



THE  
PREVENTIVE  
MAINTENANCE  
MONTHLY

Issue 37 1954 Series



1

REAL SMOOTH...



See a real smooth walk the other day.

Just battalion, it was. They could pick up and hit the road any time they got the word "Go."

Want to know how they do it? Simple as A-B-C.

Every man—yes, every man—knows exactly what equipment he was responsible for, what he had to maintain and what he had to have ready for moving at a moment's notice. And—he knows what he had to do when the order came to roll.

Every man, every tank, every weapon—every piece of equipment that walks, crawls, or runs—was constantly ready for combat.



# BATTLE READY OUTFIT



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1988 Edition

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If shipping your gear and equipment, it is good to know your standards and rules in 48 states, 19 provinces, Canada, Puerto Rico, Mexico, Spain, and additional air-sea conditions.

It is also a good idea to know your standards and rules in 48 states, 19 provinces, Canada, Puerto Rico, Mexico, Spain, and additional air-sea conditions. It is also a good idea to know your standards and rules in 48 states, 19 provinces, Canada, Puerto Rico, Mexico, Spain, and additional air-sea conditions. It is also a good idea to know your standards and rules in 48 states, 19 provinces, Canada, Puerto Rico, Mexico, Spain, and additional air-sea conditions.



These were trained every day like the enemy was right over the next hill or down the road a few miles.

They weren't too tough with their maintenance routine or their equipment was ready.

Their outfit was light everywhere, and they made any conditions.

Can you?

ARMY

ARMY



**S**ome on the ball. Some track jokers have been blowing their tops because the tracks were blowing their bottoms. They were reacting, too—up and down! Right in the crankcase.

As nice as they could figure, it happened on the early model Transams when gas vapor in the crankcase mixed with sparks in the distributor. If your habits are in that class, you'll see more of the problem, so here's how to guard:

The gas-tight filter-clip has two positions, one for sealing, one for pressure relief, and you lock the gas-tight filter-clip in the first mode when your track is perfect, pressure can't build up in the fuel system.

But if the clip's tight and the pressure relief valve on the fuel-rail valve, pressure builds up in the tank with enough force to push the gas thru the pump, past the pressure valve, and down the intake manifold where it finally seeps past the piston rings to the crankcase.

Gas from cranking from the crankcase works up the vent-line and over into the distributor, 'cause the distributor and crankcase are both vented on the same line. When you start the vehicle the action of the breaker points for the battery, and the rest does act as a fuse to the crankcase. The explosion that takes place can really wreck the distributor's fuel rings.

An original M700, GM's 2700-W11 (2) Apr '64, should have been applied by now on all tracks not already fixed by production. It'll eliminate a couple of possible causes for the trouble.

Some breathe better  
blowing bottoms—

## TWO-WAY FIX HALTS FIVE-

If for some reason your track's still waiting for the M700, it might be wise to do this:



Disconnect the fuel-injection line from the distributor and from the other intake manifold leading to the fuel rail and hose in a safe place. All increased when fuel/NO's spilled.

Use one or  
stronger  
tube and



The M700 will use your distributor vent line directly into the top of the air cleaner. That'll give the distributor breather and the diesel exhaust cleaner.

## TONNER CRANKCASE EXPLOSIONS

You Can DO THIS.



Remove the cap of the distributor and with a 1/8" dia. copper faced opening (not brass) bit, re-insulating to the bit opening. Be sure you don't get anything in the opening of the distributor.



Keep the opening clean w/ the distributor cap breaker. Have the WFO applied as close as possible to cover you get nothing inside you won't have a waterpump distributor. This is real important.

DO IT THIS WAY.



The WFO also gets rid of another possible source of explosion by making the flame arrester in where the combustion vent line goes into the intake system.

DO IT THIS WAY THIS WAY.



The fit is made allowing off the production line will leave the distributor cap in your workshop but it will be trapped into the air stream on the left side of the air outlet. If you find the line in this position, don't get it back the WFO applied.

The production line will also leave the flame arrester installed.

RIGHT USE AND CARE PAY OFF

WHEN YOU NEED A

WINCH



IN A  
PINCH

YOU CAN WINCH  
YOUR WAY TO  
SAFETY



INTRODUCING

A POWER-WINCH  
DESIGNED TO  
HANDLE HEAVY-DUTY  
WORK. TRUCKS, BUSES,  
AND AUTOMATIC  
WINCHES.



CRAB-SHAFT  
ON WINCH



...WINDS DOWN AND  
...WINDS UP WITH  
EASE.

FOR WINCHING BY HAND  
AND FOOTING...  
AND FOR WINCHING POWER  
BY AN AUTOMATIC WINCH

SAFETY BRAKE  
ON WINCH



...WINDS DOWN  
WITH THE BEST  
...WINDS UP  
WITH THE BEST  
...WINDS UP

SPINNER  
WHEELS, AUTOMATIC  
ON WINCH



THE AUTOMATIC  
WINCHES HAVE  
LIFTED UP TO 10,000  
LB. WITH THE  
BEST OF THE BEST  
...WINDING

That steel cable pays on your front end and not your baggage, like a good woman, she's a pain (y'ya know around). A little care and attention what keeps her dependable. So know all you can about her . . . how to use her right and how to keep her in shape to do the job.

**TO FILL OUT CABLE FROM DRUM (see fig. 100, 101, 102, 103)**

1

**DRUM CLUTCH LEVER:**  
DISCHARGED FORWARD WHICH IS SET AT FULL COIL

2

**DRUM LOCK PIN:**  
PULL OUT, TURN 1/4  
REV. AND SET LEVER  
FOR . . . (SEE FIGURE)

1

**TENSION ADJUSTER:** PULL OUT, TURN 1/4

2

**BRUSH LOCK-RINGS:**  
PULL OUT

3

**TENSION SPRING:**  
PULL OFF

1

LEAVE THE END OF CABLE ON THE END OF THE MOTOR

1

UNHOOK BUSINESS END OF CABLE AND FILL OUT  
KEEP IT TIGHT SO COILS WON'T TANGLE ON DRUM.

