICLES...



- 1 Remove main oil filter head (cover). Never pry head off with screwdriver or other tool that could damage the mating surfaces. Using 2 cover screws as jackscrews, raise the cover off the assembly.

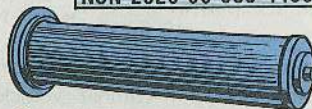


- 2 Remove gasket and clean off all surfaces of old gasket material.



- 3 Take out and check oil filter elements for damage.

NSN-2520-00-933-4433



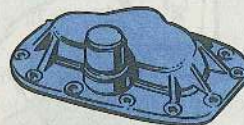
- 4 Clean filter cavity and 12 bolt holes in housing...get out oil and gunk.

- 5 Replace oil filter elements if necessary. If they're serviceable, clean and reinstall them.

- 6 Install new gasket, NSN 5330-00-040-0915.



- 7 Replace cover. Make sure every bolt has a lockwasher. Torque 12 bolts to 26-32 lb-ft.

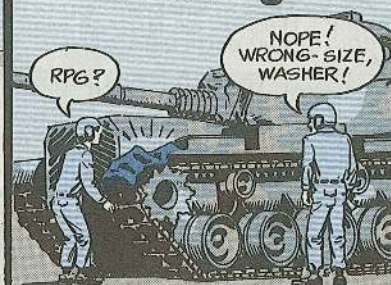


- 8 After you've done that, go back and recheck the torque. If any bolts move during recheck, wait a few minutes and then repeat the torque process.

- 9 After you've serviced the transmission oil filters, run the engine. Next do a complete check of both the transmission and engine to make sure there're no oil leaks.

Tank Fender Repair...

The Hole's Too Big



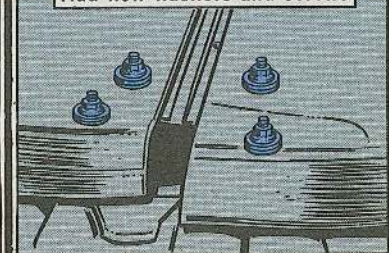
Wrong-sized washers are causing problems with fender fixes on tanks and combat engineer vehicles.

The washers, NSN 5310-00-809-5997 and NSN 5310-00-809-4061, have too large a hole, which lets the screw pull through.

The fix? Get a supply of washers, NSN 5310-00-080-6004, and stack one on top of the existing washer. You'll need a longer screw, NSN 5305-00-269-3215, to use the extra washer.

This will save replacing fenders that get bashed by the track when the screws don't hold.

Add new washers and screws



Ground Hop Starter Cable

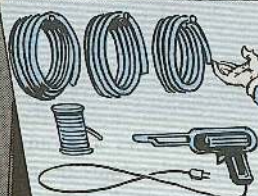


NOW, SPECIALIST...FOR THE
GRAND PRIZE... WHAT CAN YOU DO
WITH 3 LENGTHS OF 14-GAGE WIRE,
SOLDER AND SOLDERING GUN?

THAT'S EASY... YOU CAN MODIFY AN
M60A1 GROUND HOP STARTER CABLE
SO IT'LL WORK ON AN **M88A1**,
THAT'S WHAT!

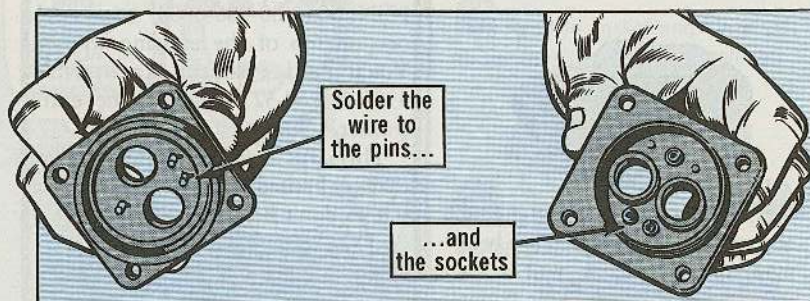
I'LL TAKE
TH' **GRAND**
IN TWENTIES,
PLEASE!

PM QUIZ SHOW



All you need to do is cut three 18-ft lengths of 14-gage wire, NSN 6145-00-772-0853.

Unscrew the back cover on both of the cannon plugs and push out the pins and sockets in the receptacles lettered A, C and D.



Solder the
wire to
the pins...

...and
the sockets

Solder pin A to one end of a length of wire and socket A to the other end. Repeat the procedure for pins C and D and sockets C and D.

Be sure the correct pin and socket are installed in the lettered receptacles by doublechecking with a multimeter.

Reinstall the cannon plug back covers and tape the 3 new wires to the harness.

That'll do it, and you'll have one harness that'll work on both vehicles.

Service Oversight



WHEN WAS THIS
FUEL TRANSFER PUMP
FILTER LAST CLEANED?

WELL,
I ... ER...
UH...

There's an important item used on just about every piece of fuel-operated equipment that's often overlooked when it comes to service.

It's the electric fuel transfer pump, NSN 2910-00-930-9367.



The reason it's overlooked is there's not much mention of service for the pump in the TM's.

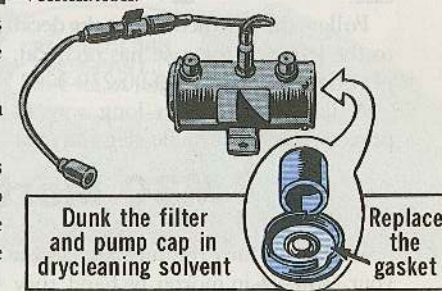
So, does that mean toss it out when it fails a troubleshooting test?

Not necessarily. That pump does more than just move fuel. It also contains the first filter for fuel and the filter can get clogged and dirty just like any other.



And when it gets clogged, dirty fuel goes right on thru the line; causing a loss of power, maybe engine stoppage.

Dunk the filter and the pump cap in drycleaning solvent (P-D-680). Keep that stuff off your skin and have good ventilation.



Dunk the filter
and pump cap in
drycleaning solvent

Replace
the
gasket

If the filter element's damaged, replace it. NSN 2910-00-679-9721 will get any 1 of 4 acceptable elements. Replace the gasket, NSN 5330-00-741-3774, too.

Just because it's not mentioned in the TM's is no reason to forget fuel pump maintenance. Take care of it. You can't operate without it.

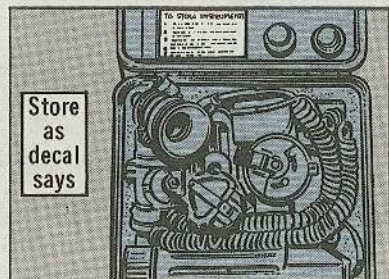
Sight Plight and Leg Lube

HERE'S A REPLACEMENT FOR YOUR M29A1, GARRISON!

HUH? WHY THAT'S A WET RAG!!

IT'S JUST AS EFFECTIVE... TH' WAY YOU'VE BEEN DOIN' PM ON YOUR SIGHT UNIT!

An M29A1 mortar with a damaged sight unit is about as good as a wet rag when it comes to destroying a target.



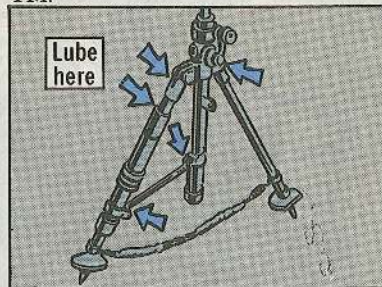
You can damage the M53A1 sight unit, elevation scale, eyeshield and other parts if you don't carefully position the unit in the M166 storage case.

Follow the instructions on the decal to the letter. If the case has no decal, get one with NSN 7690-00-239-3788.

A little lube goes a long way to prevent the adjustable leg on the

M23A1 bipod from binding. If you forget it, the adjustment becomes a headache.

Follow the instructions on schedules and kinds of lube in your TM.



Be a little generous with the lube when you do the shoulder bolts and the portion of the leg that slides into the lower bipod assembly.

A little lube on the hinge pins on which the legs pivot wouldn't hurt a thing.

M30 Mortar Shocks

If you can turn the tube shocks on your M30 4.2-in mortar by hand, they need to be repaired.

HAVE YOUR DIRECT SUPPORT CHECK THEM OUT AND REPAIR OR REPLACE THEM AS NECESSARY!



Vulcan Battery Caution



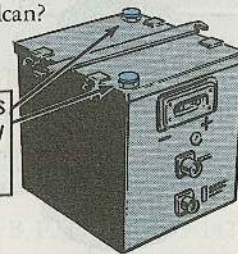
Using the new BB-693A/U nickel cadmium batteries on your M163A1 or M167A1 Vulcan?

Have a care!

Those 2 vents on the tops of the batteries must stay open during system use or during charging. If you don't open them, the batteries may overheat and be damaged.

On the other hand, close the vents when there's a chance that water may get in the battery cells.

Open vents for battery use or charging



M224 Mortar Sight



Eyeball the sight unit on your M224 60-MM lightweight mortar before and during use.

If the lens is cracked, notify your radiological protection officer or NBC officer. Never try to repair it because the crack may allow a radiation leak.

The idea is, check the sight before and after firing. Also, know and heed the caution in TM 9-1010-223-10.

Check for dirt, cracks, or fogging



Stinger Battery

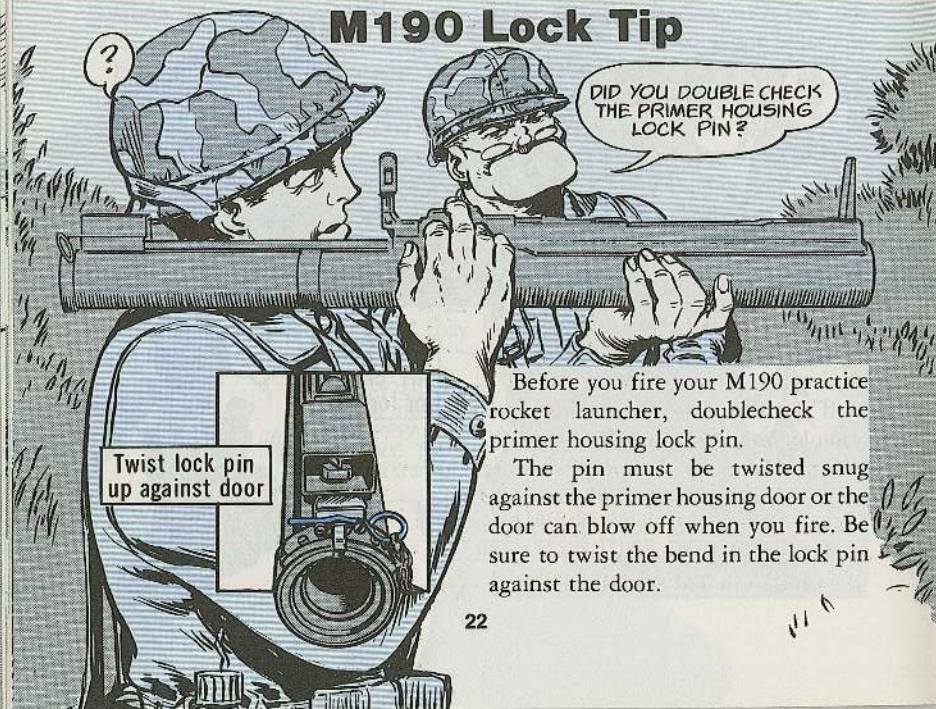


When you install a trainer battery, NSN 6920-01-044-0320, in your M134 Stinger tracking head trainer, be careful with the contact rings.

If the rings touch any metal, they'll short out. "Metal" includes part of the gripstock, which you can touch during battery installation. It wipes out the battery.



M190 Lock Tip



Before you fire your M190 practice rocket launcher, doublecheck the primer housing lock pin.

The pin must be twisted snug against the primer housing door or the door can blow off when you fire. Be sure to twist the bend in the lock pin against the door.

M175 Dragon Mount



There are 2 things you've gotta do with your M175 Dragon guided missile launcher mount to prevent damage to critical mount parts.

1. Keep the mount and accessories in the shipping and storage container when they're not installed in an APC.
2. Send the mount to support in the same container.

Appendix B, Page B-9, TM 9-1425-484-10, tells you what components you should send.

