
Issue 184
PS
1968 Series
THE PREVENTIVE MAINTENANCE MONTHLY
...HE'S AN IG MAN, SARGE!! HE SAYS WE'VE BEEN FOULIN' UP ON OUR EQUIPMENT GAIN-LOSS-TRANSFER RECORDS!
Will Eisner

LASSO THAT SCROUNGER

The Army has put together a real good system for supplying repair parts and other items you need for maintenance.

Thousands of people, tremendous warehouses, fast transportation, and the most modern data processing machines are "at-the-ready" for the word from the man in your unit who needs a part to put your fighting equipment back in operation.

But quite often the system never gets the word. Your man, Scrounger Sam, has a "system" that "beats the system." He hops in a ¼-ton and rides over to the 2nd of the 13th and gets the part he needs from his old buddy. He puts it on, and the equipment is back in operation. Wonderful, he thinks.

Nope. Neither Sam nor his buddy in the 13th bothered to put in a supply request. The supply system (all those people, machines, etc.) does not find out that this particular repair part is in demand, so it goes merrily on its way and doesn't worry about that part. This happens all around the Army on hundreds, even thousands, of items.

Now, maybe the next time Sam or his friend needs the item, it's nowhere. You can guess the rest: The equipment stands deadlined while priority requisitions go back all the way; parts may have to be manufactured.

If you've got a "Scrounger Sam" in your outfit, lasso him before he rides out to scrounge up repair parts and supplies. While you've got him lassoed, make him fill out a supply request for every item he needs.

Gently remind him to order, not scrounge.

TIME CHANGES NUMBERS

Because stock numbers, publications and similar data change real often, it is recommended that any such references in older issues of PS Magazine not be used. Or, at least, check the latest TM.

PS

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THE PREVENTIVE MAINTENANCE MONTHLY
Issue No. 184 1968 Series

IN THIS ISSUE

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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:

Sgt. Half-Mast,
PS Magazine,
Fort Knox, Ky.
40121

FIREPOWER

THEY LOOK ALIKE, BUT THE NEW ONE'S TOUGHER --AND CORROSION-PROOF-- MADE OF FIBERGLASS REINFORCED PLASTIC!

M79 GRENADE LAUNCHER . . .

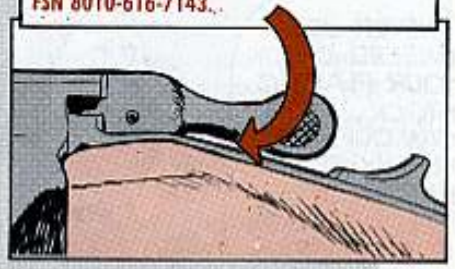
STOCK SWAP

Now that they've replaced—or soon will replace—the wooden stock on your M79 40-MM grenade launcher with the plastic (fiberglass reinforced) stock . . . FSN 1010-951-4531, here's some dope to help you get the best out of it.

First off, make sure the stock fits OK. Could be it won't look right or might need some adjusting.

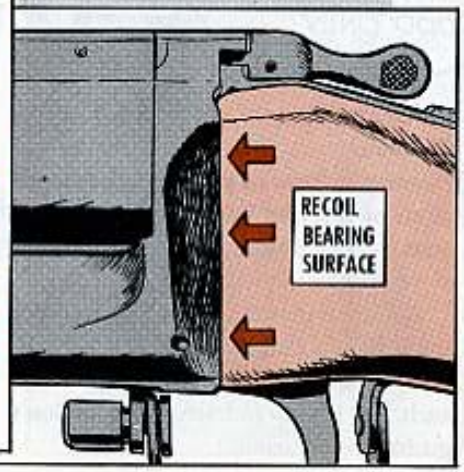
F'rinstance, no sweat if you can see a small part of the safety spring slot as long as the new stock fits snug with the sides of the receiver tongue. This tight fit helps position the recoil bearing surfaces . . . which is fine.

Be sure to double-check that the locking latch works without rubbing against the stock. You should have at least .015-in clearance (that's a little thinner than a dime) between the top of the stock and the latch in any position. If you don't have that much clearance, get support to file off a bit of plastic. If white color shows through, they can paint the spot with fast-drying semi-gloss enamel. FSN 8010-616-7143.

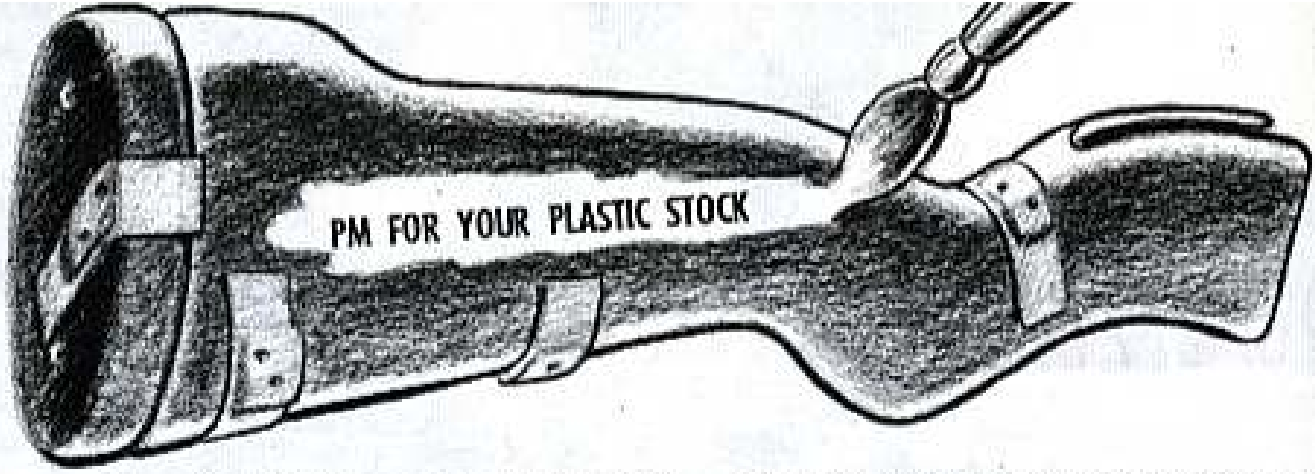


But, if you can see about all of the safety spring slot and the receiver's not snug up to the recoil bearing surfaces on both sides, you'll have to get support to perform a minor operation. Chances are you've got an early model M79, the kind that has a receiver tang with an extended lower edge. This edge might keep the stock and receiver from lining up right.

Support can fix things up without hurting the radius of the stock by removing just enough plastic at the spot where the receiver tang interferes with the stock. Then the stock will line up tight against the recoil bearing surfaces.



MORE

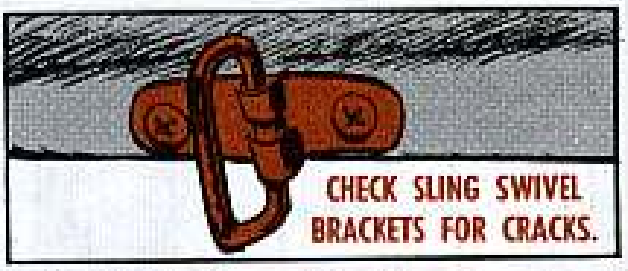


That fast drying enamel's the best stuff to use for touch-up when your plastic stock gets scratched. However, if you can't get hold of enamel, rub a little plain oil or grease on the scratches while you're lubing your M79. The idea, of course is camouflage. The brown color on your stock may be solid clear through or only skin-thin —and the white underneath would attract Charlie's attention.

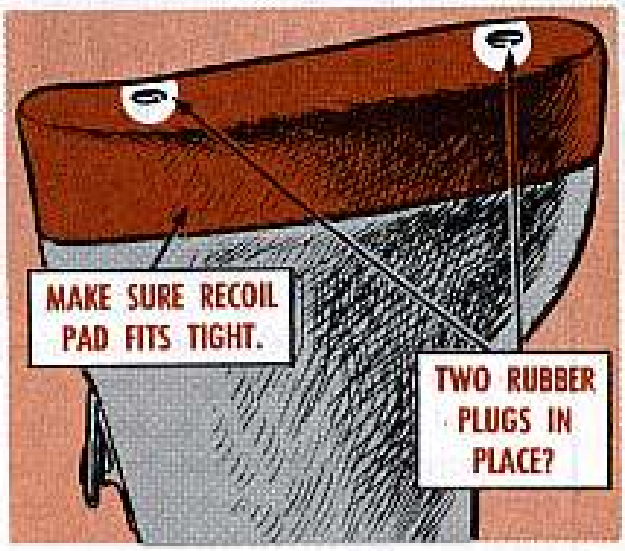
For cleaning the plastic stock, use a clean rag and plain water. Never use cleaning solvent or sandpaper or crocus cloth or the like to erase spots. You'll soon wear through that brown veneer if yours has the skin-thin coloring.

Sure, this plastic stock's a lot tougher than the wooden one—won't be bothered by moisture and temperature and such. But it's not indestructible, so don't go batting it around.

Make a practice of checking it regularly for cracks . . . especially around the 2 stock lips and the sling swivel brackets. If you find any cracks, turn the weapon in for a new stock.



While you're eyeballing it, give a look at the recoil pad.



One more big point: Remember how with the wooden stock you have to be careful not to overtighten the mounting screw because you might split the stock? Well, here's a switch. With the tougher plastic stock you have to be careful you don't get the screw in so tight that you can't remove it in the field.

Here's a safe way to put the stock back on after servicing your weapon: Hold the M79 upside down with one

hand on the stock while the other tightens the mounting screw with your combo wrench (FSN 4933-736-8575). Get it as tight as you can this way by first snugging up the screw and then adding about a ⅛-turn with the screwdriver part of the wrench.

What you don't want to do is to butt the launcher against a bench or tree or something to get more twist on the tool. This'll "freeze" that mounting screw.

IT'S IN THE BAG

Dear Half-Mast,

Is there any kind of bag for carrying ammo for the M79 grenade launcher?

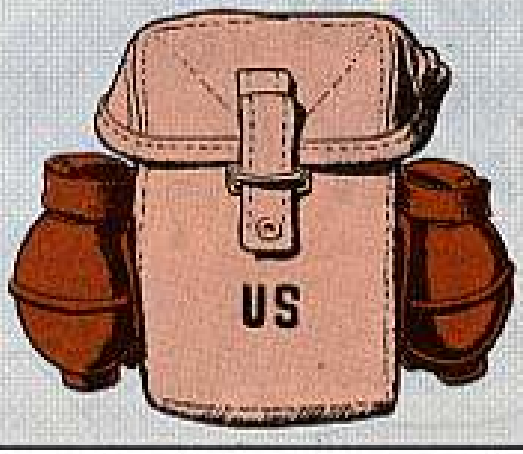
SFC R. B.

Dear Sergeant R. B.,

What you want is a Pouch, Ammunition Carrying, Universal, FSN 8465-647-0852. But Fed Cat C8440/70-IL-A (Jun 67) calls it by another name—Case, Small Arms Ammunition.

You can also use this case to carry 5 fragmentation hand grenades—3 inside and 2 on the outside, like it shows you on page 43 of FM 23-30 (Oct 59).

Half-Mast

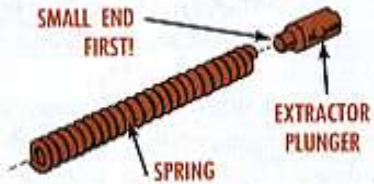


TIMELY TIPS

There're plenty of things to remember when it comes to maintaining your M60 machine gun and here're a couple that ought to be near the top of the list.

First, make sure you put the extractor plunger in the bolt assembly the right way — with the smaller end inside the spring. That's the way it shows in TM 9-1005-224-25 (Dec 67).

When the plunger is in wrong, the extractor can become loose in the barrel socket . . . and then you have extracting troubles.



Second, if the gas cylinder nut keeps coming loose, it's a good bet that the key washer for the nut is to blame. Could be the washer tab is broken or bent so far up that it doesn't put pressure on the serrations of the gas cylinder to keep it in place.

While you're at it, check the tab on the key washer for the gas cylinder extension. It does the same kind of job.

TWAIN WON'T MEET

MWO 9-1000-236-30 (Nov 65) changes the flash suppressor on the M73 machine gun in the M60A1 tank . . . and MWO 9-1005-233-30/2 (Mar 67) means a different flash hider for the M73 in the M60 tank. The two MWO's can't — repeat, **can't** — be switched between the 2 different tanks.

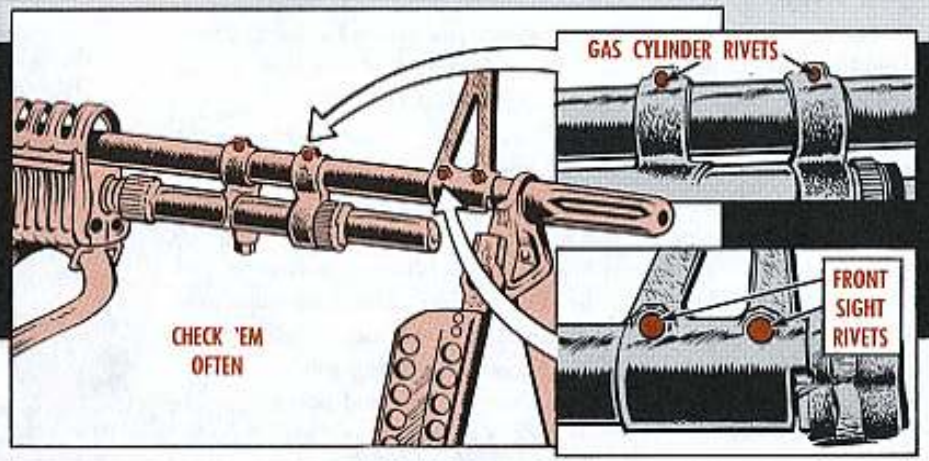
The -30 MWO puts a long flash suppressor (FSN 1005-869-8817) on the machine gun so that you can fire

ON MACHINE GUNS

Here's another one — firing your M60 machine gun might set up enough vibration for the gas cylinder and front sight rivets to loosen.

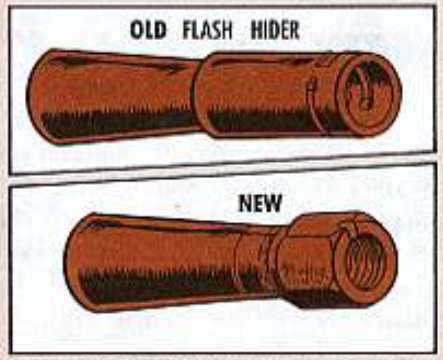
But they can get just as loose, and a lot faster, if you give your weapon the kind of battering it gets when tossed around — like onto the bed of a truck.

So handle with care. And if a rivet or two happens to get loose enough for you to move it by hand, the gun is due for a trip to your support unit.

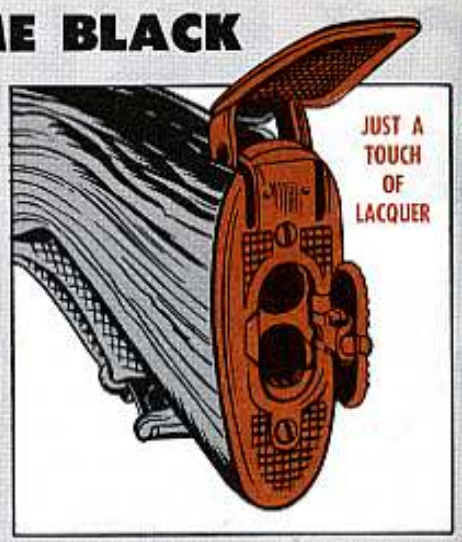


through the mantlet on the M60A1. The -30/2 MWO gives the M73 a shorter flash hider (FSN 1005-922-9777) that won't work with the M60A1 mantlet.

By the way . . . make sure your support unit doesn't leave behind any old flash hiders after putting new ones on the M73's in your M60 tanks. The old hiders can be turned into new ones.



COLOR ME BLACK



Dear Half-Mast,

What can I use to give rust and corrosion a run for their money when it comes to exposed M14 rifle parts? As an armorer, I'm going bats trying to keep the stuff off things like the butt plate, screws, and the gas-cylinder plug.

PFC R. M.

Dear Private R. M.,

The stuff you want, no matter where you are, is Lacquer: Black (jet) lusterless, type 1, color 37038, 16-oz aerosol can, Spec TT-L-50D, type 1, nitro-cellulose base, FSN 8010-582-5382.

The lacquer's also used on the M16A1 . . . and if your outfit has any of these weapons, turn to page 9-24 of TM 9-1005-249-14 (1 Aug 66) for a listing of it. It's also on page 16 of Fed Cat C8000-IL-A (Jan 68).

The idea's to use crocus cloth on the rust and corrosion and then follow with lacquer spray. The lacquer's also good for touching up parts and small spots that have been worn bright. (Your support people will handle the bigger refinishing job.)

And remember to keep the lacquer off internal parts.

Half-Mast

NEW TM FOR M14 RIFLE

Hold it. Don't let appearances fool you. You might think just looking at it that the new TM 9-1005-223-20 (19 May 67) for the M14 and M14A1 rifle is only for armorers. Not so. It's chock-full of all kinds of dope on care, cleaning and lubing for you riflemen, too—and you'd better get with it. The new TM supersedes the -12 with both of its changes.

TEMPORARY PROTECTION

Dear Half-Mast,

I've seen M14 rifles with a plastic cover over the flash suppressor. Looks great for keeping stuff out of the muzzle-end of the rifle. How do I get one?

SGT J. B.

Dear Sergeant J. B.,

You don't. It's used for shipping only . . . has no FSN . . . and can't be requisitioned.

If you did use one on your rifle, you'd be inviting condensation. Next would come rusting and pitting. Same goes with anything else you might use to cover the muzzle, especially if no air can get through.

Half-Mast

THREATENED THREADS

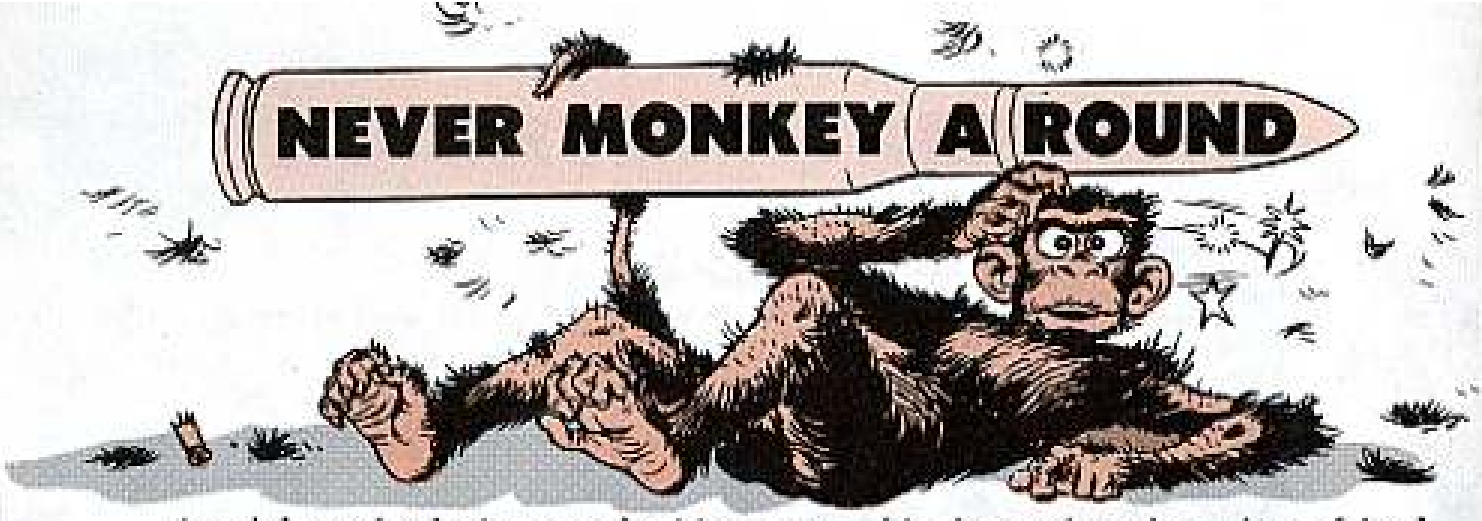
When you put the gas cylinder plug in your M14 rifle, be sure you don't get the plug cross-threaded. That's rough on both the plug and the gas cylinder threads.

When the plug's not fully seated because of cross-threading or under-tightening, you get a leak in the rifle's gas system. And this means a slow-firing shooter . . . or one that won't shoot because there's not enough recoil to let the bolt pick up a round.

Tighten the plug by turning it finger tight, then finish up with a slight pull on your combination wrench.

It's not very often that you'll remove the plug, but when you do—like to clean the piston and gas cylinder—be sure to hit the threads with bore cleaner, followed by a dry wipe.

NEVER MONKEY A ROUND



Any joker who fools around with ammo—blank or otherwise—is no friend of yours. Right?

Yessir, the guy who thinks it funny to empty a couple-three M82 blank rounds into one . . . or pours extra powder in a bore . . . or puts sticks, stones, chewing gum or the like in the mouth of a blank cartridge as a "surprise" for you—this kind a pal you can do without!

But, how about yourself?

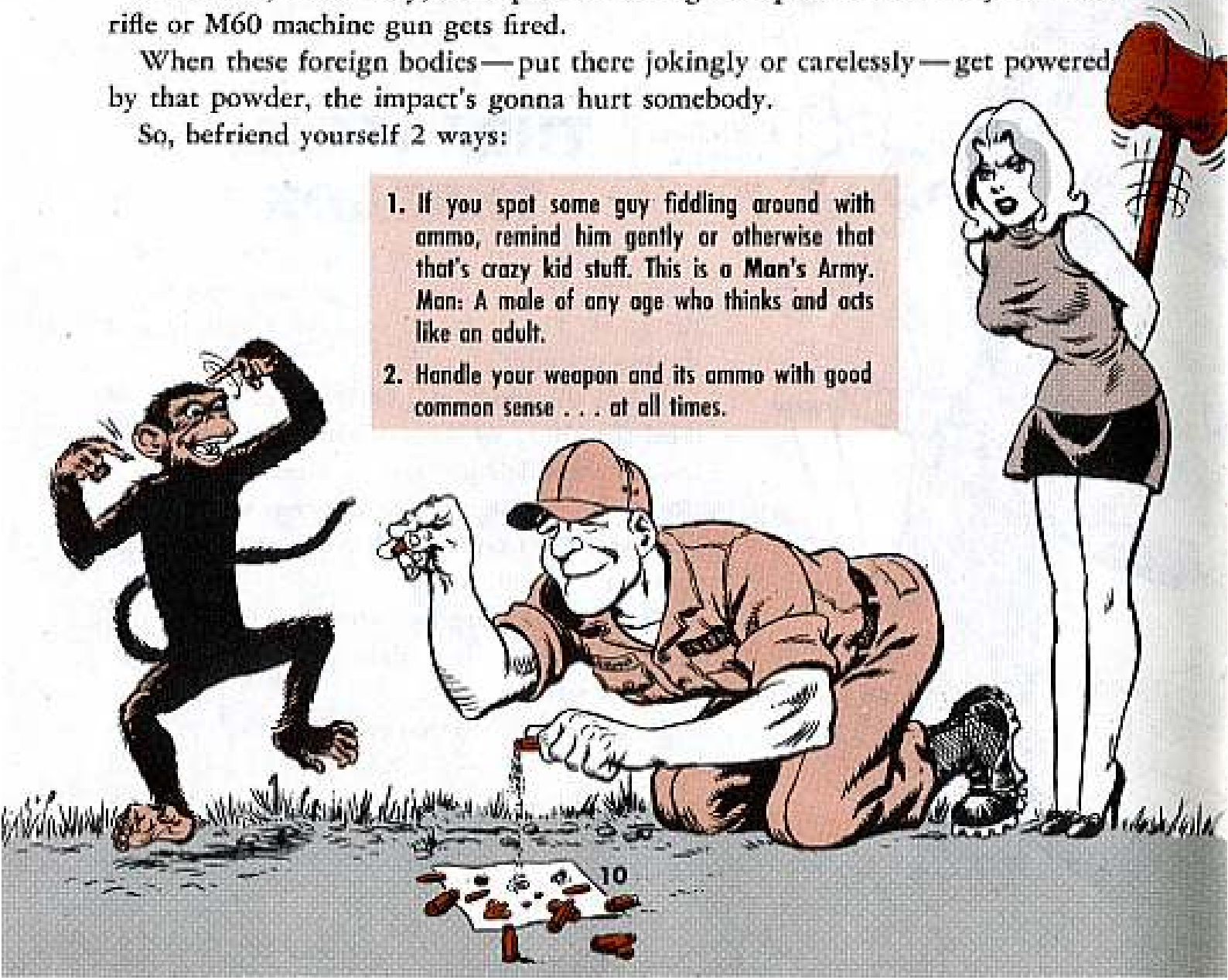
If you're careless with your weapon, magazines and cartridges—throw 'em down in mud or sand and trample 'em before firing—the flaming joke's on you.

Sure 'nuff, either way, an explosion's being set up the next time your M14 rifle or M60 machine gun gets fired.