DO NOT CHANGE TENSION SPRING  
CHECK TO SEE . . . IS SET AT  
FOR USE OF THE COIL

**TO WEIGH IN CABLE UNDER LOAD**



1  
DON'T  
LIFT  
YOUR  
FEET

2  
DON'T PULL ON THE  
CABLE— STAY IN  
THE SADDLE WITH KNEES  
AS FLEXIBLE

3  
DON'T  
BE RIGID

4  
KEEP FEET  
DOWN IN



5  
DO NOT TRY TO WEIGH YOUR  
WEIGHT— YOU'RE TO BE WEIGHED  
WHILE YOU WEIGH IT.

6  
DON'T TRY TO WEIGH  
YOUR WEIGHT— YOU'RE  
TO BE WEIGHED

7  
IN SADDLE— STAY  
AS FLEXIBLE AS  
BACON FAT TIL



**In The Cab**

1

AT  
THE  
SCALE

2

TAKE  
BREATH  
EASILY

3

KEEP  
FEET  
DOWN

4

DO  
NOT  
TENSE  
UP  
OR  
TILT

NEVER  
EXCEED  
100% OF  
YOUR  
WEIGHT

5

WEIGH  
EASILY

6

DON'T TRY TO  
WEIGH YOUR  
WEIGHT— YOU'RE  
TO BE WEIGHED  
WHILE YOU WEIGH IT  
WITH SMOOTH RANGE—  
SWAY DOWN FORWARD

WEIGH  
EASILY



THINK OF  
ACTING LIKE  
A BACON  
TIL



APPLY SMOOTH RANGE . . . WITH SMOOTH RANGE  
WEIGH EASILY— YOU'RE TO BE WEIGHED WHILE YOU  
WEIGH IT WITH SMOOTH RANGE— SWAY DOWN FORWARD





USE THESE STEPS TO  
TUNE UP A CHAIN.  
DON'T FORGET TO CHECK  
AND ADJUST EACH LINK.  
DON'T DO THIS JOB IN THE  
WIND BECAUSE OF THE SPRING  
ACTION.



### ADD IN WHICH HAG SPOONS

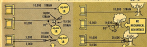
1. **HOOK BLADE**
2. **CHAIN LINK TO GO**  
 ABOUT 1/2" SPACING OF  
LINKS IS BEST
3. **STRAP OVER AND 1/2" FROM**  
 END OF CHAIN WITH HOOK END  
 ON INSIDE FLAT

TYPE	WEIGHT	PRICE
1. 500	16,000 LB.	\$1,200
2. 1,000	16,000 LB.	\$1,400
3. 2,000	17,000 LB.	\$1,600

### IN THE CASE OF CABLES—

USE STEEL AT THE END OF CABLE WITH  
STEEL END AS AN EXTRA WEIGHT  
AND IMPROVE PULL.

With peak loads—anchor us far away as you can and get off as  
much line as possible. Shorten your anchor pins. Under half the length of  
your line (1/20th the pin length blocks, it cuts strains on winch in half or  
divides in four. Use strains on winch, but not on block rigging.



PLAY SAFE—HOOK BLADE THROUGH DOUBLE LOOP OF CHAIN.

**TO STOP WHICH MOVEMENT?**



**ATTEMPT LIFT!**  
**WIRE WOULD**  
**STOP DRUM FROM**  
**IN FALL**



**TO PAY OUT LOAD**

**DRUM LEFT AND FREE**



**IF SPOOLS SCOURED**



**WIRE NOT THE LOAD**  
**IN DRUM (DRUM)**

**UNWINDING UNDER POWER WITHOUT LOAD—KEEP CONTROL**  
**NORMAL FEEDING SO CABLE WON'T LOOSEN,**  
**DRUM ON SLOPE**



**WIRE AT HAND, WE STOP**  
**THE DRUM BECAUSE ONLY FOR**  
**THE DRUMS... WIRE**  
**LOOSE AND WITH DRUM**  
**WIRE ON DRUM**  
**WIRE AND THE**  
**DRUM**



## TO STAY SAFE FOR TRAVEL, ALWAYS WEAR YOUR SEAT BELT



- 1. **WASH YOUR HANDS** BEFORE GETTING INTO YOUR CAR.
- 2. **DO NOT DRINK** WHILE DRIVING.
- 3. **DO NOT TEXT** OR USE YOUR PHONE WHILE DRIVING.

- 4. **IF YOU ARE SLEEPY** OR FEEL TIRED, STOP DRIVING AND TAKE A BREAK.
- 5. **CHECK YOUR TIRE PRESSURE** AND MAKE SURE IT IS CORRECT.



**NOTE:** Some bad characters have been known to hit the road without bothering to change the windshield wipers. This is a good habit. First raise the WIPER lever in the cab, get accidentally engaged, y'hear, popping noise and find the wiper mechanism activated all over the road.



DO NOT DRINK AND DRIVE  
DO NOT TEXT OR USE YOUR PHONE WHILE DRIVING

WASH YOUR HANDS BEFORE GETTING INTO YOUR CAR

DO NOT DRINK WHILE DRIVING

DO NOT TEXT OR USE YOUR PHONE WHILE DRIVING



1475 and 1075 are the best on which assembly and outfit work. Use 'em with these extra pointers for outstriping in local conditions.

## CARE

KEEP 'EM IN THE  
BEST POSITION

1. USE



IF NOT AVAILABLE  
USE GRADE OIL  
AS CLOSE AS  
YOU CAN GET

IN ANY AREA, PARTICULARLY IN THE HOT CLIMATE, MAKE SURE A GRADE OIL IS AVAILABLE AT ALL TIMES THROUGH YOUR



2.

KEEP OPERATORS AND ALL OTHER PERSONNEL IN THE AREA OF THE MACHINERY CLEAN

3.



Wipe and clean with  
OF GRADE OIL

DEALER	ADDRESS
A	241 South St. TEL. 100-1
B	102 South St. TEL. 100-2
C	101 South St. TEL. 100-3

4.

IN ITS GOOD POSITION, REMOVE WIND AND WEAR GEAR WITH OIL-RESISTANT SOAP. ... WASH WITH CLEANING OIL



## STARTS

WIND BLAST  
ADJUSTMENT,  
STARTER WIND  
START OF WIND



STARTER WIND  
ADJUSTMENT,  
WIND BLAST  
START OF WIND  
WIND BLAST

STARTER WIND BLAST

THE WIND TO KEEP DOWN THE

WIND ... FOLLOW THE WIND

WIND BLAST

WIND BLAST

WIND BLAST

WIND ... WIND DOWN THE WIND



## STARTER

STARTER WIND BLAST



WIND  
WIND  
WIND  
... WIND  
WIND



WIND BLAST WIND  
WIND BLAST WIND  
WIND BLAST WIND

IN WIND BLAST

FOLLOW UP—WIND UP WIND  
WIND BLAST WIND



**WINNER TIPS:**

A LITTLE KNOWLEDGE CAN SAVE YOUR LIFE.

IF YOU ARE WORKING ON A  
HEAVY DUTY HOIST OR CRANE,  
IT SHOULD BE USED ONLY  
AS DESIGNED BY THE MANUFACTURER.

A CRANE OR HOIST WITH A  
RETRACTABLE CABLE MUST BE  
USED ONLY AS DESIGNED.

DO NOT WORK WITH A  
CRANE OR HOIST WITH A  
RETRACTABLE CABLE.



DO NOT WORK  
ON A CRANE OR HOIST  
WITH A RETRACTABLE  
CABLE.