TOW/Dragon Lens Cleaning



Lens paper, NSN 6640-00-597-6745, is the key in cleaning TOW and Dragon system trackers, optical sights, night sights and day sights.

Never substitute rags, toilet paper, eyeglass tissues and such for the lens paper. If you do, you'll scratch the coating on the lenses and ruin them.

Fact is, you should stick with all the lens-cleaning materials in your TM's. Substitutes won't do the job right and they'll damage the lenses.

Cleaning materials you need for TOW sights are in App C of TM 9-1425-472-12. Dragon gear is in App B of TM 9-1425-484-10.

If you don't want your M757 tractor to lose its load when hauling the Pershing M790 erector/launcher, do this:

1. Before you start out, be sure the tractor cab air pressure gage reads at least 60 PSI. Underway, normal operating range for the air brake system is 105 to 120 PSI.

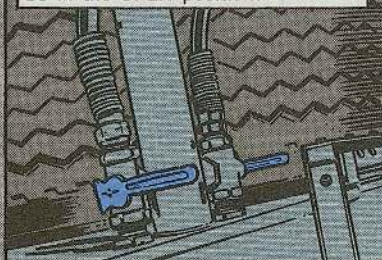


2. Emergency and service brake hoses between the M757 and M790 must be connected right.

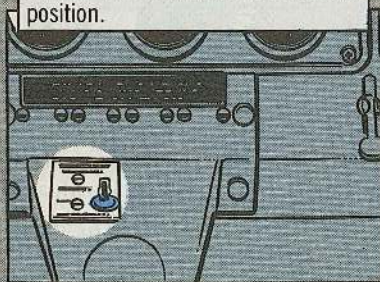
Red
to
EMERGENCY



3. Air hose shut-off cocks must be in the OPEN position.



4. The tractor protection valve control lever must be in NORMAL position.



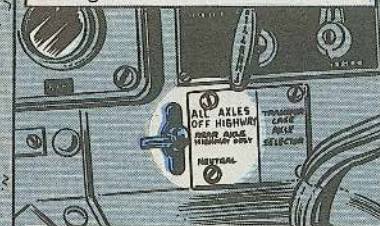
Pershing Pulling



5. When moving on wet or hazardous roads, you can use the hand air brake control to stop if necessary.



6. Use the "all axle" position in rough terrain, low-speed use only. It's not for highway or high-speed driving.



7. Eyeball the air pressure gage while driving. If it drops below 60 PSI, stop immediately and get maintenance help. The air pressure warning buzzer should sound when pressure drops below 60 PSI. If it doesn't, your maintenance can check it out with Table 2-5 of TM 9-2320-230-20. Also, you should check it during start up procedure to make sure it buzzes.

Solid Film Lube Redo

Solid film lubricant, NSN 9150-00-168-2000, is good stuff for a temporary coating on exposed small arms metal, but it won't last indefinitely!

Armorers need to check weapons returned from the field or training to be sure the temporary coating's not chipped or scraped off.

IF
THE LUBE'S
WORN OFF,
REDO IT!



Grin and Pin It!

Some people have their pins under them, over them, all around them.

The idea for M60 machine gun operators and armors is to get the gun's pins back in it!

EXAMPLE...

When you remove the bolt plug pin to get to the firing pin for cleaning, lay it down carefully.

Lay the bolt plug pin aside carefully

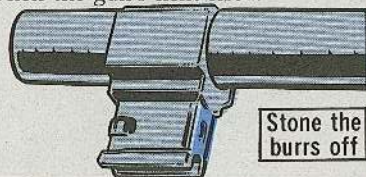


The pin's a big loser, 2 ways. When it's out of the bolt, it disappears fast. If you forget to install it, the bolt will fail.

Keep it in sight. Be sure it's in place when you reassemble the bolt.

Stoning Chores

Reminders to armors: Burrs on the operating rod may need stoning after the gun is fired. Check it out. Burrs will cause rough bolt action when the gun's next fired.



Stone the burrs off

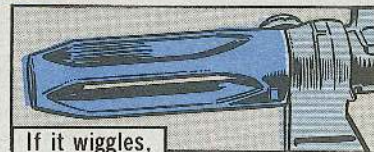
For the latest word on checking out the operating rod, bolt and barrel assemblies, a world-wide Army Armament Command letter is what you need.

If you don't have a copy, try your Command G-4, nearest Army Logistics Assistance Office or MAIT.

Ask for ARRCOM Command Letter DRSAR-MA, 26 Mar 80, SUBJECT: Machine Gun, 7.62MM, M60.

Suppressor

PMCS reminder: If you can wiggle the flash suppressor (even a little), you're courting a gig. Best preventive maintenance is to have your Direct Support check and tighten the suppressor.



If it wiggles, send it to DS!

APC On the Move

A so-called easy way to stack an M60 during M113A1 transport is to hook the bipod legs over the troop hatch cable and then hook the trigger housing on the hatch.

Neat, but the bipod legs bend.

The idea is, use the built-in gun mount on the APC.

IF YOU NEED YOUR WEAPON QUICKLY, KEEP IT WITH YOU!



M1911A1 Cleaning Tip

GLAD SUPPLY HAD THESE IN STOCK!



YEAH -- MAKES OUR .45-CAL PM CHORES EASIER!



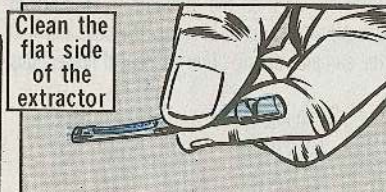
Carbon and brass flakes build up around the firing pin hole of your M1911A1 .45-cal pistol during firing.

The stuff can screw up operation of the pistol.

So, during cleaning, dip a pipe cleaner in CLP or RBC and run it through the firing pin hole a few times.



Run the pipe cleaner thru the firing pin hole



Clean the flat side of the extractor

Same thing goes for the extractor, which builds up carbon on the flat side. Give it the CLP/RBC treatment.

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 and DA Pam (C) 310-9.

TECHNICAL MANUALS

C 1, TM 5-2805-203-14 Dec Engine, GED, 5-HP
 TM 5-4120-342-24P Jul Air conditioner, 9,000-BTU/HR
 TM 5-4120-356-24P Sep Air conditioner, 18,000-BTU/HR
 TM 5-4310-371-24P Sep Compressor recip elect, 25-CFM, 175-PSI
 TM 9-1375-213-12-3&P Nov Firing device M122
 TM 9-1430-532-24P Nov I-HAWK
 TM 9-4935-1545-24P Aug I-HAWK
 TM 9-5140-200-14 Sep Lead-acid storage batteries
 C 1, TM 10-3930-243-20P Nov Lift, fork, DED, 10,000-lb RT
 TM 10-3930-645-14&P Oct Truck, fork lift, GED, 6,000-lb
 C 2, TM 11-1510-209-20-5 Jan RU-21H (S1-V) aircraft
 C 6, TM 11-1520-237-23-3 Oct Avionics UH-60A
 TM 11-5805-729-12 Nov AN/GCC-21A call director set
 TM 11-5825-251-24P Aug AN/PSN-6 (V) Ioran

TM 11-5840-355-20-3 Oct AN/TPQ-37 (V) radar
 TM 11-5840-360-14-2 Nov AN/SPS-64 (V) 5 radar
 TM 11-5855-247-24P-1 Oct AN/TAS-4 night vision sight
 TM 11-5855-261-23 Oct AN/PAQ-4 Infrared aiming light
 TM 11-5895-222-14 Jun AN/MGC-19
 TM 11-5895-405-14-1 Dec OL-9/FYA-10 (V) processor unit
 TM 11-5895-431-20P Nov AN/TSQ-43-43A tactical imagery interpretation facility
 C 3, TM 11-6130-236-12 Oct PP-1451/C battery charger
 TM 11-6625-2414-24P Nov MK-1191/AR test facilities kit
 C 1, TM 11-7440-251-10 Oct AN/GSQ-122 artillery battery data display
 C 3, TM 55-1520-227-23-4 Sep CH-47B and CH-47C
 C 1B, TM 55-1520-228-23-1 Nov OH-58A and OH-58C
 C 2, TM 55-1730-202-14 Nov Jack, Type B-5

MISCELLANEOUS

DA Form 2062 Jan Hand receipt/annex (Replaces DA Form 2062 dated Jan 58)
 DA Form 2064 Jan Document register for supply actions (Replaces DA Form 2064 dated Sep 65)
 DA Form 3318 Jan Record of demands-title insert

DA Form 3328-1 Jan Serial/registration number record
 DA Form 4949 Jan Administrative adjustment report (AAR)
 PAM 350-155-1 Sep Motor transport units
 PAM 350-155-3 Sep Aviation transport unit
 PAM 710-2-3 Oct Army standardized combat PLL and combat ASL program (Armor)
 PAM 710-2-4 Oct Army standardized combat PLL and combat ASL program (Mech Int)
 SC 2090-97-CL-E06 Jul Repair kit, pneumatic ponton floats, bridge erection rollers, assault/recon boats
 SC 2090-97-CL-E06-HR Jul Repair kit, pneumatic ponton floats, bridge erection rollers, assault/recon boats
 SC 4940-95-CL-B03 May Shop equipment, organizational repair, light, truck mid
 SC 5180-90-CL-N07 Jun Tool kit, canvas worker's
 SC 5180-90-CL-N17-HR Oct Tool kit, rigging, wire rope cutting, clamping and splicing, w/chest
 SC 5180-95-CL-B02 May Tool kit, electronic maintenance: Vulcan air defense, organizational support and contact team
 SC 7360-90-CL-N03 Jun Accessory outfit, gasoline field range

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TV Tape
 TVT 55-117 Ground handling - UH-60A Black Hawk
 TEC Lessons
 041-061-6175-F 105-MM howitzer M101A1
 043-441-6007-F PM, trouble-

shooting OMTS (AN/MWM-3)
 043-441-7913-F AN/DSM-79 test set
 222-011-6255-F PU-619/M power unit
 600-011-6009-F Serviceability of swashplate, collective

sleeve assembly, tail rotor assembly
 621-113-6089-A PM on central AN/TTC-7, AN/GTA-14 (V)
 612-113-6454-A Switchboard SB-3082 (V) 1/GT
 621-113-6457-A PM on

switchboard SB-3082 (V) 1/GT
 621-113-6459-A Disassemble switchboard SB-3082 (V) 1/GT
 953-071-0268-F AN/PVS-4, AN/TVS-5 night vision sights

Stick with Schedule

Hold one on that bit about aircraft oil samples on Page 43 of PS 337! Schedule all your samples based on the intervals in TB 43-0106. The allowable range lets you schedule and take the samples during other scheduled inspections:

Sampling Hour Interval	Allowable Hour Range
5	4-6
10	8-12
12½	10-15
25	22-28

Door Check

Some pilot and copilot jettisonable doors continue to depart the CH-47 in flight. For the correct installation poop, eyeball TB 55-1520-241-20-17.

New M1911A1 Security

Remove the firing pin, spring and stop of your M1911A1 pistol to make it unuseable. Forget the link pin. Table 2-1 in AR 190-11 (Oct 81) will be changed (Ch 2) to require removal of the firing pin, spring and stop.

Joe's DOPE

Military Standard Engines...

Little Engines Need Big PM

Bivouac in the Fort Poultrie boonies...

SARGE SENT ME OUT HERE T'CHECK THESE ENGINES... BUT...

HECK! THEY LOOK AND SOUND OK T' ME...

... ANYWAY IT'S ALMOST 1800 HOURS AN' I'D NEVER FINISH A PMCS ON 'EM B'FORE DARK...

... THEY FER SURE AIN'T GOIN' ANYWHERE... SO...

I'LL COME BACK IN TH' MORNING...

... SIDES... IT'S CHOW TIME!

CHUG
 CHUG
 CHUG
 PUT-SPUT
 CHUG

CHUG
 CH-LUG
 SPUT
 CHUG

NUTZ! LOOK AT THAT LINE...

HEY! WHO'S TH' GORGEOUS FEMALE IN TH' LINE WITH SARGE?

WHY... IT-IT'S...



CONNIE!

HI, PFC!

H'LO, JARVIS... C'MON-- JOIN US!

