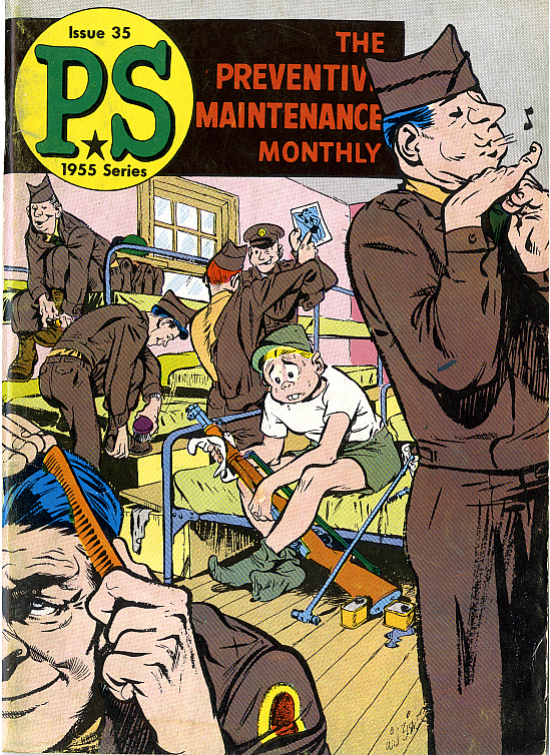
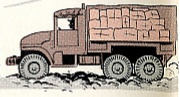

Issue 35
PS
1955 Series
THE
PREVENTIV
MAINTENANCE
MONTHLY

Half-Mast Lectures—

"TAKE IT

Coupla more lame-brains got themselves banged up lately. Which is their business, and all right by me, but I do object to them rolling over an Army truck in the process. The dopes I can live without, but the truck cost me taxes.

I hear of this happening every so often, and the silly thing is that the survivors, if any, always come back cussin' about the trucks not being safe. Claim they're top heavy, unstable and down-right deadly. But when the accident is investigated, it always turns out that the driver was trying to wind his truck around some tight curve at high speed just like it was the family jalopy.



Now dagnabbit, a G.I. truck is not a family jalopy. It's a cargo-carrying machine, designed and built to take 2½ tons of freight wherever you need it, without waiting for a nice smooth road to be built first. Which means that your M34 truck has **three times** the ground clearance of your family car. And it is also **three feet** higher.

Then too, you start putting your load in, on the M35, at a level that is just one foot below the **roof** of your car and pile stuff in anywhere up to four feet more. Fair go, now, is it any wonder that it's a little easier to turn the truck over?

But on the other hand, did you ever try to drive your family crate through ten inches of mud? Or across a two-foot ditch? The design people built that truck to do a difficult job, and it will.

O'course, if you **insist** on driving it like a booby, it will trap you. But don't hobble in here on your crutches and cry on my shoulder.

I figure it's just as important for a driver to know what his truck can't do as to know what it can, and the smart boys take their corners **easy** like.

IN THIS ISSUE

Issue No. 35 1955 Series

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IN THIS ISSUE

FEATURE ARTICLES

DEPARTMENTS

PS Magazine wants your ideas and contributions, and is glad to answer your questions. Just write to: **Sgt Half-Mast, PS Magazine, Raritan Arsenal, Metuchen, New Jersey.** Names and addresses are kept in confidence.

The printing of PS Magazine, the PREVENTIVE MAINTENANCE MONTHLY, is approved by the Director, Bureau of the Budget [illegible], and is distributed as follows: ACTIVE ARMY: [illegible] Centers. For explanation of abbreviations used see SR 310-50-1.

KNOW YOUR TOOLS

It's not what you do—it's the way that you do it. Many a vehicle has landed on deadline because little jobs were buggered up 'cause somebody used the wrong tools.

To do justice to the sweat and blood you've put out while doing your preventive maintenance services, and to keep from causing yourself more grief later on, get to know your tools. Know what they look like, where and when to use them and how to take care of them.

If you've been having trouble getting acquainted with your tools, here's what your TOOL SET, Organizational Maintenance, (2nd Echelon), Set No. 1 Common, Ord Stock No. 41-T-3538-850, and TOOL SET, Organizational Maintenance, (2nd Echelon), Supplemental No. 1 Ord. Stock No. 41-T-3538-865, looks like. Get to know them like you know the palm of your hand. For more info see Ord SNL J-7, sections 1 and 2.

TOOL SET, Organizational Maintenance, (2nd Echelon), Set No. 1 common.
ORD 41-T-3538-850 | **FSN 5180-745-0654**

CHUCK-GAGE, tire pressure, calibrated 20 to 70 lb in 2-1/2 lb units, 70 to 130 lb in 5 lb units.

ORD 8-C-5300 | FSN 4910-268-9803

GAGE, cylinder compression, universal type, w/rubber adapters for all size spark plug holes, and fitting for cab over engine veh.

ORD 41-G-124 | FSN 4910-250-2423

GAGE, thickness, size 0.0015, 0.002, 0.003, 0.004, 0.005, 0.006, 0.007, 0.008, 0.010, 0.012, and 0.015 in, lgth 12 in.

ORD 41-G-407 FSN 5280-267-3095

GAGE, tire pressure, general service type, calibrated 10 to 60 lb in 1 lb units, and 60 to 160 lb in 5 lb units.