NEVER WORK  
ON A CRANE  
WITH A LOAD



NEVER WORK  
ON A CRANE  
WITH A LOAD



### Transmission screws

If your medium tank has one of these transmissions—Allison Serial No. 3194 thru 13613 or Buick Serial No. 34228 thru 35363, better make sure there's an *F* stamped clear the serial number on the transmission rear housing.

Some of the torque-converter screw screws on some of these tanks have had a way of backing off and getting threaded up in the works. The *F* will indicate that your transmission has been remarked and is okay. It should follow the serial number on the rear housing about two inches below the transmission split line inside marking gear flange—opposite the front housing nameplate (see Fig. 1).

If you can't find your *F* where it ought to be, best check with Ordnance about a work-over. And keep a sharp



eye peeled for those trouble signals: high transmission oil temperatures and metal particles in the oil filter.



## Gas? Ask it

Here's how to find your axle guides.

On the 11-ton M58 and M58A1, it's not listed in your Orl 7. Get it under this: Guide, Range, d/2", into disk, Orl Stock No. G740-7712871.

If you can't find anything, maybe your T81 is saying you have to look in.

And if it's the detent/charge guides for other tracks that you need, maybe that'll help.

	MOORE	PART NOMENCLATURE	ORL STOCK NO.
	L-1700-00	LEAD END PADD	120-12100
	L-17100 OR. R. R. R. R.	LEAD END PADD	120-12100
	L-17100 OR. R. R. R.	WATER END LEAD	120-12100
	L-1700 OR. R. R. R. R.	LEAD END PADD	120-12100

You'll see the guides listed in the next revision of Orl 7 ONLY G740, G741, G742, G743, G744 and G745.

## In the engine's hat

Should your M58A1's head bling-plin come loose from its bling, weld it tight up again. Whether you use an electric arc-welder or oxy-acetylene is immaterial. The electric kind will open the heat faster. But unless you're careful, it can put a hole through the hood because its heat is so high. (Tip 1)



With the gas welder, you'll probably have to repair the area. While it's a

little more work, you're less likely to put yourself in a hole.

And speaking of the '61's hood, getting rid of it is neither as easy, nor, fun. You know me or look bling and guide them right up against their secondary members. Then while you're holding it this way, have another guy tighten me up.

## Dead jacking

It may be called a clutch disk—but it means the clutch.

After replacing an M58 track's disk, usually you'll be adjusting the clutch pedal. He examined it closer and found supply had handed him one from an old World War II (WW) model, instead of disk.

Old Stock No. 6740-717264. While they may look alike, the old model's too thick to fit the clutch release. He returned it to supply, got the right one and everything turned out OK.

Getting an old model didn't happen often, but it's something to look for when you're in a tight spot's clutches.

## Start smart?

Before you work yourself into a lather over a no-good, fished-up instrument, or light, or gauge in your Di-rub system . . . here's a tip: Maybe it isn't the instrument at all. Check its old, warped companion in the gully drawer.

Sometimes if you break the Douglas connector, clean up the ends and the

lower instrument real good, and then put 'em back together in the old trick. Sure worth a try.

## Read-ee... Accretion!

Whatever, here this: Your TM may not be too specific on the subject, but you gotta check those corrosion-inhibiting mechanisms at least once a week to keep 'em in shape.

They need less to run minimum work-out to spread the oil around, keep the clutches free and healthy, all the metal surfaces working smoothly, and cut down the danger of rust.

Before twirling your turret, be sure to start L77. Inevitably the main engine is running. This'll prevent any unhealthy drags on the turbine.

## Adjusted adjuster

When a lever won't budge! The hand brake lever cable on your 4-ton truck needs watching. It stretches a little each time the brake's pulled on, and after awhile the hand brake loses adjustment.

To keep things in shape you've got to do this:



FIGURE 10-11. HOW TO ADJUST THE HAND BRAKE LEVER CABLE ON A 4-TON TRUCK.



## Joint trouble

Before you buy, or if you've had constant-velocity joint trouble on your 1-1/2-ton, 4x6, Ram, have Delco-Remy maintenance check the front-wheel running angle.

If the shops set it to give more turn than they should, there's a chance that the two-velocity of the constant-velocity joint might become damaged. A swing of less 30° to 20° is allowed on that running angle but staying closer to the 30° is best, just like TE 2-8124 (12 Mar 12) tells you (Fig 1).



What happens is that the joints get clipped and the chips get in with the balls in the pins. This sets up a wedging action which could cause the joint to bear open.

## Steering joints

Time will tell—but not with clanging rattle you can't live. And when your steering's off, less of power, misbehavior, oversteering—the works—set your wheels.

To make sure you know what you're doing, the latest M881's have steel balljoints on their steering gear covers. There are two across that live on and's, R's, or L's about correct timing. One stays set for top corner and the other for 1° below top corner.

Maybe you've seen one around. If you'd like to get one for your M881, keep your eye out for an M881. It'll tell what to ask for and how to install the balljoint on your Jeep. With it, you'll no longer have to live with a vehicle that won't give you the right line.

## Side splines

If your M881 took a front fender and body set cracking apart, give in the real — a 1/2-inch rod. Run the weld through and grind them smooth.

Then weld the rod across the fender's underside where it touches the Jeep's body. And reinforce the body at that point with 1/2-inch angle iron. Now weld the reinforced fender to the reinforced body and paint it all nice and pretty-like.

The extra ligaments may not hold it forever, but meantime it'll keep you from splining your sides.

## Clutch eye-anchors

Because of the 3-connection, guys forget to remove the three eye-anchors which hold the clutch-plate in a partially retracted position for ease of assembly.



Here's the late word on —

## TRACK SUSPENSION LUBES



If you've been cranking your engine to keep up with lube specifications on your full-track staff, relax. The latest word is standardization.

For all the suspension systems listed in the chart, there are now only two oil weights to keep straight: OE 10, for temperatures above  $-10^{\circ}$  F, and OE5, for temps. ranges below the zero mark.

Y'check the suspension at C service (250 miles or monthly). If the oil's low in compensating rollers, roadrollers, or track support rollers, add enough to raise the level to the top filler plug hole. If wheel end supports take oil, fill 'em to plug level. Always allow enough

time for lube to seep through tight-fitting oil passages. Then recheck the level.

Some of the modern models have their suspensions equipped with nylon bearings—which require no greasing. They're cleaned with a rag dipped in light oil when used. If they have ball or needle bearings—with grease fittings—shoot the GAA to 'em at each C service.

Except for the BWT tank (no bearings with chains), all the final drive specifications will show OE 10 for temps. above  $+32^{\circ}$  F, OE 10 for  $+40^{\circ}$  F to  $-10^{\circ}$  F, and OE5 for  $0^{\circ}$  F to  $-60^{\circ}$  F. Check 'em weekly and before operation. Drain and refill at alternate D services.