WHEN WE FINISH EATING, MS RODD HAS SOME TRAINING FILMS T'SHOW US!

YES -- THEY SHOULD BE HELPFUL, SGT. HUNT!



THANKS FOR COMING, TROOPS... FIRST...

SMALL ENGINES, LIKE IN GENERATORS, COMPRESSORS AND PUMPS, OFTEN GET THE SHORT END OF THE MAINTENANCE STICK!



EVEN THOUGH MILITARY - STANDARD ENGINES ARE SMALL-- THEY STILL REQUIRE GOOD PM SAME AS THE BIGGEST ARMY EQUIPMENT!

RIGHT ON, CONNIE!

BY THE WAY-- HOW WERE THOSE GENERATOR ENGINES, JARVIS?

GAULP: ER-- UH-- THEY LOOKED AND SOUNDED FINE T'ME, SERGEANT...



LOOKED AND SOUNDED FINE?

JUST WHAT KINDA REPORT IS THAT, PFC?

GAULP: I... WELL... ER--

SERGEANT HUNT, CONNIE -- THE PROJECTOR AND SCREEN ARE ALL SET UP OVER AT HEADQUARTERS' TENT...



LET'S GO, SARGE-- EVERYONE'S WAITING!

OK, CONNIE!

YER SAVED BY TH' BELL, JARVIS...

... I'LL SEE YOU LATER ABOUT THOSE ENGINES! BUT...

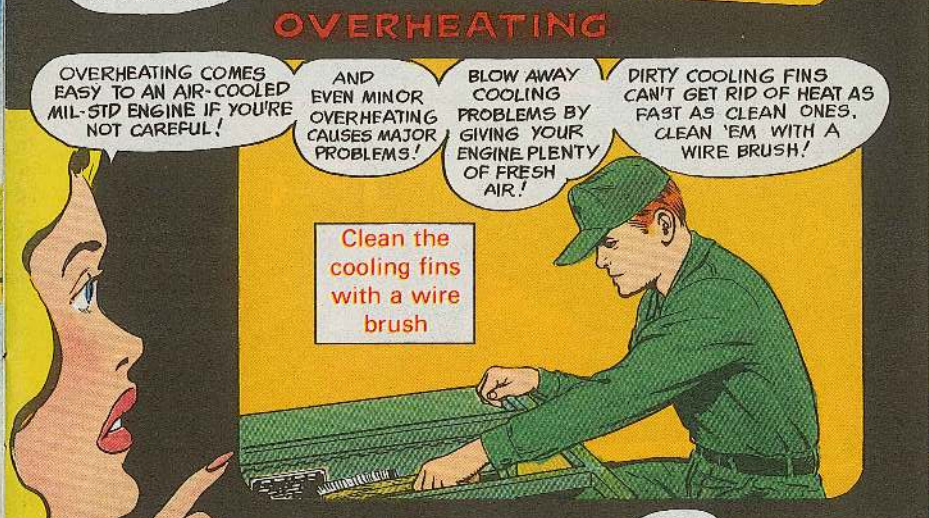
... FOR NOW, LET'S GO TO TH' MOVIES!



... THE ENGINES WON'T PERFORM WITH COMMON PROBLEMS, LIKE THESE...

- ★ OVERHEATING
- ★ INADEQUATE LUBRICATION
- ★ DIRT 'N' WATER

THAT'S WHY YOU NEED TO HIT 'EM WITH SOME PM SOLUTIONS!



OVERHEATING

OVERHEATING COMES EASY TO AN AIR-COOLED MIL-STD ENGINE IF YOU'RE NOT CAREFUL!

AND EVEN MINOR OVERHEATING CAUSES MAJOR PROBLEMS!

BLOW AWAY COOLING PROBLEMS BY GIVING YOUR ENGINE PLENTY OF FRESH AIR!

DIRTY COOLING FINS CAN'T GET RID OF HEAT AS FAST AS CLEAN ONES. CLEAN 'EM WITH A WIRE BRUSH!

Clean the cooling fins with a wire brush



NOW, SHELTER IS... OOPS! LOST OUR POWER!

SO THOSE 3-KW'S LOOKED FINE, HUH, JARVIS?

GAULP: ?

SARGE... I HAVE AN IDEA! LET'S CONTINUE OUR LESSON OUT BY THE GENERATORS!

GOOD THINKING, CONNIE! GET YOUR TOOLS AN' FLASHLIGHTS, TROOPS!

BEFORE WE GO, HERE'S A POSTER FOR EACH OF YOU ON THE SUBJECT!

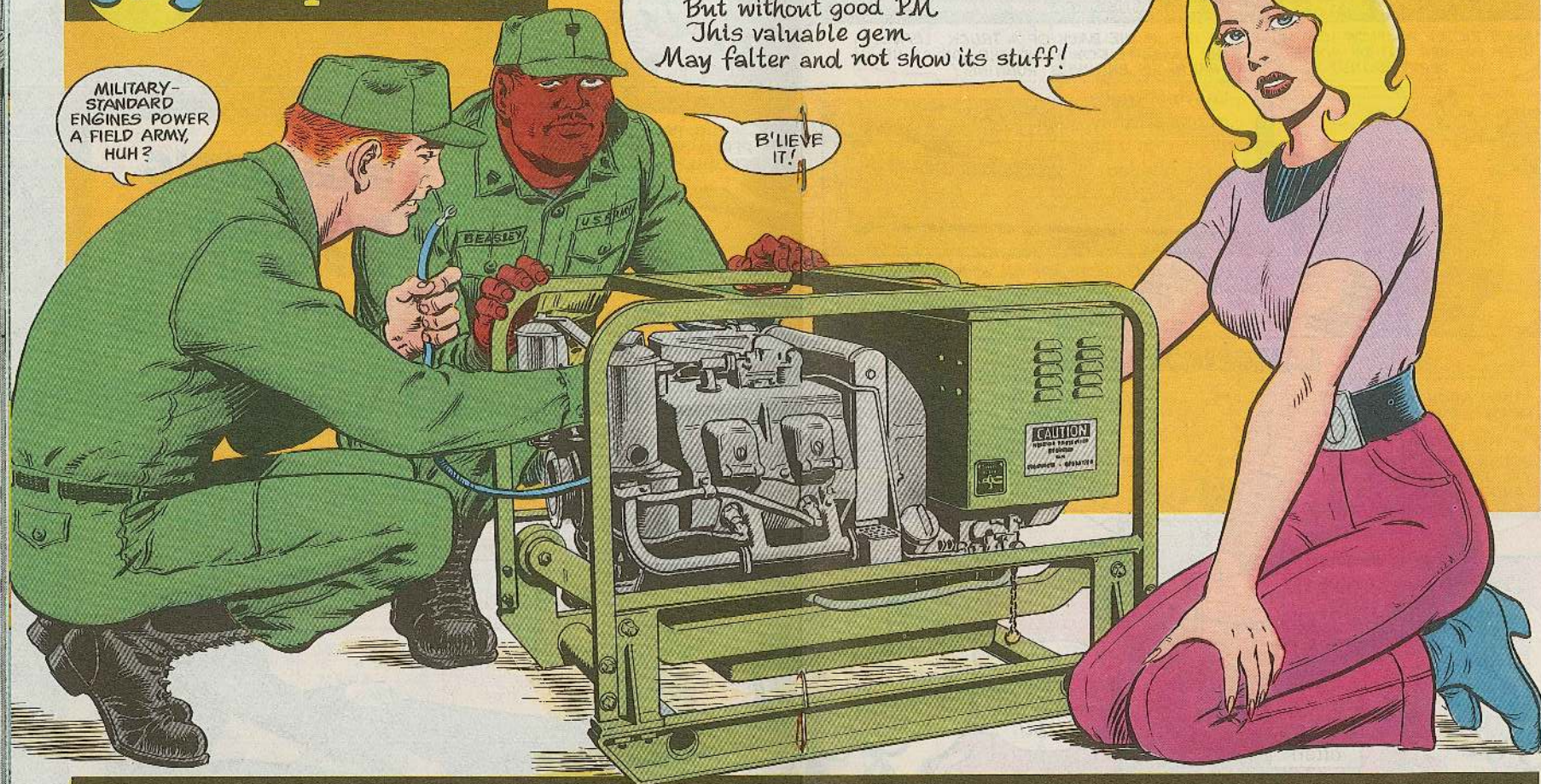
JOE'S

Dope Sheet

MILITARY-
STANDARD
ENGINES POWER
A FIELD ARMY,
HUH?

Your Mil-Standard engine is tough--
Built to perform when things get rough!!
But without good PM
This valuable gem
May falter and not show its stuff!

B'LIEVE
IT!



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.



HEY! ONE OF THE GENERATORS IS OUT!

YOUR ENGINES NEED SHELTER... BUT YOU'VE GOT TO LEAVE 'EM BREATHING ROOM!

THESE SANDBAGS ARE MUCH TOO CLOSE!

UNRESTRICTED AIR FLOW IS A MUST! KEEP ENGINES OUT OF HOLES AND DEPRESSIONS!

IF IT'S IN THE BACK OF A TRUCK, LEAVE THE TAILGATE DOWN AND THE CANVAS UP WHILE THE ENGINE'S RUNNING!

Leave shrouds in place...they make air go where it's needed

SHROUDS, BAFFLES AND DUCTS ARE ON YOUR EQUIPMENT FOR A REASON! NEVER RUN ENGINES UNLESS THEY'RE IN PLACE!

LUBRICATION

LUBRICATION KEEPS MOVING PARTS MOVING!

IF THE ENGINE DOESN'T GET ENOUGH OIL, IT'LL SEIZE UP AND THAT MEANS GOOD-BYE ENGINE!

CAREFUL, THOUGH! TOO MUCH OIL'S NOT MUCH BETTER!

THE ENGINE HAS TO STRAIN TO PUSH ITS WAY THROUGH!

CHECK YOUR OIL LEVEL EVERY FEW HOURS!

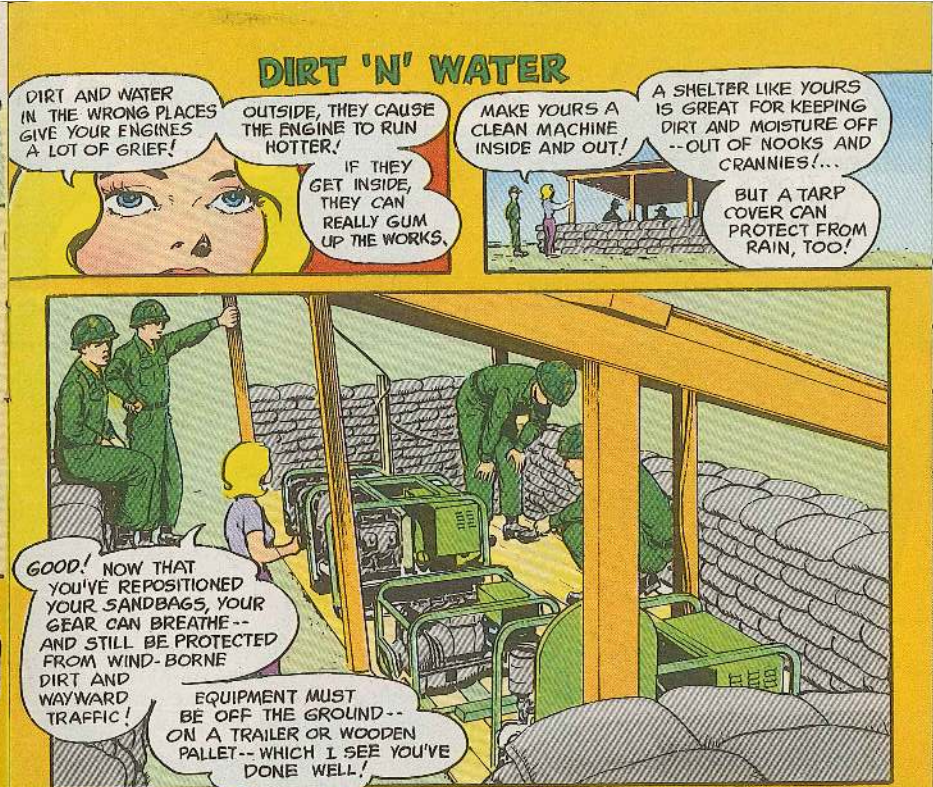
Check oil level often

SEE THE PMCS IN YOUR TM FOR EXACTLY HOW OFTEN!