ORD 8-G-620 FSN.....

GAGE, twist drill, drill sizes 1/16 to 1/2 in by 64ths.

ORD 41-G-455 FSN 5210-238-1923

GAGE, vacuum, carburetor adj and fuel pump test.

ORD 41-G-500 FSN 4910-387-9582

GAGE, wheel alining, toe-in, universal.

ORD 41-G-510 FSN 5210-473-7106

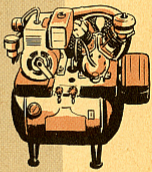
ADAPTER, quick acting air hose coupling, 1/4 in hose shank. (Set of three)

ORD H006-0503290 FSN.....

CHECK-UNIT, quick acting air hose coupling, 1/4 in female pipe end.

ORD H006-0538801 FSN.....

COMPRESSOR, air, portable, gasoline engine driven, 1-3/4 hp, 6 cfm, (formerly 66-C-1370).



ENG 66-3212.006.900 FSN.....

GUN, cleaning, air blow, 1/4 in.

ORD 40-G-475 FSN 4940-241-3075

HOSE, air, rubber, w/couplings, ID 1/4 in, lgth 25 ft. (Set of three)

ORD 33-H-120 FSN 4720-356-8557

BAR, spring shackle greasing, stock 3/4 in, lgth 2 ft 8 in.

ORD 41-B-315 — FSN 5120-240-6045

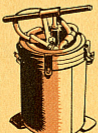
GUN, lubr, air operated, high pressure, capacity 25-50 lb, complete with 10 ft 3/8 in ID hose assy.

ORD 40-G-503 — FSN 4930-704-3917

GUN, lubr, hand operated, low pressure, capacity 25-50 lb, complete with 5 ft hose assy.

ORD 41-G-1425 — FSN 4930-244-4860

GUN, lubr, hand operated, high pressure, capacity 25-50 lb, complete with 10 ft 3/8 in ID hose assy.



ORD 41-G-1374 — FSN 4930-244-4859

KIT, lubr.

ORD 41-K-96-625 — FSN 4930-357-6301

MEASURE, S, w/flex spout, capacity 2 qt. (Set of two)

ORD 41-M-941 — FSN 7330-233-6014

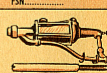
MEASURE, S, w/flex spout, capacity 8 qt.

ORD 41-M-942 — FSN 7330-233-6016

PUMP, barrel, rotary, kerosene or gasoline.

QMC 11-P-210 — FSN.....

PUMP, oil barrel, motor oil dispensing, 1 qt.

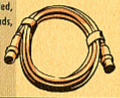


QMC 11-P-600 — FSN.....

ADAPTER, secondary circuit, (spark plug).

ORD 17-A-2967-50 — FSN 4910-356-7504

CABLE, extension, rubber covered, 2 conductor, stranded, w/female plugs at both ends, AWG No. 1, lgth 20 ft.



ORD 17-C-568 — FSN 6145-474-9135

CARRIER, storage battery, strap type.

ORD 41-C-445 — FSN 5120-223-8454

CORD, light extn, w/lamp socket, plug, handle and lamp shield with reflector and hook, 110 V, lgth 25 ft, (formerly 17-C-35080-30).

ENG 17-7047.075.250 — FSN 239-3518

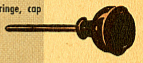
CRIMPER, terminal (for crimping all solderless terminals on elec wire).

ORD 41-C-2765 — FSN 5120-224-9408

FILLER, battery, distilled water, unbreakable type, cap 1 gal.

ORD 8-F-1000 — FSN 6140-234-7360

FILLER, battery, syringe, cap 6 oz.



ORD 8-F-1050 — FSN 6140-424-9707

HYDROMETER, syringe, lead acid storage battery, w/two floats. (Set of two)

ORD 18-H-1241-20 — FSN.....

KIT, repair, elec connector.

ORD 41-K-103-100 — FSN 5935-708-3423

LAMP, elec, trouble, complete w/attachment and battery terminal clips, 6 V, 25 W, 15 ft, (formerly 17-C-35079). (Set of two)

ENG 17-7047.050.200 — FSN 268-9436

LANTERN, elec, general purpose, 6 V, w/lamps, W/O battery.

SIG 6Z6914-290 — FSN.....

LIFTER and **SCRAPER**, battery terminal.

ORD 41-L-1431-200 — FSN 5110-357-6341

LIGHT, timing, power blue white light, combination 6, 12, and 24 volt, vehicle battery operated.

ORD 17-L-12936-300 | FSN 6625-378-2073

PLIERS, angle nose, battery terminal, w/o cutter, lgth 7 in.

ORD 41-P-1890 | FSN 5120-224-1537

PULLER, battery terminal and small gear, screw type.

ORD 41-P-2900 | FSN 5120-449-7298

DRESSER, contact points, flex. abrasive, non-conducting. (Set of twelve.)

ORD 41-D-1410 | FSN 5345-250-1345

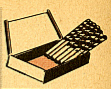
DRESSER, emery wheel, tube type.

ORD 41-D-1430 | FSN 3460-357-5784

DRILL, breast, plain, with 3 jaw chuck, cap 0 to 1/2 in, w/o level.