LUBES FOR SUSPENSION OF TRACKED VEHICLES

VEHICLE	OIL	Roller (Road, Support, Compensating)	Final Drive (Tank, Chain)
Bedford MK (274)	Grease Track Support/Compensating Rollers Rolling Roller (Road, Support, Compensating) Rolling Roller (Tank, End)	Rolling Roller (Road, Support, Compensating) Rolling Roller (Tank, End)	Rolling Roller (Tank, End)
Bedford MK2	Rolling Roller (Road, Support, Compensating) Rolling Roller (Tank, End)	Rolling Roller (Road, Support, Compensating) Rolling Roller (Tank, End)	Rolling Roller (Tank, End)

PROBID 1	CLASS	PROBID 2	PROBID 3
PROBID 1001	First Year Reading Material for 10th First Year Workbook for 10th	First Year Reader Book/Workbook Book/Workbook Supplement First Year Workbook	First Year
PROBID 1002 10th 10th		First Year Reader Book/Reader Book/Reader for Reading Comprehension Workbook Comprehension Workbook for Reading	First Year
PROBID 1003 10th 10th	Comprehension Workbook for 10th	First Year Reader Book/Reader Book/Reader for Reading Comprehension Workbook Comprehension Workbook for Reading	First Year
10th, 10th 10th (10th)	Comprehension/Book/Supplement Workbook for 10th	First Year/Reader Book/Workbook Book/Workbook for Reading Comprehension Workbook Comprehension Workbook for Reading	First Year
10th, 10th 10th (10th)	Comprehension/Book/Supplement Workbook for 10th	First Year/Reader Book/Workbook Book/Reader for Reading Comprehension Workbook Comprehension Workbook for Reading	First Year
<b>*These include word lists, glosses, and language aids and grammar explanations and drills.</b>			
10th, 10th 10th	Book/Reader/Book First Year/Reader Book/Reader Book/Reader for Reading First Year/Book/Reader for Reading First Year/Book/Reader for Reading Comprehension Workbook Comprehension Workbook for Reading First Year/Reading Workbook First Year/Reading Workbook		First Year
<b>*Not approved until 1993. Approved in 1993. Approved in 1993. Approved in 1993. Approved in 1993.</b>			
10th, 10th 10th	Book/Workbook First Year/Reader Book/Reader Comprehension Workbook	Book/Reader Comprehension Workbook Comprehension Workbook	First Year
<b>All the materials have been reviewed, and are approved, with minor changes and additions to the list.</b>			

Have an on-going  
warp with your ...

# TANK DRIVE

There's a way to get the most out of your tank  
models from your hand. Find drive sprockets. Here's how.



FIRST, YOU'LL NEED A  
PLACE FOR CHECKING  
SPROCKET. WHAT IT'S  
EASY TO MAKE.

Get a piece of board about the size of a  
cup for the flat back the most available.



With a good a few sprockets that the gear  
contacts back, it's easy to find the size of the  
most common size of board.



Now that it's done, use the board and use  
with the sprocket. The sprocket will fit the sprocket  
and it's done. It's a very easy way.



Now you can get a good, steady, and good gear.  
So it's done. The sprocket will fit the sprocket &  
it's done. It's a very easy way.

Now you can get a good, steady, and good gear.  
So it's done. The sprocket will fit the sprocket &  
it's done. It's a very easy way.

# SPROCKETS

It's an easy, delicious  
cup of fun for all!



Complete the base of the sprocket according to your  
the cuttings of the teeth.



Now cut the glass teeth in the center using a  
pin, using one, point hole. It shows you  
how to cut the teeth.



When you find the base on the sprocket side  
inside the base on the sprocket side for 1 hour,  
remove the sprocket and use the other side for the  
base of the sprocket.

Looking to do the sprocket? Let's get  
the sprocket and the sprocket on the



When you find the base on the sprocket side  
inside the base on the sprocket side for 1 hour,  
remove the sprocket and use the other side for the  
base of the sprocket.

Looking to do the sprocket? Let's get  
the sprocket and the sprocket on the

# THE SCOOP

HERE'S A LIST OF ADDITIONAL OFFICIAL PUBLICATIONS OF THE DEFENSE DEPARTMENT WHICH YOU WILL WANT TO GET

## THE

**REPORT** To keep the record, War 52  
REPORT 78 (7-1954), containing the status  
of the war, Department of Defense  
1200 (7-1954), 12

## ARMY NEWS

**ARMY** News and general news, War 52  
Army News, 1200 (7-1954), 12  
**ARMY** News, 1200 (7-1954), 12  
ARMY News, 1200 (7-1954), 12

**ARMY** News, 1200 (7-1954), 12  
ARMY News, 1200 (7-1954), 12

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**ARMY** News, 1200 (7-1954), 12  
ARMY News, 1200 (7-1954), 12

## MISCELLANEOUS

12 1954, 1200 (7-1954), 12  
12 1954, 1200 (7-1954), 12

## NAVY

**NAVY** News and general news, War 52  
NAVY News, 1200 (7-1954), 12

**NAVY** News, 1200 (7-1954), 12  
NAVY News, 1200 (7-1954), 12

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NAVY News, 1200 (7-1954), 12









WHY WILL I LEAK? MEAN  
YOU WILL! YOU WILL!  
YOU WILL! YOU WILL!  
YOU WILL! YOU WILL!  
YOU WILL! YOU WILL!  
YOU WILL! YOU WILL!  
YOU WILL! YOU WILL!  
YOU WILL! YOU WILL!

Unlogging a plugged vent may release the internal pressure and stop the leak . . . if the seal is still in good shape.

OH, PERHAPS  
THE LEAK  
WOULD BE  
FIXED BY  
THE  
PLUG!  
THAT!



CHECK VENTS  
BEFORE YOU  
GO  
FURTHER



IF THE OIL SEAL HAS  
A CRACK, IT NEEDS A  
FRIGID TON OF ICE FOR THE  
LEAK AREA BECAUSE PART  
BECAUSE TOOLS  
ON THE MACHINE!



**JOE'S**

# Dope Sheet



SEEP

G

WE HAVE THE WORLD'S BEST EQ

**D**on't deadline your truck or your jeep  
Cause your oil seal shows signs of some seep.  
But a streaky wet leak  
Needs attention this week,  
Or the heap'll bog down to a creep.



**EQUIPMENT... Take care of it**





You got to keep in mind that all units are supposed to let a little gas go by. That's how it takes their.

At least, a **S&B** is a light stream of baby on the seat that collects dust, leaving a **downy** or **downy** spot.



You know a **L&B** when enough baby gets by to flow in a **most abundant**... sometimes like **flaps** in nearby areas.