IF THE OIL LEVEL'S LOW, ADD TILL IT GETS UP TO-- BUT NEVER OVER--THE FULL MARK ON THE DIPSTICK!

USE THE GRADE OF OIL THE LO RECOMMENDS FOR YOUR CLIMATE!

34



DIRT 'N' WATER

DIRT AND WATER IN THE WRONG PLACES GIVE YOUR ENGINES A LOT OF GRIEF!

OUTSIDE, THEY CAUSE THE ENGINE TO RUN HOTTER!

IF THEY GET INSIDE, THEY CAN REALLY GUM UP THE WORKS.

MAKE YOURS A CLEAN MACHINE INSIDE AND OUT!

A SHELTER LIKE YOURS IS GREAT FOR KEEPING DIRT AND MOISTURE OFF --OUT OF NOOKS AND CRANNIES!--

BUT A TARP COVER CAN PROTECT FROM RAIN, TOO!

GOOD! NOW THAT YOU'VE REPOSITIONED YOUR SANDBAGS, YOUR GEAR CAN BREATHE-- AND STILL BE PROTECTED FROM WIND-BORNE DIRT AND WAYWARD TRAFFIC!

EQUIPMENT MUST BE OFF THE GROUND-- ON A TRAILER OR WOODEN PALLET-- WHICH I SEE YOU'VE DONE WELL!

FILTERS GUARD AGAINST IMPURITIES IN THE OIL, FUEL AND AIR!

THE INSURANCE THEY GIVE YOU IS ONLY GOOD AS LONG AS THEY GET MAINTENANCE ATTENTION!

CHECK 'EM OFTEN!

Keep your filters in top shape! Check 'em often!!

Oil filter

Fuel filter

Air filter

REPLACE 'EM ACCORDING TO THE ENGINE TM!

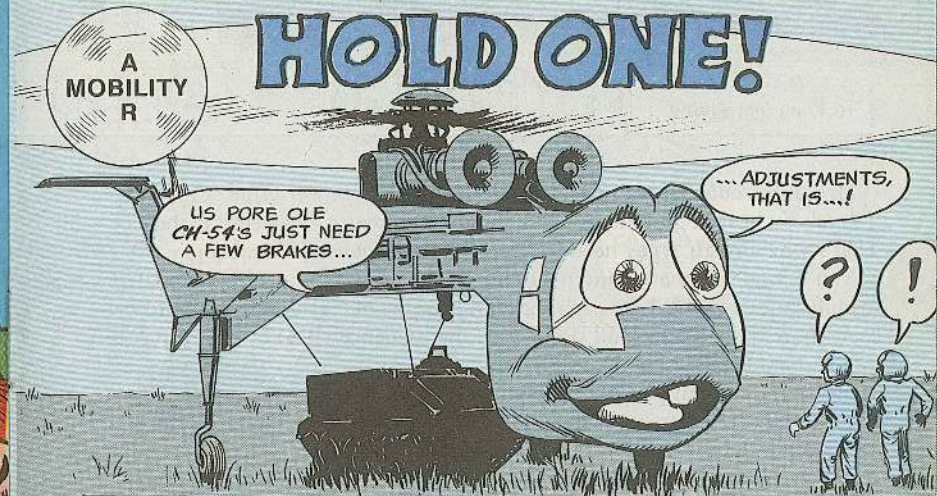
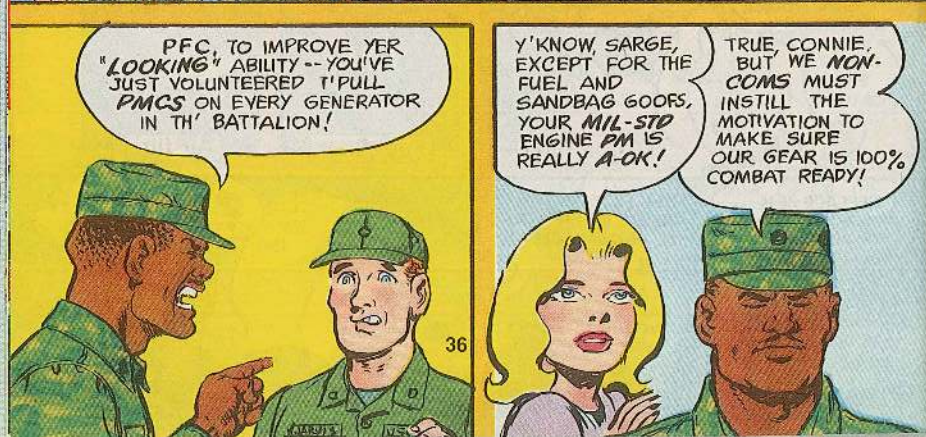
FUEL FILTERS LAST LONGER WHEN YOU PUT IN ONLY CLEAN FUEL!

WE BEEN CHECKIN' WITH YOUR TIPS, CONNIE...

...AND CAN'T FIND ANYTHING WRONG!

35

? FUEL... I WONDER...



Dear Editor,

Para 6-107 in TM 55-1520-217-23-1 has the word for adjustment of the rotor brake on the CH-54.

You have to adjust the pin nuts more than once, tho, to get the 0.030-0.045-in clearance between the brake lining and the brake disc.

Getting the clearance is easy if you use 2 suitable pieces of 0.040-in sheet metal like so:

- Place the 2 pieces of sheet metal between the brake lining and disc, 180 degrees apart.

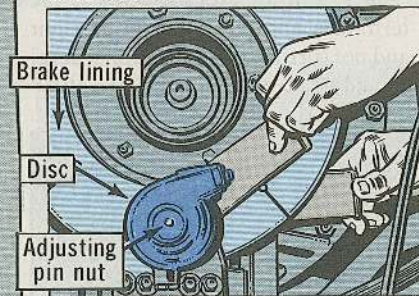
- Tighten the adjusting pin nuts to a snug fit.

- Actuate the rotor brake and torque the adjusting pin nuts to 20 lb-ft, as pressure is applied.

- Release the rotor brake and remove the sheet metal pieces.

- Safety the adjusting pin nuts.
- Cycle the rotor brake thru 3 or 4 times.

- Using a feeler gage, measure the clearance between each brake lining and brake disc. If you don't have the required clearance, replace the rotor brake housing.



(Ed Note—Righto! The head bangar—TSARCOM—says you can use this alternate adjustment. With it, you'll get even contact of the brake lining and brake disc, decreasing wear on the parts.)



SSG Vincent W. Smith
AASF, Hunter Army Airfield
Georgia Army National Guard

To Keep 'em Flying...

Keep 'em

Hydraulic mules, tugs, air compressors, auxiliary power units.... It takes a heap of ground support equipment to keep your aircraft in the blue. That's why aircraft types need to keep the equipment serviceable.

You'll find all the maintenance info you need in the tech manual or manufacturer's manual for each piece of equipment. If the printed word has been shortstopped, tho, pull preventive maintenance (PM) by following the info in Para 8-22 of TM 55-1500-204-25/1.

Suppose, for example, you're in an outfit with OV-1's and RU-21's. You've just taken delivery of a commercial Hobart auxiliary power unit (APU).

THIS BABY WILL DELIVER THE JUICE WHEN YOU FOLLOW THESE PM POINTERS...

Overall Look

Eyeball the unit inside and out to make sure it's clean and dry. If the equipment has not been in operation for some time, oil seals may dry up. If you get some seepage, it's OK. Change them if they begin to leak.

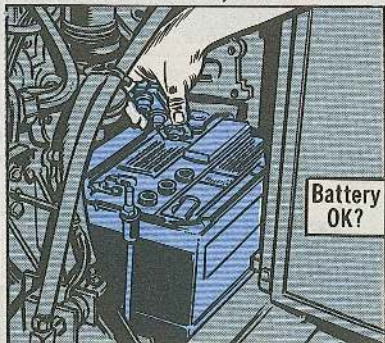
Engine Accessories Check

Check the generator and fan drive belts for cracks, breaks and proper tension.

Focus on the battery for cracks. The

terminals and posts should be tight and not corroded. The electrolyte level should be above the plates.

Check the carburetor for leakage.



Battery OK?



Too much play in linkage?

The carburetor controls and linkage should not have excessive play.

Be sure you look at the ignition wires for weather cracks and burn spots.

Rollin'



TIRES ARE ALL OK... INFLATED RIGHT, GOOD TREAD AND NO CRACKS OR DRY ROT!

THE POWER CABLES STOWED PROPERLY, BONNIE!

Frame Pointers

Inspect the frame for cracks and bends. Be sure the wheel locking lever secures the unit in place.



Wheel lock OK?

Tires in good shape?

Check the tires for cracks and dry rot. Make sure they're inflated right. 'Course, the tires should have tread on them.

The generator part of this APU is under warranty...no repairs allowed. Just eyeball the generator for clean lines, right connections and broken parts.

Make sure there are no cracks in the distributor cap.

Wires cracked or burned?



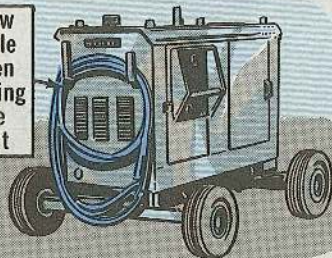
Wires to the coil and condenser have to be tight.

This APU has a safety feature that automatically shuts the engine off if the oil supply is dangerously low. Be sure oil and fuel levels are up to snuff.

Operational Check

Always move your unit with the power cable securely stowed. The

Stow cable when moving the unit



rubber insulation takes a beating if the cable drags on the ground.

When you crank 'er up, you will have one hand on the starter button and the other one on the choke. If you're in a hurry and pull away fast, you could make contact with the bare positive terminal. When you're wearing a wrist watch for the mission at hand, you'll get more than ring around the collar—you'll get "burn around the wrist."

That's why some outfits have covered the positive terminal with a

protective cover, secured with a plastic



Use protective cover on positive terminal

tie. It's actually a Mohawk starter-generator terminal cover, Item 71, Fig 212 in TM 55-1510-204-23P. NSN 6115-00-897-8809 will get you the cover.

Listen for unusual noises, and look for fuel or oil leaks.

EYEBALL THE INSTRUMENTS TO MAKE SURE YOUR UNIT IS PUTTING OUT!



Safety-of-Flight Messages

If your unit has not received a message in which you have an interest, check with your next higher headquarters.

AH-1-81-37 SOF msg. Concerning immediate grounding of all UH-1/AH-1 aircraft with specific T53-L-13BA/703 engine fuel control units DRSTS-MEA 141930Z Dec 81

UH-1-81-09 SOF Maint Notice, Internal T53-L-13B/BA engine wash procedures DRSTS-MEA 231930Z Jul 81

UH-1-81-10 SOF Maint Notice, Change in repair procedures for UH-1 landing gear skid shoes DRSTS-MEA 031430Z Sep 81

UH-1-81-11 SOF Maint mandatory msg.

Re-torquing of main pressure regulator valve hold down screws DRSTS-MEA 041800Z Nov 81

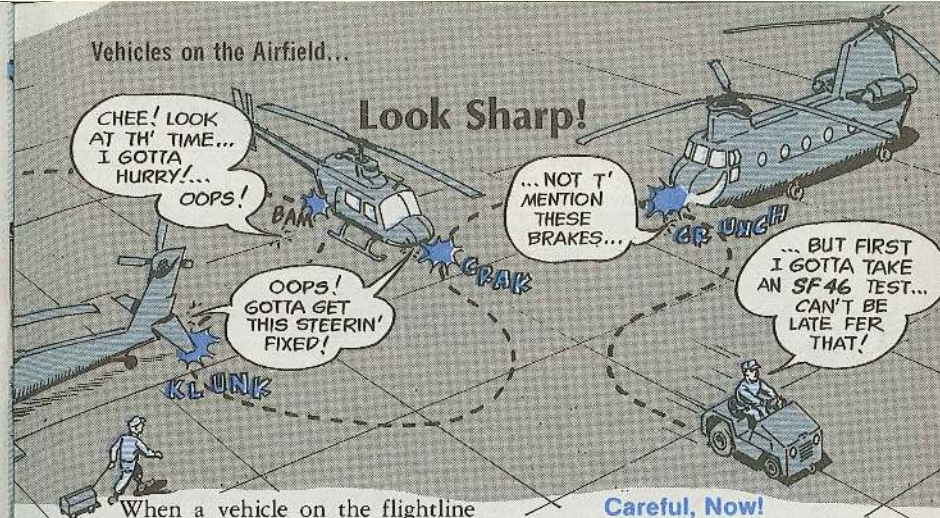
UH-1-81-12 SOF Maint mandatory msg, T53 engine cleaning procedures DRSTS-MEA 241830Z Nov 81

UH-1-81-13 SOF msg. One time inspection of lever assembly, pylon DRSTS-MEA 102115Z Dec 81

UH-1-81-14 SOF msg. Concerning grounding of all UH-1/AH-1 aircraft with specific T53-L-13BA/703 engine fuel controls installed DRSTS-MEA 141930Z Dec 81

Cat 1 EIR Phone:
AUTOVON 693-2066 (24-hr)

Vehicles on the Airfield...