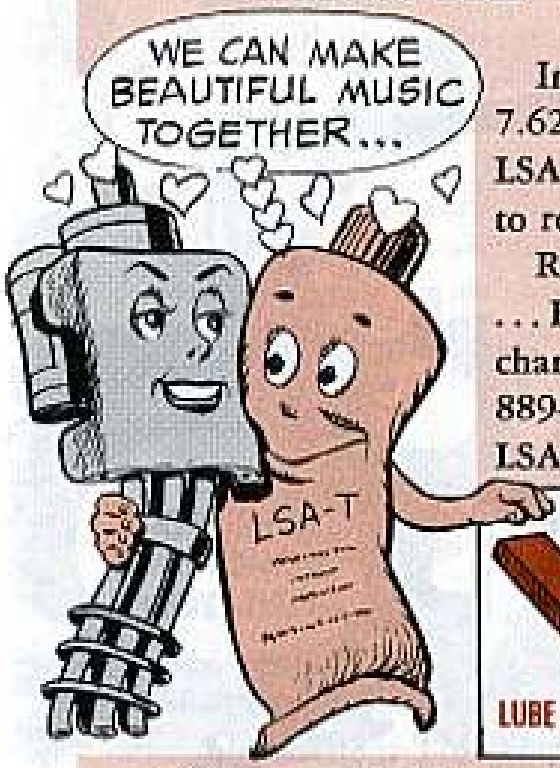
When these foreign bodies—put there jokingly or carelessly—get powered by that powder, the impact's gonna hurt somebody.

So, befriend yourself 2 ways:

1. If you spot some guy fiddling around with ammo, remind him gently or otherwise that that's crazy kid stuff. This is a **Man's** Army. Man: A male of any age who thinks and acts like an adult.
2. Handle your weapon and its ammo with good common sense . . . at all times.

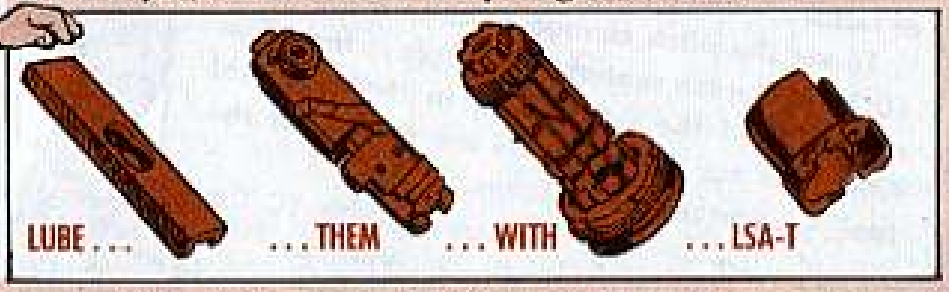


MINNIE SWINGS TO LSA-T



In case you didn't get the word, Minnie the High Rate 7.62-MM M134 (used to be GAU-2B/A) Gun prefers LSA-T to LSA—and you chopper armament types want to remember this.

Right. From now on, use LSA-T (lube oil, semi-fluid . . . FSN 9150-949-0323—8-oz tube) wherever your lube chart calls for LSA (lube oil, semi-fluid . . . FSN 9150-889-3522—4-oz tube). O'course, if you don't have LSA-T yet, stick to LSA till you get some LSA-T.



LSA-T contains Teflon, which sticks better to Minnie's innards when she gets revved up.

But, keep these couple things in mind:

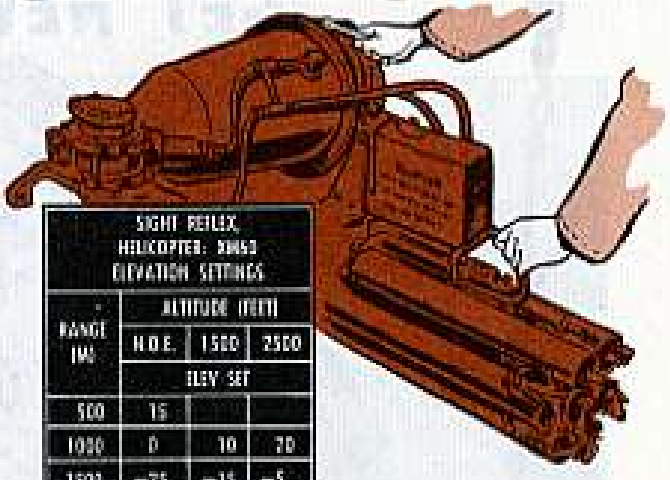
Never use LSA-T (nor LSA, either) in the bore or chamber. Follow the LO poop: After firing, clean these parts with CR, then dry and lube lightly with PL Special. Before firing, wipe the oil from the bore and chamber.

This LSA-T deal goes for every High Rate M134 Gun on every subsystem, including the M21, XM18, XM27/XM27E1 and the TAT-102A.

MOX NIX THE RANGE... BORESIGHT THE SAME

When you're boresighting the 2.75-in rocket launchers and the infinity sight on your M16 or M21 subsystem gunship, set the rocket launchers at 103.2 mils elevation like the TM's say—no matter if you've got the old or the new range table on your XM60 sight.

The new decal bracket assembly (FSN 1270-979-7121 . . . 10547354) just sets up a more effective rocket-firing range schedule for your pilot. It doesn't change anything for you.



SIGHT RETICLE
HELICOPTER: XM60
ELEVATION SETTINGS

RANGE (M)	ALTITUDE (FEET)		
	N.O.E.	1500	2500
	ELEV SET		
500	15		
1000	0	10	20
1500	−25	−15	−5
2000	−15	−20	−10
2500		−30	−25
3000		−35	−30
3500		−45	−40

TRY THIS FOR SIZE

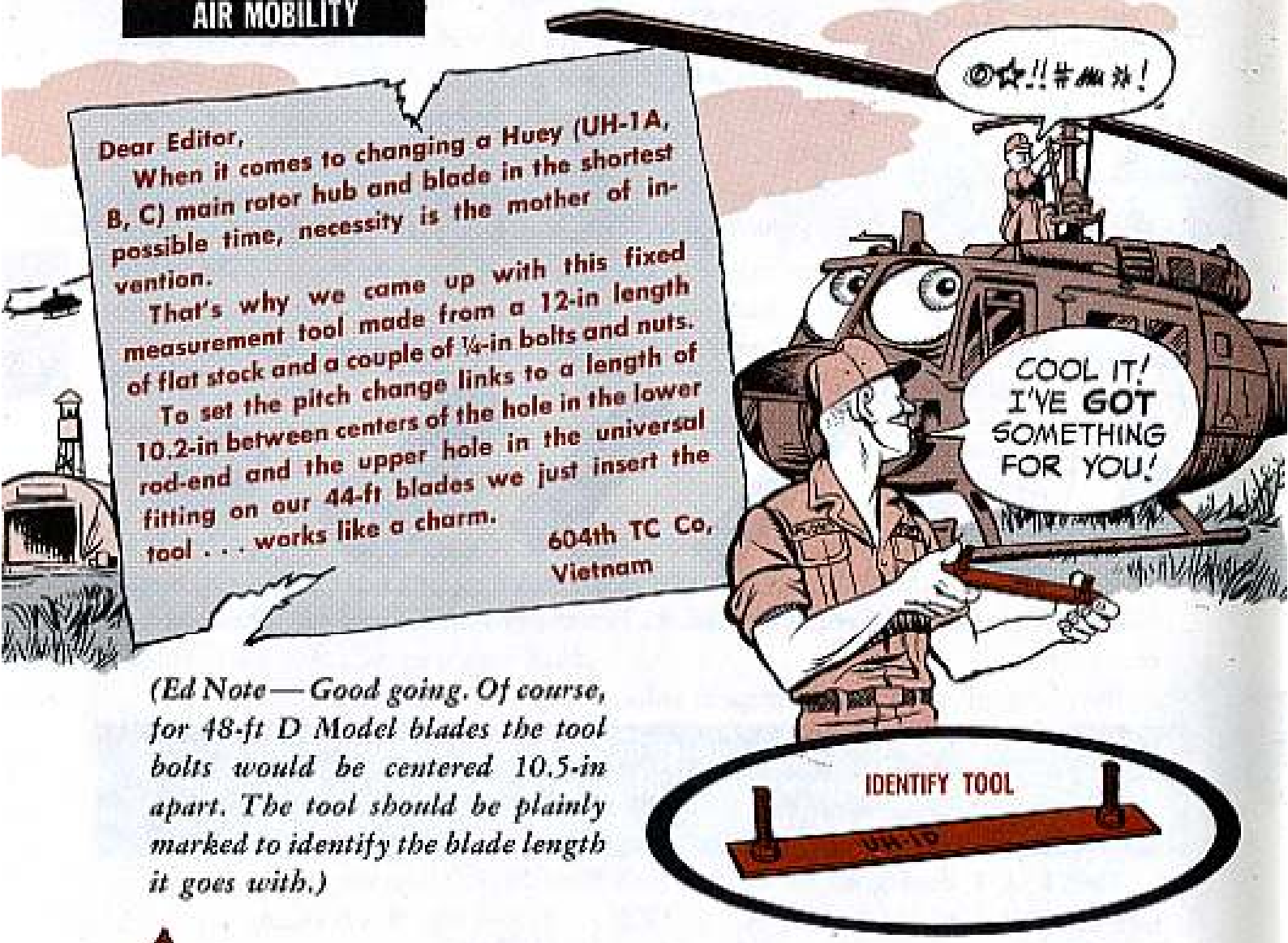
Dear Editor,

When it comes to changing a Huey (UH-1A, B, C) main rotor hub and blade in the shortest possible time, necessity is the mother of invention.

That's why we came up with this fixed measurement tool made from a 12-in length of flat stock and a couple of ¼-in bolts and nuts.

To set the pitch change links to a length of 10.2-in between centers of the hole in the lower rod-end and the upper hole in the universal fitting on our 44-ft blades we just insert the tool . . . works like a charm.

604th TC Co,
Vietnam



(Ed Note — Good going. Of course, for 48-ft D Model blades the tool bolts would be centered 10.5-in apart. The tool should be plainly marked to identify the blade length it goes with.)

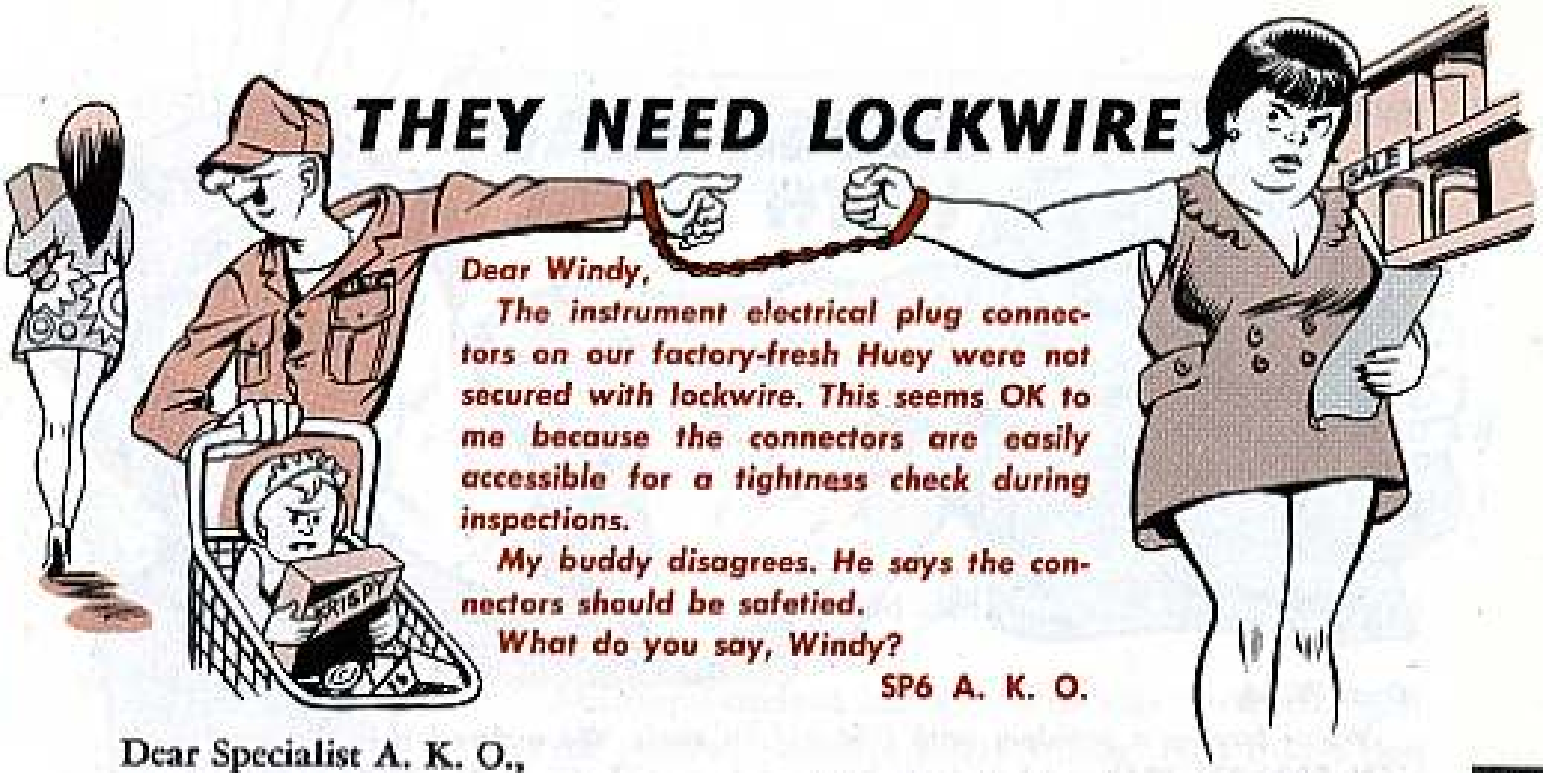
BLOOD BOTTLE HANG-UP? . . .

GET NEW HUEYVAC HOOK

Med-evac choppers now come equipped with a new blood-bottle assembly that eases the medic's job when rigging a bottle.

This new-type hook assembly replaces the safety pin variety used in older Hueys. If you need the hooks for replacement, or to update your old setup, use FSN 1560-070-4603, P/N 205-070-515-7 to get one of these 81 cent gems. You'll find it listed in TM 55-1520-210-20P-3 (Aug 67).

THEY NEED LOCKWIRE



Dear Windy,

The instrument electrical plug connectors on our factory-fresh Huey were not secured with lockwire. This seems OK to me because the connectors are easily accessible for a tightness check during inspections.

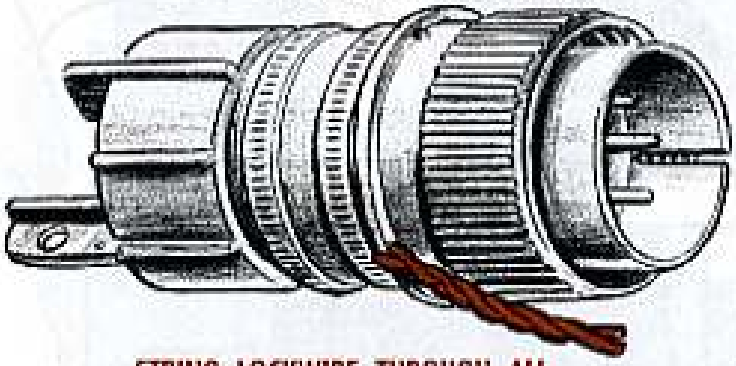
My buddy disagrees. He says the connectors should be safetied.

What do you say, Windy?

SP6 A. K. O.

Dear Specialist A. K. O.,

It's true that the connectors are accessible during inspections but they are often overlooked. The result has been aborted missions and accidents.



STRING LOCKWIRE THROUGH ALL ELECTRICAL CONNECTORS FOR SAFETY.

TM 55-405-3 (12 Jul 66) para 130d(2) has the poop on safetying of electrical connectors. In a nutty little nut-shell, you should use lockwire on all electrical connectors in engine nacelles, areas of high vibration (except those on shock mounted equipment) and in areas which are not accessible in flight.

So-o-o-o, string lockwire thru those connectors; they can't be reached in flight.

Windy

SAFETY — IF YOU LIKE

Although the Huey (UH-1) pubs don't call for safety wire on the emergency release handle of the pilot's and co-pilot's door a commanding officer can authorize it to prevent accidental jettisoning. One strand of .020-in copper wire (AWG 25) should be used so that it will break under hand pressure.

BIRDMAN'S FIRST AID KIT...

NEVER SEAL WITH STEEL

Dear Windy,

We're having a problem with first aid kit seals. We ordered ⅛-in dia lead seals, FSN 5340-391-4240, and expected to get 'em with 5½-in 27 AWG single crimped copper wire. Instead the seals came with steel wire. Did we use the right FSN or did supply send us bogus seals?

SSG M. C. D.

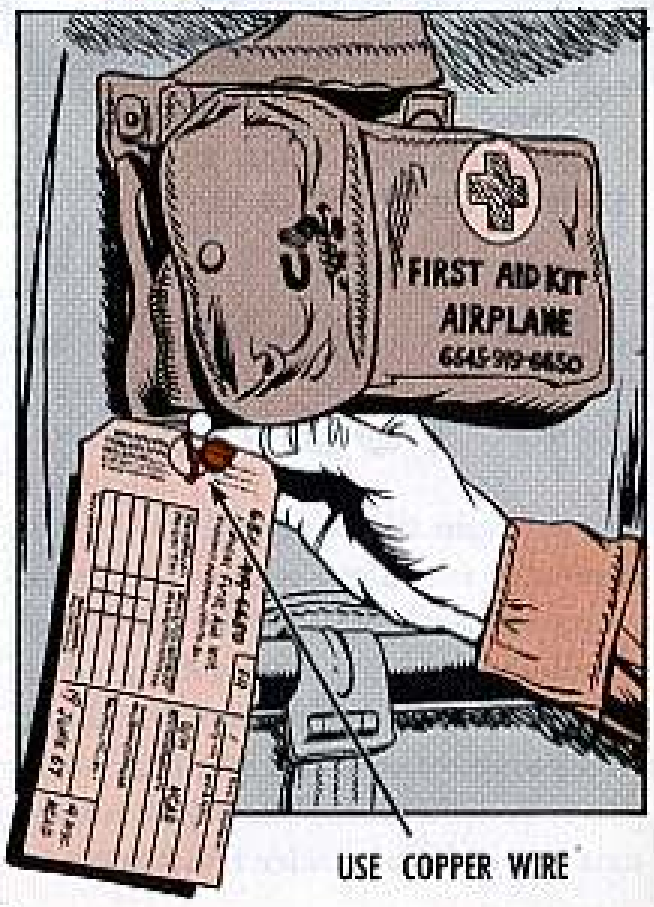
Dear Sergeant M. C. D.,

Somebody in supply is playing hocus-pocus with your seals 'cause you used the one and only authorized FSN. Send your request back thru supply and add this code — 2B — in block 22, DA Form 2765. This will let supply know that you'll accept no substitute!

Hold one, tho, before you toss away those steel wired seals. They can still be used.

First, the steel wire gets the trash can treatment. Then use FSN 6145-236-9503 and 92 cents to get a pound of uncoated 24 AWG copper wire that you use with the left-over seals. You'll have a f-a-s-t breakaway seal that'll work as advertised when you nick your knuckles or skin a shinbone . . . or worse.

TB 55-1500-308-25 (4 Aug 67) tells you how to rig the wire/lead seal combo.



Windy

SAFETY WIRING . . .

A MINI-LENGTH LIMIT

Dear Windy,

I've heard or read somewhere that aviation types should not use more than 6 inches of double-twist safety wire between tension points unless otherwise directed.

TM 55-405-3 (Jul 66) says nothing like this. Could you give me a reading?

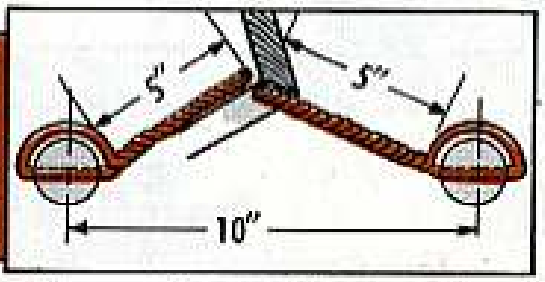
SSG P. R. E.

Dear Sergeant P. R. E.,

Your pub peepers and memory markers are lock-wired in Numbah One shape.

Military Standard No. 33540 (6 May 53 w/changes) is the general guide for safety wiring. Para 6 says that lock-wiring will not be used to secure bolts, nuts, screws, etc., which are more than 6 inches apart. Exception:

If you run the wire thru tie-points on adjacent parts that will shorten the lock-wire span to less than 6 inches, you can use a longer piece of wire.

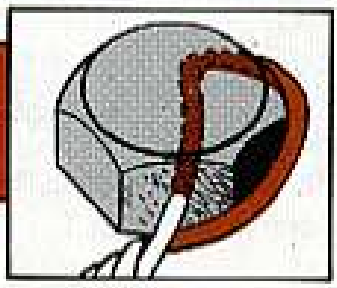


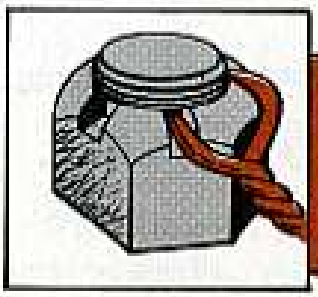
Here're a few more infobits on safety wiring:

.032-in double twist safety wire gets 8 to 10 twists per inch.

Pigtails will be ¼- to ½-in long (3 to 6 twists).

Twist safety wire tight enough so that the loop around the bolt head stays put and will not slide up over the head.





When castellated nuts are safetied, tighten the nut to the low side of the torque range — unless otherwise specified — and tighten until a slot alines with the hole.

Always use new safety wire.

Windy

GEAR BOX "SPECIAL"

Flying crane (CH-54) mechanics take note! The main, intermediate, tail rotor and cargo hoist gear boxes take a special diet of lubricating oil, Spec MIL-L-23699. FSN 9150-935-4090 will get you a 55-gal drum, according to the poop in the new TB 55-9150-200-25 (21 Sep 67).

A SPINNER WINNER

Good news for slick-chick Seminole O-level caretakers. A new prop spinner —dome assembly—with matching bulkhead for the U-8 bird is in the supply system. CO's approval and FSN 1610-841-0704, P/NC-1888 get a spinner, and FSN 1610-842-6375, P/N D1871-4R fetches the bulkhead. No mixing/matching these parts with any other Seminole spinner/bulkhead because they just won't fit. Since the prop comes off before the new spinner goes on, ask your support unit for help.

EMERGENCY FUEL

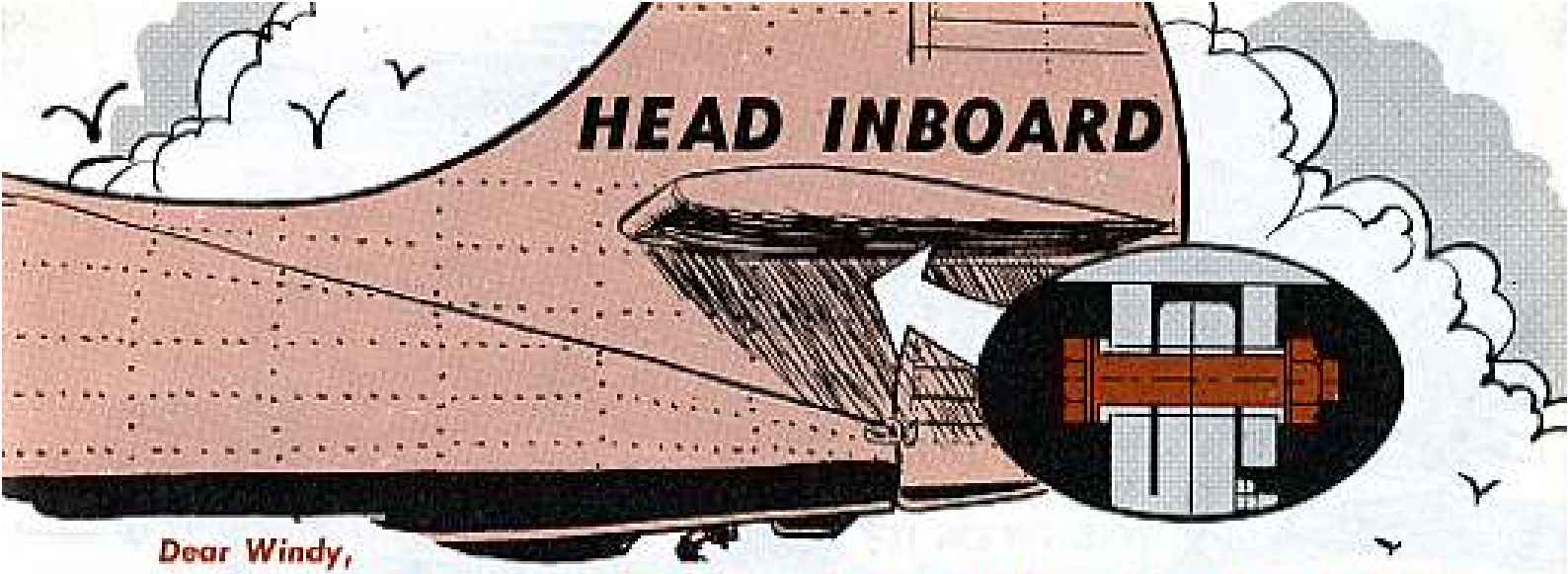
Using emergency fuel in your turbine-powered Armybirds calls for 2 follow-up actions. You pull a special engine inspection, and you make a note on DA Form 2408-13 about the switch in fuels. Some -20's mention this last bit, some don't. TB 55-9150-200-25 (21 Sep 67) has the latest word.