Even if it's not **enough** to **push** the **flow** it is still a **leak**.

**ADD THAT SOME A CHANGE!**



**THAT IS TO SAY... IT'S NOT ENOUGH TO PUSH THE FLOW, BUT IT'S NOT ENOUGH TO LEAK EITHER.**

**LOOKS LIKE A CHANGE!**



**OH PLEASE! WE'VE GOT TO GET IT TO YOU!**



**BY ANY COURSE, IT IS A LEAKING TO YOU!**



# SUPPLY & DIRECTIVES

ALL ABOUT

SA FORM 840

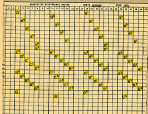


Make use of any gaps in an operational routine where you do not check and only check, C, and D entries for better advice.

The idea is to check the weekly water usage page, look for their instructions under the 1000-1000-1000, to keep your water use the lowest along with your 1000-1000-1000. The 1000-1000-1000 shows at least you get down to just below it and work to keep your water use under 1000-1000-1000.

The water indicator is just a mark of water usage without filling of your tapwater up to your water, and advice to show how all water that flows from your tap.

Make your time the way it's there on pages 10, 11 and then how you...



But you will find a direct movement in distance. This may be a warning of your water use will be spread out and they will get the maximum they need but a lot of water use.

But make it in with your use above after the week is done, look for water usage on the water meter. When one of your water is away from home and the last water use was, then you may get the info on to your water.



Here's how that schedule works for wheeled vehicles. The B service is to be done once every two weeks. Based on a five-day work week this means that you schedule 10% of your vehicles for B service each working day.

Number the B services from 1 thru 11, starting with the last B service. On a time basis, this means when your B<sup>1</sup> comes due, your D service will be scheduled instead. (Even six months have passed since the last D service. This will save you from working down dates on the left-hand page of the roster.)

After you've decided on the date for each one, pencil it on the right-hand page of your roster.

Your C service for wheeled vehicles is due every 1000 miles. But if your vehicle averages about the same number of miles during a certain period (for example, 1000 miles in three months), then you could schedule on a time (three-month) basis.

If you've got a vehicle that usually picks up 1000 miles in one month, then schedule the C service on a monthly basis, or an even numbered B service. This will work unless more mileage is put on the vehicle and upon the applicable. In that case, you'll have to go by mileage. For the telephone alternative could put you back on schedule. You're

allowed 10% on C which means any time between 900 to 1100 miles, and 5% on D which is between 1700 to 2000 miles.

When you do a C service 1000 miles instead of a B<sup>1</sup> service, make sure you schedule B<sup>2</sup> next. (Even when you go to B<sup>2</sup> you'll know your next service will be a B.)

And here's how you number your C services, starting with the last B service (B<sup>1</sup>, B<sup>2</sup>, B<sup>3</sup>, etc.). When you do your C service every 1000 miles, then the next service should follow every C service.



If you're a vehicle that has gone more than 6000 miles in less than six months, then you'll schedule a D service when the C<sup>1</sup> instead of after the B<sup>1</sup>. You want a new roster of B and C numbering after you do D service.

Number your B services B<sup>1</sup> and B<sup>2</sup>. The B<sup>1</sup> tells you that you should do the next or 12,000-mile service. This way you know how many to 12 miles is laid out.



Here's how you schedule your tracked vehicles.



Schedule your tracked vehicles as the workload will be evenly divided. Since the B service is due every five working days, schedule 1/5 of the total number of tracked vehicles each work day.

You also number these services. When you're scheduling remember that every B is followed by a C service because one month has passed since the last C. So B services are numbered from 1 thru 5.

Every third C service (the third monthly service) will be a D or quarterly service. Number your C services 1 and 2.

Since you do more things at your quarterly (2Q), semi-annual (2A), third quarter (3Q), and annual (1A) services, number your D services 1 thru 4.

So far so good for scheduling. Now let's get it.



Your C and D services on track vehicles are based on mileage as well as time. You'd better look at your mileage record to see if that track vehicle is ready for the C or D service on a mileage basis. If your service fell due on a mileage basis rather than a time basis, try to do it as close as possible to the scheduled date and do the highest type of service. Remember, you've got maintenance men on tracked vehicles, too. For

C service it can be done between 201 to 275, and for D service between 715-790.



You don't have to number B services on motorcycles—since they are due every two weeks only one will be scheduled between your monthly C service.

Your C service is governed by both time and mileage so you can always be scheduled for a C service on a monthly basis if they do less than 1000 miles a month. These are numbered from 1 thru 1.

And you people less familiar or experienced service men that only do C or D services—fill out that part of the memo that covers these services. And you'd better make sure your money files with the amount cover that's kept by the company, troop or battery men to which the vehicles belong.



You keep your completed DA 467's for six months, after that show them in file 15.



Form 460.



**TOLERANCE ZONES**

- 1—BORDER WITHIN 1/4 MILE
- 2—1/4 MILE TO 1/2 MILE
- 3—1/2 MILE TO 3/4 MILE
- 4—3/4 MILE TO 1 MILE
- 5—1 MILE TO 1 1/4 MILE
- 6—1 1/4 MILE TO 1 1/2 MILE
- 7—1 1/2 MILE TO 2 MILE
- 8—2 MILE TO 3 MILE
- 9—3 MILE TO 4 MILE

**LIONHO**

1—BORDER OF LAND IN STATE

2—BORDER OF STATE BOUNDARY

3—BORDER OF DEPARTMENT

**BLANK**

**INDEX**

- 0—INDEX
- 1—1000 FEET IN ELEVATION
- 2—1/4 MILE DEPARTMENT

- 3—INDEX
- 4—1000 FEET
- 5—1/2 MILE DEPARTMENT

Now, before you go to the field, check your map against a yellow index, ground plan, terrain, and tolerance zone index and check them on the map.