When a vehicle on the flightline accidentally rolls into an aircraft, the "ca-runch" sometimes echoes all the way to Washington.

A lot of repairs are due on that fragile aircraft, and that's bad news for your unit's mission capability.

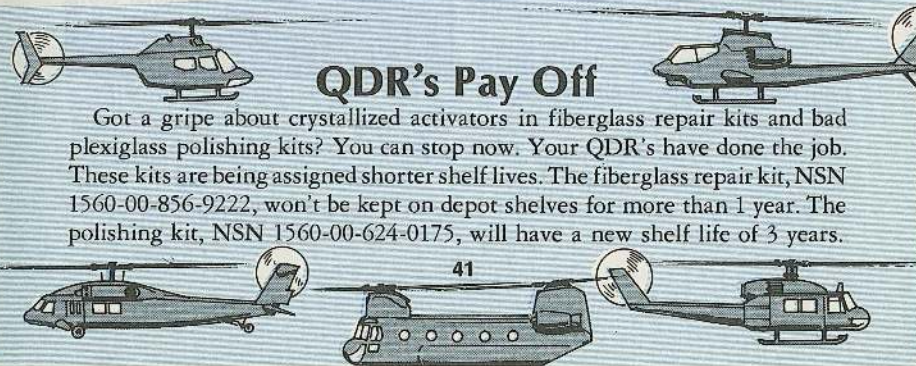
Equipment OK?

A vehicle with faulty brakes, steering, lights, windshield wipers, horns, warning signals, side- or rear-view mirrors is a hazard on the airfield—or anywhere else.

So, before you move out, always pull the operator checks and services spelled out in the manual on your vehicle.

The SF 46 in your wallet says you have the ability to drive a fuel truck, commercial vehicle or tug. But when you leave the roadway and enter the airfield, you're in a different environment.

Moving your vehicle between aircraft parked at a dozen different angles calls for all your driving skills. Stay alert and drive carefully.



HERE
IT IS,
TROOPS...

THE NEW WAY TO MAKE SURE
YOUR T-53 ENGINE
TRAVELS FIRST CLASS!

WOW!! IN A
BAGGIE?

It's in the

BAG



problem either. The bag protects the engine. Here's how it works.



A special tool
seals the bag

When you get your next T-53 engine back from overhaul, it may come in a bag. The engines are being returned to the using units in reusable environmental bags, NSN 8145-01-068-2437.

The protective bag is used with the old clam-shell type engine container. The clam-shell, tho, no longer is hermetically sealed and it now takes only 10 bolts to secure its lid. Small gouges or other openings in the clam-shell container are no longer a

The bag is zipped shut with a special closure tool. The zip-lock closure provides an air-tight seal.

The closure tool is stored in its own pouch, along with instructions for the use of the bag.

There's a special pouch also for the bag's desiccant, NSN 6850-00-264-6562, the unit's dehydrator agent.

The bag has its own humidity indicator. When the clam-shell is closed, the indicator is visible through an inspection port. The humidity level



should not exceed the 40 percentile mark.

All this is to protect the engine. But it will not get the job done if the bag is not sealed right or is torn or punctured.

Rips and punctures can be repaired, tho. Use the repair kit that comes with the bag. You'll find it and repair instructions in the pouch with the closure tool. Tape, NSN 7510-00-266-5016, can also be used to field fix the bag. Tape the hole from both sides.

The clam-shell cover is bolted on with 2 bolts at each corner of the container and 1 bolt on each side. Make sure the lid is not pinching the bag.

So, for first class travel, put your T-53 engine in a bag.

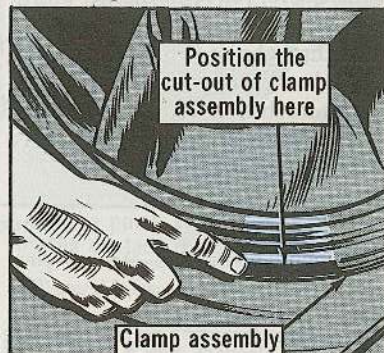
Index Mark Helps

YELLOW
PAINT ON
THE CLAMP
CUT-OUT...

... WILL
DO THE
TRICK!



When you Huey and Cobra mechs install the particle separator on your T-53 engine, position the V-band clamp assembly with the cut-out at the 6 o'clock position. That location will



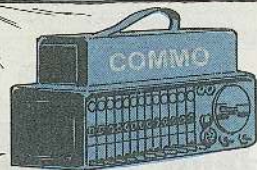
Position the
cut-out of clamp
assembly here

Clamp assembly

prevent water from collecting in the clamp and corroding the magnesium housing.

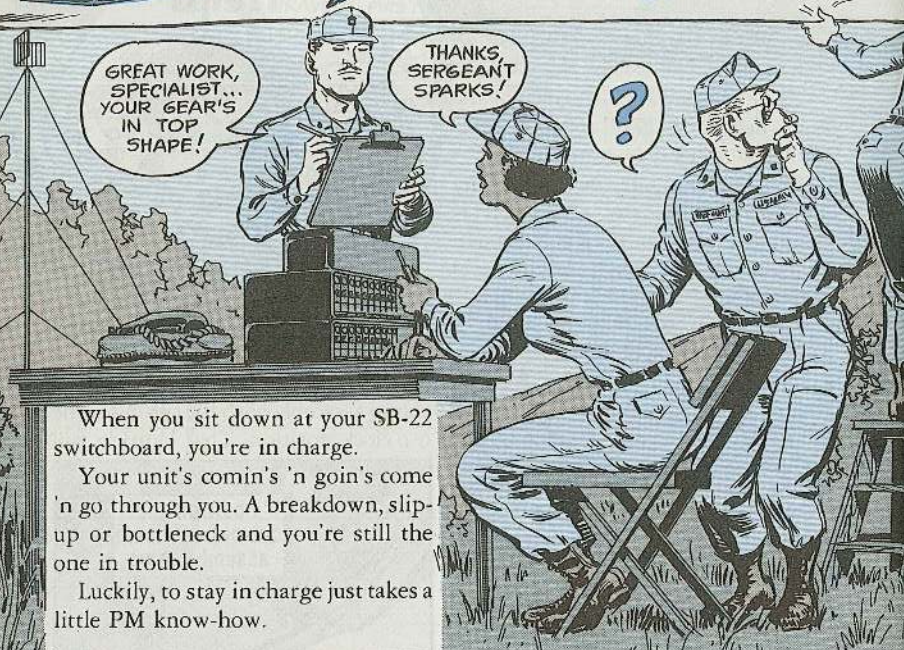
While you're at it, index the clamp assembly to the engine for easier installation next time.

Using yellow paint on the 3.25-in clamp cut-out—extended onto the engine housing—will do the trick.



PM's Up to You...

You're Chair



When you sit down at your SB-22 switchboard, you're in charge.

Your unit's comin's 'n goin's come 'n go through you. A breakdown, slip-up or bottleneck and you're still the one in trouble.

Luckily, to stay in charge just takes a little PM know-how.

Pamper Plugs

Know how to take care of your plugs. Keep 'em clean. Never use solvents, abrasives (steel wool for



instance) or metal polish. Use a treated cotton polishing cloth, NSN 7920-00-985-6849.

Think plugs need cleaning? Never wait. You'll be surprised just how dirty a clean-looking plug can be.

Use the rubber sleeve when plugging and unplugging. Pulling on the cord can damage inside wiring.

Another plug killer is letting it fly back into its jack when you're done. Plugs bang off the case or a cateye, and can damage both.

PM the rubber cord sleeves. If yours are splitting, cut 'em back. A taper makes reseating easy.

person man of the Board



Maintain Contact

Insert line and operator packs carefully. Keep 'em straight to avoid damage.

Removing the operator's pack is easier if you pull the nearest line pack first.

Good contact needs binding posts

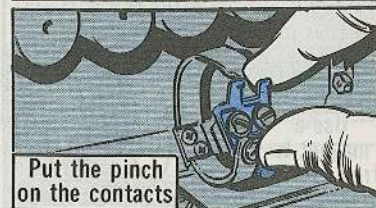


that really bind wire. If posts are sticking, loosen 'em with a little dab of silicone, NSN 9150-00-257-5358.

You can tell if a post sticks. Once you've seated the wire, tug on it. If it comes free, you've got trouble.

Keep those wires out of the way,

too. Run 'em all through the rubber gasket on the side of the case. Channel 'em down the center of the binding posts, too.



Battery case clips must grab firmly. Pinch yours together gently if they don't.

The Word Is Plastic

If you've got one of those new Lexan-cased switchboards, you should be extra careful.

They'll crack under pressure your metal boxes withstand easily.

Especially vulnerable is the area around the battery clips. Those clips are only riveted into the plastic. Yanking the case out, or slamming it in, can mean a trip to support. 'Course, you should take it easy with metal cases, also.

Rough treatment can put a crack somewhere else, too. Go easy as you pack, install and ship the set.

HMMPH!
WHEN IS SPARKS
GONNA HELP ME
WITH MY GROUND
WIRE PROBLEM?

**AFTER HE HELPS
ME WITH MY
BATTERY PROBLEM!
...I'M
NEXT!**

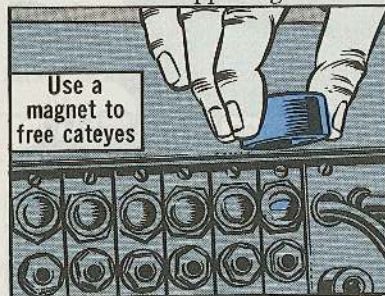
**LET'S TRY THIS
MAGNET ON YOUR
CATEYES...**

**GROOVY,
SERGEANT!**

In Your Eye

If cateyes stick, banging 'em around won't help. It might break a lens, tho, and that means support again.

**Use a
magnet to
free cateyes**



Your best bet to unstick an eye is a small magnet to move the eye back where it belongs.

No improvement? Substitute a good pack.

Use a damp cloth to clean the front panel. Be careful not to knock dirt or grit into jacks.

You're Grounded

A strip of WD-1 is your ground wire for aluminum cases. Cut it just long enough to reach the rod.

Strip ¼ inch of insulation away from both ends and twist conductors together. Fasten one end to the rod and the other to the set through the case gasket.

If you bypass the gasket that means you close the back cover over the wire. That springs the cover.

A 6-ft ground wire comes with the plastic sets. Leave it connected to the case's ground stud. The free end goes to the ground rod.

Battery Saver

Audio weak? Lights dim? Flip your battery case. Two batteries power the SB, the other 2 are for your phone. The phone BA-30's will stay healthier longer 'cause they use less juice.

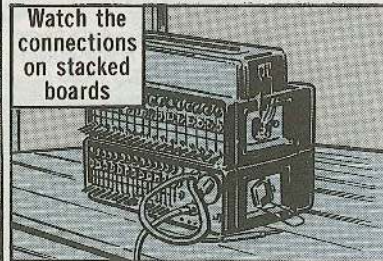
Another battery saver is to switch your headset off when a scheduled lull in traffic comes around. Leaving it on zaps batteries and can do in the transmitter's carbon element.