ORD 41-D-1663-25 | FSN 5110-223-4992

DRILL SET, twist, HSS, short series, fractional sizes, 1/16 to 1/2 in by 64ths, set of 29 drills in case.



ORD 40-D-1878 | FSN 3455-357-0490

FILE, AS, flat, cut bastard, lgth point to shoulder 12 in.

ORD 41-F-863 | FSN 5110-234-6539

FILE, AS, half-rd, cut bastard, lgth point to shoulder 10 in.

ORD 41-F-932 | FSN 5110-241-9153

FILE, AS, half-rd, cut smooth, lgth point to shoulder 8 in.

ORD 41-F-952 | FSN 5110-241-9152

FILE, AS, mill, cut smooth, lgth point to shoulder 12 in.

ORD 41-F-1184 | FSN 5110-242-5392

FILE, AS, round, cut bastard, lgth point to shoulder 12 in.

ORD 41-F-1307 | FSN 5110-234-6557

FILE, AS, three square, cut second, lgth point to shoulder 8 in.

ORD 41-F-1564 | FSN 5110-239-7556

FILE, thread restorer, threads to the in 11, 12, 13, 14, 16, 18, 20, and 24.

ORD 41-F-1525 | FSN 5110-373-1691

GOGGLES, eyecup, protective, chippers and grinders, impact resisting flat lens, (formerly 37-G-3455).

ENG 37-4458.300.100 | FSN 268-9741

GRINDER, bench, hand power, hv-duty, wheel 6 in.

ORD 41-G-872 | FSN 3425-241-3116

HANDLE, file and tool, wood, size med., diam of hand grip 1-1/4 in. (Set of six)

ORD 41-H-1116 | FSN 5110-263-0349

STONE, sharpening, unmounted, artificial, rectangular, coarse and fine comb., thickness 1 in, width 2 in, lgth 8 in.

ORD 41-S-5416 | FSN 5345-260-0759

BRUSH, sash tool, 1-7/16 x 1-1/16 in, (formerly 38-B-9345). (Set of two)

ENG 38-4567.300.500 | FSN 239-0959

HANDLE, soldering iron, lgth 5-1/2 in. (Set of four)

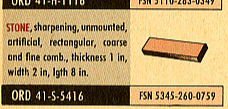
ORD 41-H-1510 | FSN 3375-263-0346

IRON, soldering, non-elec, pyramid point, wt per pr 1 lb. (Set of two)

ORD 41-I-700 | FSN 3375-228-1579

IRON, soldering, non-elec, pyramid point, wt per pr 2 lb. (Set of two)

ORD 41-I-702 | FSN 3375-224-7510

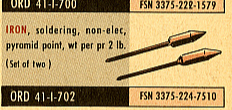


BRUSH, acid, soldering, 1/2 x 3 in bristles, 8-1/2 in long (formerly 38-B-675). (Set of six)

ENG 38-2750.750.850 | FSN 223-8002

BRUSH, cleaning, steel wire, 1-1/8 by 14 in block, (formerly 38-B-1005). (Set of four)

ENG 38-5734.400.138 | FSN 223-7647



BEAD LOOSENER, TIRE: tempered handle, with steel tubular handle, 35 inches long.

ORD 5120-00-17038 | FSN.....

IRON, tire, hand, universal, 18 inches long. (Set of two)

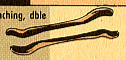
ORD 41-I-780 | FSN 5120-473-6328

GENERAL TOOLS

IRON, tire, curved type, lgth 24 in. (Set of two)

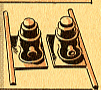
ORD 41-I-772 | FSN 5120-449-7071

IRON, tire, non-pinching, dble end, lgth 18 in. (Set of two)



ORD 41-I-775 | FSN 5120-449-7073

JACK automobile and motor truck, hydraulic, w/hdle, cap. 12 ton. (Set of two)



ORD 41-J-73-10 | FSN 5120-188-1789

JAWS, (pr), vise, copper, size 4 in.

ORD 41-J-325 | FSN 5120-221-1506

TOOL, tire probing.

ORD 41-T-3374 | FSN 5120-449-8047

TOOL, tire valve stem finishing.

ORD 41-T-3378 | FSN 5120-423-2346

TOOL, valve converting, (for bending tire valve stems).

ORD 41-T-3381 | FSN 5120-223-9385

TOOL, valve repair, tire stem.

ORD 41-T-3382-20 | FSN 5120-387-9642

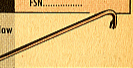
VULCANIZER, valve and tube.

ORD 41-V-615 | FSN 4910-243-3130

BAR, crow, pinch point, diam of stock 1-1/4 in, lgth 5 ft, wt 18 lb.

ORD 41-B-175 | FSN.....

BAR, wrecking, gooseneck, claw and pinch point, lgth 3 ft.



ORD 41-B-336 | FSN 5120-238-8589

BLADE, hacksaw, lgth 10 in, teeth per in 24. (Set of twelve.)

ENG 41-1607.100.240 | FSN 5110-228-3189

CABINET, tool, 5, w/drawers and bench top.

ORD 41-C-15 | FSN 5140-357-5520

CLAMP, hydraulic brake cylinder, universal type, (set of 4.)

ORD 41-C-1835 | FSN 4910-244-4900

CLEANER, engine, spray, gun type, air operated, 1 qt cup.