DASH 10CL LAW

Latest word for the Beaver (U-6A) and Otter (U-1A) pilots' takeoff/landing checklist is the -10CL's. So-o-o-o, if your birds have the commercial checklists in the holder above the windshield, take 'em out pronto and use only the right data in the -10CL.

NUMBERS GAME

All air-delivery equipment pubs—TM's, TB's, and MWO's—in the 10-1670 series are getting a new number. This series on personnel and cargo parachutes, slings, bags, canvas and webbing items, etc., is changing to the 55-series.



Dear Windy,

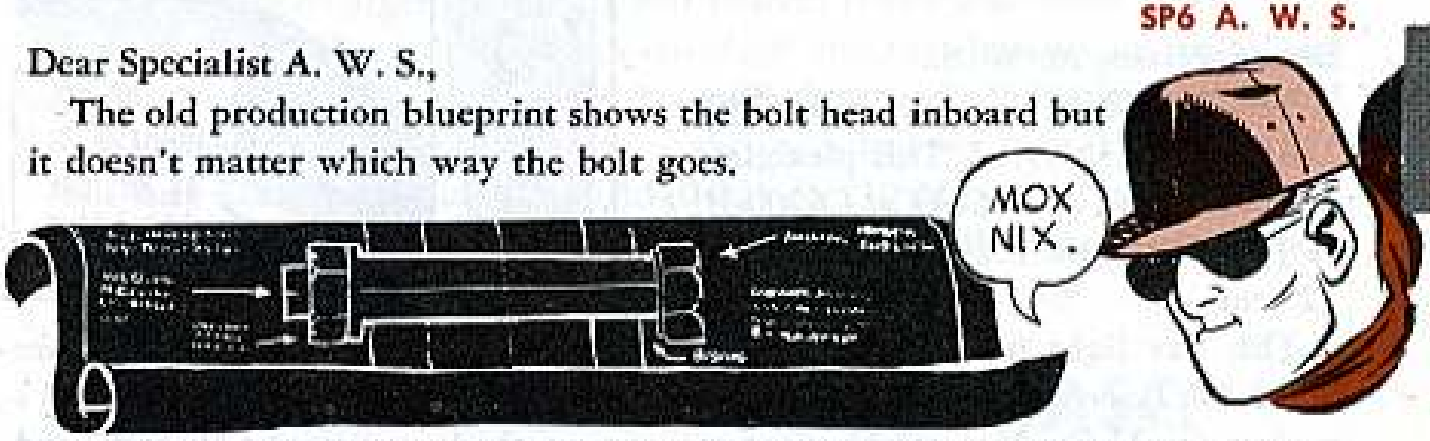
How about it, Windy, is it OK to insert the Otter (U-1A) tailplane hinge bolt, FSN 1560-600-4597, with the head facing inboard?

With the bolt nut facing outboard it's easy to get the 85-110 in-lbs torque and insert the cotter pin. You can also spot the cotter pin right-quick on an inspection.

SP6 A. W. S.

Dear Specialist A. W. S.,

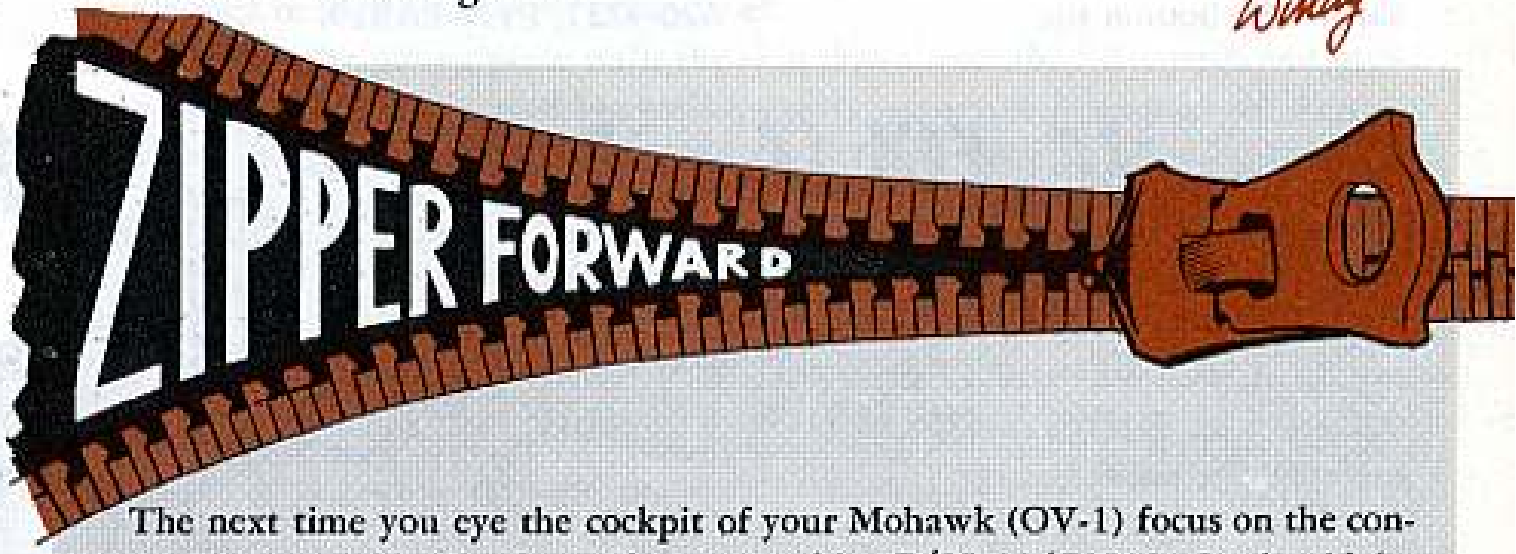
The old production blueprint shows the bolt head inboard but it doesn't matter which way the bolt goes.



So, for easier maintenance, put the bolt in with the head facing inboard.

By the way, after you torque the nut and install the cotter pin a slight application of the wrench should turn the bolt. This means you've met the requirement for a free-turning bolt.

Windy

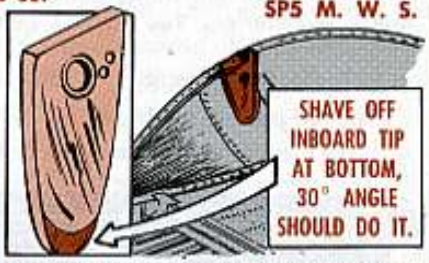


The next time you eye the cockpit of your Mohawk (OV-1) focus on the control stick a second. The lower boot assembly, P/N 134C10151-3, should be located so that the zipper faces forward at the 11 o'clock position. An aft-facing zipper could snag between the stick and elevator stick stop and restrict stick movement . . . ugh!!!

Dear Windy,

We've looked everywhere for the FSN or P/N for the wing tip navigation light reflectors for our Beavers (U-6's). Can you help us?

SP5 M. W. S.



Dear Specialist M. W. S.,

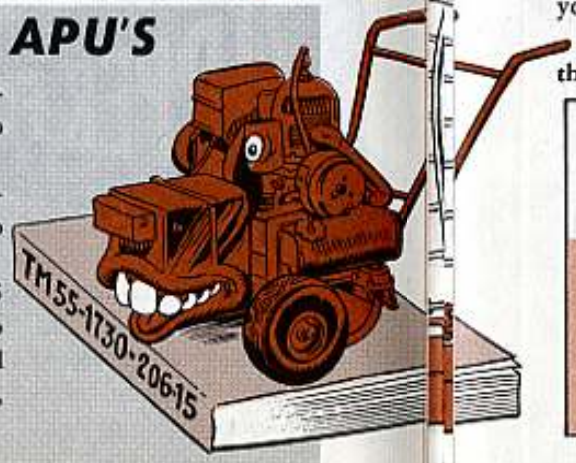
You're looking for FSN 6210-789-7781, P/N C3N453-2. This plexiglass reflector shows up in Fed Cat C6200-IL (1 Jul 67) and the ML lists the price at 32 cents.

This nav light pilot aid is for the U-1A, but Beaver unit CO's can authorize 'em for U-6's. You might want to trim off the reflector before you put it on your Beavers, and you'll get a better reflection if you shave off the inboard side at the bottom tip.

Some units make their reflectors from scrap plexiglass. If you do, be sure it's not too thick, say maybe ½ inch, and round off the bottom or you'll get an inflight vibration. You'll find the right thickness of plexiglass in kit, FSN 1560-620-4227, P/N EAB10.

Windy

MR. FIX-IT FOR APU'S



Your auxiliary power unit getting too much attention, guesswise, because you don't have a TM to follow?

Like maybe you have generator set, FSN 6115-920-8416 or FSN 6115-475-0029, which have no maintenance pubs?

All is not lost, Birdkeepers. TM 55-1730-206-15 (Sep 64) has the lowdown on upkeep for these two as well as for generator set, FSN 6115-996-5156. All have the same power plant . . . 2 cycle, 1 cylinder, MOGAS operated L252L engines.

MAKE THE DRIP CHECK

If the engine in your Seminole (U-8) is not purring like a kitten and you suspect the supercharger driveshaft seal is shot, here's a sure-fire check.

Take the supercharger fuel drain cover off and eye the area for an oil-seal leak. If more than a teaspoonful (about 60 drops) of oil has been siphoned into the blower after engine shutdown, the seal's had it.

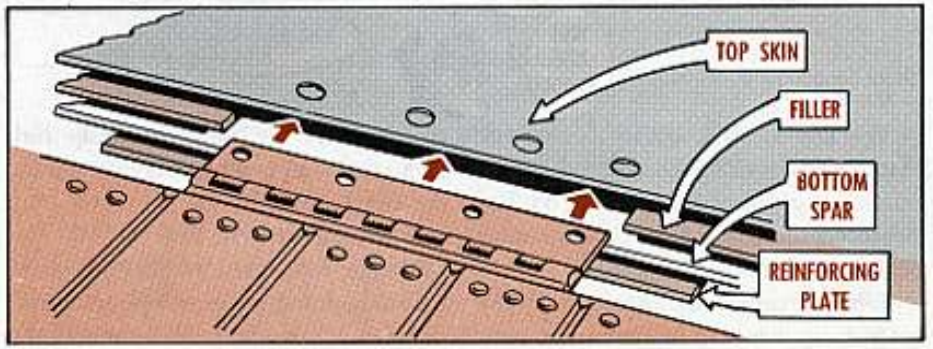
The seal change poop in TM 55-1510-201-35 (19 May 66) Chap 5, Sect II, para 5-39 is not a general support chore, tho. Check with your direct support because TB 750-991-3, item 16 on page 18 says it's their baby.

NO AILERON BIND, PLEASE!

On your next Bird Dog (O-1) Periodic take a good look at the aileron hinges. Could be that they're mounted on top of the wing, between the reinforcement plate and bottom skin, or on the bottom of the reinforcement plate. If so, 'tain't where they're supposed to be, nosir-e-e-e!

A hinge in the wrong place pulls the skin down over the filler strip and puts your aileron hinges in a bind for real!

Aileron hinges should be mounted in the trailing edge of the wing between the top wing skin and the bottom spar.



NO MORE BOOT SNAGS

Dear Editor,

There's a metal flange on the left side of the UH-1C cockpit that sticks out to within ¾ inch of the instructor's right tail rotor pedal. If his boot slips past the pedal stop, it can get caught between the flange and the right pedal, which will cause the bird to touchdown in a sideward skid. Mighty dangerous!

So, we took a plastic-headed hammer and bent the bottom 1½ inch of the flange forward so it wouldn't mousetrap the pilot's boot . . . works like a charm.

CWO Robert G. Donnewirth
Ft Rucker, Alabama

(Ed Note—Good going! New production aircraft are coming thru without the protruding flange.)

RESTRAINT EQUIPMENT FORM

Dear Windy,

TM 55-405-3 (Jul 66) on maintenance of aircraft systems says restraint equipment has a time limit of 60 months . . . page 118.

My buddy says we should carry this equipment on the DA Form 2408-16 but I say it should remain where it has always been, on the DA Form 2408-18.

Who's right, Windy?

SSG E. E. B.

Pilot & Co-pilot seat belts (replace)	TM 55-405-3	60 mos	Mar 72
Pilot & Co-pilot shoulder harness (replace)	TM 55-405-3	60 mos	Mar 72
Passenger seat belts (replace)	TM 55-405-3	60 mos	Mar 72

DA FORM 2408-18

Dear Sergeant E. E. B.,

The DA Form 2408-16 is used for listing hourly time change and condition items given in TB AVN 23-65. Restraint equipment is actually a calendar replacement deal.

When it comes to inspection of aircraft components at intervals not compatible with airframe operating time or aircraft inspection intervals you use the DA Form 2408-18.

The clincher is in TM 38-750 (May 67) page 4-70, para 4-18b(2). You record scheduled replacement of components on a calendar basis—on the -18.

Windy

ON HUEY PE...

NO SHORT-SHAFT SHORT CUTS

Using a cleaning solution, JP-4, AVGAS, or solvent as a short cut to a Hueybird short-shaft cleaning job is playing Russian roulette with a rotorbird. A ruined short-shaft could give your able Army Aviator a Numbah One case of puckeritis!

Here's why you use only clean dry cloth for this messy job.

First, some solvents leave a film on metal that keeps the lubricant from doing its job. Your short-shaft comes up pitted, burned. Complete failure is possible.

Second, there're a jillion cavities, nooks and crannies on the short-shaft where solvent plays hide-and-come-seek. Getting it out during a PE is no child's game. In fact it's almost impossible.

But when the shaft's spinning at 6600 RPM the solvents are forced out of hiding. They mix with the coupling grease—thinning it down and breaking up the molecules. Its protective lubricating value goes to pot f-a-s-t and you've got a real hot item riding shotgun!

On your next PE make with plain old garden variety elbow grease, clean cloth—maybe with an assist from small cotton swabs on sticks, tongue depressors, or popsicle sticks—and patience. That's good PM and it'll take care of freak squeaks, too!

COMMUNICATIONS

FOR THOSE WHO DARE TO CARE...

Cable MAINTENANCE

Maybe you call it a power cable . . . intervehicular cable . . . or just plain electrical cable. Makes no difference when it comes to care and maintenance — what you do is practically the same for all of them. F'rinstance . . .

— Keep kinks out when you handle, lay or stow a cable.

— Carry the cable so that it and its connectors don't bounce along the ground.

— When the cable's not connected, use a dust cover on the connectors. And remember to put a dust cover on the receptacle when the cable's not hooked up.

— Replace missing dust covers as soon as possible. As a temporary deal, use tape. Make sure, though, that you keep the adhesive from sticking to the pins and female contacts.

— Also, replace busted or missing dust cover chains. With no chain to hold it, a dust cover can get lost real easy.

— Take it slow when you connect the cable to the receptacle so that you don't get the threads crossed. Same goes for the dust cover.

— Disconnect the cable by getting a good grip on the connector. You don't want to yank or twist the cable or shielding to loosen the connector.

NOW, GET A GOOD GRIP ON IT...

LET'S NOT RUSH THINGS... WE DON'T WANT TO BEND THEM PINS!

— When you remove the cable, lift up on it to take the weight off the connector. This helps to keep the pins from getting bent and takes the strain off the last couple of threads holding the connector to the receptacle. It's also a good idea to support the cable as you connect it.

— Cables with connectors that are pushed on the receptacle, instead of threaded, ought to be supported to keep the weight of the cable off the pins.

— Whenever possible, keep the cable in a place where it won't be run over by a vehicle.

— Keep an eye on cable trenches, troughs or platforms to make sure there's good drainage.

— If your cables are on equipment that moves, check the connectors after traveling. They could be loose.

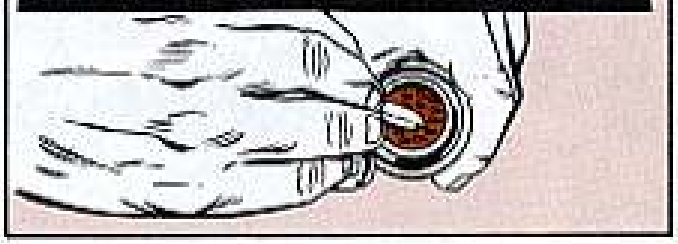
I DON'T TRUST YA. GOTTA CHECK!

PUFF PUFF HUFF

MORE

— Are you supposed to make the connector hand tight, or use a wrench? There's no one answer. It depends on your particular piece of equipment.

— You want to clean the connector pins? Crocus cloth works real good, without being rough on the metal. Trichloroethane and a toothbrush also do a good job. Fed Cat C6800-IL (1 Jul 67) lists 1 gallon of trichloroethane under FSN 6810-664-0387 . . . and 1 pint under FSN 6810-664-0273.



— A break in the insulation for some cables can be mended with electrical tape. Other types of cables need the know-how of your support unit. You're not sure about yours? Ask your DSU.

— It doesn't hurt any to take a connector off its receptacle now and again to see if there's any condensation. Avoid electrical insulating compound in a connector.

— Your best bet for getting rid of grease, oil and whatnot from a cable is soap and warm water. Steer clear of gasoline and other stuff with a petroleum base.

If you're working with nuclear items, be sure to follow the instructions in the tech manual for your specific system.

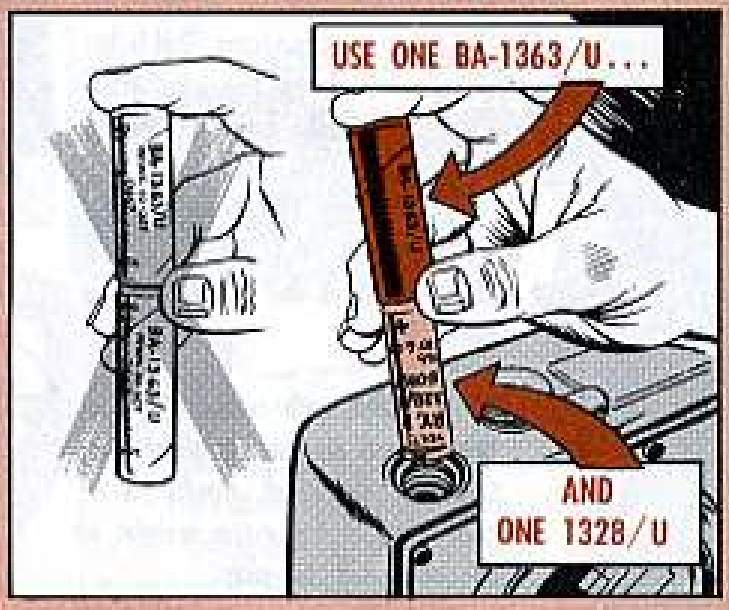
LONG AND SHORT OF IT

It can be done, but it's bad—real bad.

Putting two BA-1363/U batteries in your AN/PSM-6A or 6B multimeter, that's what.

When you use two 1363/U's, they shove the battery case down so that the case pushes against the function switch. And this shorts out the contacts.

So use the right batteries—one 1363/U and one 1328/U.



KEEP YOUR CABLE UP

Crunch! Crunch!

No, not potato chips . . . That's a connector on your CG-1773A/U antenna cable assembly left dangling where big feet put it out of whack.

Sure, you have to take your RT-524 or -246 receiver-transmitter out of your vehicle once in a while, but take the CG-1773 loose, too, and tuck it away in a safe place.

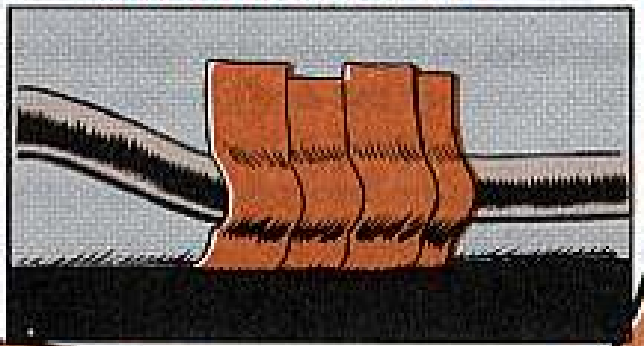
O'course, if the cable's trapped by clamps, covers, or some other doo-dingus for protection, and you can't take it off, there're a coupla ways to save the connector.

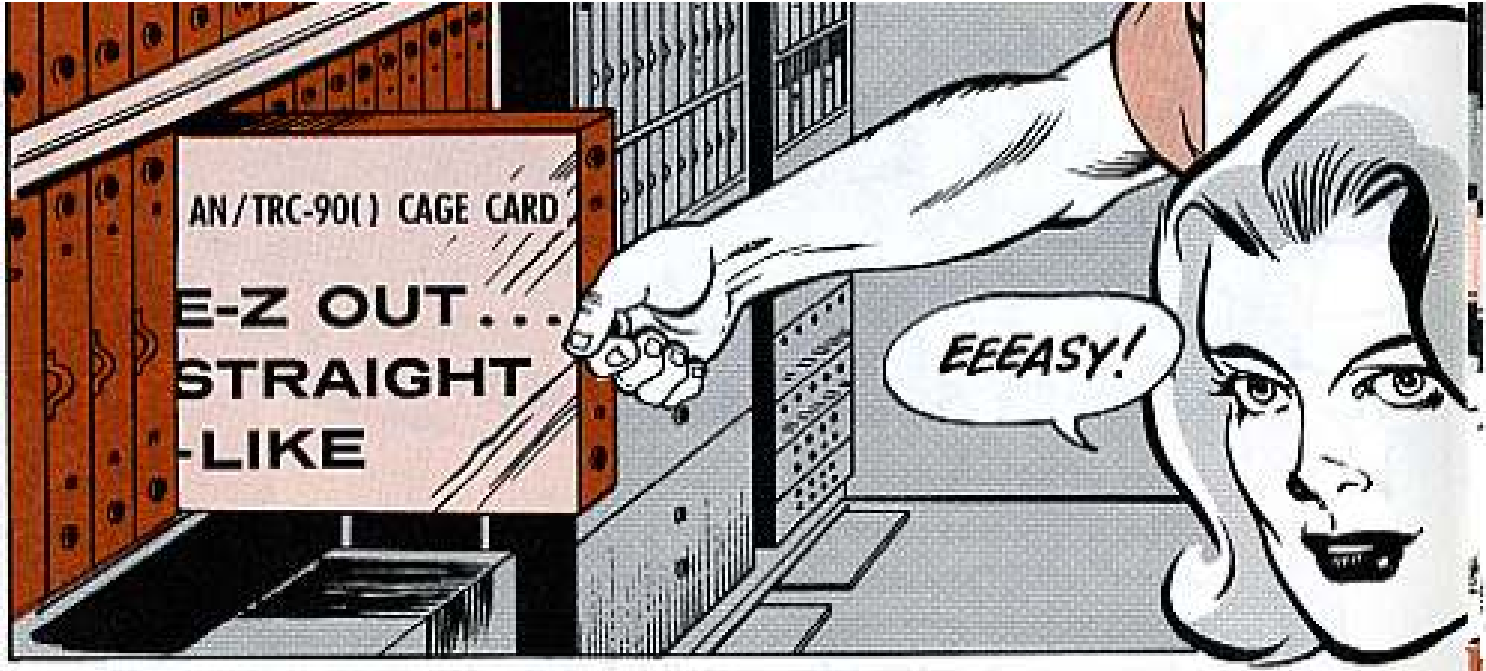
Like, remove a mounting plate nut on the MT-1029 mount.

Put the CG-1773 in a perforated clamp strap, FSN 5820-783-9035.

Secure the strap to the mounting plate bolt and replace the nut.

Or, you can just tape the cable to the mount to keep it up out of the way until the RT's back in its mount.





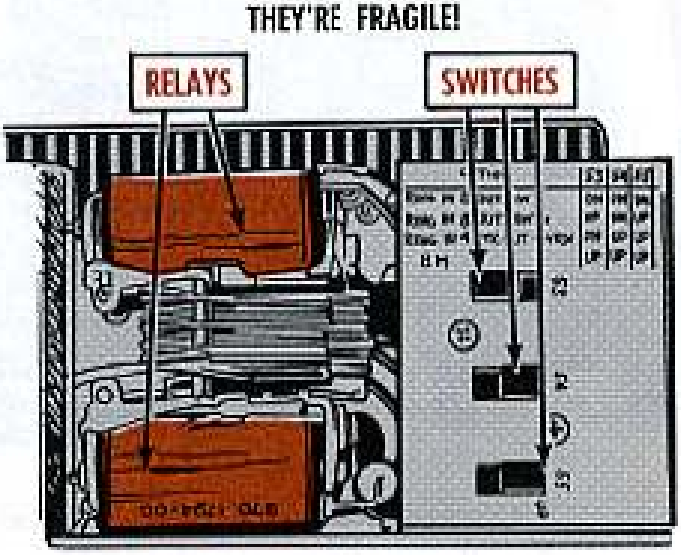
That's not a musical saw you're flexing there, AN/TRC-90( ) radio terminal set operator-type.

So, go easy with the 19D1-MX and 19D3-MX termination units when you pull 'em out of the card cage of the MX-106 carrier terminal.