**NATURALLY,
YOU'LL REMOVE
THE BATTERIES
WHEN THE
SET'S NOT
IN USE!**

Stacking Switchboards

Getting more lines to your SB-22 position might mean stacking 2 switchboards. No sweat.

**Watch the
connections
on stacked
boards**



To get an audible alarm when you've got the added drops, you run a wire from the NA (night alarm) binding post on one SB to the NA binding post on the other.

You'll find that NA post just slightly above the ground connection.

When you're stacked up, be sure you're grounded. Run a wire from the ground of one set to the ground of the other. Then, attach the bottom set to your ground rod.

Stow It

There's just room in the SB cover for your headset. To get it in, use the guide in Fig 25 of TM 11-5805-262-12.

Cram it, and you have to force on the cover. That can break the headset or mangle plugs.

Likewise, be sure the back cover recessed latches are recessed. Sticking out, they can snap off if the switchboard slides around, like in the back of a vehicle.



**Latches
tucked in?**

PS END

PP-1703 Fuse

The fuse used to protect your PP-1703 vibrator inverter is now NSN 5920-00-056-6620. That's the 7½-amp, 32-V rated fuse called for in TM 11-6125-238-12.

RC-292 Pub Update

If you need an up-to-date parts pub for your RC-292 antenna group, get TM 11-5820-348-24P.

Among other things, it'll give you a good NSN for an AB-35 mast section, NSN 5985-00-240-3723.

Pack a Better Battery



A new battery is on its way to power your AN/PRC-77 and -25 radio sets. It's littler, lighter, longer lasting and lithium.

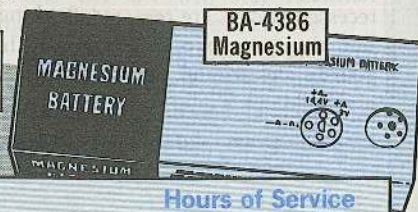
You'll soon see a lithium BA-5598 replacing your magnesium BA-4386 power pack. It's been engineered to answer your complaints about the old battery.

It's half the weight and size of the old battery. So, you can carry 2 in the radio—one's a spare.

It delivers better punch more evenly over the life of the battery. That'll make battery and radio performance more dependable.



New battery is smaller, lighter, longer lasting



Hours of Service

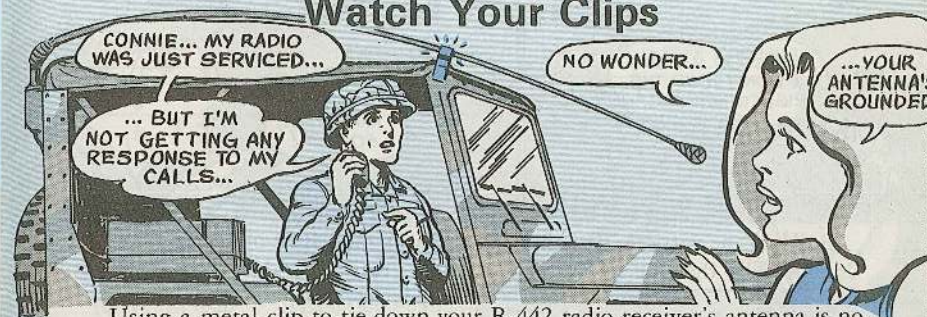
Temperature	BA-5598	BA-4386
70°F	55-60	45-55
0°F	35-40	10-15
-40°F	25-30	0

It'll keep, too. At 70°F storage, the BA-5598 should last 5 years. At 130°F, it holds up for 3.

And, the good low-temp showing will do away with the BA-398 cold-weather replacement for the BA-4386. You'll get more info on this battery when it's issued.

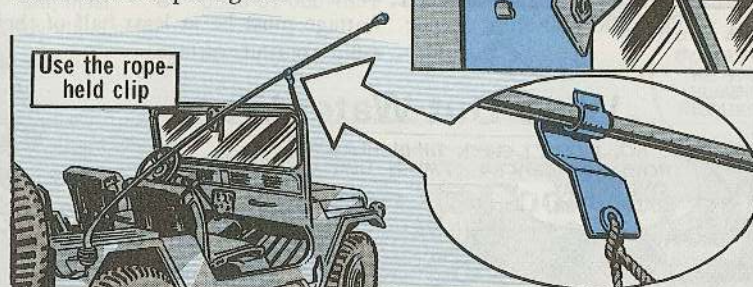
WONDERING ABOUT BATTERY LIFE?...
HERE'S HOW THE 2 BATTERIES COMPARE...

Watch Your Clips



Using a metal clip to tie down your R-442 radio receiver's antenna is no sweat—unless the clip is fastened to metal. That grounds your antenna and stops your reception cold.

The proper tiedown is the same one you use for an AS-1729 antenna. The rope-held clip may interfere a little, but it won't stop a signal.



You can head off other interference by never crossing antennas mounted on the same vehicle. The two intercept each other's signals.

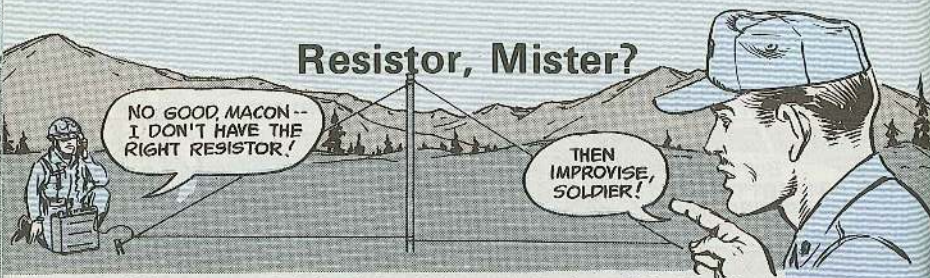
Trying to gain distance on your receive antenna's reception by adding sections is another no-no. It just mismatches antenna and receiver and your signal suffers again.



Protect your buddy as well as your signal. Like, use a tip on your whip. An untipped antenna is just a long spear.

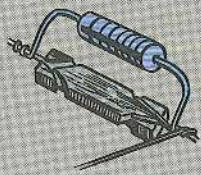
Leaving that antenna untied while moving can rough it up. Tie it down before traveling. If you don't, it can bounce off trees or power lines. A power line can zap your gear—or you!

Resistor, Mister?



Building a vertical half-rhombic antenna like the one in TC 11-5 is

Resistor wattage must be at least half of radio's output wattage!



tough without the 600-ohm, 2-watt resistor.

And, since 600 ohms isn't a standard resistor value, you have to improvise.

Either get a 620-ohm, 2-watt resistor with NSN 5905-00-407-6167, or wire 2 1200-ohm, 1-watters in parallel. These resistors are NSN 5905-00-369-6916.

Keep in mind, tho, what the TC says about power handling. Your resistor wattage must be at least half of the radio's output wattage.

Wipe Out Water Woes



Be sure you're wiping the water out of your antenna's insulator bowls, or it'll be wiping you out.

It doesn't take much moisture in the bowl of your AB-15, AB-652 or MP-68 antenna base bowl to weaken your commo, either.

'Course, you always keep an eye out for cracks that let in a flood of water. Condensation's a killer, too.

So, remove the bowl periodically and wipe it out.

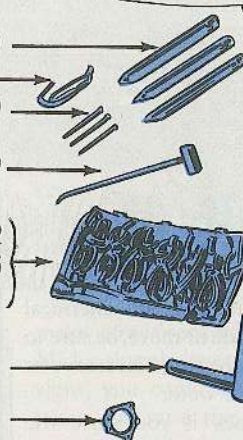


Get Your Kit Together

Keeping an MK-1069 mast accessory kit up to snuff is easy when you have the right supply info.

Item	NSN or PN
Guy anchor	4030-01-069-9917
Strap wrench	PN SMC697081
Spike, common	5315-01-070-5420
Hammer, hand (universal tool)	5120-01-069-9939
Bag, mast accessories	5820-01-070-6022
Guy, red	5975-01-051-9436
Guy, white	PN SMD697075
Adapter, ant to ant, mast	5985-01-069-4891
Guy attachment ring	4030-00-155-8507

ORDER COMPONENTS WITH THESE NUMBERS...



USE FSCM 80063 FOR THE PART NUMBER REQUESTS!

Keeping Its Cool



Think your AN/VRC-12 radio set's RT is keying itself 'cause the blower starts on its own?

Before you turn it in for repair, be sure it wasn't just staying cool.

A thermostat tells the blower when to start—like when the RT is getting too hot. 'Course, it also runs each time you transmit.

THE BLOWER CAN START ANYTIME!

Give 'em a Bath!



When you shut down your chemical alarms for 72 hours or more, be sure to give their M43 detector unit reservoirs a bath in distilled water.

The same goes if you store the alarm for more than 3 days.

Use only de-ionized distilled water, NSN 6810-00-682-6867 (1 gal) or NSN 6810-00-356-4936 (5 gal).

If you use tap or other water in the detector's reservoir, it won't flush right, and the alarm may not work.

New Cell?



When you install a new detector cell in you M43, run the unit for an hour to stabilize it.

If you don't run it, your alarm system may not detect chemical agents. Bad news. You also need a stabilized alarm to determine pump life.

M151A2 Truck Mount

Organizational maintenance types who install alarms on M151A2 ¼-ton trucks need TB 43-0001-39-4 (Jan 80).

TM instructions can't cut it for the M151A2. Strips must be cut from the fender support brackets. Holes must be drilled. Page 2-75 and Figs 2-26 and 2-27 of the TB show you how.

M11 Decon Tips



Your M11 decon can't do its thing if the nitrogen-filled cylinder leaks.

Eyeball the O-rings (preformed packing) to make sure they're not damaged or missing. A sharp edge on the nitrogen cylinder can damage the



rubber O-rings, so replace them when they go bad. For a good seal, make sure you seat the O-ring for the nitrogen cylinder in the groove of the spray-head assembly.

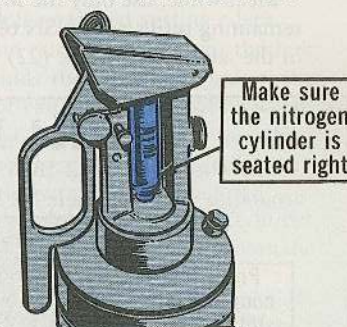


A damaged or missing O-ring lets nitrogen leak from the cylinder. That

keeps the M11 from getting a full charge. Result? Your decon effort fizzles.

Unguided Missile

When you put on a new cylinder, make sure it's seated straight with the M11's thumb lever. If it's not seated right, you could launch the cylinder when you raise the handle to decontaminate. It'll take off like a rocket!



Before you install the nitrogen cylinder, check it for rough edges that could cut the O-ring. File off any burrs. Then install the cylinder easy-like.

When you toss out a used nitrogen cylinder, make sure you don't throw out the O-ring with it. Sometimes a sticky O-ring clings to the neck of the cylinder.

BOY, IS SUPPLY
EVER 'FOULED UP!
THEY SENT ME 2
PACKS OF WASH-AN-
DRY INSTEAD OF
M58 REFILLS!

M58A1 Decon Kits



HEY-- I BET THOSE
ARE SATURATED PADS
THAT COME WITH
THE M58A1 KIT...

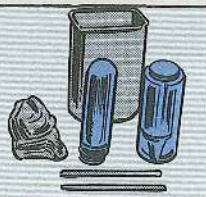


LET'S
CHECK IT
OUT WITH
SUPPLY!

It happens...kind of like the old cart before the horse bit.

When you order M58 decon training kit refills, you may get the new M58A1 version instead. It has saturated pads instead of the containers of liquid in the M58.

The M58 kit
has containers
of liquid...



...the M58A1 kit
has saturated pads



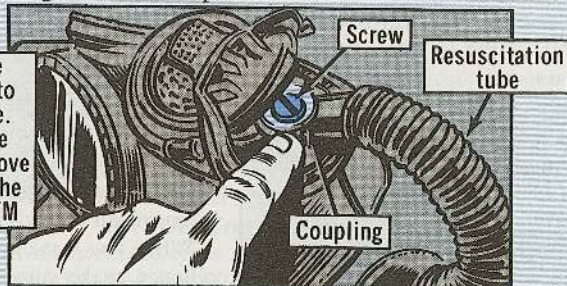
Trouble is, the M258A1 and new TM's won't be out in depth till later this year. So, you might be tempted to toss the saturated pads. Turn them back in to your supply clerk till the M258A1's and TM's are issued. Then, use your M58A1 refills with them.