ORD 40-C-1008-20 | FSN 4930-222-2975

CUTTER, tubing, 1/8 to 3/4 in cap, w/reamer blade.

ORD 41-C-2825 FSN 5110-221-1052

EXTRACTOR, screw, "Ezy-out type", spiral tapered, (set of 9)

ORD 41-E-561 FSN 5180-610-1888

FRAME, hacksaw, adj, pistol grip handle, cap 8 to 12 in.

ENG 41-3714.300.200 FSN 5110-223-4971

FUNNEL, glvd, cap 2 qt.

ORD 41-F-3593 FSN 7330-230-2397

FUNNEL, with flex tube, 1 qt.

ORD 41-F-3592 FSN 7330-223-8874

HAMMER, blacksmiths, hand, cross peen, wt 3 lb.

ORD 41-H-126 FSN 5120-242-3915

HAMMER, carpenters, claw, bell face, wt 1 lb.

ORD 41-H-187 FSN 5120-194-1633

HYDROMETER, antifreeze solution, 2 float type, in box. (Set of two)

ORD 18-H-940 FSN 6630-449-6609

JOINT, socket wrench, universal, 3/4 in sq-dr.

ORD 41-J-382 FSN 5120-228-9348

KNIFE, rubber cutting, 4 inch taper point.

ORD 41-K-557-50 FSN 5110-242-3775

PADLOCK, keyed individually, brass body, 1-3/4 inch, with 2 keys.

ENG 842-5752.475.102 FSN.....

PLIERS, brake key and snap ring, horse shoe type.

ORD 41-P-1572 FSN 5120-473-6386

PLIERS, brake spring, removing and replacing.

ORD 41-P-1579 FSN 5120-387-9596

PULLER, univ, slide hammer type, 3 jaw, 0 to 4 in outside range, 1-1/4 to 6 in inside range.

ORD 41-P-2957 FSN 5120-473-6396

PULLER, wheel, universal, with set of legs, short and special jaws.

ORD 41-P-2960 FSN 5120-449-3770

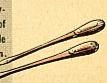
REMOVER and REPLACER, lock ring, wt 2 lb, lgth 20 in.

ORD 41-R-2378 FSN 5120-359-6552

SAW, crosscut, hand, skew back, lgth 24 in, points per in 8.

ENG 41-6967.240.100 FSN 5110-142-4998

SCREWDRIVER, common, hv-duty, integral handle, lgth of blade 10 in, width of blade 7/16 in, lgth overall 16-1/2 in. (Set of two)



ORD 41-S-1078 FSN 5120-222-8872

SCREWDRIVER, recessed screw (Phillips Type), 6 screwdrivers per set (Two sets)

ORD 41-S-1630 FSN 5120-357-7174

SHEARS, trimmers, bent 6 inch cut, 12 inch long.

ORD 41-S-2855 FSN 5110-244-6511

SLEDGE, blacksmiths, cross peen, wt 12 lb.

ORD 41-S-3706 FSN 5120-244-4130

STENCIL, br, adj, w/brush and ink, dry type, figures and letters, height of characters 1 in.

ORD 42-S-21910 FSN.....

STENCIL, br, adj, w/brush and ink, dry type, figures and letters, height of characters 2 in.

ORD 42-S-21920 FSN.....

STENCIL, br, adj, w/brush and ink, dry type, figures and letters, height of characters 4 in.

ORD 42-S-21930 FSN.....

TOOL, flaring, steel tubing, dble flare, fuel and hydraulic lines, w/case, 3/16, 1/4, 5/16, 3/8, and 1/2 in size.

ORD 41-T-3135 FSN 5120-240-5479

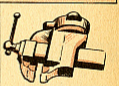
TORCH, blow, gasoline, round tank, capacity 1 qt.

ORD 41-T-3645 FSN 5120-181-6746

TUBE, hydraulic brake bleeder, complete with connections. (Set of two)

ORD 41-T-4170 FSN 4910-533-8493

VISE, bench, machst, swivel base, stationery jaws, width of jaws 4 in, jaw opng 5-1/2 in.



ORD 41-V-276 FSN 5120-243-1371

WRENCH, adj, sgle open end, jaw opng 1-1/8 in, lgth 10 in. (Set of two)

ORD 41-W-487 FSN 5120-449-8083

WRENCH, adj, sgle open end, jaw opng 1-5/16 in, lgth 12 in. (Set of two)

ORD 41-W-488 FSN.....

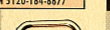
WRENCH, box, dble-hd, long, size of opngs 1-1/16 and 1-1/8 in.

ORD 41-W-619-678 FSN 5120-184-8675

WRENCH box, dble-hd, long, size of opngs 1-1/4 and 1-3/8 in.

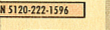
ORD 41-W-619-698 FSN 5120-184-8677

WRENCH, box, dble-hd, half-moon, size of opngs 9/16 and 5/8 in.



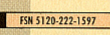
ORD 41-W-635 FSN 5120-222-1596

WRENCH, box, dble-hd, half-moon, size of opngs 5/8 and 3/4 in.



ORD 41-W-636 FSN 5120-222-1597

WRENCH, drain plug, adj.