Your best bet's to get a firm grip on the pull ring and come straight out with the unit.

Otherwise, one of those compact cuties could drag against a unit next to it and damage the contacts on the K1 and K2 relays, or make the S3, S4 and S5 slide switches go kaput.

An extra moment of painstaking in removing that termination unit can save aggravatin' down time to fix it.

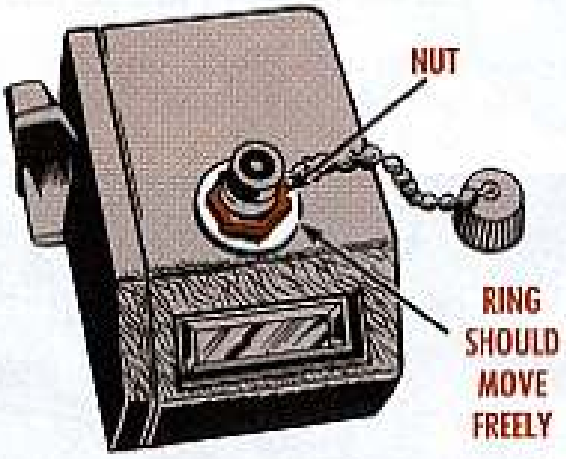


TURN FOR THE WORSE

It's supposed to move free and easy — that pedestal chain ring on your PP-1578( )/PD radiac detector charger.

But some guys take a wrench to the nut that's on top of the ring and tighten away until the nut won't budge. Trouble is . . . this kind of pressure can bust the connection between the charging pedestal and generator.

No connection, no charge . . . so please to let that ring move around.



FINISH FUSE FUSS

Dear Half-Mast,

Who or what is right?

The front panel on our T-195 ( )/GRC-19 radio set calls for slo-blo dynamotor fuses. But the fuses listed in TM 11-5820-335-20P (Jul 65) blow normal-like. They're F602 (FSN 5920-142-4824) and F603 (FSN 5920-565-0035).

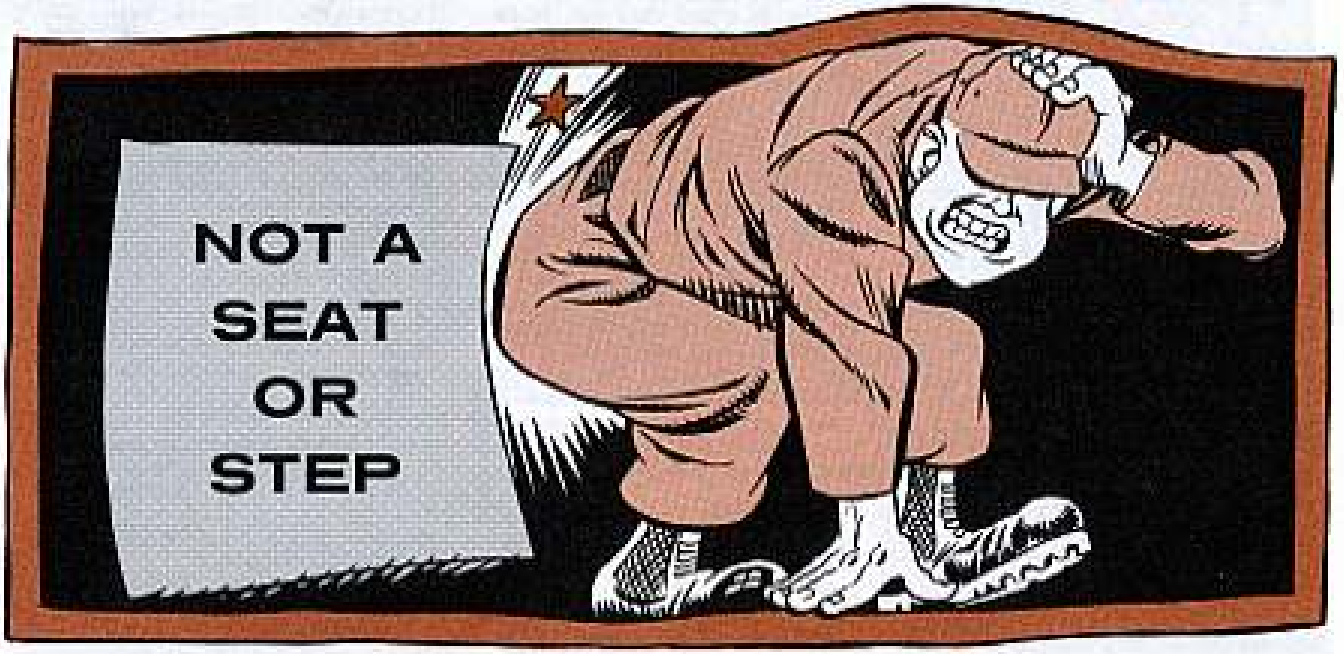
When an inspector finds those normal fuses, he gets shook up and we get a gig.

SFC W. R.

Dear Sergeant W. R.,

I don't like to knock heads with an inspector, but he's wrong. There're times when a publication might slip up with its scoop, but this is not one of them. So keep using the fuses in that -20P.

Half-Mast



It's not what you'd call comfortable — the way you stoop or do deep-knee bends to keep from clobbering your skull in the shelter for your AN/GRC-46( ) radio teletypewriter set.

And while you're trying to keep your head out of trouble, you want to remember to do the same with your feet or back side when you get near the J-2498/GRC interconnecting box. Those connections going into the box can't take a lot of weight or kicking around.

This is a selected list of recent pubs of interest to organizational maintenance personnel. The list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4, Ch 2 (Aug 67), and Ch 1 (Jul 67), TM's, TB's, etc.; DA Pam 310-6 (Jul 67) and Ch 2 (Jan 68), SC's and SM's; DA Pam 310-7 (Jul 67), MWO's.

TECHNICAL MANUALS

TM 3-4230-209-12, Nov, Decon Apparatus, Skid Mtd, 500 Gal, M12A1.

TM 5-1940-202-25P, Aug, Boat, Bridge Erection; Inboard Eng; Aluminum; Gas Driven; 27 Ft Lg Combined Metal Mdl 27, Higgins Mdl T-1-50, Lone Star Mdl Lone Star.

TM 5-2010-200-10, C3, Dec, Propelling Unit, Marine Outboard, DED, 165 HP, Design 9002 (Murray & Tregurtha Harbormaster OA6).

TM 5-2010-200-25P, Sep, Propel Unit, Marine Outboard; Dsl Driven; 165 HP; Design 9002 (Murray & Tregurtha Harbormaster Mdl OA6(TC)).

TM 5-3810-287-15, Sep, Crane-Shovel, Crawler Mtd; DED, 12-1/2 Ton Cap, Rated, W/3/4 Cu Yd (Thew-Lorain Mdl L-36M).

TM 5-3820-235-15, Oct, Drill, Pneum, Drifter, Crawler Mtd, SP, Dry Type; 220 Lb Class, Minimum 4-1/2 Inch Bore; Power Feed; 1-1/2 Inch Lugged Shank Chuck; W/12 Each Shank Rock Drill (Chicago Pneumatic Tool Co. Mdl G-900).

TM 5-3825-202-20P, Sep, Distributor, Water Tank Type; GED, Truck Mtd; Macleod W-1M5.

TM 5-3895-372-12, Oct, Roller, Motorized; GED, 2 Whl, 5 to 8 Ton, W/Sprinkler (Huber Mdl T58M).

TM 5-3895-372-12, Sep, Roller, Motorized; GED, 3 Whl, 10 Ton, W/Sprinkler (Huber Corp, Mdl E1012MR) Ser No. Range from 3L1018 thru 3L1060.

TM 5-4110-208-24, Sep, Refrig Unit, Mech; 10,000 BTU.

TM 5-4120-359-15, Oct, Air Conditioner; Base Mtd, Air Cooled, 208 V, 3-Ph, 60 Cyc, AC, Single Package, 36,000 BTU/HR (York Corp Mdl MA 3-F23A).

TM 5-4310-373-15, Nov, Compressor, Recip Pwr Drive, Air, Wheel Mtd, 2 Wheel, Pneum Tires W/Towbar and Lunette Eye Gas Eng; 4 CFM, 3,000 PSI (Worthington Kidde and Co., Inc. Mdl 892960).

TM 5-4320-208-25P, Sep, Heater Duct Type, Port Gas, 400,000 BTU/HR, Gas Eng and Elec Motor Driven Blowers, W/6 and 12 Inch Diameter Ducts, Automatic Temp Control, Trailer Mtd (American Air Filter Co., Inc. Mdls BT400-40 and BT 400-40-1).

TM 5-5420-205-15, Oct, Superstructure Interior Bay, Mobile Floating Asit Bridge/Ferry, Condec Corp Mdl 2195-1 Component of Interior Bay Unit, and Superstructure End Bay, Mobile Floating Asit Bridge/Ferry, Condec Corp Mdl 2195-2 Component of End Bay Unit.

TM 5-6100-207-ESC, Oct, Gen Set, GED, 10 KW Hollingsworth CE-100-AC/WK 4, Reiner GGC-10-AC; GGC-10-AC-2; Hal-Gar CE 105-AC/WK 8; Int'l Fermont M10GCT-SH4; Jato MG108; Pacific Mercury PM59-010-1; Mil SF-10-MD; Bogue 5700; Int'l Fermont J-109; Kurz & Root Hugo.

LUBRICATION ORDERS

LO 3-4230-209-12, Nov, Decon Apparatus, Skid Mtd, 500 Gal, M12A1.

LO 5-3431-205-12, Oct, Welding Mach Arc; Generator; Eng Drvn; 300 AMP. (Libby Mdls LE-300, LEW-300, LEB-300) W/Continental Eng Mdl F5244.

LO 5-4310-314-20, Oct, Nike-Herc.

LO 5-4310-326-12, Oct, Compressor, Recip; Pwr Drvn, Whl Mtd, W/Towbar and Lunette Eye Gas Eng 4.00 CFM, 3000 PSI w/Kohler Eng Mdl K141-PT.

LO 5-4310-373-12, Oct, Compressor, Recip, Pwr Drvn; Air, 4 CFM, 3000 PSI, Walter Kidde & Co.-Mdl 892960, W/Homelite Eng Mdl 24X8.

LO 5-4320-248-12, Oct, Fuel Syt, Transfer, Port, Pump Centrifugal, 100 GPM, 3 HP Gas Eng, One Basket Assy (Kenco Mdl 114 MX1A) W/Briggs and Stratton Eng Mdl 81232 Type 9188-01.

LO 5-4320-250-12, Oct, Pump, Petrl Pipeline; 715 BPH at 355 Ft THD, to 2000 BPH at 275 ft THD, GED, Skid Mtd, International Fermont Machinery Co., Inc. Mdl M-715-P W/Eng Continental Motors Corp Mdl 55 749 SPEC 6003.

LO 5-5420-204-12-1, -2, -3, -4, -5, Oct, Launcher, M60A1 Tank Chassis, Transporting; for Bridge, Armd Veh Launcher, Scissoring Type, Class 60.

LO 5-6115-403-12, Sep, Gen Set, Elec, Gas Turbine Eng-Drvn, AC, 15 KW, 400 Cyc Airesearch Mdl GTGE 30-23 W/Eng-Airesearch Mdl GTP 30-40.

MODIFICATION WORK ORDERS

MWO 9-2300-224-30/27, Nov, Carrier, Cmd Post Lt-Trked, M577.

MWO 9-2300-224-30/30, Dec, Carrier Mortar, SP, M106, Gas.

MWO 9-2300-287-20, Nov, Tanks, Gun M60, M60A1; Combat Engr Veh M728; (Launcher M60A1 Tank Chassis Asbl Bridge Launcher) and Tank Gun M48A3.

MWO 9-2350-215-20/32, Dec, Tanks, Gun, M60, M60A1.

MWO 55-1510-201-30/6, Nov, U-8.

MWO 55-1510-202-30/5, Nov, O-1.

MWO 55-1520-206-20/1, Nov, OH-23.

MWO 55-1520-209-30/20, Dec, OH-47.

MWO 55-1520-209-40/9, Nov, OH-47.

MWO 55-1520-211-30/15, Dec, UH-1C.

SUPPLY CATALOGS

SC 4610-97-CL-E05, Sep, Water Pur Equip Set: 1,500 Gal/Hr; Truck Mtd.

SC 4610-97-CL-E09, Sep, Water Pur Equip Set: Diatomite Filter; Lt Wt; 600 Gal/Hr.

SC 4910-95-CL-A67, C1, Nov, Tool Kit, Artillery.

SC 4910-95-CL-A73, Sep, Tool Kit, Auto Maint, No. 1 Supplemental.

SC 5180-97-CL-E14, Sep, Tool Kit, Blacksmith's: General.

SC 5420-97-CL-E17, Sep, Bridge, Fixed; Railway; I-Beam, 35 Ft Lg.

SC 5420-97-CL-E45, Sep, Bridge Erect Set, Floating Bridge: for Class 60 W/Steel Superstructure or Floating Bridge W/Aluminum Deck Bulk Superstructure.

MISCELLANEOUS

DA Cir 750-23, Oct, Special Operating Instructions for Trucks, Powered with Multi-fuel Engines, 2 1/2-Ton and 5 Ton.

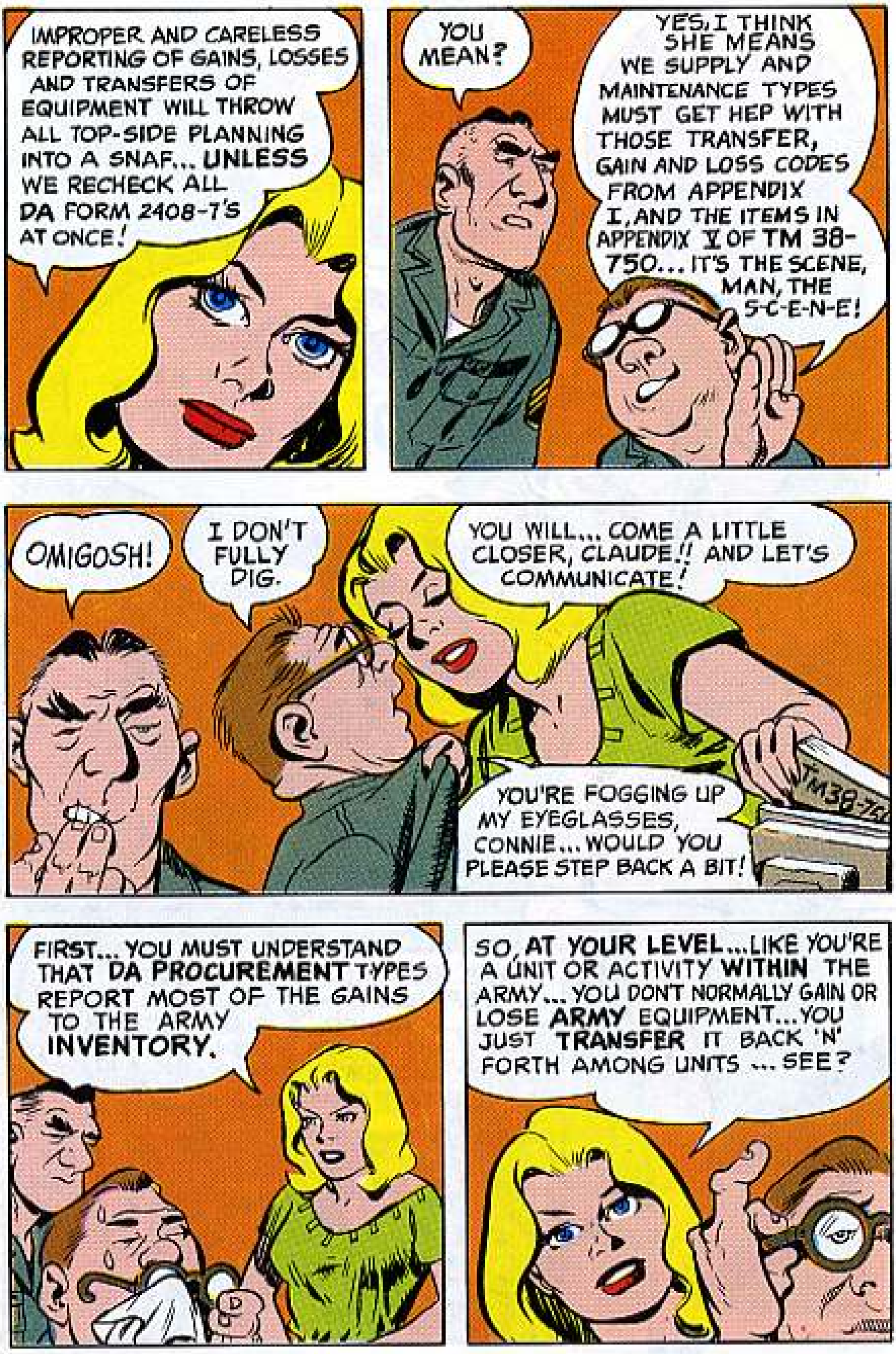
DA Pam 350-14, Jul, Guide, Commanders of Company Size Units.

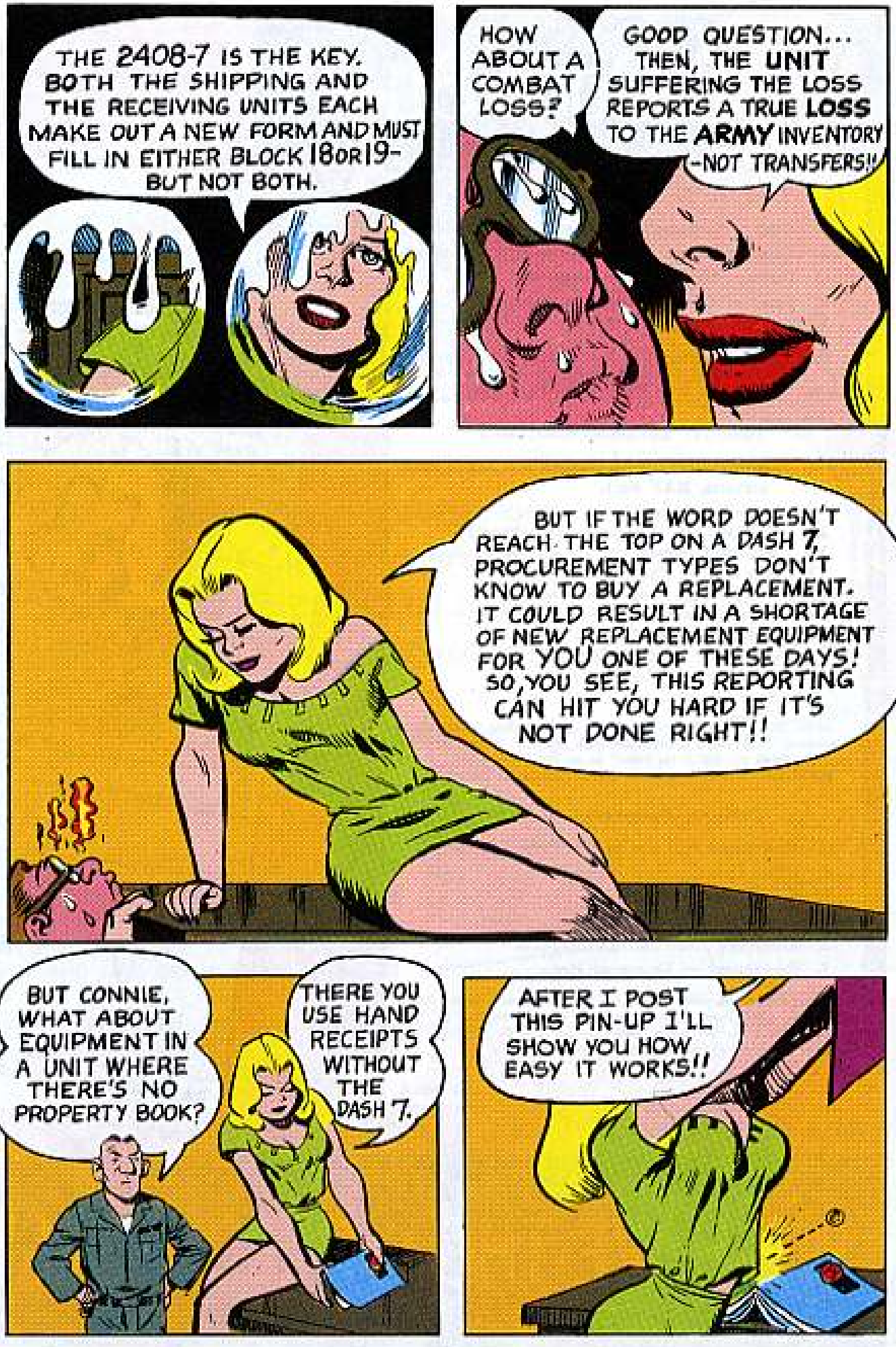
ORD 7-8 SNL G-278, C2, Nov, Tank Mounting Bulldozer M8.

TB 9-2800-206-14, Nov, Carriers: M106, M106A1, M113, M113A1, M114A1, M116, M125A1, M132, M132A1, M548, M577, M577A1; Combat Engr Veh M728; Guns: M42, M42A1, M56, M107; Howitzer M44, M44A1, M108, M109, M110; Recon Veh M551; Recov Vehs M88, M578; Tanks: M41, M41A1, M41A2, M41A3, M48, M48A1, M48A2, M48A2C, M48A3, M60, M60A1, M67A1, M103A2.

TB 750-921-4, Oct, Missile and Rocket Sys Elt and Maint Digest.


JOE'S DOPE
THE BIG GAIN-LOSS-TRANSFER REPORT
STOP... HOLD ONE!
CONNIE?
MAINTENANCE SECTION
UNIT SUPPLY UMPTEENTH BATTALION
?
WHAT'S HAPPENED, SARGE??
DUNNO... THE WHOLE SYSTEM'S BOGGED DOWN!
ON YOUR FEET, YOU PAPER TIGERS...THE BIT'S HIT THE FAN!
SLAM
PROPERTY BOOK


IMPROPER AND CARELESS REPORTING OF GAINS, LOSSES AND TRANSFERS OF EQUIPMENT WILL THROW ALL TOP-SIDE PLANNING INTO A SNAF... UNLESS WE RECHECK ALL DA FORM 2408-7'S AT ONCE!
YOU MEAN?
YES, I THINK SHE MEANS WE SUPPLY AND MAINTENANCE TYPES MUST GET HEP WITH THOSE TRANSFER, GAIN AND LOSS CODES FROM APPENDIX I, AND THE ITEMS IN APPENDIX V OF TM 38-750... IT'S THE SCENE, MAN, THE S-C-E-N-E!
OMIGOSH!
I DON'T FULLY DIG.
YOU WILL... COME A LITTLE CLOSER, CLAUDE!! AND LET'S COMMUNICATE!
YOU'RE FOGGING UP MY EYEGLASSES, CONNIE... WOULD YOU PLEASE STEP BACK A BIT!
TM38-7
FIRST... YOU MUST UNDERSTAND THAT DA PROCUREMENT TYPES REPORT MOST OF THE GAINS TO THE ARMY INVENTORY.
SO, AT YOUR LEVEL... LIKE YOU'RE A UNIT OR ACTIVITY WITHIN THE ARMY... YOU DON'T NORMALLY GAIN OR LOSE ARMY EQUIPMENT... YOU JUST TRANSFER IT BACK 'N' FORTH AMONG UNITS ... SEE?


THE 2408-7 IS THE KEY. BOTH THE SHIPPING AND THE RECEIVING UNITS EACH MAKE OUT A NEW FORM AND MUST FILL IN EITHER BLOCK 18 OR 19- BUT NOT BOTH.
HOW ABOUT A COMBAT LOSS?
GOOD QUESTION... THEN, THE UNIT SUFFERING THE LOSS REPORTS A TRUE LOSS TO THE ARMY INVENTORY -NOT TRANSFERS!!
BUT IF THE WORD DOESN'T REACH THE TOP ON A DASH 7, PROCUREMENT TYPES DON'T KNOW TO BUY A REPLACEMENT. IT COULD RESULT IN A SHORTAGE OF NEW REPLACEMENT EQUIPMENT FOR YOU ONE OF THESE DAYS! SO, YOU SEE, THIS REPORTING CAN HIT YOU HARD IF IT'S NOT DONE RIGHT!!
BUT CONNIE, WHAT ABOUT EQUIPMENT IN A UNIT WHERE THERE'S NO PROPERTY BOOK?
THERE YOU USE HAND RECEIPTS WITHOUT THE DASH 7.
AFTER I POST THIS PIN-UP I'LL SHOW YOU HOW EASY IT WORKS!!

JOE'S Dope Sheet

Table 16. "Reason for Transfer" Codes

M	Combat Damage, Unserviceable, Reparable.
N	Combat Damage, Unserviceable, *Non*-Reparable.
Q	Damage, Unserviceable, Reparable.
U	Damage, Unserviceable, *Non*-Reparable.
V	Transfer Serviceable.

Note. The above codes will be used to show "Reason for Transfer" between units or activities. Code will be entered in "Remarks", Block 21, DA Form 2408-7 or DA Form 2410.