Meanwhile, use only the M58 refills with your M258 kits. You can get any remaining refills with NSN 6910-01-021-0789. Mark 2B or 2J (No substitute) in the advice code block (22) of your request (DA Form 2765).

M17A1 Mask Adjustment

The word's on Page 2-18 of TM 3-4240-279-10, but some users just don't get around to adjusting their M17A1 protective mask resuscitation tubes.

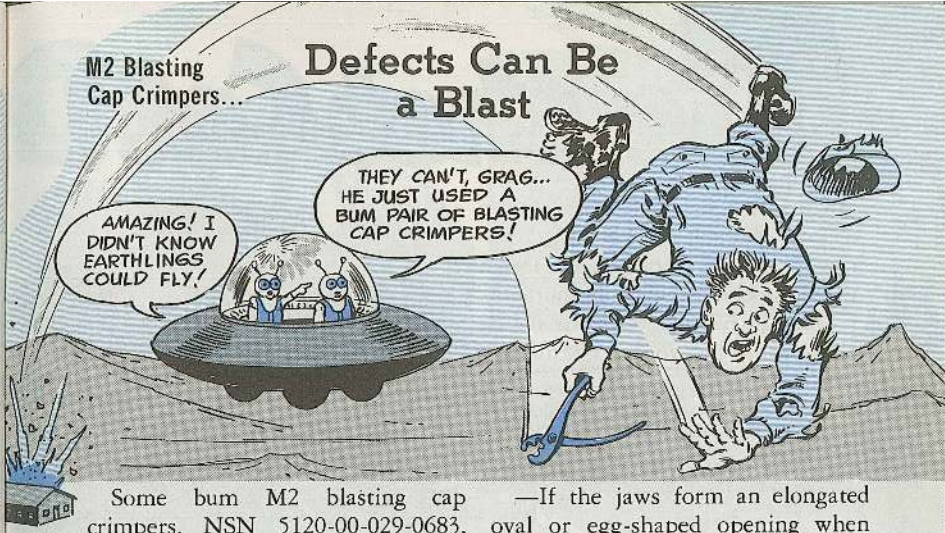
Press tube
coupling into
outlet valve.
If too loose
or tight, remove
and adjust the
screw, per TM



The smart, required thing to do is adjust the tube before you use the mask. If air escapes from the mask, you can't use the tube. You can't give mask-to-mouth resuscitation...and somebody's life may depend on that.

M2 Blasting Cap Crimpers...

Defects Can Be a Blast



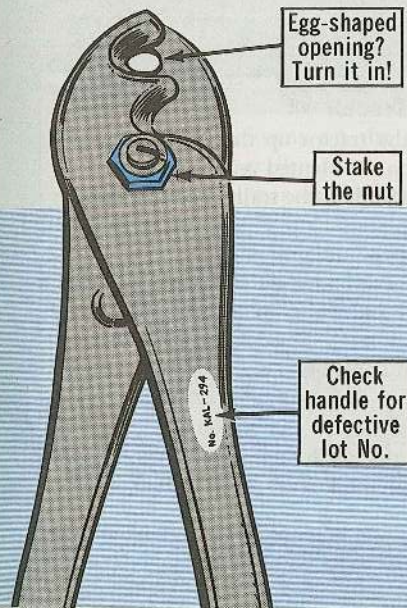
Some bum M2 blasting cap crimpers, NSN 5120-00-029-0683, have slipped into the supply system. They could be a real blast if you try to use 'em.

The defective tools have Lot No. KAL-294 stamped on the handle—but not all the tools in that lot are bad. Here's what to look for:

—If the jaws form an elongated oval or egg-shaped opening when they're closed—instead of the usual round hole—turn in the crimper immediately. It could cause a misfire by squeezing the cap too tightly around the fuze. Likewise if the jaws have dull or jagged cutting edges.

—If the nut's not staked to the bolt that holds the crimper together, the crimper can come apart while you're working. That's a sure way to make a tough job tougher. Too short a bolt can cause the same thing to happen.

You don't have to turn in a crimper with an unstaked nut, tho. Tighten the nut.



... THEN
GOUGE THE
END OF THE
BOLT WITH A
CHISEL OR
PUNCH SO
THE NUT
CAN'T COME
LOOSE!



Tie that Cat Down

Losing a D8K tractor off a 40-ton M870 low-bed semitrailer has a domino effect on maintenance downtime and parts replacement. It can raise tempers and get people hurt, too.

Once the heavy dozer starts sliding on the trailer bed, you can't do much to stop it.

YOU CAN HEAD OFF TROUBLE, THO! USE A MINIMUM OF 12 TIEDOWN CHAINS - 4 CHAINS ON EACH SIDE AND 2 EACH AT THE FRONT AND REAR OF THE TRACTOR!

Trailer Prep

Extend the outriggers and use extra timbers.

You can haul a D8K equipped with any blade and winch, or with any blade and ripper—with 1, 2, or 3 shanks—teeth—with the M920 tractor truck and M870 trailer.

DALO-SML-Msg P051240Z May 81 has the word on truck/trailer/load combinations that weigh more than 130,000 pounds.

Loading the Tractor

Tractor equipped with ripper: Drive the tractor up the front ramp and toward the rear until the blade will rest on the slanted rear ramp.

In this position, the heavy load is off the front of the trailer and truck winch cable when you raise the gooseneck into place.

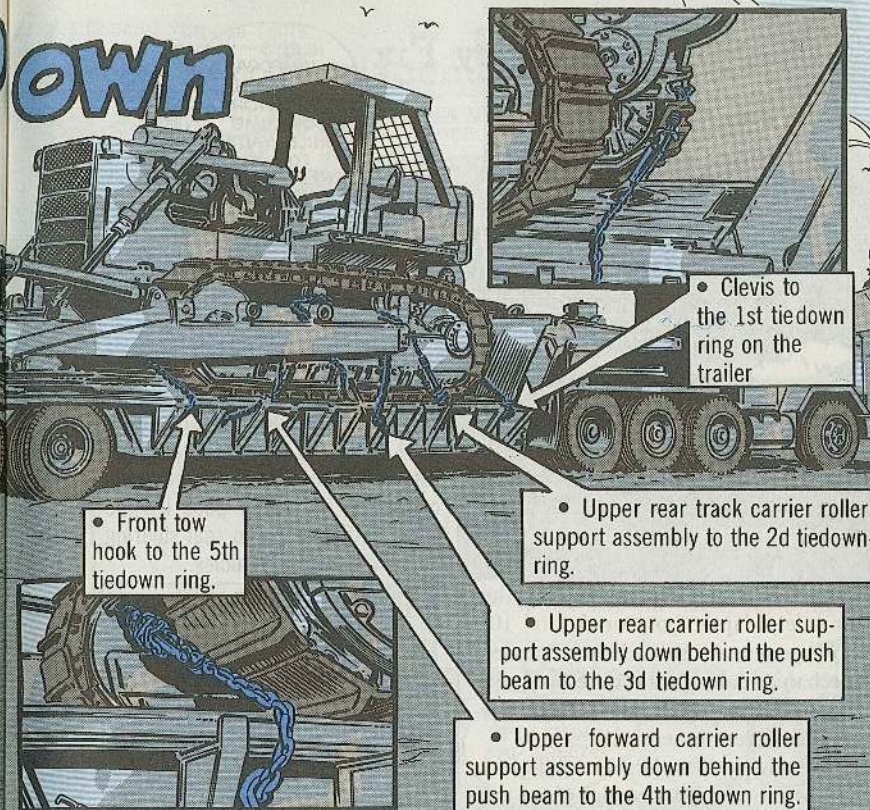
Never load the tractor from the rear of the trailer.

After the gooseneck is hooked up to the truck, back the tractor up so you have equal load distribution on the truck trailer and trailer axles.

Try to position the D8K on the trailer so that the 4 tiedown angles will be as close to 30° as possible. This 30° tiedown angle gives the tractor maximum holddown security.

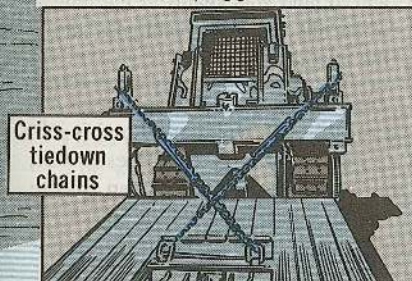
Lower the ripper frame, so the shank(s) ride on the gooseneck.

Tractor equipped with winch: Load the tractor in the same manner. Leave the blade resting over the middle rear trailer axle.



Repeat the tiedowns on the opposite side of the trailer/tractor.

For a Cat w/ripper, use the same



side and front tiedown arrangement, but use 2 tiedown chains crisscrossed from the ripper shanks to the tiedown rings on the trailer gooseneck.

Keep speed between 18-20 MPH maximum...slower when weather and road conditions are less than ideal.

THAT'S THE WAY TO KEEP THAT CAT CAGED!

Sticky Fix

AHH--A NICE, CONVENIENT HANDHOLD!

HERE'S A TEMPORARY FIX TO CUT GENERATOR DOWNTIME WHILE WAITING FOR A REPLACEMENT HOSE...

ARGHH! I'M DOOMED!

Take it easy when you replace the air inlet adapter hose on 5- and 10-KW generator sets. Heavy-handed mechanics damage the hose by yanking and twisting it loose from the crankcase vent extension.

A damaged hose lets dirt and gunk bypass the air cleaner...right into the engine. Some troopers are even using the hose as a handhold to climb aboard a trailer-mounted PU set.

The air inlet adapter hose is not a handhold



So many hoses have been damaged that they're in short supply.

- Use rubber cement to close small holes and cracks in the hose. NSN 8040-00-262-9011 gets a pint can. You probably have some of the cement in the motor pool. It's the same stuff you use to seal steering knuckle boots on vehicles.



Use tape to hold damaged hose...

...to the crankcase vent

- Use black electrical insulation tape to seal larger holes and cuts, and to hold split seams at the tube where the crankcase vent goes into the adapter hose.

NSN 5970-00-419-4291 gets a 36-yd roll of 3/4-in wide tape for this job. 'Course, a bit of easy-does-it PM, and a hands-off deal when you're moving the set or climbing into a PU will ease the parts replacement problems.

General Purpose Tents...

WHO GETS TH' NEW TENT POLE PINS!...

... NEVER MIND... I SEE...

HALP!

Replacement Spring Pins

Worn-out spring-loaded pins in the aluminum poles can bring your GP tent crashing down around your ears. Fix 'em with replacement pin assemblies. Check the list for the ones you need.

PINS FOR ALUMINUM POLE, NSN 8340-00-753-6574, ARE...

ALUMINUM POLES, NSN 8340-00-753-6575, USE THESE PINS...

Diameter— Inches	Length— Inches	NSN 8340-01
3/8	1 1/2	-036-3781
3/8	2	-036-3782
3/8	2 1/2	-036-3783

Diameter— Inches	Length— Inches	NSN 8340-01
1/4	1	-036-3779
1/4	1 1/2	-036-3780

Keep these NSN's in your TM 10-8340-211-23P for handy reference.

6,000-Lb RT Forklift...

DEADLINED? HOW COME? HE WAS FINE LAST WEEK!

Protect Your Protection

YEAH-- BUT IT'S BEEN RAININ' AND FREEZIN' SINCE!

...HE COULDA SAVED ME!

The roll-over-protective-structure (ROPS) forklift is there to protect you. Maybe it's time you returned the favor.

Water—from rain, condensation, or hosing down the forklift—collects in the horizontal brace between the vertical legs of the ROPS. It can freeze and crack the metal. That weakens the whole structure, not to mention deadlining the forklift till the ROPS is replaced.

Head off ROPS troubles by drilling 2 water relief holes in the brace.

The word's in Para 3-2 of TB 43-0001-42-4 (Jul 81).

Smoke Stack Rivets

NSN 5320-00-010-4448 gets the rivets that hold together the smoke stacks (pipes) used on space and immersion heaters.

On Microfiche Pubs...