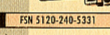


ORD 41-W-875 FSN 5120-222-1398

WRENCH, pipe, adj., hv-duty, capacity of pipe 1/4 to 1 in, lgth 10 in. (Set of two)

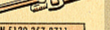
ORD 41-W-1662 FSN 5120-240-5331

WRENCH, pipe, adj, hv-duty, cap of pipe 1 to 2 in, lgth 18 in.



ORD 41-W-1664 FSN 5120-357-8711

WRENCH, spanner, hook adjustable, 3.4 to 2 inch circle diameter.

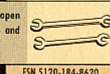


ORD 41-W-3249-900 FSN 5120-449-8235

WRENCH, tappet, dble open end, size of opngs 7/16 and 1/2 in. (Set of two)

ORD 41-W-3573 FSN 5120-184-8620

WRENCH, tappet, dble open end, size of opngs 9/16 and 5/8 in. (Set of two)

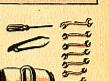


ORD 41-W-3579 FSN 5120-184-8621

WRENCH, torque indicating, 1/2 in sq-dr, cap 175 ft lb.

ORD 41-W-3631 FSN 5120-242-3262

WRENCH SET, elec, midget, dble open end, 9 wrenches with ignition pliers and screwdriver, set of 11 pieces in leatherette roll. (Set of two)



ORD 41-W-900 FSN.....

WRENCH SET, engrs, dble open end, range 3/8 to 1-1/8 in, set of 10 in roll.

ORD 41-W-982-20 FSN 5120-422-8594

WRENCH SET, set or cap screw, hex, plug type, reg short army series, range 5/64 to 9/16 in, set of 11 wrenches in box.

ORD 41-W-2418 FSN 5180-523-9817

WRENCH SET, socket, 1/4 in sq-dr, 6 & 8 point opngs, set of 15 pieces.

ORD 41-W-2614-110 FSN 5180-357-8810

WRENCH SET, socket, 3/4 in sq-dr, 12 point opngs, set of 17 pieces in box.

ORD 41-W-2620 FSN 5180-357-8822

WRENCH SET, spark plug, socket, 1/2 in sq-dr, 12 point opng, extra deep set of 8 wrenches in box.

ORD 41-W-2995 | FSN 5180-357-8905

WRENCH SET, wheel (Budd) stud nut, gear type w/36" tubular handle and 20" bar handle.

ORD 41-W-3830-10 | FSN 5180-378-4411

TOOL SET, Organizational Maintenance (2nd Echelon), Set No. 1, Supplemental 41-T-3538-865

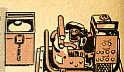
ADAPTER SET, testing, vehicle waterproof elec. circuits.

ORD 17-A-3150 | FSN 4910-356-7511

CLEANER and TESTER, spark plug, complete with adapters for all type spark plugs, for operation on 12 volt storage battery.

ORD 40-C-1011 | FSN 4910-473-6219

CHARGER, btry, portable, 2,000 w, 12 v, air cooled, gasoline engine driven.



ORD 17-C-9635 | FSN.....

CORD, extension with plug and receptacle, rubber covered, 2 conductor, No. 16 AWG, 25 ft long, (formerly 17-C-35080).

ENG 17-3592.714.025 | FSN 265-6497

DRILL, elec, portable, univ current, cap 1/2 in, 115 v.

ORD 40-D-345 | FSN.....

GENERATOR SET, portable, gasoline driven, base mounted, 2 KW, 110 volt, 1 ph, 60 c, (formerly 17-G-1965-100).

ENG 17-5122.320.600 | FSN 237-0224

GRINDER, elec, portable, aerial, univ current, w/stand, 1/2 hp, 6 x 1 inch wheel, 115 v.

ORD 40-G-128-10 | FSN 3450-242-0579

PLUG, attachment, double outlet, non-water tight.

ENG 17-7597.200.020 | FSN 5935-449-7177

PLUG, attachment, single outlet.

ENG 17-7597-200.100 | FSN-5935-449-7176

RESISTOR, load bank and field rheostat.

ORD 17-R-6249 | FSN.....

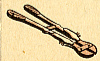
TACHOMETER, engine, elec, 0-4000 rpm range, w/o batteries.

ORD 18-T-231 | FSN.....

TESTER, low voltage circuit.

ORD 17-5575-50 | FSN 6625-356-8269

CLIPPERS, bolt, rigid hd cutter, close cutting, lgth 18 in, cutting capacity 5/16 in bolt and 1/4 in rod.



ORD 41-C-2280 | FSN 5110-188-2521

CUP, paint spray gun, siphon feed, clamp type, 1 qt cap. (Two of these in set.)

ORD 40-C-1345 | FSN 4940-190-5164

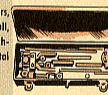
GAGE, tension, contact points and brushes, calibrated 0 to 80 in 1 oz grad, coil spring type, w/push rod and hook.

ORD 41-G-105 | FSN 5210-449-3750

GUN, paint spray, siphon feed, 4-1/2 cfm.

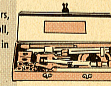
ORD 40-G-527 | FSN 4940-261-8414

PULLER SET, bearings and gears, etc, yoke type, push and pull, eight adapters, two attachments and two legs, in metal case.



ORD 41-P-2905-60 | FSN 5120-423-1596

PULLER (set), bearings, gears, etc, yoke type, push and pull, w/9-1/2 in legs, complete in case.