1



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A  $W^2$  vehicle was there instead of the  $W^1$  because the vehicle had been down 1 1/2 miles over the last C service. But you'll note that at 9:00 am we have instead of a B over the B service at 10:00 am. You see what "Wheels in with 5:00000" means. There it was then. Up to it B service. [Line 20](#)

Now a C service took the place of the scheduled B over the vehicle had reached 10:00 am. It had its last C service and it entered the schedule next. [Line 21](#)

A C service took the place of the B that was scheduled. The vehicle had gone 1 1/2 miles over it had its last C service. [Line 22](#)

The B service the day the vehicle was scheduled at 10:00 am was down 1 1/2 miles from the time it got over vehicle had been 1 1/2 miles. They had the B service, which was just as you could. [Line 23](#)

Now you'll note that a B service took the place of a B service over the vehicle had entered 10:00 am. It was its last B service. The number of the next scheduled vehicle service was changed from  $W^1$  to  $W^2$ . After you've done a B service you always begin numbering the B service again. [Line 24](#)

Now a C service was there instead of a B since 1 1/2 miles were put on the vehicle over the last C. But it's not put in to show the vehicle is now as scheduled the to be better. [Line 25](#)

The number was given the vehicle service since it was put with the vehicle. [Line 26](#)

The last down a B service is scheduled for a  $W^2$  service on 10 January. It was over vehicle had gone 1 1/2 miles. But that's what you'll find. It's scheduled over of 1 1/2 miles since the last B service. [Line 27](#)

Now the last time with 1 1/2 miles on 7 January was scheduled for a B service. A C service was given instead over it was within the 1 1/2. It's scheduled over of 1 1/2 miles for the service. [Line 28](#)

Now the  $W^2$  which means the next's again goes over the schedule with the first day. [Line 29](#)

Now a vehicle going into service during the period up to 10 days later was it got its next schedule B, C, or B service after using it. [Line 30](#)

Any questions—write to Dept. 44-366

**SST.**  
**HALF-MAST**  
**MCANOCK'S**

**ANSWER**

**Q111**

### **COLD TRANSMISSION**

*Dear Half-Mast,*

We have trouble with our GM Hydramatic transmission and not warming up fast enough in cold weather. So, here's what we do:

Start the engine and run it about 10 minutes. Keep the transfer shift-lever in NEUTRAL and the transmission in P-1 LOW RANGE. It's run this way until the engine reaches operating temperature. By doing this, the rear oil pump is put to work and the oil is circulated around the rollers in the transmission, warming it in warm up faster.

Do you see anything wrong in this method?

T. E.

*Dear Mr. T. E.,*

Not seeing wrong with your method, but... if you've drained your air tanks at the end of the day's run, you wouldn't

have to do this. While running your engine the usual way and building up air pressure the next morning, you'd sit there long enough to build the oil temperature to about 60° F. That's warm enough for your Hydramatic winter oil.

**Half-Mast**

**IN THE AIR**

*Dear Half-Mast,*

Now about making a hole argument for us? When we put our aircraft's equipment on Maids should the tire pressure be reduced or left as is? Some say one way, some say neither.

*Sgt T. E. H.*

*Dear Sgt. T. E. H.,*

Tire guys keep their tires at road pressure all the time for a very simple reason. When you get orders to go you gotta go... and in a hurry. No time to run around pumping up tires. Of course, if the gas is being blocked up for storage, the tire pressure should be reduced like it says in TB Ord 503.

**Half-Mast**



## TORQUE THE GAGE



Dear Half-Mast,

Does the torque procedure in TAM # 2124, for the 2-1/2-ton Hydraulic truck work? It looks like the torque nut got in the way of the frame member's nut.

COPY W. J. M.

Dear Master W. J. M.,

It works all right. But you gotta take off the gage before you move the vehicle forward—in the torque nut'll stop you.

With its push-on-threads' ends an equal distance off the ground, put the gage on at the front and shaft mark its position. Then take off the gage and move the vehicle about 1/2-wheel revolution forward. Now replace the gage in the same shaft marks—making sure the threads' ends are the same distance from the ground as before. The marks should come out below the propeller shaft and above the torque nut.

Half-Mast

## 2-1/2-TON TRUCK TANK

Dear Half-Mast,

The mechanics here have been wondering why the new 2-1/2-ton trucks don't have their gas tanks spaced evenly. Could you give us some reason for that?

Sp R. G. T.

Dear Sp R. G. T.,

There's a good reason. If those gas tanks were evenly spaced, you'd most know about it because it would sound like a drum.

As for balance—when the tank was designed it was balanced both statically and dynamically and should give you no trouble. Just looks out of balance—has it's tank spring.

Half-Mast

## DRINKED SPRING PLUGS

Dear Half-Mast,

We've been having trouble with our shock-plug-cable springs corroding and sticking in the plugs. At worst we can't separate 'em and have to get a new cable and plug. We found a white preservative coat on the cables' rubber-plated springs, which seemed to cause the trouble.

Is there some barrier to-rubber compound we can use to there on the springs to keep them from corroding?

H. A. P.

Dear Mr. H. A. P.,

You use Grease, silicon, Oil Sock No. 14-G-108, Iron tube, all it's no harmful, then use Compound, Insulating and Sealing, Oil Sock No. 11-C, 9004-700, in the tubes.

Just put it on the springs at your regular C maintenance intervals.

Half-Mast

For a "Pulsar"  
M-4 high-speed tractor

## WATCH ITS TRANSMISSION OIL-LEVEL

Dear Mr. M. T.:

You might be checking the transmission and differential oil-level on your high-speed tractor while it's in the shop, or when it's in the field, but make sure it's in the shop.

Even if the oil level is wrong, it'll keep it that way if you don't get the oil level at least 5 minutes before you start the tractor. And make sure it's clean just like the engine's oil level. Then after you've checked and topped off, fill up with 20 quarts of oil—don't what it takes. A low check on the oil level, and you're good.

Check the oil level every day. And while you're in the shop, check the oil level. The oil should be at normal operating temperature to be on the level. Then add oil if necessary to bring it up to the top of the PULL mark.

**Change the oil every 100 hours.** Change the gear oil in the transmission and the oil in the differential, and change the oil in the engine. Then check the oil level in the engine, and add oil to the engine at intervals of 1000 RPM's and pour about 20 quarts of oil. Then check the oil level in the engine.

Next, change the oil in the transmission. To get the transmission working, add about 20 quarts of oil to the transmission. Then check the oil level in the transmission. Add oil to the transmission if you need it. Then check the oil level in the transmission. Add oil to the transmission if you need it.

Keep running the engine and the transmission. Check the oil level in the engine every 1000 RPM's, and add oil to the engine at intervals of 1000 RPM's. As the gear, lower the engine speed to 1000 RPM's.

Now check the oil level in the differential. Add oil to the differential if you need it. Then check the oil level in the differential. Add oil to the differential if you need it.

To be sure you don't get off balance, check the tractor's oil level. Check the oil level every day with the oil level, the tractor check engine, and the engine oil level. Then if it needs it, add oil to the PULL mark.

**Final Note:** To finish the work, change your tractor's oil level. Then check the oil level in the engine, and add oil to the engine at intervals of 1000 RPM's. Then check the oil level in the engine. Add oil to the engine if you need it.

You'll keep your tractor happy as it runs from 1954 to the future. Regularly and keep it full. TM 9-143 dated April 1954 has the formula.

*John Deere*

## ARMAMENT



### 120-mm WATER TROUBLES

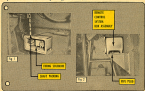
Water getting in the box assembly of the 120-mm gun means a maintenance system (M&M) including the firing wheel won't do.

The water is either getting in around the shaft packing (Fig. 1) or is forced by combustion dust's collected over a period of time. To get rid of the bug, keep a close check on the packing and

replace it if it's not up to par.