Table 17. Equipment Loss Codes

C	Transfer Loss (losses through transfer to other services, MAP etc.).
W	Accidental Loss.
XA	Storage Loss (Inventory Adjustment).
XP	Loss by Pilferage.
Y	Loss Due to FSN Change.
Z	Loss Through Fair Wear and Tear.
OA	Training Loss.
R	Captured (Combat Loss).
S	Abandoned (Combat Loss).
T	Destroyed (Combat Loss).
I	Other Losses.

Note. The above codes will be used to show loss to the Army inventory. The most appropriate code will be entered in "Remarks", Block 21, DA Form 2408-7 or on DA Form 2410.
For transfer actions to another unit or activity see Table 18.

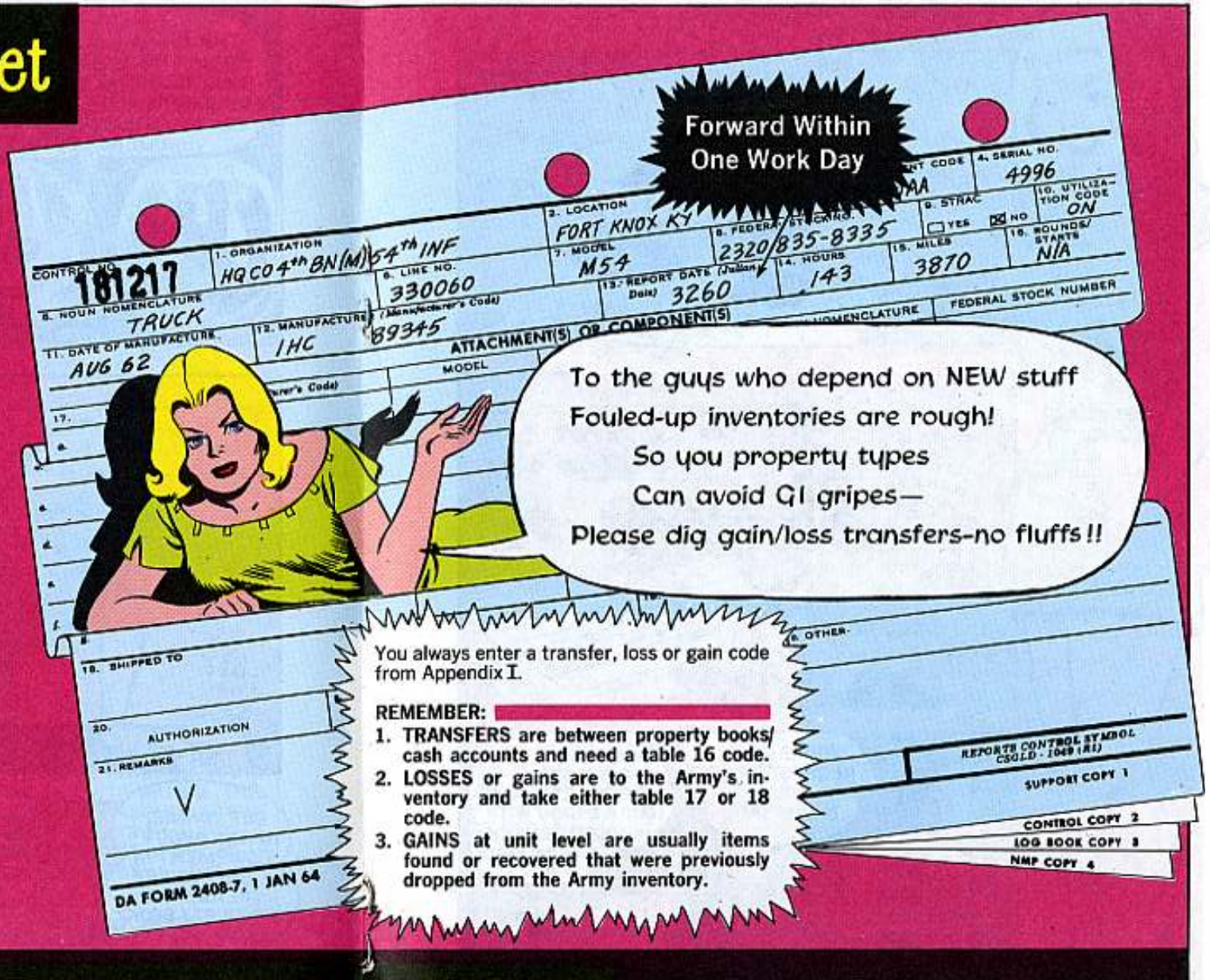
Table 18. Equipment Gain Codes

A	New Items (for use on DA Form 2410 *only*).
B	Other Gains.
H	Redesignation of FSN.
J	Inventory Adjustment.
K	Reclaimed from Salvage Operation.
L	Recaptured or Recovered Items.

Note. The above codes will be used to show gains to the Army inventory. The most appropriate code will be entered in "Remarks", Block 21, DA Form 2408-7 or on DA Form 2410. For transfer gains from another unit or activity see table 16.

AGO 10018A

Watch for new codes added by Ch 1, TM 38-750.



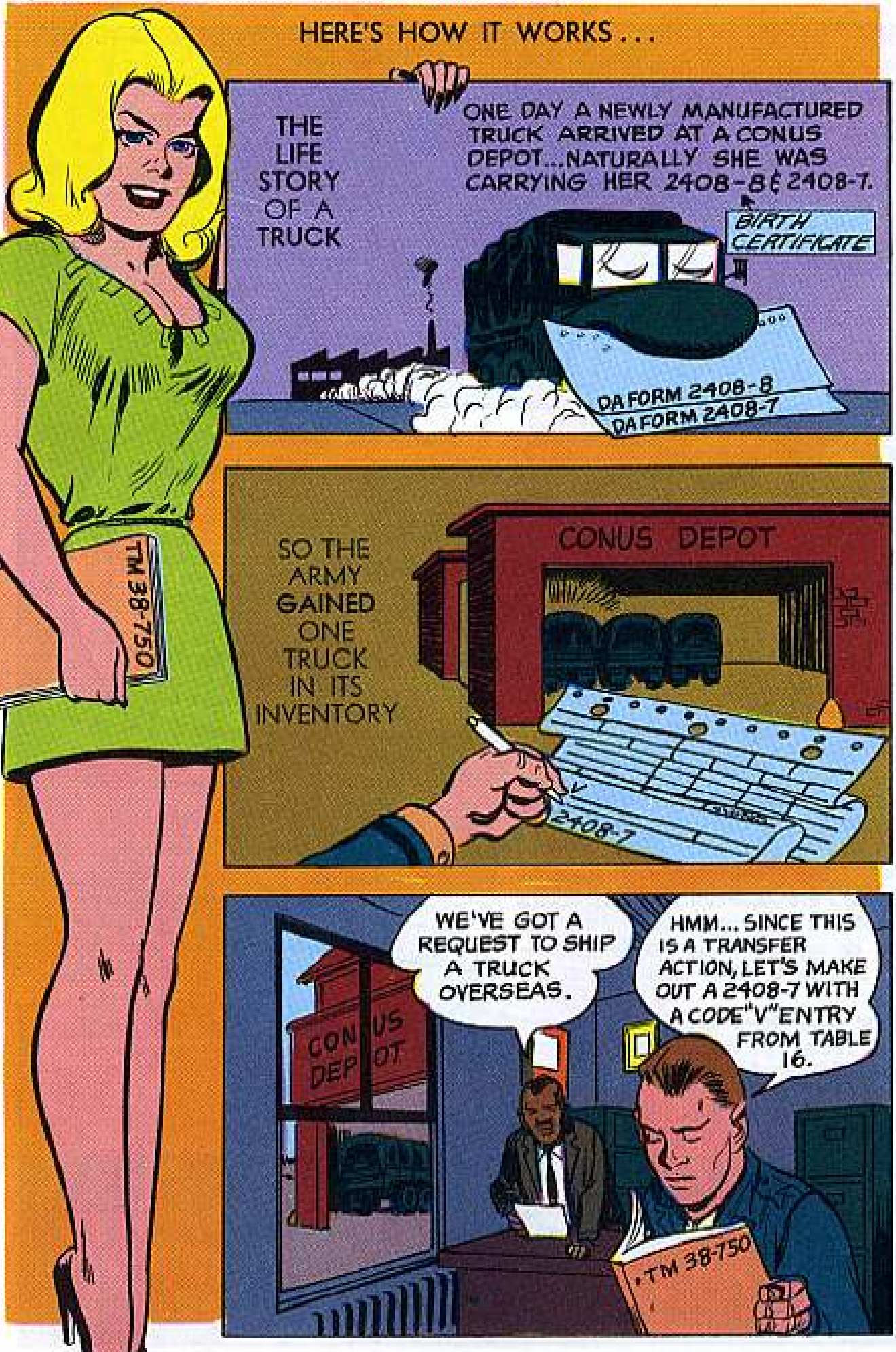
You always enter a transfer, loss or gain code from Appendix I.

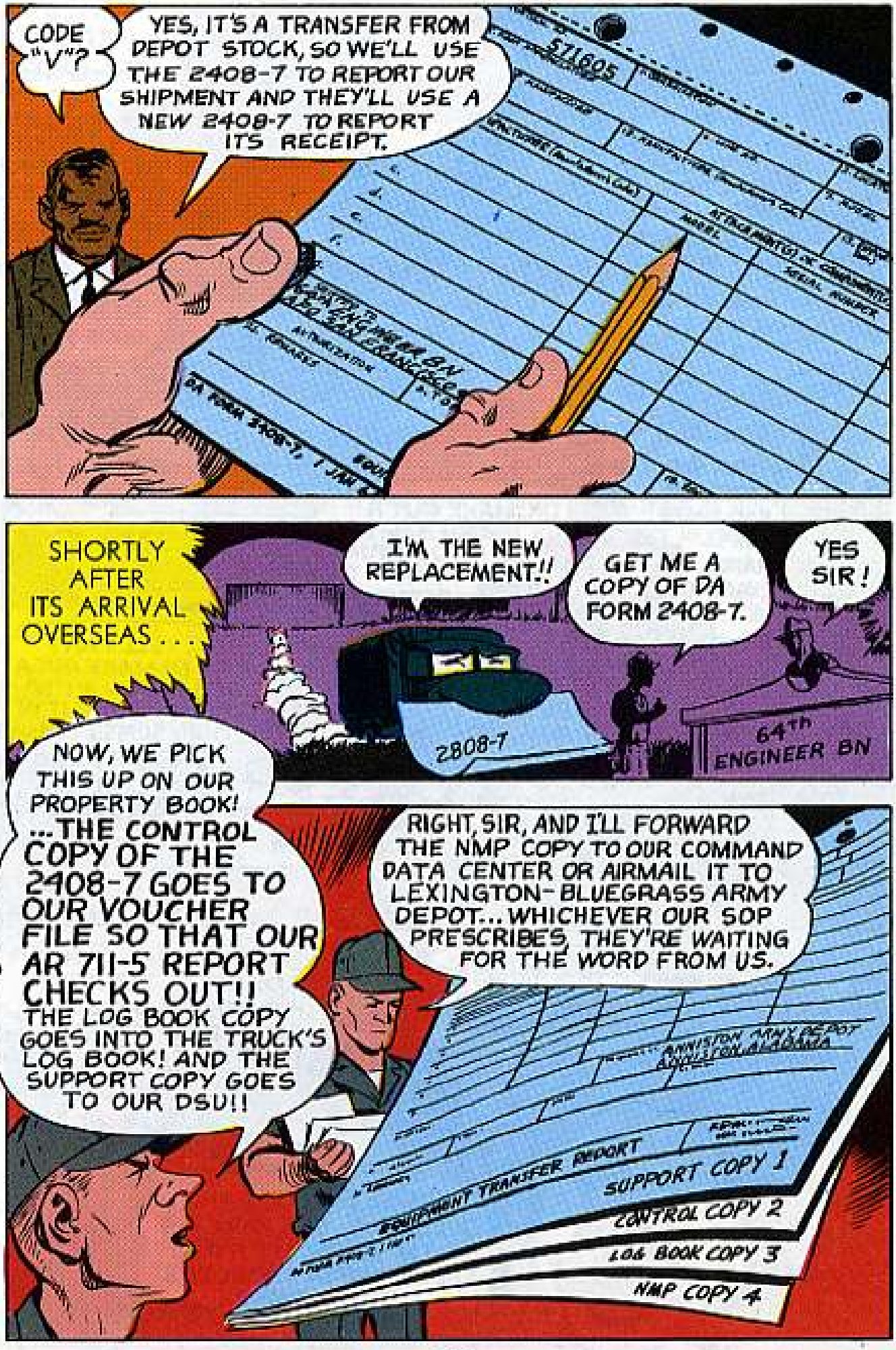
REMEMBER:

1. **TRANSFERS** are between property books/ cash accounts and need a table 16 code.
2. **LOSSES** or gains are to the Army's inventory and take either table 17 or 18 code.
3. **GAINS** at unit level are usually items found or recovered that were previously dropped from the Army inventory.

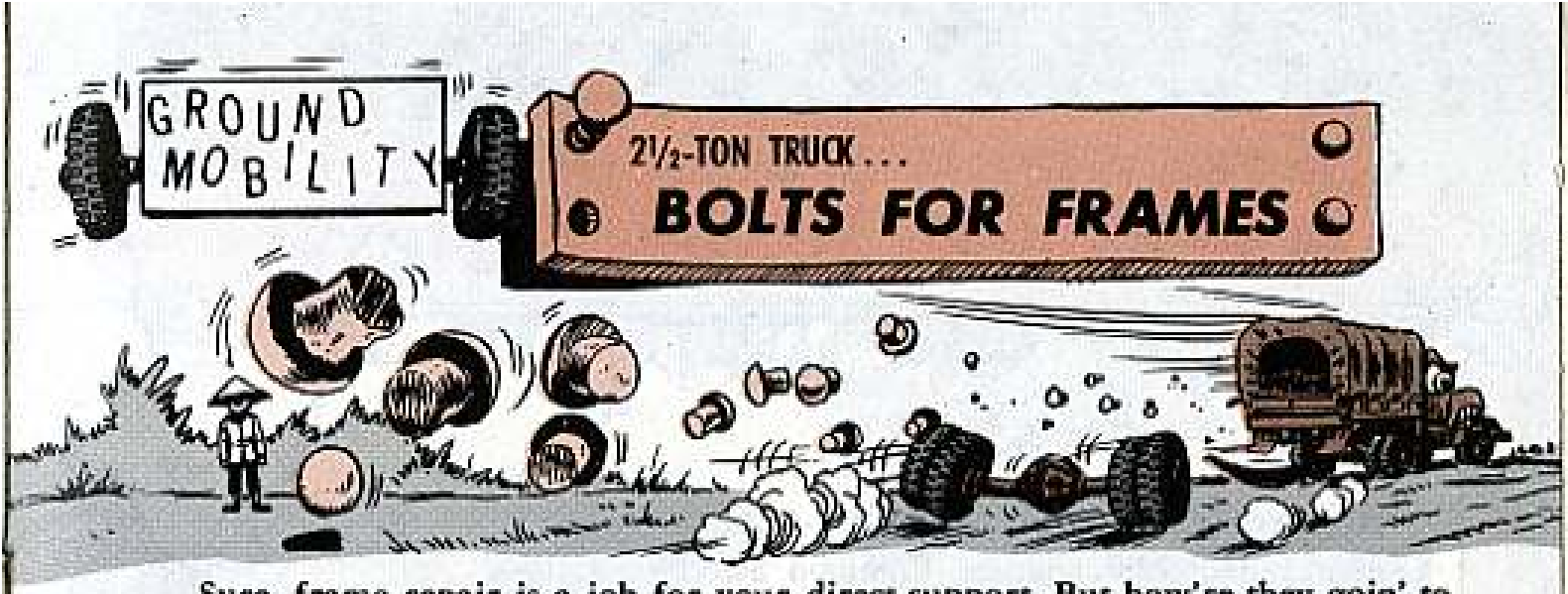
WE HAVE THE WORLD'S BEST EQUIPMENT... *Take care of it*

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


HERE'S HOW IT WORKS . . .
THE LIFE STORY OF A TRUCK
ONE DAY A NEWLY MANUFACTURED TRUCK ARRIVED AT A CONUS DEPOT...NATURALLY SHE WAS CARRYING HER 2408-8 & 2408-7.
BIRTH CERTIFICATE
DA FORM 2408-8
DA FORM 2408-7
TM 38-750
SO THE ARMY GAINED ONE TRUCK IN ITS INVENTORY
CONUS DEPOT
2408-7
WE'VE GOT A REQUEST TO SHIP A TRUCK OVERSEAS.
HMM... SINCE THIS IS A TRANSFER ACTION, LET'S MAKE OUT A 2408-7 WITH A CODE "V" ENTRY FROM TABLE 16.
CONUS DEPOT
TM 38-750


CODE "V"?
YES, IT'S A TRANSFER FROM DEPOT STOCK, SO WE'LL USE THE 2408-7 TO REPORT OUR SHIPMENT AND THEY'LL USE A NEW 2408-7 TO REPORT ITS RECEIPT.
SHORTLY AFTER ITS ARRIVAL OVERSEAS . . .
I'M THE NEW REPLACEMENT!!
GET ME A COPY OF DA FORM 2408-7.
YES SIR!
2808-7
64th ENGINEER BN
NOW, WE PICK THIS UP ON OUR PROPERTY BOOK!
...THE CONTROL COPY OF THE 2408-7 GOES TO OUR VOUCHER FILE SO THAT OUR AR 711-5 REPORT CHECKS OUT!!
THE LOG BOOK COPY GOES INTO THE TRUCK'S LOG BOOK! AND THE SUPPORT COPY GOES TO OUR DSU!!
RIGHT, SIR, AND I'LL FORWARD THE NMP COPY TO OUR COMMAND DATA CENTER OR AIRMAIL IT TO LEXINGTON-BLUEGRASS ARMY DEPOT... WHICHEVER OUR SOP PRESCRIBES, THEY'RE WAITING FOR THE WORD FROM US.
EQUIPMENT TRANSFER REPORT
SUPPORT COPY 1
CONTROL COPY 2
LOG BOOK COPY 3
NMP COPY 4


...THEN, ONE DAY!
SIR!! WE HAD TO ABANDON A TRUCK IN THAT LAST ACTION.
MAKE UP A NEW 2408-7 AND CODE IT "S"! IT'S A LOSS TO THE ARMY INVENTORY.
GET SUPPORT AND NMP COPIES OUT FAST TO SPEED REPLACEMENT...AND DON'T FORGET THE CONTROL COPY TO BACK UP OUR PROPERTY BOOK!
Code S
...BUT A WEEK LATER
GOOD NEWS, SIR, WE RECOVERED THE TRUCK!
OK...WE MAKE UP A NEW 2408-7 AND CODE IT 'L'.
Code L
...AND EVEN LATER
BUT SIR, SHE'S IN BAD SHAPE!! WE'LL HAFTA EVACUATE HER.
OK, MAKE OUT A 2407 AND TAKE IT TO SUPPORT FOR REPAIR.
LATER... AT SUPPORT.
THIS VEHICLE CAN'T BE REPAIRED. IT SHOULD BE TURNED IN.
OK! TELL THAT UNIT TO MAKE OUT A 2408-7 WITH AN "N" CODE AND TURN IT IN THRU SUPPLY CHANNELS.
2408-7
TM 38-750
CC&S CO.
THIS VEHICLE'S BEYOND REPAIR. LET'S SALVAGE IT!
WELL, THEN, THIS IS NOW A LOSS FOR THE ARMY. THIS VEHICLE SHOULD BE CODED 'T' AND WASHED OUT!
2408-7
SIMPLE, EH?? GOT ANY QUESTIONS, SEE PARA 4-9 OF TM 38-750! IT'S ALL THERE, AND IN THE NOTES UNDER TABLE 16, 17 AND 18!



2½-TON TRUCK . . .
BOLTS FOR FRAMES

Sure, frame repair is a job for your direct support. But how're they goin' to know your G742-series 2½-ton truck has a bad case of "rivetitis" unless you tell 'em?

So get under there and check out those frame rivets. Look for loose or cracked rivets. Try to wiggle 'em with your fingers. Give 'em a light tap with a hammer. Maybe some are even missing. If you spot an empty hole, look at the same place on another vehicle—maybe there's supposed to be a rivet in there.

Sing out to your support if you find any rivets loose, cracked or missing. They'll replace 'em with bolts, nuts 'n' washers. Here's what it would take to replace all the frame rivets:

These items aren't in supply publications. Requisitions should specify Routing Identifier Code B24—for the U.S. Army Tank-Automotive Command.

TB 9-2300-247-40 w/Ch 2 (Aug 65) gives your support the dope on how to replace rivets with bolts.

FOR M35A1 & M35A2, TOO

What's this flap about mud flaps for M35A1 and M35A2 2½-ton cargo trucks? They use the same as for the M35—Flap Assy, FSN 2510-040-2071, on page 181 in TM 9-2320-209-20P (Jan 65). Except for their engines and a few related parts, these trucks are practically triplets.

YOUR NO.2

Your TOOL KIT, AUTOMOTIVE MAINTENANCE: Organizational Maintenance, Common Set, No. 2, FSN 4910-754-0650, may be called a common tool kit, but it's something special when it comes to doing your preventive maintenance.

You should know what tools you're supposed to have in that kit. If you don't have a copy of SC 4910-95-CL-A72 (Apr 67, and C1), here's a checklist you can go by.

ACETYLENE, TECHNICAL: 98 percent min assay as acetylene, 225 cu ft cyl FSN 8120-268-3360.

FSN 6830-264-6751

ADAPTER, SOCKET WRENCH: 1 in. male sq-end, ¾ in. female sq-end.

FSN 5120-227-8104

ADAPTER, SPINDLE, PORTABLE SANDER: for ⅝ in. dia spdl, 11NC rh thd, w/wrench.

FSN 5130-293-2330

ADAPTER SET, ENGINE ELECTRICAL, TEST: 24 v sealed elec systems, for wheeled tactical vehicles, consisting of the following:

FSN 4910-348-7600

IGNITION UNIT FSN 4910-356-7508	GENERATOR TESTING FSN 4910-092-9026
REGULATOR TESTING FSN 4910-092-9025	PRIMARY CIRCUIT FSN 4910-356-7492
CASE FSN 4910-348-7691	SPARK PLUG FSN 4910-356-7504

ADJUSTING TOOL, BRAKE SHOE: dble blade ends, offset, ½ in. w x 8 in. lg o/a.

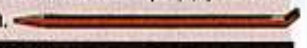
FSN 5120-596-1034

COMMON TOOL KIT

ANVIL, BLACKSMITHS: CI body w/S face and horn, 100 lb wt.

FSN 5120-180-2885

BAR, PINCH: bent chisel and taper, ¾ in. dia stk, 26 lg o/a.



FSN 5120-224-1372

BAR, WRECKING: ¾ in. dia stk, 30 in. lg o/a.

FSN 5120-293-0665

BATTERY FILLER: GRAVITY: jug type w/pitcher type hdl, 4 qt plus 2 pt or minus 1 pt.

FSN 6140-635-3824

BATTERY FILLER, SYRINGE: 6 fl oz ru bulb type, rigid bent nozzle, 10¾ in. lg o/a.

FSN 6140-643-4490

BENDER SET, TUBE, HAND: exter spg type, sgle size, 6 benders, c/o 1 ea of the following:

FSN 5120-293-0019

	Tu od, in.
FSN 5120-234-8739	¼
FSN 5120-234-8740	5/16
FSN 5120-234-8741	⅜
FSN 5120-234-8742	7/16
FSN 5120-234-8743	½
FSN 5120-234-8744	⅝

BLADE, HAND HACKSAW: HSS, all hard type, 24 teeth per in., 0.025 in. thk, 10 in. lg o/a (10 blades per bn).

FSN 5110-237-8107 3

BLOWTORCH, GASOLINE: pump generating pressure type, 1 qt cap, rd tank.

FSN 5120-222-1371

BRUSH, PAINT: oval, 1 7/16 in. w x 1 1/16 in. thk, 2 7/8 in. exposed lg, syn fil, w/chisel edge.

FSN 8020-297-6657 5

BRUSH, STENCIL: long handle, 1 3/16 in. dia of bristles at ferrule, 9½ in. lg o/a.

FSN 7520-223-8000

BRUSH, WIRE, SCRATCH: S wire, curved hdl, rocker rect face, 1⅛ in. to 1¼ in. lg clear of block, 4 rows w, 18 rows lg, 6 in. to 6¼ in. lg brush part, 14 in. lg o/a.

FSN 7920-291-5815 12

CABINET, STORAGE: vehicle repair parts and tools, S body w/wdn top, w/11 drawers, 35½ in. h. x 25 in. w x 27 in. deep o/a.

FSN 7125-330-0130 2

MORE

CABINET, STORAGE: Spare parts, S body w/wdn top, 18 drawers, 1 front opng bin, assembled, 35½ in. h x 25 in. w x 20 in. deep.

FSN 7125-357-5337

CABLE ASSEMBLY, POWER, ELECTRICAL: No. 12 AWG, type SO, 3 cond stranded, 600 v working voltage, 50 ft lg o/a, male fitting 1 end, female fitting other end, w/3 wire to 2 prong adpt w/gnd wire.

FSN 6150-682-3460 2

CABLE ASSEMBLY, SPECIAL PURPOSE, ELECTRICAL: 2 cond stranded No. 1 AWG, ru ins, ru jacket, 20 ft lg o/a, ⅜ in. x 1½ in. cross sec of cable, 2 plug type term, fittings.