ORD 41-P-2905-60 | FSN 5120-423-1596

PULLER, gear, univ, cap 0 to 12 in diam, 10 in reach, complete with extra pair of jaws, cap 0 to 14 in reach, 15-5/8 in reach.

ORD 41-P-2910 FSN.....

PULLER, gear, univ, rvrs jaws, cap 0 to 8 in diam, 5-1/2 in reach.

ORD 41-P-2911 FSN 5120-473-6395

PULLER, gear, univ, rvrs jaws, cap 0 to 6 in diam, 3-1/4 in reach.

ORD 41-P-2912 FSN.....

PULLER, steering gear arm, univ type.

ORD 41-P-2952 FSN.....

PULLER, steering wheel, univ type.

ORD 41-P-2954 FSN 5120-422-8570

PULLER, wheel, univ, complete.

ORD 41-P-2960 FSN 5120-449-3770

SCREEN, headlight, adj chart, width 10 ft, height 42-1/2 in.

ORD 41-S-990 FSN 4910-240-7529

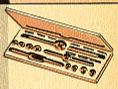
SETTER and **EXTRACTOR**, stud, wedge type, 1/2 in sq-dr.

ORD 41-S-2390 FSN 5120-223-0406

SEPARATOR, paint sprayer, oil and water, w/one regulator.

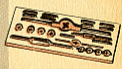
ORD 40-S-1555 FSN 4940-242-4100

THREADING SET, bolt and screw, NC series, range 1/4-20 NC to 1-8 NC, set of 24 pieces in case.



ORD 41-T-1895 FSN 5180-448-2362

THREADING SET, bolt and screw, NF series, range 1/4-28 NF to 1-14 NF, set of 24 pieces in case.



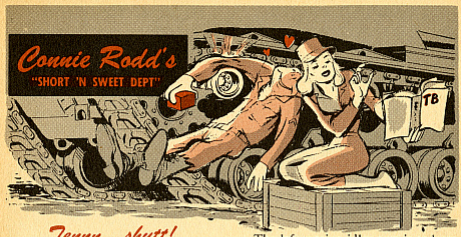
ORD 41-T-1925 FSN 5180-422-4975

WRENCH, brake adj (sgle end tubular, hex, size of opng 1-1/16 in).

ORD 41-W-642-200 FSN 5120-449-8115

WRENCH, spanner, hook, adj, diam of circle range 3/4 to 2 inch.

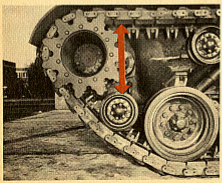
ORD 41-W-3249-900 FSN 5120-449-8235



Tenun...shutt!

Till there's more word on the subject, better stick to the "block" method of adjusting track tension on your late M48 and T67 (flame-thrower) tanks with the tension idler wheels.

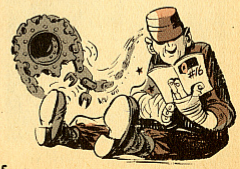
The quick-measurement—top of idler to bottom of track—way described in TB 9-718B-1 (13 May 54) is not workin' out so good. Seems that differences in size, shape and position of left and right suspension items throw it off—sometimes enough to throw off a track.



QUICKIE METHOD'S OUT

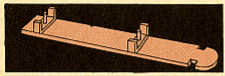
The left tension idler arm is at least four inches longer than the right. Also, the back road wheel on the left side is set farther forward on the hull—which lets the track hit the tensioner at a different angle. Add these variations to the half-inch tolerance given in the TB, and y'can end up with a lotta difference in the tension of your right-left tracks.

So for now—stick to the tried-and-true block method in the TB. And take another peek at that "Track Tightening Tip" on page 743 of PS #16.

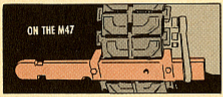


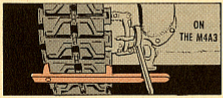
Official track tool

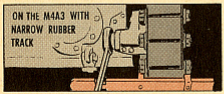
That track adjusting tool in PS Magazine #17 is now official. You don't have to make it from spare parts any longer. Tank yards can pick it up under Ord Part No. 8390307.

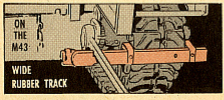


It's listed as FIXTURE, ASSY, Track Tension, Adjusting. Here's the way it's applied:







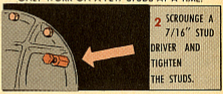


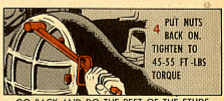
You can also put it on the M46A1.

Corral those studs

Could be the carrier-assembly attaching studs on your G749-series vehicles (2-1/2-ton, 6x6, GMC) are trying to retreat out of the axle-housing. Which ain't so good. To scotch this backhanded manuever, do this on all three axle carriers:

ONLY WORK ON A FEW STUDS AT A TIME.



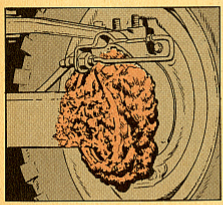


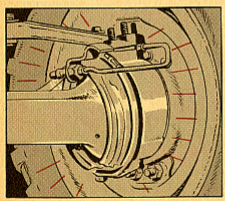
GO BACK AND DO THE REST OF THE STUDS.

You'll see an MWO on this pretty soon.