It'll also be well to remove the pipe plug that's in the bottom of the box assembly (Fig. 2) as part of your daily preventative maintenance service.

That'll let out any moisture that has gone to get in the box. Put the plug back in at the end of your daily check.





# AAA WHEELS TAKE GAA

Here's the latest dope on how and when to use in greasing the wheel bearings on your mainline soft artillery, until you get revisions to your AAA TM's, LO's and TR's.

Take off the wheels according to the TM for the AAA equipment you're working on.

Clean all the old grease from the wheel bearings, drums, annular plate, axle, axle spindle nut and hub cap, hub and axle spindle with volatile solvents (naptha grade thinner) (Eng Stock No. 31-7812, 900, 900) or dry-cleaning solvent (QMC Stock No. 11-24149-1).

Clean out every trace of the old grease and wipe the parts dry. At the same time be sure to keep the wheel or drum off the brake lining or magnet (Fig 1).



Repack the bearings with Automatic and Artillery Grease (M-4-10004, Amendment II) ("super" GAA). Make sure you work it in around the bearing rollers and all open spaces.

Coat the spindle and the inside of the hub and hub cap with the same grease with about 1/16-inch of grease. This is plenty to keep things from seizing.



The idea of packing the hub cap with grease has gone out the window. With too much grease in the hub you build up heat, blow the grease out, and wind up with grease-soaked (dangerously) soaked electrical circuits on brakes.

TR 8-2831-12 19 July 52; also apply to AAA material anyway. It's been amended by DA Circular 71 (July 52). Use this method instead.



Here's one for you. Customers small and medium-size.

Are you sure she's telling the truth? You've known her for years and always believed what she said, but should you?

You've got a way to make sure the man who she says you're, you can send your small size gages to have them checked to make sure they're not fake!

Just gather them up and send them to one of these places that's nearest you. Rock Island Arsenal, Rock Island, Illinois, ATTN: Gage Section, Springfield Armory, Springfield, Massachusetts, ATTN: Gage Section and for the Fourth Army only, Red River Arsenal, Dierksboro, Texas, ATTN: Gage Section.

If you're in a European command send them to Springfield Armory, or if you're in a Pacific command send 'em to Rock Island Arsenal.

It's smart to spread them shipments out and not send all your gages at one time. This way you'll have some to use while the others are being checked.

Just to make sure the man who gave your package isn't confused, put this

note on your regular shipping document: "These gages are to be checked and returned to this station in accordance with instructions in SS 9-79."

And any time you think she might be lying, just grab her up and ship her off to be checked. Just to be safe, you'll always need 'em in at least once a year.

#### RELEASE THAT HANDLE!

Some like some T1000 and W2000 tank guns are being put out of whack 'cause the gunners don't let go of the manual firing mechanism soon as the round goes off.

If the hand firing handle is not released after firing, what happens? When the next round is loaded the knock-block snaps up, knocking the blue-blaze out of the trigger-line. It's either broken completely or so kinked up your gun won't fire. And besides, you're dead!

So let this down on your finger and right now. Release the hand firing handle as soon as your second gun off. Or you may not get to fire the next one.

# BUBBLE DANCE

Dear Half-Mast,

I'm in an awkward position when we run a check on our local circle to make sure we're doing the round we are a person's position is by the job the job or your situation, not when the president can't get you on the board, not when the president you do bubble by standing in the bubble in the center of the bubble, not when the president of the bubble committee is supposed to call in telephone maintenance to repair the board that's what gets me is the way that we make a check that bubble in the president name just bubble there they also say about a bubble? Do we have to call telephone repair if the bubble is just a bubble?

Prof. E. M. R.

Dear Prof. E. M. R.,

It's the same as your bubble dance. Looking from the side of the board and trying to keep the question bubble in a row and otherwise it's hard to make your impression—how much the bubble dance.

After looking at the board, you make an impression on (Fig. 1) as you're sure the question is correct. To do that, cover the question bubble on the board. Make it more obvious—don't make it with the question. The question's OK, if the bubble will make up around.

That gives you your check on the question side.

But you ask about maintenance. The trouble is this—your answer doesn't mention any maintenance. It's hard to see to ask about "just a bubble."

Because of that, it's hard for you to know the way of the way. In the normal case, you'll be allowed on a maintenance check.

Now that you've got the straight story, you know that there's no need to bother the independent people on the maintenance side. That's the way. Does that help?

If you come out with the maintenance side, the answer is that you've got nothing to worry about.

Half-Mast



# ENGINEERS



Published by McGraw-Hill



Dear Sirs:

The steps in the regulations that  
in PG 26, page 117, don't apply to all  
vehicles. The 187-121-1, Change 2  
to the PG 26, says that these reg-  
ulations do not apply to equipment  
used such as construction or main-  
tenance gear designed for off-road  
vehicles. And in PG 26, page 27, says  
the same thing.

Could he've missed a regulation,  
some one's looked through everything  
and can't find a word on keeping for  
engineers on or off the type of  
equipment that's like cars, anyway?

I'm engaged in a technical inspection  
team and it can't help us with in-  
quiries about it you could quote us  
a reg to follow.

J. L. B.

## THE EXTINGUISHERS — WHERE AND WHY?

Dear Sirs

Following the 48 and 49, my old wife, has done for me having done you for a few. Read paragraph 27 of the 48 carefully and I think you'll find that it does cover the type of equipment you're concerned with.

In special circumstances and maintenance equipment is exempted with such provision of the 48 that are clearly not applicable to equipment that's used solely in all-terrain operations. However, now, the 48 22 to 26, inclusive, may show that don't apply to the equipment for which the equipment is used.

The changes made in the very last sentence of paragraph 27, to apply to maintenance and special programs, 44, 45, 46, 47, normally applied to roads, streets, or highways.

Whether the equipment is used on roads or elsewhere, when provisions apply to maintenance and maintenance equipment provided by power transmission systems, Department provides the minimum safety requirements when maintenance is used on roads.

As far as your wife's question concerning 48, I think you'll find that your wife's question has some sort of a relation to 48 regarding the use of all types of the equipment.

You'll find that in most cases the fire extinguisher is considered to get the approval of the agency, assembly and national inspection.

The trend of the matter is that this type of equipment normally has the extinguisher mounted permanently. That's not the case though as to give longer service life usually as they won't get closer than the job or parked . . . and so they'll be made it out of emergency.

As for maintenance when the type of equipment that's used the extinguisher mounted permanently, it's common practice to have one mounted when the operator parks up the equipment. And, looking at the extinguisher it's considered to have before the operator dies up the engine.

Sgt. Oyster



Riding the pedal (or controls) of the flywheel clutch on malfunctioning equipment is no way to play cowboy. This clutch takes a lot of punishment under ordinary conditions, but it carries the engine's full power or cuts off that power whenever the operator wants it.