FSN 4910-474-9135

CAPS, VISE JAW: br face, 4 in. w jaws.

FSN 5120-221-1506 2 pr

CARRIER, STORAGE BATTERY: quick adj, serrated rubber gripper pads, 1½ lb wt.

FSN 5120-570-4316

CLAMP, C: med service rating, 2¼ in. deep throat.

FSN 5120-222-1612 4 in. 2

FSN 5120-203-6431 6 in. 2

CLEANER AND TESTER, SPARK PLUG: bench mtd, spark plug sizes 10-mm, 14-mm, 18-mm, and ⅞ in., 120 to 150 psi air pressure reqd.

FSN 4910-261-5868

COUPLING HALF, QUICK-DISCONNECT: galvanized steel, straight flow, external male ¼-18NPT fluid end, push-pull coupling.

FSN 4730-142-1958 5

COUPLING HALF, SELF-SEALING, steel, straight flow, ¼-18NPT, swivel type.

FSN 4730-595-1813 5

CRIMPING TOOL, TERMINAL HAND: manual compression type, No. 26 thru No. 10 AWG wire accommodated.

FSN 5120-596-9313

CROWBAR: 1¼ in. dia stk, 59 in. to 62 in. lg o/a.

FSN 5120-224-1390 2

CUP, PAINT, SPRAY GUN: 1 qt cap., clamp type, w/al cover attachment.

FSN 4940-190-5164 2

CUTTER, BOLT: rigid hd type, clipper cut, 5/16 in. mild S rod cutting cap., 18 in. lg o/a.

FSN 5110-596-9162

CUTTER, TUBE: for close flare cutoff, inclosed feed mech type, w/deburring tool, ⅛ in. to 1⅛ in. od tu cutting range.

FSN 5110-288-6520

DEMOUNTER, PNEUMATIC TIRE: 7.00 x 16 to 14.00 x 24 automotive tire size, manually driven, pressure supplied to working mech by screw shaft.

FSN 4910-683-9362

DIE SET, METAL STAMPING, HAND: Gothic style, No. 0 to 8 character impressions, ¼ in. h characters, w/case.

FSN 5110-289-0003

DIE SET, METAL STAMPING, HAND: Gothic style, upper case alphabet, w/period and ampersand, ¼ in. h characters, w/case.

FSN 5110-289-0007

DISPENSING PUMP, HAND DRIVEN: for gasoline or kerosene, continuous flow type, pump hd body flange mtd for 1½ in. or 2 in. bung opng, discharge fitting, ¾ in. thd nozzle hose, 8 ft lg o/a, 42 in. lg nonadj intake pipe, 12 gal per 100 revolutions.

FSN 4930-263-9886

DISPENSING PUMP, HAND DRIVEN: piston self-measuring type, flgd mtd pump hd body, 1½ in. and 2 in. bung opngs, ½ in. thd nozzle discharge fitting, adj intake pipe, 1 qt per stroke.

FSN 4930-287-8293

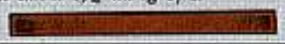
DRESSER, ABRASIVE WHEEL, HAND: revolving cutter wheel type, 1¼ in. dia cutter w/the following replacement components.

FSN 5120-223-9952

CUTTERS, ABRASIVE WHEEL DRESSER.

FSN 5120-278-6641

DRESSER, CONTACT POINT: w/sq-ends, ⅜ in. w x 0.025 in. thk x 4¼ in. lg o/a.

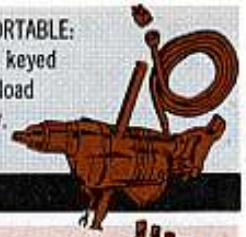


FSN 5345-250-1345 24

DRILL, ELECTRIC PORTABLE: ¼ in. size, hvy duty, 2000 rpm no load speed.

FSN 5130-889-8994

DRILL, ELECTRIC, PORTABLE: ½ in. size, hv-duty, keyed chuck, 650 rpm no load speed, ac/dc, 115 v.



FSN 5130-889-9004

DRILL SET, TWIST: HSS, stght rd shk, fractional series, rh, w/case, c/o 1 ea of the following:

FSN 5133-293-0983 2

	Dia, in.	Flute lg, in.	Overall lg, in.
FSN 5133-227-9646	1/16	7/8	1 7/8
FSN 5133-227-9647	5/64	1	2
FSN 5133-227-9648	3/32	1 1/4	2 1/4
FSN 5133-227-9649	7/64	1 1/2	2 5/8
FSN 5133-227-9650	1/8	1 5/8	2 3/4
FSN 5133-227-9651	9/64	1 3/4	2 7/8
FSN 5133-227-9652	5/32	2	3 1/8
FSN 5133-227-9653	11/64	2 1/8	3 1/4
FSN 5133-227-9654	3/16	2 5/16	3 1/2
FSN 5133-243-9612	13/64	2 1/8	3 5/8
FSN 5133-227-9656	7/32	2 1/2	3 3/4
FSN 5133-243-9611	15/64	2 5/8	3 7/8
FSN 5133-227-9658	1/4	2 3/4	4
FSN 5133-227-9659	17/64	2 7/8	4 1/8
FSN 5133-227-9660	9/32	2 15/16	4 1/4
FSN 5133-240-8443	19/64	3 1/16	4 3/8
FSN 5133-227-9662	5/16	3 3/16	4 1/2
FSN 5133-243-9613	21/64	3 5/16	4 5/8
FSN 5133-227-9664	11/32	3 3/16	4 3/4
FSN 5133-227-9665	23/64	3 1/2	4 7/8
FSN 5133-227-9666	3/8	3 5/8	5
FSN 5133-227-9667	25/64	3 3/4	5 1/8
FSN 5133-227-9668	13/32	3 7/8	5 1/4
FSN 5133-227-9669	27/64	3 15/16	5 3/8
FSN 5133-227-9670	7/16	4 1/16	5 1/2
FSN 5133-227-9671	29/64	4 3/16	5 5/8
FSN 5133-227-9673	15/32	4 5/16	5 3/4
FSN 5133-227-9674	31/64	4 3/8	5 7/8
FSN 5133-227-9672	1/2	4 1/2	6

MORE

EXTRACTOR SET, SCREW: taper type, spiral fluted drill style, carb tool S, c/o 1 ea of the following:

FSN 5120-610-1888

	Size, in.
FSN 5120-240-5223	3/16 to 1/4
FSN 5120-580-2359	1/4 to 5/16
FSN 5120-240-5221	5/16 to 7/16
FSN 5120-240-5222	7/16 to 9/16
FSN 5120-240-5219	9/16 to 3/4
FSN 5120-240-5220	3/4 to 1
FSN 5120-240-5217	1 to 1 3/8
FSN 5120-242-1118	1 3/8 to 1 3/4
FSN 5120-240-5215	1 3/4 to 2 1/8

FILE, HAND: American patt, 3 sq type, dble-cut sec-cut faces, 8 in. heel to pt.

FSN 5110-239-7556

FILE, HAND: American patt, fl type, dble-cut bastard faces, sgle-cut bastard edges, 12 in. heel to pt.

FSN 5110-234-6539

FILE HAND: American patt, flat type, 16 in. heel to pt.

FSN 5110-203-5463

FILE, HAND: American patt, half-rd type, dble-cut bastard faces, 10 in. heel to pt.

FSN 5110-241-9153

FILE, HAND: American patt, half-rd type, sm cut, fl side dble-cut, back side sgle or dble-cut, 8 in. heel to pt.

FSN 5110-241-9152

FILE, HAND: American patt, mill type, sgle-cut sm faces, sgle-cut sm edges, 12 in. heel to pt.

FSN 5110-203-4645

FILE, HAND: American patt, rd type, 1/2 in. dia of largest sec, dble-cut bastard faces, 12 in. heel to pt.

FSN 5110-234-6557

FILE, THREAD RESTORER: 11, 12, 13, 14, 16, 18, 20, and 24 TPI.

FSN 5110-373-1691

FILLER AND BLEEDER, HYDRAULIC SYSTEM (when exhausted use FSN 4910-273-3658).

FSN 4910-580-9750

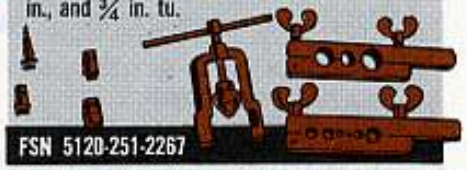
FILLER AND BLEEDER, HYDRAULIC SYSTEM.

FSN 4910-273-3658

FISHING TOOL, PNEUMATIC TIRE VALVE: w/ valve core for tire inflation.

FSN 5120-516-4220

FLARING TOOL, TUBE, HAND: swv cone, hinged dies type, for 1/8 in., 3/16 in., 1/4 in., 5/16 in., 3/8 in., 7/16 in., 1/2 in., 5/8 in., and 3/4 in. tu, 90 deg incl angle of flare produced, w/4 swedging adapter for 3/16 in., 1/4 in., 3/8 in., 1/2 in., 5/8 in., and 3/4 in. tu.



FSN 5120-251-2267

FLINT TIP, FRICTION IGNITER: sleeve type, 5-40NC thd.

FSN 5120-254-9956 box

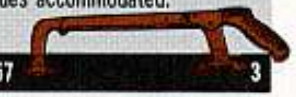
FLINT TIP, FRICTION IGNITER: sleeve type, 6-40NC thread (use FSN 5120-254-9956 until exhausted).

FSN 5120-965-0603

FRAME: tank welding, type III.

FSN 5340-333-6064

FRAME, HAND HACKSAW: adj, open pistol grip hdl, 3 in. to 3 7/8 in. deep throat, 8 in., 10 in., and 12 in. lg blades accommodated.



FSN 5110-289-9657 3

FUNNEL: S, glvd fin., 1 qt cap., 8 in. lg flex. tu spout w/removable strainer.

FSN 7240-559-7364

FUNNEL: S, glvd fin., 2 qt cap., 2 3/16 in. stght rigid spout w/o strainer.

FSN 7240-230-2397

GAGE, DEPTH, TIRE TREAD: 1/32 in. spiral grad, 1 in. depth, 3 in. thread contact pt.

FSN 5210-019-3050

GAGE, TIRE PRESSURE, SELF-CONTAINED: inclosed self-contained ctg indicator, operated by a separate lever, w/deflating position, 10-120 lb range, 2 lb smallest grad div 10 lb to 40 lb, dual ft chuck.

CARTRIDGE, GAGE UNIT FSN 4910-895-6176
CARTRIDGE, VALVE UNIT FSN 4910-895-6175

FSN 4910-522-3778

GAGE, TIRE PRESSURE, SELF-CONTAINED: calibrated 10 to 160 lb, 1 lb div from 10 to 60 lb and 5 lb div from 60 to 160 lb, dual ft chuck, 30 deg mtd angle, 6 in. stght extn, 12 1/2 in. lg o/a, w/hang up ring.

FSN 4910-204-3170

GAGE, WHEEL ALIGNMENT: toe-in and toe-out type, spdl mtd and spg hook mtd, using wheel felloe as ref pt, w/level vials.

FSN 5210-529-1205 2

GLOVES, LEATHER: men's work type, gauntlet cuff, cream or light gray, knitted wool and cotton lining, large size.

FSN 8415-268-7859

GOGGLES, INDUSTRIAL: w/ventilated plastic eye cups and adj nose bridge, rd shape, 50-mm dia hardened clear glass non-polarized lens ea aperture, headband supported, to be worn over personal spectacles, w/o carrying case.

FSN 4240-269-7912 3

GOGGLES, INDUSTRIAL: 2 x 4 1/4 size lens, w/plastic headrest and telescopic arms.

FSN 4240-816-3819 2

GRINDING MACHINE, UTILITY: bench mtd, dble-end spdl, 5/8 spdl, dia, 1/2 hp, AC, 115 v, 3450 rpm.

FSN 3415-517-7754

GUN, AIR BLOW: stght design, finger grip hdl, button operated, w/hang-up hook, removable tip, 1/4-18NPSH male thd coupling.

FSN 4940-241-3075

HAMMER, HAND: carpenters, nailing, curved claw, 1 lb hd wt.

FSN 5120-223-9124

HAMMER, HAND: carpenter's, nailing, curved claw, 1 lb head weight (Use FSN 5120-223-9124 until exhausted).

FSN 5120-756-1410

HAMMER, HAND: blacksmith's cross peen, 3 lb lb hd wt.

FSN 5120-242-3915

MORE

HAMMER, HAND: engineer's cross peen, 3 lb hd wt (Use FSN 5120-242-3915 until exhausted).

FSN 5120-900-6103

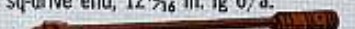
HAMMER, HAND: sledge, blacksmith's, cross peen, 12 lb hd wt.

FSN 5120-224-4130

HANDLE, FILE, WOOD: 1¼ in. dia, 4½ in. lg o/a, med size.

FSN 5110-263-0349 6

HANDLE, SOCKET WRENCH: hinged type, ½ in. sq-drive end, 12 15/16 in. lg o/a.



FSN 5120-221-7958

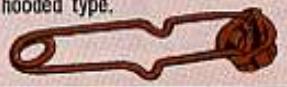
HARDY: 1⅞ in. w/cutting edge, ¾ in. sq shk.

FSN 5110-293-2427

HOSE ASSEMBLY, RUBBER: air, sm bore, natural or syn-ru inner conveying surface, 2 cotbrd, black molded ru cover, ¼ in. id, 21/32 in. od, 25 ft lg excel fittings, ¼-18NPSH br female fittings on ea end, 150 psi wp.

FSN 4720-356-8557 5

IGNITER, FRICTION: wire frame style, rd file, sgle flint, hooded type.

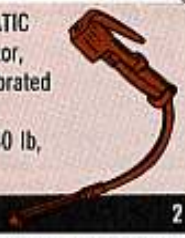


FSN 5120-190-5540 2

IGNITER, FRICTION: wire frame style, rd file, single flint, hooded type (Use FSN 5120-190-5540 until exhausted).

FSN 5120-965-0326 2

INFLATOR-GAGE, PNEUMATIC TIRE: exposed bar indicator, w/deflating position calibrated 10 to 120 lb range, 2 lb smallest grad div 10 to 40 lb, dual ft chuck.



FSN 4910-204-2547 2

JACK, HYDRAULIC, HAND: self-contained, 12 ton cap., 11¼ in. closed h, 16¼ in. extended h, sgle pump, w/screw extn.

FSN 5120-224-7330 4

KEY SET, SOCKET HEAD SCREW: hex drive, L-type hdl, w/case or ro, c/o 1 ea of the following:

FSN 5120-595-9245

	W across flats, in.	Lg arm, in.
FSN 5120-198-5401	0.050	1 21/32
FSN 5120-198-5398	1/16	1¾
FSN 5120-224-2504	5/64	1⅞
FSN 5120-242-7410	3/32	2
FSN 5120-240-5292	1/8	2¼
FSN 5120-198-5392	5/32	2½
FSN 5120-240-5300	3/16	2¾
FSN 5120-242-7411	7/32	3
FSN 5120-224-4659	¼	3¼
FSN 5120-240-5274	5/16	3¾
FSN 5120-198-5390	⅜	4¼
FSN 5120-198-5391	½	5¼
FSN 5120-240-5268	9/16	5¾
FSN 5120-224-2510	⅝	6¼

LIFTER-SCRAPER, BATTERY TERMINAL: 10½ in. lg o/a.

FSN 5120-293-1039

LIGHT, EXTENSION: 15 ft lg, 2 cond type SJ cable, w/btry clips 1 end, lampholder, guard, hook, reflector, ru hdl, and sw other end, 25 w med screw base lamp accommodated.

FSN 6230-299-5680 4

LIGHT, EXTENSION: 25 ft lg 2 cond type SO 16 AWG cable, w/2 parallel blade plug connector 1 end, lampholder, guard, hook, reflector, ru hdl, and sw other end, 100 w med screw base lamp accommodated.

FSN 6230-239-3518 2

LIGHT, IGNITION TIMING: (Sun-Electric Corp. No. X47 or equal).

FSN 4910-937-5724

LUBRICATING KIT.

FSN 4930-357-6301

Consisting of:

FSN 5140-315-2758 TOOL BOX
FSN 5340-205-5517 PADLOCK
FSN 4930-274-5713 OILER, HAND PUMP 2
FSN 4930-253-2478 GUN, GREASE 2
FSN 4930-288-1511 ADAPTER, GREASE GUN COUPLING
FSN 4930-704-1852 LUBRICATOR, BEARING PORTABLE
FSN 5120-246-2311 TOOL, LUBRICATING FITTING
FSN 4930-377-6820 COUPLING, HYDRAULIC
FSN 4930-204-2550 ADAPTER, GREASE GUN COUPLING
FSN 4930-222-2680 GUN, FLUID, 11 oz. cap.
FSN 4930-223-3390 GUN, FLUID, 6 oz cap.
FSN 4730-050-4208 FITTING, LUBRICATION, HYDRAULIC 100
FSN 4730-278-4216 ELBOW (Body), LUBRICATION FITTING, 45 Degree angle 25
FSN 4730-278-4814 ELBOW (Body), LUBRICATION FITTING, 90 Degree angle 25

LUBRICATING UNIT, POWER OPERATED: air operated, grease pressure dev 40 times air pressure applied, 80 to 150 psi air pressure, 6 ft lg lubr hose w/control valve and hyd lubr fitting coupler, 60 lb cap, lubr tank, dolly or chassis mtd.

FSN 4930-720-4849

MEASURE, LIQUID: S, w/flex. spout and flow control valve, water, acid, alcohol, oil, and gasoline resistant.

FSN 7240-255-8113 2 qt cap. 2

FSN 7240-255-5996 8 qt cap.

MULTIMETER: ptbl type general purpose, 0 to 5000 v ac/dc in 5 steps, 0 to 500 ma dc in 3 steps; 0 to 400000 ohms in 2 steps, 3 percent accuracy on dc range, 5 percent accuracy on ac range, 1000 ohms per v ac and dc range sensitivity, operates on 1.5 v int btry, w/two 48 in. lg cables.

FSN 6625-543-1438 3

NIPPLE, PIPE: brass, cadmium-plated finish u/w ¼ in. pipe size, ¼-18NPSM rh, class 2 fit, 13/16 in. long o/a, 5/16 in. distance across flats, ¼ in. lg hex, 15/32 in. distance hex from end, 30 deg angle of seat.

FSN 4730-287-1589 5

OIL GUN, PNEUMATIC: curved rigid neck, 32 oz cap.

FSN 4930-222-2975

OXYGEN, TECHNICAL: 99.5 percent min assay as oxygen, 220 to 240 cu ft cyl FSN 8120-285-4763.

FSN 6830-292-0129

MORE

PADLOCK: When exhausted use FSN 5340-682-1508.

FSN 5340-682-1509

PADLOCK: pin tumbler type, individually keyed, 5000 key changes 1½ in. w x 1¼ in. h br-bz case, ¾ in. clearance, .240 in. to .323 in. dia br-bz shackle, w/clevis, chain, and 2 keys (Use FSN 5340-682-1509 until exhausted).

FSN 5340-682-1508 2

PLIER, HOSE CLAMP: slip joint, w/2 positions, 7/16 in. jaw thk, 7 1/16 in. lg o/a.

FSN 5120-537-3375

PLIERS, BRAKE SPRING: comb. tool, hyd and mechanical brake springs, replaceable S hook, w/socket and guide end handles, 13¼ in. lg.

FSN 5120-690-8044

PLIERS, RETAINING RING: snap ring, formed tips.

FSN 5120-595-9551

PULLER, MECHANICAL: gear and brg, dble-end grip, 2 exter jaws 0 to 6 in. spread range, 3¼ in. reach.

FSN 5120-595-9304

PULLER, MECHANICAL: gear and brg, dble-end grip, 2 exter jaws 0 to 8 in. spread range, 5½ in. reach.

FSN 5120-595-9305

PULLER, GEAR, UNIVERSAL: gear and brg, sgle-end grip, 2 exter jaws, 0 to 14 in. spread range, 14½ in. reach.

FSN 5120-378-4293

PULLER, MECHANICAL: steering gear arm, 0 to 2 5/16 in. spread range, 3 in. reach.

FSN 5120-595-9308

PULLER KIT, MECHANICAL: univ type, rvrs slide hammer type, 2 and 3 jaw 0 to 8¾ in. outside range, 1 in. to 6¾ in. inside range, c/o the following:

FSN 5120-313-9496

FSN 5120-313-9502	1 crossarm puller — 6 in. lg
FSN 5120-313-9504	3 jaws, inside — 3 13/64 in. lg
FSN 5120-313-9505	3 jaws, inside — 4 9/16 in. lg
FSN 5120-313-9506	3 jaws, outside — 4 15/32 in. lg
FSN 5120-313-9507	3 jaws, outside — 7 23/32 in. lg
FSN 5120-313-9508	1 jaw, single — 2 15/64 in. lg
FSN 5120-340-2010	3 jaws, single — 4 43/64 in. lg

PULLER, STEERING WHEEL: C shaped puller body, w/adapters.

FSN 5120-620-0020

PULLER KIT, MECHANICAL: Wheel, w/short jaws stud nut set, axle protector and mtl bx.

FSN 5120-587-4151

PUMP, BUCKET, LUBRICATING: hand operated, 25 to 50 lb cap., 1500 psi pressure w/5 ft lg hose and gooseneck nozzle, w/leakproof cover and loader fitting for grease gun.

FSN 4930-244-4860

PUMP, BUCKET, LUBRICATING: hand operated, 25 to 50 lb cap., 7000 psi pressure, 1/5 oz per stroke w/10 ft lg hose, hyd coupler, w/leak-proof cover and follower pl.

FSN 4930-244-4859

PUNCH SET, HOLLOW: gasket cutting, 7 punches ¼ in. to 5/8 in. dia cut x 16 in., w/mandrel, in case.

FSN 5110-449-7313

FSN 5120-357-6278 3 jaws, puller — 3½ in. lg
FSN 5120-313-9499 1 nut, knurled — 2½ in. dia
FSN 5120-313-9501 3 pins
FSN 5120-313-9498 1 slide hammer — 4 in. lg
FSN 5120-313-9497 1 rod — 24 in. lg
FSN 5120-313-9500 1 yoke — 2½ in. dia
FSN 5120-357-9244 1 yoke — 2½ in. w

REPAIR KIT, TUBELESS TIRE

FSN 4910-922-6921

REPAIR TOOL, PNEUMATIC TIRE VALVE: for std tire valve.

FSN 5120-308-3809 12

RETRIEVING TOOL, MAGNETIC telescoping type.

FSN 5120-545-4268

SANDER, DISK, ELECTRIC, PORTABLE: 7 in. dia pad, hw-duty, ac/dc, 115 v, suppressed for radio interference and fungus resistance treated.

FSN 5130-857-8526

SAW, HAND, CROSSCUT: 24 in. lg blade, 6 in. w at butt, 1¼ in. w at pt, 10 pts per in., stght back.

FSN 5110-142-4999

SCALE, DIAL INDICATING: weighing, hanging type, 1 hook type load receiver, stght face type dial grad 0 to 50 lb in 1 lb intervals, avdp system, spg type mech, w/o counterpoise weight.

FSN 6670-254-4634

SCREEN, HEADLIGHT BEAM ADJUSTMENT.

FSN 4910-240-7529

SCREWDRIVER, FLAT TIP: plastic hdl, w/ wrench grip, 3/8 in. w flared tip.

FSN 5120-278-1279 8-in. 4

FSN 5120-278-1283 6-in. 2

SCREWDRIVER SET, CROSS TIP, STRAIGHT AND OFFSET: Phillips No. 1, 2, 3, and 4 size tips, plastic hdls, c/o 1 ea of the following:

FSN 5120-580-0334

	Tip No.	Blade lg in.	Type
FSN 5120-240-8716	1	3	cross tip
FSN 5120-234-8913	2	4	cross tip
FSN 5120-234-8912	3	6	cross tip
FSN 5120-224-7375	4	8	cross tip
FSN 5120-256-9014	1 and 2	4¾	offset
FSN 5120-242-3268	3 and 4	6	offset

MORE

SEPARATOR, OIL AND WATER, SPRAY GUN: 1 regulator, corrosion resistant materiel, wall type mtg.

FSN 5940-242-4100

SHEARS, BENT TRIMMER'S: S blade and hdl, w/2 sharp pointed blade ends, 12 in. lg o/a.

FSN 5110-203-9642

SOCKET, SOCKET WRENCH: ½ in. square-drive, 13/16 in. point opening, deep style.

FSN 5120-945-4704

SOCKET, SOCKET WRENCH: u/o power tools (When Wrench, Impact, Electric, FSN 5130-596-9821 is no longer repairable, then turn these in).

	sq drive	hex opng
FSN 5130-541-0496	3/8	3/4
FSN 5130-541-0497	1/2	13/16
FSN 5130-541-0498	1/2	7/8
FSN 5130-541-0499	1/2	15/16
FSN 5130-260-0939	1/2	1
FSN 5130-541-0500	1/2	1 1/16

SOCKET SET, SOCKET WRENCH: ½ in. sq-drive, 12 pt opngs, deep style, w/case, c/o 1 ea of the following:

FSN 5120-596-8622

	Opng, in.		
FSN 5120-243-7351	½	FSN 5120-243-7342	7/8
FSN 5120-243-7348	9/16	FSN 5120-243-7343	15/16
FSN 5120-235-5898	5/8	FSN 5120-243-7340	1
FSN 5120-243-7346	11/16	FSN 5120-243-7341	1 1/16
FSN 5120-242-3349	3/4	FSN 5120-243-7339	1 1/8
FSN 5120-243-7345	13/16		

SOLDERING IRON, ELECTRIC: 1⅛ lb, ½ in. dia py pt tip, setscrew fastening, 115 v, ac.