Boots, boots, boots

Some steering-knuckle boots on the M44 series 2-1/2-ton trucks have been going to pot long before their time. They're there to keep grease, mud and other forms of glob out of the highly-polished surface of the steering knuckles and front-axle housing.

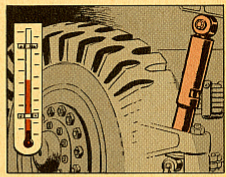




When grease, dirt and mud get on the boots and you let it cake, the boots'll start to crack and cause all sorts of foul-ups. They've got to be cleaned off. So, roll up your sleeves and get down on it. A little close work now will pay off big later.

Improved shock fluid

The hydraulic shocks now used on all M-series vehicles are filled with a low-temperature type fluid, and are built strong enough to be successfully operated in temperatures as low as −65°F.



So you needn't worry about draining and filling them with petroleum-base oil or tying them up out of the way when you expect to operate in extremely low temperatures.

This dope'll be covered in later revisions to TM's 9-2810 and TM 9-2855. In the meantime, if you've got any questions on the subject . . . write Sgt Half-Mast.

Linkage counts, too, on those—

CD-850 BRAKES ON YOUR M46, M46A1 AND M47 TANKS

For a good brake adjustment on your medium tank (CD-850 transmission) y'gotta have the brake-control-linkage in shape. Here's how to shape it up:

5 TAKE OUT CLEVIS PIN THAT HOLDS BRAKE—APPLY—ARM TO LINKAGE-CONTROL-ROD.

T BRAKE CABLE

CREW COMPARTMENT BRAKE ROD

EQUALIZER BAR

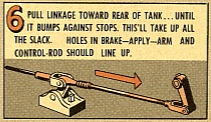
CROSS SHAFT LEVER

CROSS SHAFTS

ENGINE COMPARTMENT BRAKE ROD

SERVICE BRAKE APPLY ARM AT TRANSMISSION

6 PULL LINKAGE TOWARD REAR OF TANK... UNTIL IT BUMPS AGAINST STOPS. THIS'LL TAKE UP ALL THE SLACK. HOLES IN BRAKE—APPLY—ARM AND CONTROL-ROD SHOULD LINE UP.



7 IF SO, INSERT PIN AND FASTEN IT. IF NO, DON'T MOVE ARM OR LINKAGE. ADJUST ROD YOKE TO GET "FREE" PIN FIT, PIN IT. THERE SHOULD BE NO TENSION LEFT ON THE LINKAGE IN EITHER DIRECTION.

8 CHECK BRAKE PEDAL IN DRIVER'S COMPARTMENT. IF NOT ENOUGH CLEARANCE BETWEEN PEDAL AND HULL, REMOVE PIN FROM ROD OR CABLE THAT CONNECTS PEDAL CAM ASSEMBLY.

9 ADJUST YOKE TILL Y' GET PROPER PEDAL CLEARANCE.

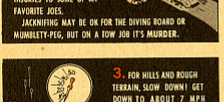
A little attention to linkage before adjusting brakes will help take you a long way—in one piece.

Connie Says:
When you're towing—

DON'T JACK-KNIFE, JACK—SLOW DOWN...GET BACK!

Been hearing about some nasty accidents on M74 towing jobs lately. Don't know whether to cuss or cry—or both.

They're caused by careless, reckless or thoughtless use of the M74 retriever—towing disabled light or medium tanks at excess speeds.



1. RESULTS: JACKNIFING, SMASHED VEHICLES, FATAL INJURIES TO SOME OF MY FAVORITE JOES.
JACKNIFING MAY BE OK FOR THE DIVING ROARD OR MUMBLETY-PEG, BUT ON A TOW JOB IT'S MURDER.

2. ANY TIME YOU GET ABOVE 12 MPH IN A TANK-TOWING OPERATION, YOU'RE ASKING FOR TROUBLE. THAT'S THE MAXIMUM SAFE SPEED FOR STRAIGHT, LEVEL ROADS.

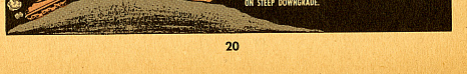
3. FOR HILLS AND ROUGH TERRAIN, SLOW DOWN! GET DOWN TO ABOUT 7 MPH OR SLOWER IF YOU'RE ON A STEEP HILL.

4. BEST TO KEEP THE TOWED TANK'S CROSS-DRIVE TRANSMISSION IN NEUTRAL DURING THE TOW

5. IF TRANSMISSION IS DAMAGED, DISCONNECT UNIVERSAL JOINTS ON LAME TANK.

6. COURSE YOU WON'T HAVE USE OF THE BRAKES. BUT—THE M74'S GOT ENOUGH BRAKES TO TAKE CARE OF THE LOAD UNDER MOST CONDITIONS—IF IT'S HANDLED RIGHT.

7. IF THERE'S A DRIVER IN TOWED TANK, KEEP AN EYE ON HIM. HE'S IN THE DIRECT PATH OF M74 EXHAUST TOO MUCH OF THAT CAN PUT HIM TO SLEEP FOR KEEPS.