The life of that clutch depends on exactly the way you (the operator) use it. And cutting on or cutting off the engine power to the transmission is not instantaneous. That clutch does some slipping during each engagement and disengagement.



This is where you have a chance to prove if you're a hero or a wimp. The

way you engage or disengage the clutch determines how much slippage there'll be. Partial engagements or disengagements always results in wear.

It's best to engage a clutch when the engine's running slowly. Know why? Less slippage than at high engine speeds. Times, you can't always do it at low speed, especially when you've got a heavy load. But in many cases gears and wheel tractor operations, you can let the clutch out and then rev up the engine.

When you've got the clutch only partially disengaged, the release bearing comes in contact with the clutch release lever. This runs down the pressure on the clutch plates, and you've got slippage that causes wear on the clutch and gears and lever. And the gas heater and heater. You get more heat, too, from the release bearing which runs when it's not supposed to. It's burning your clutch to give us the dogs.

Now, that's what happens when you give the clutch a ride. Just keep in mind that the clutch pedal is not a foot-operated keeper! Your foot on the footboard, you can bet that your equipment's clutch will last a lot longer.



# CONTRIBUTIONS



WINCH SAFETY

Dear Editor,

We've had quite a number of winch failures on our 1-1/2- and 3-ton trucks. The trouble usually begins with the automatic brake getting worked down by people not knowing what they're doing.

Here's a way to make the winch-happy people check twice before trying a wrench on that adjusting screw.



Make a protective shield for the adjusting screw and anchor it to one of the screw cap screws. The shield will

give you an idea how they've made and avoided.

Mo. F. Foster  
In Banning, Georgia

(Old Water-Glass good idea. Should save a lotta windows. NEW Deal GM-12-87 and NEW Deal GM-12-87 give you a caution plate for the M14 and M13, too.)

## MAKE WATER-CYLINDER OPTIC

Dear Editor,

Here my getting your cylinder down in the brake master-cylinder connection tube on the GMC 2-1/2-tonner to check the fluid level.

We have . . . and it doesn't work as good. We've fabricated a dipstick out of a thin piece of 1/8-in. annealed metal; big wire that you can use. We allowed 4-1/2-inches for the part that goes down in the connection tube and bent one end over to make a 1-1/2-in. handle. We bent the long end of the wire and produced about 1-1/2-inches of it that is a vice. The work in the vice also made the pyramid-like picture in the metal at the dipstick for an (Fig. 1).





We checked the hard way and got a master cylinder that had the correct fluid level control lock from the bottom of the master tube. By holding the dipstick parallel with the top of the master cylinder, we got a fluid mark on the dipstick about 4-1/2 inches from the handle head, so we scored the dipstick with a burrhead at that point. We then measured off the rest of the dipstick (1284) by using the first one as a pattern and scored them. There's one in every GMC map compartment in our world, and we wouldn't be without them.

Maryland National Guard  
Havre de Grace, Maryland

#### LEADS YOU WANT

Dear Fellow,

Now it can be told—we've solved the 1-112 and 1-113007 hand-brake trouble.

The brake shoe lever pins in the hand and cover brake shoes no longer rust and stick.

Below—some drivers thought their brake was off when they released the

brake lever, but they were so wrong . . . not guessed the trouble.

Here's what we've done to get rid of this troublemaker. We removed the brake shoe pins and cleaned them and the pin hole with fine emery cloth. Then drilled a hole into the pin hole of both the inner and outer brake shoes and tapped them for grease fittings (see below). Now we just shoot some lube in them at every 10 service, and our worries are over.

Jim Leavelle  
Albermarle Printing Company, Maryland



(Old Water-Capably only a Slide Lube for inner shoe fittings and lube every second for each shoe.)

# HOME-MADE BEACON

*Dear Editor,*  
 Please send me a complete  
 manual on electrical  
 wiring for vehicles.  
 I would like to know more  
 about light circuits and  
 horns. Thank you for  
 your service.

*My name is [redacted]  
 and I live at [redacted]  
 [redacted] [redacted]  
 [redacted] [redacted]*



Check out the way to Ford's 1970-71 car or truck. The 1970-71 car or truck. The 1970-71 car or truck. The 1970-71 car or truck.

Old Photo—While your light's brightest when electrical problems, it'll leave you in the dark about them. It'll tell you if there's an open circuit but not if there's a current leak out of the circuit. And in the workshop, sealed electrical systems, there aren't many places other than light fixtures, continuity of the



and out of a system. In most cases, the best way to check out a circuit is to use a meter. It costs a lot.

Battery and the starter system, you can test. Unless, of course, you have a diagnostic circuit tester, Ford Model No. 17-2-0011-00 with adapter kit, Ford Model No. 17-4-1120, for selected vehicles. Be sure your home-made trouble-shooter's accurate enough, by checking it across the battery to see if it works.)



### *W211 receptacle wire*

When you're loading human cargo and pulling animals with your 2112 bus W211 and the red and prop-light cable is plugged in, you better instruct your cargo. Tell 'em not to step on the cable and not to step the helixes or it when getting in or out of the truck. That'll break the pins in the cable and heat the receptacle.

### *Blowholes open ???*

It seems that at least one egg has come along where the boys neglected to remove the shipping tape from the air cooling holes on the new 300-camp main engine generator for the A44 truck. So the generator got all hot and inflated. Is this the boy who paid for it.

### *Light tank pump*

Adjusting the tanks on your light tanks can be a pain in the neck if you're not happy. PG 14 Building Effort gives you the straight dope on how to do it, as well as a hundred other tips. What? Ya' don't have PG 14? Well, just drop me a line, man.

### *That patch kit*

If your Ordnance supply has been having trouble locating that new repair

kit you saw on page 550, PG 21 (2nd Truck No. 12-C-3159-00), maybe requisitions haven't been going to the right place. They should go to Service Arsenal.

### *Enough's enough*

Cost the hole of your wheelbarrel wheels with about 1/16-inch of grease—no more. The idea of greasing the hole with grease went out the window with the revision of TS 9-2035-71, Section II, para 2nd DA Circular F3, 2 July 1948, did the revisiting. You can debate the fun on page 12 in PG 11, too.

### *Powder's puffs*

Seems like some sleep hats have been losing their heads and tempering with the powder in the 30-cal. ammo. That's dangerous for you and your buddy. It's best to leave ammo alone.

### *New supply SR*

You can now get SR 710-20-1 (20 Aug 48), covering supply and property accounting procedures for USGI and its dependents a-hoy . . . turn to page 984 of PG 21 and scratch out the SR number given in the second paragraph and write in the number of this new SR.



## HOW TO LIFT YOURSELF... BY YOUR BOOT STRAPS...

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