FSN 3439-585-6057

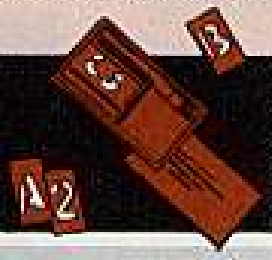
SOLDERING IRON, NONELECTRIC: cop. py pt, 2 lb wt per pr, w/hdl.

FSN 3439-266-9549 2

SPRAY GUN, PAINT: hand operated nonbleeder type, exter mix type air cap., 7 to 8 cfm air consumption at 50 to 60 lb pressure, al body, ¼-18NPSH air connection and 3/8-18NPSH fluid connection.

FSN 5940-261-8415 2

STENCIL SET, MARKING: 45 adj mtl stencils, letters A thru Z, numerals 0 thru 9, 1 ampersand, apostrophe, comma, period, spacer, and 4 end pc.

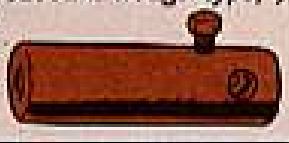


FSN 7520-298-7043	1-in.
FSN 7520-298-7044	2-in.
FSN 7520-272-9683	3-in.
FSN 7520-269-9012	4-in.

STONE, SHARPENING: comb. type, syn, al-oxide or silicon carbide, oil-treated, coarse and fine grit, 6 in. lg x 2 in. w x 1 in. thk o/a.

FSN 5345-198-8050

STUD REMOVER AND SETTER: wedge type, ¼ in. to 3/8 in. stud dia range, ½ in. female sq-drive.



FSN 5120-596-0980

TAPE, MEASURING: S, tree circ measuring type, 20 ft lg x 3/8 in. w, grad in std units of in. and ft, 1/100 ft increments, lh to rh reading, w/case, non-butt end type, hand crank rewind.

FSN 5210-221-1875

TESTER, ANTIFREEZE SOLUTIONS: for multi-solution testing, 2 float type, 1 bbl, w/thermometer, minus 60 deg F. to plus 160 deg F. temp range, w/conversion table and additional protection chart, integral type, w/case.

FSN 6630-449-6609 2

TESTER, BATTERY ELECTROLYTE SOLUTION: sgle-bbl, w/thermometer and correction scale an integral part, specific gravity range 1.150 to 1.350, minus 65 to plus 165 deg F. temp range, automotive and other.

FSN 6630-171-5126 2

TESTER, CYLINDER COMPRESSION: direct type.

FSN 4910-250-2423 2

TESTER, INTERNAL COMBUSTION ENGINE: unmounted, for testing manifold vacuum and fuel pump pressure 0 to 8 lb pressure and 0 to 27 in. vacuum ga scale ranges, w/carrying case.

FSN 4910-255-8673 2

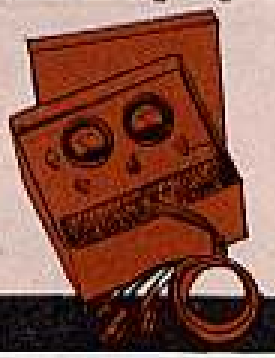
TESTER, SPRING RESILIENCY: ptbl, tests tension type spg, weighing scale type, manually operated, hook load receiver, marked in oz, 0 to 80 oz range of grad, 1 oz smallest increment.

FSN 6635-449-3750

TEST SET, GENERATOR AND VOLTAGE REGULATOR, AUTOMOTIVE: measurements of voltage and cur. in the low tension circuits of 6/12/24 v test, ammeter 3 to 0 to 10 amp, 15 to 0 to 50 amp, 30 to 0 to 100 amp, and 150 to 0 to 500 amp ranges, voltmeter 0 to 1 v, 0 to 10 v, 0 to 20 v, and 0 to 50 v ranges, S, 15 in. lg x 18 in. w x 12 in. h, for general purpose use, w/carrying case.

FSN 4910-092-9136

TEST SET, TACHOMETER-DWELL: ptbl type, tachometer scale 0 to 1000 rpm range of numerical markings w/20 rpm smallest increment and 0 to 5000 rpm range of numerical markings w/100 rpm smallest increment, dwell meter scale 0 to 50 deg range of numerical markings w/1 deg smallest increment, nonluminiferous, 30 to 80 deg range of numerical markings, w/2 deg smallest increment, nonluminiferous 10¼ in. lg x 8¾ in. w x 4⅜ in. h.



FSN 4910-788-8549

THREADING SET, PIPE: rht rect 2 pc diestock dies, diestock w/adj guide.

FSN 5180-357-7514

	Die, thread cutting, thd size
FSN 5136-189-3159	⅛-27NPT
FSN 5136-189-3160	¼-18NPT
FSN 5136-189-3161	⅜-18NPT
FSN 5136-189-3162	½-14NPT
FSN 5136-189-3163	¾-14NPT
FSN 5136-222-2224	1.0-11-½NPT
FSN 5136-221-1095	Diestock: 32 to 44 in. o/a lg tap, thread cutting, thd size
FSN 5136-189-7805	⅛-27NPT
FSN 5136-189-7806	¼-18NPT
FSN 5136-189-7807	⅜-18NPT
FSN 5136-189-7808	½-14NPT
FSN 5136-237-8147	¾-14NPT
FSN 5136-237-8148	1.0-11-½NPT

25 MORE

THREADING SET, SCREW: rd split dies, rh, c/o 1 ea of the following:

FSN 5180-448-2362

	Die, thread cutting, thd size
FSN 5136-224-1449	1/4-20NC
FSN 5136-197-9298	5/16-18NC
FSN 5136-889-6605	3/8-16NC
FSN 5136-197-9304	7/16-14NC
FSN 5136-197-9307	1/2-13NC
FSN 5136-189-3220	9/16-12NC
FSN 5136-189-3221	5/8-11NC
FSN 5136-189-3222	3/4-10NC
FSN 5136-189-3223	7/8-9NC
FSN 5136-189-3224	1.0-8NC
	Diestock, Die Dia, o/a lg, in.
	in.
FSN 5136-180-0548	2 20 to 28
FSN 5136-224-7114	2 1/2 22 to 32
	Tap, thread cutting: Plug type thd, size
FSN 5136-729-5693	1/4-20NC
FSN 5136-276-1031	5/16-18NC
FSN 5136-276-1032	3/8-16NC
FSN 5136-729-5691	7/16-14NC
FSN 5136-729-5692	1/2-13NC
FSN 5136-729-5690	9/16-12NC
FSN 5136-223-6228	5/8-11NC
FSN 5136-729-5702	3/4-10NC
FSN 5136-203-6621	7/8-9NC
FSN 5136-227-7260	1.0-8NC
	Wrench, tap and reamer, adj bolt tap holding capacity, in.
FSN 5120-289-0539	No. 8 to 3/4
FSN 5120-289-0537	1/4 to 1 1/8

THREADING SET, SCREW: rd split type dies, plug type taps, c/o 1 ea of the following:

FSN 5180-422-4975

FSN 5140-322-5976	Case, threading set die, thread cutting, thd size
FSN 5136-189-3194	1/4-28NF
FSN 5136-189-3195	5/16-24NF
FSN 5136-189-3196	3/8-24NF
FSN 5136-189-3197	7/16-20NF
FSN 5136-189-3198	1/2-20NF
FSN 5136-189-3199	9/16-18NF
FSN 5136-189-3200	5/8-18NF
FSN 5136-189-3201	3/4-16NF
FSN 5136-189-3238	7/8-14NF
FSN 5136-820-8090	1.0-12NF
FSN 5136-189-3239	1.0-14NS
	Diestock o/a lg, in.
FSN 5136-224-7113	12 to 18
FSN 5136-224-7114	22 to 32
	Tap, thread cutting: Plug type, thd size
FSN 5136-580-7360	1/4-28NF
FSN 5136-580-7359	5/16-24NF
FSN 5136-555-8910	3/8-24NF
FSN 5136-580-7182	7/16-20NF
FSN 5136-580-7184	1/2-20NF
FSN 5136-580-7186	9/16-18NF
FSN 5136-555-3177	5/8-18NF
FSN 5136-580-7342	3/4-16NF
FSN 5136-580-7188	7/8-14NF
FSN 5136-820-2998	1.0-12NF
FSN 5136-580-7343	1.0-14NS
	Wrench, tap and reamer, adj bolt tap holding capacity, in.
FSN 5120-289-0539	No. 8 to 3/4
FSN 5120-289-0537	1/4 to 1 1/8

THREADING SET, SCREW: rd thd; rd split type taps, c/o the following:

FSN 5180-357-7510

	Die, thread cutting, thd size
FSN 5136-293-2538	No. 6-32NC
FSN 5136-618-2689	No. 8-32NC
FSN 5136-618-2690	No. 10-24NC
FSN 5136-618-2691	No. 10-32NF
FSN 5136-618-2692	No. 12-24NC
FSN 5136-221-1236	Diestock: 6 to 8 in. o/a lg
	Tap, thread cutting, thd size
FSN 5136-836-8649	No. 6-32NC
FSN 5136-836-8650	No. 8-32NC
FSN 5136-585-6760	No. 10-24NC
FSN 5136-228-1008	No. 10-32NF
FSN 5136-836-8651	No. 12-24NC
FSN 5120-357-9168	Wrench, tap and reamer, adj: bolt tap holding cap No. 0 to 1/4 in.

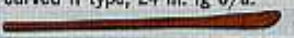
TIRE IRON: 18 in. lg o/a.

FSN 5120-422-8558

TIRE IRON: curved bead breaker, 33 in. lg o/a.

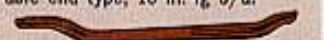
FSN 5120-580-8924

TIRE IRON: curved fl type, 24 in. lg o/a.



FSN 5120-277-4071 2

TIRE IRON: dble end type, 18 in. lg o/a.



FSN 5120-449-7073 2

TIRE IRON: lock ring, 40 in. lg o/a.

FSN 5120-765-8536

TOOL KIT, ELECTRICAL CONNECTOR: 1 stripper and cutter, 3 removers, and 1 plier, in mtl case.

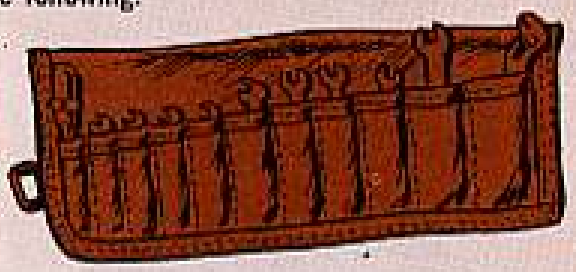
FSN 5180-708-3423

	Item Name
FSN 5140-772-9655	Case: mtl, 15 13/16 in. lg
FSN 5120-596-9313	Crimping tool, terminal, hand: 22 thru 10 AWG wire size accommodated
FSN 5120-797-8495	0.063 dia, in. remover
FSN 5120-797-8494	0.120 dia, in. remover
FSN 5120-391-1710	0.187 dia, in. remover
FSN 5110-268-4224	Stripper, wire, hand: 22 to 8 AWG stripping range capacity

MORE

TOOL KIT, AUTOMOTIVE ELECTRICAL: c/o 1 ea of the following:

FSN 5180-422-8594 — 3



FSN 5120-540-2464 PLIERS, SLIP JOINT: 5 in. size.

FSN 5120-236-2140 SCREWDRIVER, FLAT TIP: 1/8 in. w flared tip, 2 in. lg blade.

WRENCH, OPEN END, FIXED:

	Opngs, in.	Thd hd, in.	Lg, in.	Deg of angle, small hd	Deg of angle, large hd
FSN 5120-277-3414	13/64 and 15/64	7/64	3	15	60
FSN 5120-277-8310	13/64 and 15/64	7/64	3	60	15
FSN 5120-277-8308	7/32 and 1/4	7/64	3	15	60
FSN 5120-277-8309	7/32 and 1/4	7/64	3	60	15
FSN 5120-277-8311	9/32 and 5/16	5/32	3 1/2	15	60
FSN 5120-277-8312	9/32 and 5/16	5/32	3 1/2	60	15
FSN 5120-277-8313	11/32 and 3/8	5/32	3 3/4	15	60
FSN 5120-277-8314	11/32 and 3/8	5/32	3 3/4	60	15
FSN 5120-596-4421	7/16 and 1/2	11/64	4 7/16	15	60
FSN 5140-708-3431	ROLL				

TORCH OUTFIT, CUTTING AND WELDING.

FSN 3433-357-8116 — Consisting of:

GOGGLES, INDUSTRIAL. FSN 4240-203-3804

HOSE ASSEMBLY, RUBBER: green colored. FSN 3433-356-8572

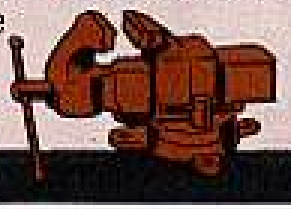
HOSE ASSEMBLY, RUBBER: red. FSN 3433-356-8571

REGULATOR, PRESSURE, COMPRESSED GAS: for acetylene. FSN 6680-551-1094

REGULATOR, PRESSURE, COMPRESSED GAS: for oxygen. FSN 6680-281-8193

TORCH SET, CUTTING AND WELDING. FSN 3433-294-6743

VISE, MACHINISTS: swv-base, 4 in. w jaw, 6 in. jaw opng, replaceable jaw faces.



FSN 5120-283-1439

VULCANIZER, HOT PATCH: bench or wall mtd, quick acting clamp type, w/tu roughing tool.

FSN 4910-243-3130

WHEEL, ABRASIVE: sp, al-oxide, 24 gr, No. 14 open gr spacing, resinoid bond, gr U, 7 in. dia o/a, 2 5/8 in. dia recess, 3/16 in. thk o/a, 3/8 in. dia arbor hole.

FSN 5130-542-3313 — 6

WRENCH, AUTO, ADJUSTABLE: 0 to 3 5/8 in. jaw opng, 15 in. lg o/a.

FSN 5120-264-3793 — 2

WRENCH, BOX: angular offset dble-hd type, 12 pt opngs.

	opngs.	lg o/a.
FSN 5120-228-9521	1 1/16 in. & 1 1/8 in.	15 in.
FSN 5120-184-8677	1 1/4 in. & 1 3/8 in.	18 in.

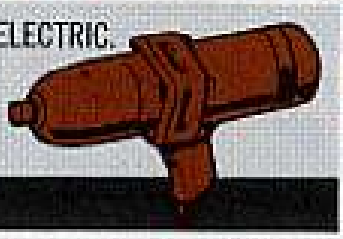
WRENCH, BOX: dble-offset dble-hd type, 1 1/4 in. and 1 5/16 in. 12 pt opngs, 17 3/8 in. lg o/a.

FSN 5120-264-5212

WRENCH, BOX: half moon dble-hd type, 9/16 in. and 5/8 in. 12 pt opngs, 6 1/2 in. lg o/a.

FSN 5120-222-1596

WRENCH, IMPACT, ELECTRIC.

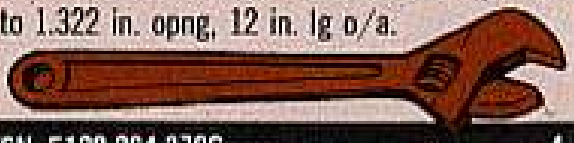


FSN 5130-596-9821

WRENCH, OPEN END, ADJUSTABLE: sgle-hd type, 0 to 1.135 in. opng, 10 in. lg o/a.

FSN 5120-449-8083 4

WRENCH, OPEN END, ADJUSTABLE: type, 0 to 1.322 in. opng, 12 in. lg o/a.



FSN 5120-264-3796 4

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle.

	opngs.	lg o/a.	
FSN 5120-184-8620	7/16 in. and 1/2 in.	7 in.	2
FSN 5120-184-8621	9/16 in. and 5/8 in.	7 3/4 in.	2
FSN 5120-277-2326	1 1/16 in. and 1 5/8 in.	15 1/2 in.	

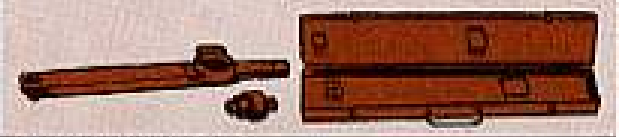
WRENCH, PIPE: adj jaw style.

	in ips.	lg o/a.	
FSN 5120-277-1485	1/4 to 1	10 in.	2
FSN 5120-277-1461	1 to 2	18 in.	

WRENCH, SPANNER: adj hook type, fixed pivot pt, 3/4 in. to 2 in. circle dia, 11/32 in. thk hook.

FSN 5120-268-6468

WRENCH, TORQUE: rigid frame end drive style, w/rtc adpt, w/visual dial indicating tor mech, 1/2 in. male sq-drive, 175 ft-lb cap., w/case.



FSN 5120-640-6364

WRENCH, TORQUE: rigid frame end drive style, w/visual dial indicating tor mech, 3/4 in. male sq-drive, 0 to 600 ft-lb cap., w/case.

FSN 5120-221-7983

WRENCH, WHEEL, STUD NUT, GEARED SOCKET: 36 in. tubr hdl, 20 in. bar hdl.

FSN 5120-378-4411

(P.S) MORE

WRENCH SET, IMPACT, HAND: torque type, ¾ in. sq-drive, reverse ratchet type wrench, 800 lb torque, w/sockets, handle attachments and case.

FSN 5120-961-9813

EXTENSION, SOCKET WRENCH:

	lg, in.	
FSN 5130-449-6656	6	41-70780
N/A	9	41-70781
FSN 5130-449-6657	12	41-70775

EXTENSION: SPECIAL FOR TURRET

N/A STUDS	42-70704
N/A LINK, OFFSET, SHORT	41-70783
N/A LINK, OFFSET, LONG	41-70783-1
N/A WRENCH, BOX	41-00787-6
N/A WRENCH, BOX	41-00787-8
N/A WRENCH, BOX	41-00787-11

SOCKET, SOCKET WRENCH:

	Opngs, in.	Mfr p/n
FSN 5130-227-6701	¾	69241
FSN 5130-227-6676	13/16	69261
FSN 5130-227-6677	⅞	69281
FSN 5130-293-1411	15/16	69301
FSN 5130-227-6679	1	69321
FSN 5130-293-1412	1 1/16	69341
FSN 5130-227-6681	1 1/8	69361
FSN 5130-293-1413	1 3/16	69381
FSN 5130-227-6683	1 1/4	69401
FSN 5130-227-6684	1 5/16	69421
FSN 5130-227-6685	1 3/8	69441
FSN 5130-227-6686	1 7/16	69461
FSN 5130-236-3979	1½	69481

FSN 5120-440-8047

WRENCH, IMPACT MANUAL, 750	41-90750
N/A MANUAL, TECHNICAL	22121-34
N/A BOX, TOOL KIT	80799

WRENCH SET, OPEN END, FIXED: dble-hd type, 15 deg angle of head, w/ro, c/o 1 ea of the following:

FSN 5120-317-8068 2

	Opngs, in.	Overall lg, in.
FSN 5120-277-2342	⅜ and 7/16	4⅛
FSN 5120-187-7123	7/16 and ½	5
FSN 5120-187-7124	½ and 9/16	5½
FSN 5120-187-7126	9/16 and ⅝	6
FSN 5120-277-8301	⅝ and 11/16	7
FSN 5120-224-3102	⅝ and ¾	7
FSU 5120-240-5609	¾ and ⅞	8⅜
FSN 5120-187-7131	⅞ and 15/16	10
FSN 5120-277-2693	15/16 and 1 1/16	10½
FSN 5120-187-7133	1 and 1⅛	11½

WRENCH SET, SOCKET: ¼ in. sq-drive, hex and 8 pt opngs, w/case, c/o 1 ea of the following:

FSN 5120-203-9573 3

HANDLE, SOCKET WRENCH:

FSN 5120-221-7957	4¼	Lg, in.
FSN 5120-221-7960	5 7/16	

FSN 5120-243-1686 UNIVERSAL JOINT, SOCKET WRENCH: 1 5/16 in. lg

FSN 5140-357-5468 BOX, SOCKET WRENCH SET.

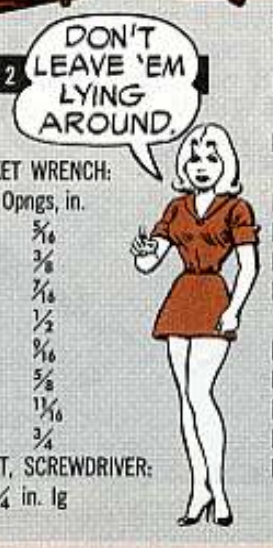
SOCKET, SOCKET WRENCH:	Opngs, in.	shape
FSN 5120-236-2262	3/16	hex
FSN 5120-236-2263	5/32	hex
FSN 5120-236-2264	¼	hex
FSN 5120-189-7906	¼	8 pt
FSN 5120-242-3345	9/32	hex
FSN 5120-232-5703	5/16	hex
FSN 5120-189-7907	5/16	8 pt
FSN 5120-232-5704	11/32	hex
FSN 5120-241-3186	⅜	hex
FSN 5120-189-7908	⅜	8 pt
FSN 5120-239-0016	7/16	hex

EXTENSION, SOCKET WRENCH:

	Lg, in.
FSN 5120-227-8105	2
FSN 5120-243-7325	6

WRENCH SET, SOCKET: ⅜ in. sq-drive, 12 pt opngs, w/case c/o 1 ea of the following:

FSN 5120-449-8200 2



SOCKET, SOCKET WRENCH:

	Opngs, in.
FSN 5120-232-5711	5/16
FSN 5120-227-6702	⅜
FSN 5120-227-6703	7/16
FSN 5120-237-0977	½
FSN 5120-227-6704	9/16
FSN 5120-237-4973	⅝
FSN 5120-232-5706	11/16
FSN 5120-227-6705	¾
FSN 5120-243-7332	BIT, SCREWDRIVER: 1¼ in. lg

FSN 5120-184-8384	CROWFOOT ATTACHMENT, SOCKET WRENCH.
FSN 5120-184-8397	CROWFOOT ATTACHMENT, SOCKET WRENCH.

EXTENSION, SOCKET WRENCH:

	Lg, in.
FSN 5120-227-8107	6
FSN 5120-243-1693	9
FSN 5120-273-9205	18

HANDLE, SOCKET WRENCH:

	Lg, in.
FSN 5120-240-5364	6
FSN 5120-241-3143	7
FSN 5120-240-5396	8½
FSN 5120-237-4969	16
FSN 5120-224-9215	UNIVERSAL JOINT, SOCKET WRENCH.

WRENCH SET, SOCKET: ¾ in. sq-drive, 12 pt opngs, w/case, c/o 1 ea of the following:

FSN 5120-204-1999

EXTENSION, SOCKET WRENCH:

	Lg, in.
FSN 5120-273-9208	3¼
FSN 5120-243-7328	8
FSN 5120-227-8079	16

HANDLE, SOCKET WRENCH:

	Lg, in.
FSN 5120-249-1076	18
FSN 5120-099-8544	18½
FSN 5120-221-7959	20⅜
FSN 5120-243-1687	UNIVERSAL JOINT, SOCKET WRENCH: 4 3/16 in. lg

SOCKET, SOCKET WRENCH:

	Opng, in.
FSN 5120-181-6816	⅞
FSN 5120-181-6813	15/16
FSN 5120-237-0989	1
FSN 5120-189-7928	1 1/16
FSN 5120-239-0021	1⅛
FSN 5120-235-5871	1¼
FSN 5120-232-5681	1 5/16
FSN 5120-189-7931	1 7/16
FSN 5120-293-0094	1½
FSN 5120-189-7910	1 9/16
FSN 5120-199-7765	1⅝
FSN 5120-199-7768	1 11/16
FSN 5120-199-7769	1⅞
FSN 5120-199-7770	2

THE REEL FACTS ON . . .

GENERAL & SUPPLY

SIMPLE THINGS STAY SIMPLE ONLY IF THEY'RE HANDLED RIGHT! ABUSE THEM AND YOU'VE GOT NOTHING BUT TROUBLE!

Wire ROPE AND CABLE

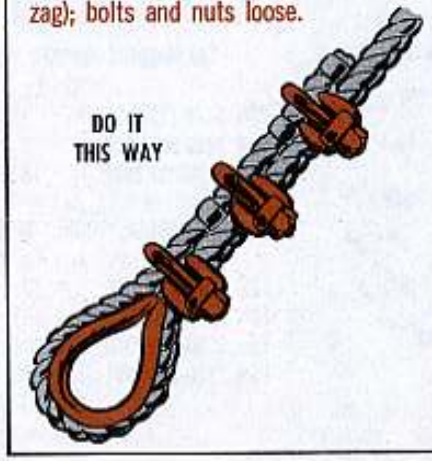
A bum cable worth $100 can foul up a $50,000 crane, delay a whole Engineer platoon, maybe road-block a couple of battalions of gun-type troops . . . small item, big trouble.