Break the Code Barrier

Almost all of the Army's supply management info comes out on microfiche now.

If you don't know which ones to use and how, your job's almost impossible.

Need some help or want to brush up on those special supply pubs? Check with your learning center or Training and Audio-Visual Support Center (TASC) for a series of Training Extension Course (TEC) lessons:

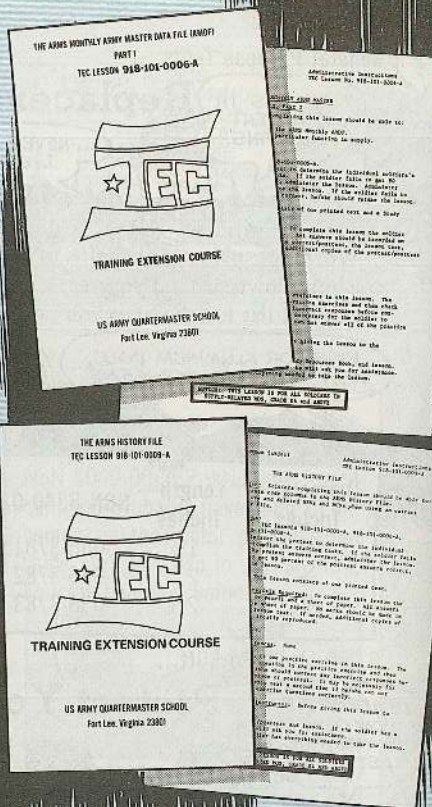
- 918-101-0005-A, Introduction to the AMDF Microform Retrieval System (ARMS)
- 918-101-0006-A, The Army Master Data File (AMDF) Part I
- 918-101-0007-A, The Army Master Data File (AMDF) Part II
- 918-101-0008-A, The Interchangeability and Substitute (I & S) File
- 918-101-0009-A, The ARMS History File
- 918-101-0010-A, The Master Cross Reference List (MCRL/RL)
- 918-101-0011-A, The Identification List (IL)

IF YOU CAN'T FIND THE LESSONS...

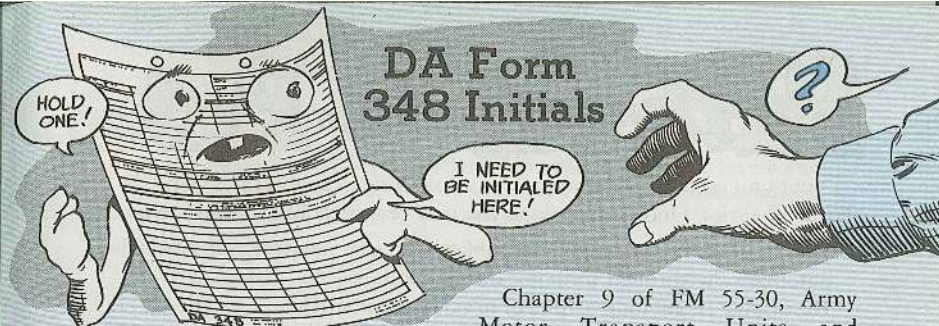
... YOUR UNIT CAN ORDER THEM FROM...

Commander
US Army Training Support Center
ATTN: ATIC-AET-TP
Fort Eustis, VA 23604

60



Those TEC lessons offer step-by-step info on when and how to use the supply pubs on microfiche, plus a lot of help on breaking the code barrier!



DA Form 348 Initials

Entries in Section III of DA Form 348, Equipment Operator's Qualification Record, call for initials in the Action Taken column.

Whose initials?

The officer or NCO in charge of formal training or testing initials those entries.

The unit CO or the person the CO delegates, in writing, to that job initials off on everything else.

Chapter 9 of FM 55-30, Army Motor Transport Units and Operations, has other good info on the driver's training program.

Training people initial training. CO or CO's rep initials all others.

ACTION TAKEN	
Completed Safety Office Course,	
Ft. Bragg, NC, FBR 385-6	4/83
New SF46 issued-USA 161-82	1/84

New AMDF Codes

The Army Master Data File (AMDF) is adding some new codes.

The Maintenance Repair (MR) code gives the lowest maintenance level able to pull complete repair on the item.

The Precious Metals Indicator (PMI) applies to items with recoverable amounts of precious metals.

ADPE Identification (ADP) code covers automatic data processing components, supplies and support gear.

CDA Pam 18-1, Code Reference Guide for the ARMS Monthly AMDF (Aug 81), explains more about the new codes.

EFFECTIVE DATE	2001	LIN	PAR
NOMENCLATURE			
C PHRASE STATEMENT/RELATED NSN/MCN			
BEARING, ROLLER, NEED			
CAPACITOR, FIXED, PLA			
COND RCP AIR 37 CFH			
251037			

Codes on AMDF page

ORDER COPIES BY LETTER FROM...

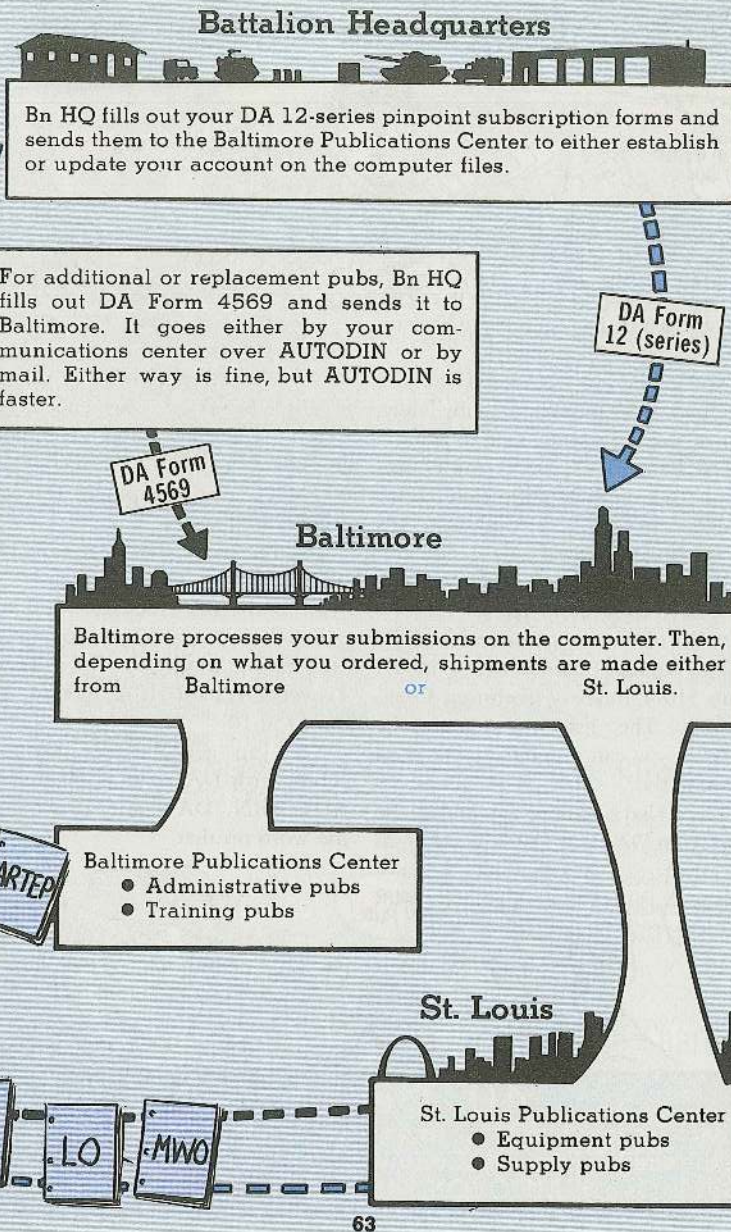
Commander
USA DARCOM Catalog Data
Activity
ATTN: DRXCA-BTM,
New Cumberland Army Depot
New Cumberland, PA 17070

Pathway to Pubs

Your unit establishes an account by subscribing to publications using the DA Form 12-series. Once that is done you may receive publications in two ways:

Initial distribution: As new publications are printed, you get copies automatically through pinpoint distribution. See AR 310-2.

Resupply: To get more copies or to get replacement pubs, DA Form 4569 is used as an order form. See DA Pam 310-10-2 for details.



WOW! NO WAY TH' HUMAN EYE CAN FOLLOW THIS GUY'S FAST SHUFFLES!

Pubs Index Shuffle

YEAH-- WONDER IF HE'S TH' GUY WHO SHUFFLED ARMY PUBS INDEXES LATELY...



It takes a really sharp eye to keep up with an expert card shuffler.

And if your eyes wandered from the DA pamphlet indexes of pubs lately, you missed an equally fast shuffle.

DA Pam 310-7, US Army Equipment Index of Modification Work Orders (MWO), bit the dust. It's kaput, finished, gone.

If you need info on an MWO, you now have a choice of pubs.

A list of current published MWO's in pub number order shows up in DA Pam 310-4, Index of Technical Publications. The list just covers the MWO's you can order from the pubs centers, tho.

You'll find complete lists and all the info from DA Pam 310-7 in DA Pam

750-10, US Army Equipment Index of MWO's. It indexes them by current, urgent, projected, suspended, deferred, cancelled and completed MWO's. DA Pam 750-10 also classes the MWO's by equipment category, urgency and status.

Use the index that best suits your needs. Both are on microfiche.

Need the new indexes? Tell your pubs clerk to put you on initial distribution: Block 26 of DA Form 12-4 covers DA Pam 310-4; Block 32, DA Pam 750-10.

You can get one-time, hurry-up copies with DA Form 4569 through AUTODIN. DA Pam 310-10-2 has the word on that.



40...Get 'em...40

Back issues of PS Magazine are yours for free. About 40 are still on the shelf. Jot a note to Connie, c/o PS Magazine, Lexington, KY 40511. Or call AUTOVON 745-3478.

Connie's Mini Minis



YES, CONNIE... I GOT A PROBLEM!... I GOTTA SPEND AN HOUR LOCKED UP IN HERE...



...JUST 'CAUSE I FAILED TO CAGE TH' LAST TIRE I MOUNTED!

Supply Hotline

The answer to a problem in supply can be just a phone call away! If you have an NSN or manufacturer's number (FSCM) and part number, the experts at the Management Information Research Assistance Center (MIRAC) can help. They track substitutes, NSN's for part numbers, cost and coding info, packaging and handling—you name it! Call 'em on AUTOVON 977-7431.

FARE System Kit

Use NSN 2990-01-032-0755 to get a spark arrestor parts kit for the 3-HP Mil Std engine used with the FARE system. The NSN will show up in a change or revision to TM 5-4930-229-12&P(FARE) or TM 5-2805-257-24P(engine). NSN 2990-00-176-9298 gets just a spark arrestor for the engine.

'The Late Co B'

Would you believe the Army has a classic film? Honest! 'The Late Company B' is a famous Army film from 1945. But its lessons on maintenance, supply and property accountability read right with today's concerns. Contact your local Training and Audiovisual Support Center (TASC) and ask for 'The Late Company B', MF21-1152.

* U.S. GOVERNMENT PRINTING OFFICE: 1982 559-009-5

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

A Reel Correction

Wait one before getting the RL-207 reeling machine pulley we told you about on Page 47 of PS 347. It won't fit the shaft. Get a bigger belt instead. Ask for P/N 510L100 with Federal Supply Code for Manufacturer (FSCM) 73842.

M16A1 Cleaning Rod

You can now get parts for your M16A1 rifle cleaning rod, NSN 1005-00-089-3994, like so: handle, NSN 1005-01-113-0321; tip, NSN 1005-00-937-2250; sections (3), NSN 1005-00-050-6357. They're scheduled to be listed in the new TM 9-1005-249-24&P.

Fuel Tanker Strainer

Fuel tanker operators! Check inline fuel strainers quarterly to make sure they're not clogged with sediment. The special PMCS table in FM 10-71, Petroleum Tank Vehicle Operations, has the word. Use it with the PMCS table that's in your tank vehicle TM.

AN/GRC-106 Chart

The tuning and loading chart for your AN/GRC-106 radio set has no NSN. Order it with P/N SMD508586. The FSCM is 80063.

**Fixed fire extinguishers
can be checked only ONE way..**

**WEIGH
'EM!**