So have an eye at your crane hoist, wrecker, MHE, or such and see how that cable is doing. Look at:

SHEAVES — Groove binding, not allowing cable to run easily; undersize wheel pulling cable out of shape under load; worn groove chafing cable; broken groove sizes cutting cable; unlubed sheave bearings locking pulley and causing cable to burn and fray.

BEARINGS — Unlubed, worn out, frozen and burning up wire or wobbling to cause cuts on block plates.

END CLIPS — Not mounted right (U-bolt on working side of cable or staggered between clips, causing dead end to zig-zag); bolts and nuts loose.



WIRES AND STRANDS — No lube, caked with worn-off metal and mud; individual wires breaking; more than half the wires in any single strand broken; strands separating from pulled-out kinks or fraying after crushing under track cleats; wire burned or stretched out of shape by overload.

What you can't see, the core, is probably ailing if you find lubrication bad. That core is a cushion and spacer and vibration killer. It's not an oil wick or "crankcase;" the oil in it goes there to keep the core healthy.

Plenty of clean, fresh oil is the word for the whole cable . . . **not** old engine oil, nix, no! Used oil contains corrosives that will chew up the cable and rot out the core.

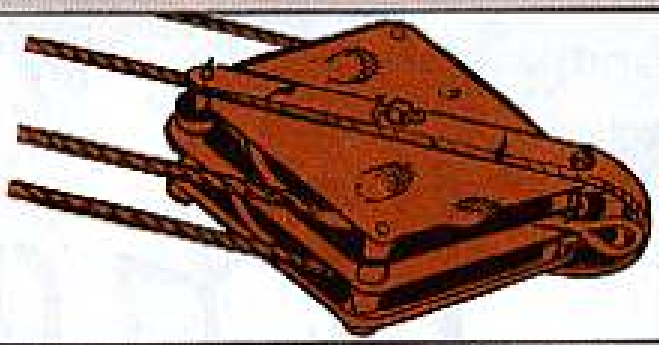
AND ALL THE FIXTURES

Now see what's doing with your cable's near neighbors.

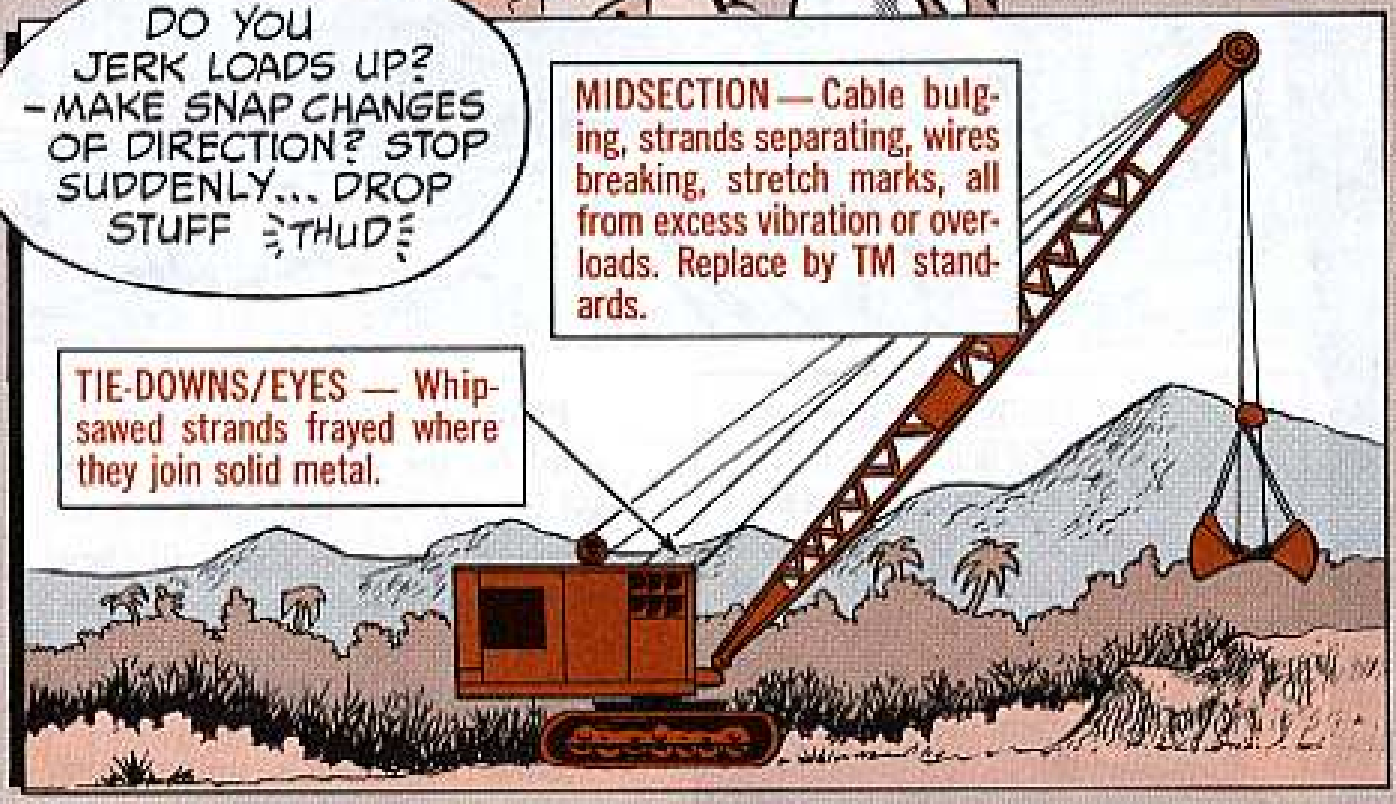
END CONNECTORS — Wires broken from vibration or strain; hairline cracks in connector eyes; excess wear from vibrating under load.

(125) MORE

GUIDES AND BLOCKS — Loose plates cutting strands; deep dents or sharp edges rubbing on sheaves or lines.



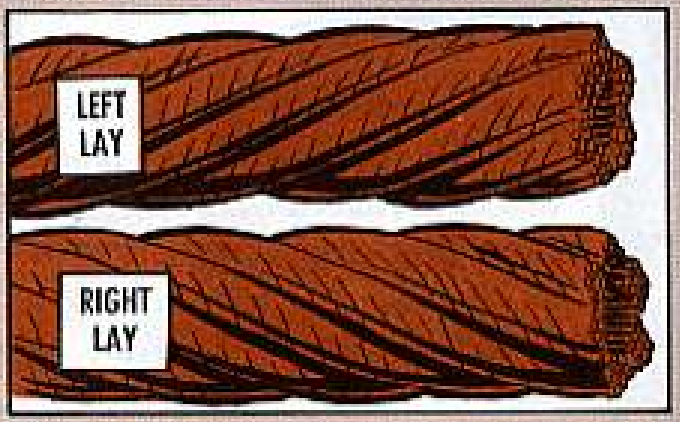
IT'S HOW YOU DO IT



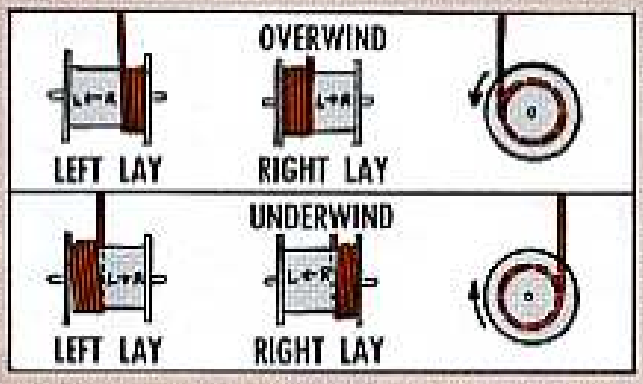
BEAT THE DRUM

The way your cable winds on the drum — be it crane, retriever, or whatever — has something to do with its good health, too.

If your cable is wound so the strands turn to the right as you look down it, it's Right Lay; if they go left, it's Left Lay.



A Right Lay cable hooks onto the right side of a drum that turns as if it were a barrel you were rolling along, and the cable comes in under the bottom. On such a drum, the cable hooks on the left side if it's Left Lay, and that kind of spooling-on is called Underwind.



Overwind drums, which spool on the cable over the top and turn the opposite direction, take Left Lay rope fastened to the right side, and Right Lay fastened at the left.

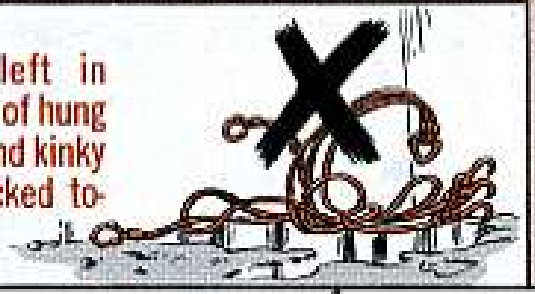
That's done so the cable won't tend to unwind itself as it goes on the drum, nor wind so tight there's extra tension. It helps keep down kinks, too.

Like lots of good things, this deal has a catch. The catch is, you don't want to put more cable on a drum than you'll need, because winding a second and third layer on does cause crushing, grinding, and such. If you do need a long line, there's no choice . . . grin and bear it.

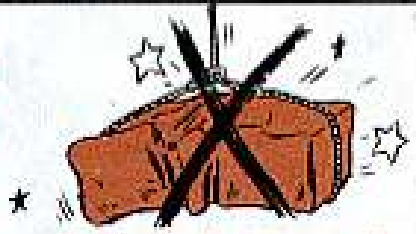
SWING IT

Those extra shoelaces you lift with, called slings, often get brutal treatment that helps nobody, too.

STORAGE — Slings left in damp corners, instead of hung up on racks; tangled and kinky lines of all sizes stacked together.



USE — Sling too short or too small diameter for a job; lines left dangling from snatch blocks after use; slings unlubed after use.



Use long-enough slings so's you don't ever have an angle over 45° at the hook or lift eye. That cuts down strain and bust-ups.

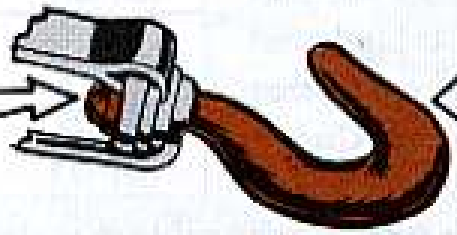
And if your sling rubs on sharp corners, use pads to protect the sling. Extra sling loops can help — only load 'em equally to share the weight and stay level.

APPEARANCE — Rust; dry oil and dirt mixed in strands; loops left to form kinks; strands broken; clips on ends of made-up slings on wrong; ½ or more of the wires in one strand broken; mud-caked; crushed.

PS MORE

LOOK AT THE HOOK

Naturally the business end of your hoist or retriever counts, so have a gander at the hook block or hook and eye, whichever—



HOSS-TRADIN' TIME

But there comes a day when you do have to change out cable. Then be sure you unreel it right. The idea is, you don't want loops and kinks.

Jack up big supply spools—drums with a ton or so of cable—and roll the line off the bottom, unless you've a helper to act like a brake on the reel. In that case, your helper can keep too much from spooling off by holding tension on the line, and you can reel it off either bottom or top.

For small sections, tied down free ends and moving the coil like the wheel is good. If you do catch a loop forming, hand-straighten.

And if you can get fingers on a copy of TM 5-725, Rigging, sleep with it under your pillow. When you're not sleeping, read it.

NO BLANKET

Winch wire can't stand under-cover work—so no covering the drum with canvas or such. Moist air under the cover will condense—and soon you've got nothing but another rusted-out reel of rope.

For winches that'll have to sit idle weeks or months, CW lubricant beats OE. You'll want Fed Spec VV-L-751, Type II, which has some anti-corrosion stuff. Fed Cat C9100-IL (Sep 67) gives FSN's, accordin' to quantity you need.

Just 'fore you put the CW on, give the cable a scrub-down. Wire-brushings and wipe cloth will do. But if it's caked with grease 'n' dirt, steam cleaning is needed—just dry it out good before you lam in the CW.

The oil pressure gage on your 6,000-lb Anthony or Chrysler model rough terrain forklift may be lying to you. The gage may read "in the red" when the engine's idling, and yet the oil pressure's not too low.

The engine oil pressure increases as the RPM increases. As a rule of thumb, you should have 1½ pounds of pressure for each 100 RPM.

With the engine and the oil at operating temperature and at idle speed (700 RPM), the gage should read between 12 to 18 pounds.

So keep this in mind when you do your daily PM services, because TM 10-3930-242-12 (Mar 66), says normal engine oil pressure for your forklift is 40 to 60 lbs. But that's only with the engine running at the governed speed of 2800 RPM.

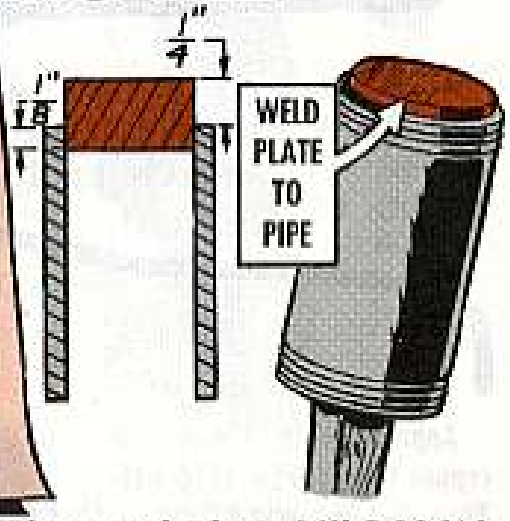
TENT PIN DRIVING AID

Dear Editor,

Here's a tent pin driving aid we use when we drive tent pins in hard ground. We've found that we don't have to replace broken pins as often when we use this aid. You can make it by welding a scrap-iron cap on a 5-in piece of 2-in ID galvanized pipe.

Now all you have to do is place it over the pin and start pounding.

1SG George A. Blatchford
Co B, 50th Maint Bn
NJARNG



(Ed Note—If you use a ⅛-in thick piece of carbon steel plate, Mil-S-22698, Class A, Type 1, hot rolled, FSN 9515-153-3223, on that galvanized pipe there is less danger of steel chips flying from the cap. Cut the plate so ⅛ inch of it will go inside the pipe and ¼ inch will be sticking out the top. Then weld it all the way round so it will stay put.)

WELDING HELP

AIR-ARC CUTTING/ GOUGING TOOL

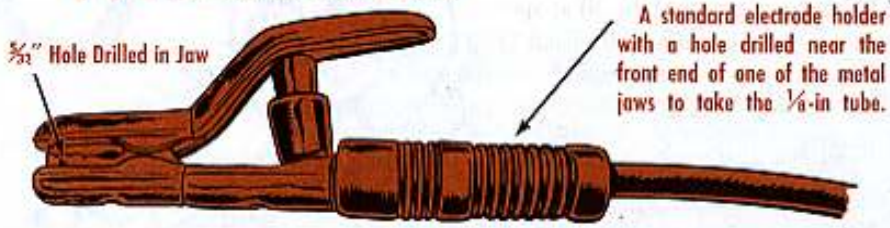
Dear Editor,

We've devised a real handy tool for cutting and gouging stainless steel and aluminum welds. It also handles mild steel, cast and ductile iron, high nickel alloy, copper and brass welds.

The tool uses a copper-coated or uncoated carbon electrode and high-pressure air to melt and blast away the old weld. And, it changes long, sweaty hours of hard work to minutes of fast, easy work.

Mr. B. Cohen — CW2 G. Lantrip

• • • *To make the tool we used:*



Insulation, electrical, adhesive tape, 3/4-in wide (FSN 5970-538-5843).

or

Hose Clamp (FSN 4730-844-2221).

Silver solder (FSN 3439-224-3573).

AIR-LINE HOOK-UP

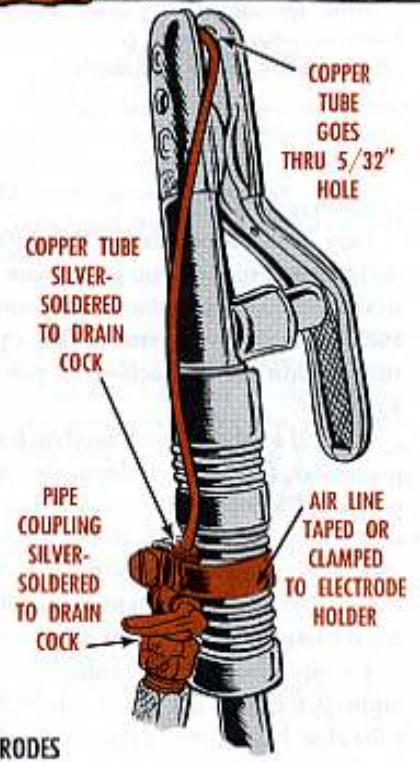
One end of the tube, bent to hook down, goes through the hole in the holder's jaw so the air blast hits where the electrode meets the work. The tube extends about 1/8-in through the hole. The tube should be soldered in place if it's not a snug fit.

The other end of the tube is soldered to the front of the drain cock, which serves as a shut-off valve.

The coupling is soldered to the back of the drain cock to take the line from the air supply.

The air-line attachment is taped or clamped to the handle of the electrode holder. The tool can be used with an air compressor or a vehicle's air system. It can take 40-100 PSI.

The tool must be used from left to right and the welder must always wear gloves.



CARBON ELECTRODES

These FSN's will get you twelve inch long carbon electrodes:

FSN 3439-262-4227, 3/16-in dia
FSN 3439-262-4294, 1/4-in dia
FSN 3439-262-4228, 3/8-in dia

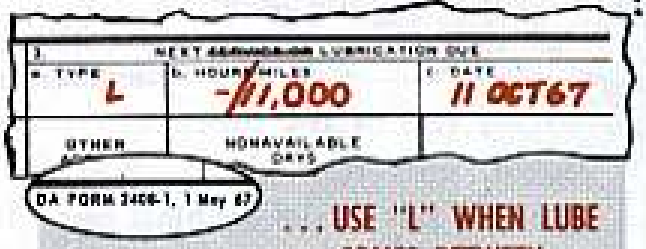
(Ed Note—Good deal. The home-made air-line attachment can also be used with a collet "stub saver" electrode holder. See TB 9-3439-203/1, 18 May 67).

ALPHABET SOUP

Dear Half-Mast,

What symbol do we use for the next-lubrication-due entry in block 3a on DA 2408-1 daily? It's all alphabet soup to me.

PFC L. I. F.



. . . USE "L" WHEN LUBE COMES BETWEEN PERIODIC PM SERVICES.

USE "S" WHEN LUBE IS COORDINATED WITH THAT PM SERVICE . . .

Dear Private L. I. F.,

Easy, now! Block 3a on DA 2408-1 daily is used to help you coordinate the next-lube-due with the next periodic PM service due—whenever that's possible within the authorized 10 percent variation.

So . . . if a lubrication (based on hours or miles) falls due **before** the next periodic PM service (by more'n 10 percent) use L in block 3a. But if the lube can be coordinated with the periodic PM called for in the equipment TM, use the letter that stands for that service.

For equipment that has only S (semi-annual) services, use L for a lube that falls due before the service—S when the lube and the service are scheduled together. For equipment that has only Q (quarterly) services, use L for a lube that falls due before the Q and Q for a lube coordinated with the Q. You'd also use L or M (and sometimes L or W) in a similar way if the equipment has M (monthly) or W (weekly) periodic PM services. That's what para 4-5d(3)(c) in TM 38-750 means.

Also, when you use L for a lubrication based on miles or hours only, you'll have to estimate the date that it'll fall due (block 3c).

Half-Mast

Machine Gun Medley

It makes a difference which .50 caliber machine gun you have mounted on your tank. If you have one of the M2 HBTT (like on an M48A3 tank) you load it with the ammo belt's double loop leading. If it is an M85 (like on the M60 tanks) you load with the open side of the link down and the single loop leading. This is the latest dope regardless of what you may have seen in PS or any other place.

M131A5 Tanker Hose

Make it FSN 4720-906-8939 for Hose, air cleaner preheat air, you see on page 9 in TM 5-2805-204-24P (Nov 65). Then you'll get the right item—the lower air cleaner hose for your M131A5 semi-trailer's pumping engine.

24V Battery FSN

Hey, all you owners of PU's 236, 409, 618M and 620M—besides plain ol' SF-5.0-MD 5KW Military Design generator sets—on your 24-volt electrical system, the 4 HN battery FSN's changed. It was FSN 6140-066-4984. It's now FSN 6140-059-3528, in Ch 2 (Aug 67) to SC 6135/40-ML.

Apply M88 VTR Safety MWO

What happens when somebody makes a mistake and connects the fire extinguisher lines with the fuel lines on the M88 tank recovery vehicle?

Somebody could get killed is what happens.

That's why MWO 9-2320-222-20/2 (Oct 67) was written.

If your tracked vehicle repairman hasn't already put this MWO on your M88 see that he does it—but pronto.

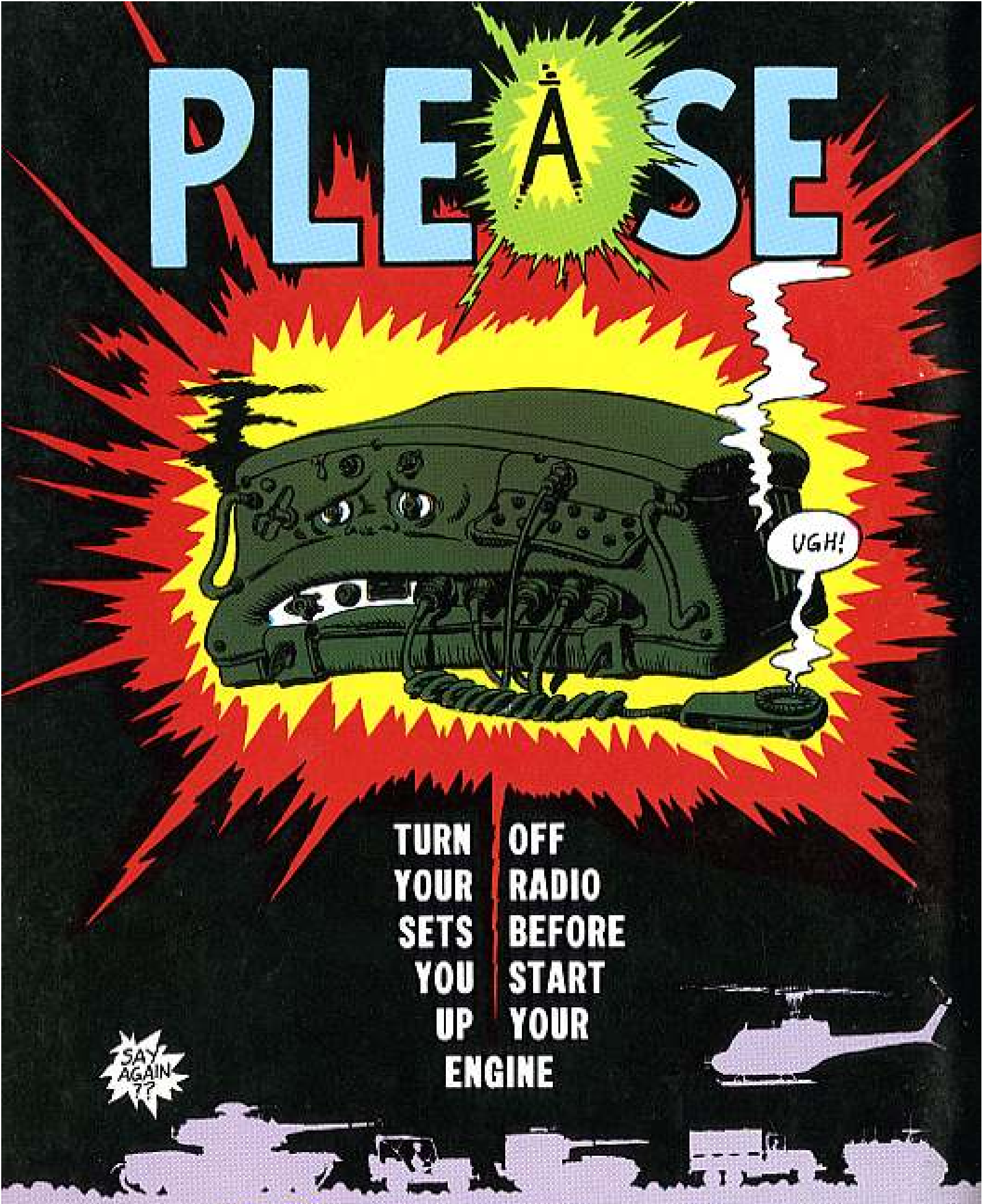
The MWO arranges the fire extinguisher and fuel line quick disconnects so you won't make a mistake in hooking them up.

Alcohol For Diesels

Diesel fuel systems get extra cold protection with alcohol. That's the word from USATACOM in TWX 1-23033 (23 Jan 68). Para 41, Ch 1 (Feb 63) to TM 9-207 is changed to delete the caution against alcohol. You use ½ pint of alcohol per 10 gallons of diesel fuel below 32°f. It's Alcohol, denatured, Grade III, FSN 6810-543-7415 (1 gal), FSN 6810-201-0907 (5 gal), FSN 6810-201-0904 (54 gal). Remember to add the fuel on top of the alcohol.

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

PLEASE



...AND TURN OFF YOUR RADIOS
BEFORE YOU TURN OFF YOUR ENGINE!