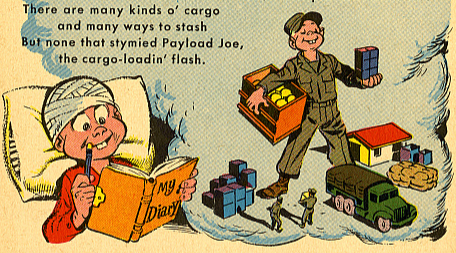


8. WITH HEAVY LOAD LIKE AN M47 TANK AND FACING A STEEP DOWN GRADE (LIKE 30°) USE ANOTHER TANK TO SNUB DOWN TOWED VEHICLE AND HELP WITH BRAKING ON STEEP DOWNGRADE.

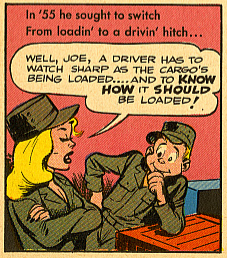
JOE DOPE

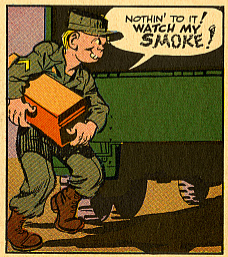
HOW TO CARRY A LOAD

Oh, they tell of a mighty railroad man, a woodsman, pioneer . . .
But hear the tale of a **loadin' man,** his exploits and career.
There are many kinds o' cargo
and many ways to stash
But none that stymied Payload Joe,
the cargo-loadin' flash.



In '55 he sought to switch
From loadin' to a drivin' hitch...





He piled it fast,
he piled it high,
he worked like
twenty-one
Nor did he pause
to catch his breath,
until the job
was done.

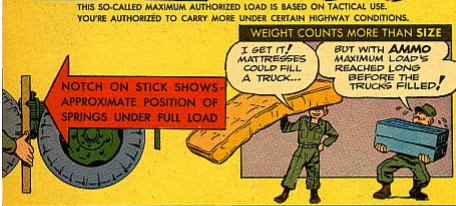
A cargo Joe could
estimate
within a pound
or inch
And load it up
at such a pace
a normal man
would flinch.

LOAD DOESN'T MEAN YOUR TRUCK HAS TO BE FULL

WEIGHT OF ITEM **X** NUMBER OF ITEMS = WEIGHT OF YOUR LOAD

THIS SO-CALLED MAXIMUM AUTHORIZED LOAD IS BASED ON TACTICAL USE. YOU'RE AUTHORIZED TO CARRY MORE UNDER CERTAIN HIGHWAY CONDITIONS.

WEIGHT COUNTS MORE THAN SIZE



DEAD CENTER...

STRAINS YOUR TRUCK

FORWARD...

OVERLOADS FRONT TIRES MAKES STEERING TOUGH

IN THE REAR...

OVERLOADS REAR TIRES POOR STEERING CONTROL

SO THAT THE GROSS WEIGHT OF THE FULLY LOADED VEHICLE IS PROPERLY BALANCED ON THE AXLES IS EVENLY DISTRIBUTED THROUGHOUT THE CARGO BODY.

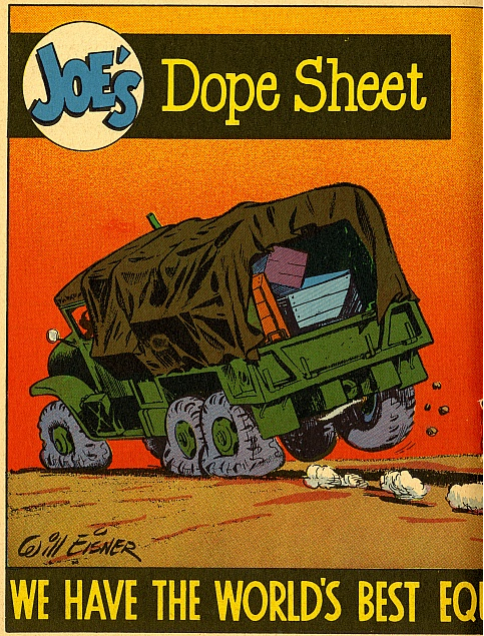
THE WEIGHT OF YOUR CARGO CORRECTLY

IF LOAD IS CONCENTRATED . . . PUT LOAD REAR OF CENTER, SLIGHTLY AHEAD OF REAR AXLE

IF LOAD CAN BE SPREAD

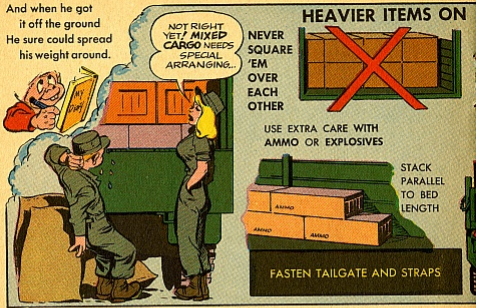
	GENERAL PURPOSE	TOWING	
ON SMOOTH HARD-SURFACED ROADS	100% OVERLOAD OK	60% OVERLOAD OK	NO OVERLOAD

YOU SHOULDN'T OVERLOAD A VEHICLE IF DRIVING CROSS-COUNTRY OR ON ANYTHING LESS THAN A SMOOTH HARD ROAD. 'COURSE IN EMERGENCIES, YOU CAN DO MOST ANYTHING, BUT YOU GOTTA GET THE OLD MAN'S OK FIRST. FOR MORE DOPE ON THIS, SEE FM 25-10.

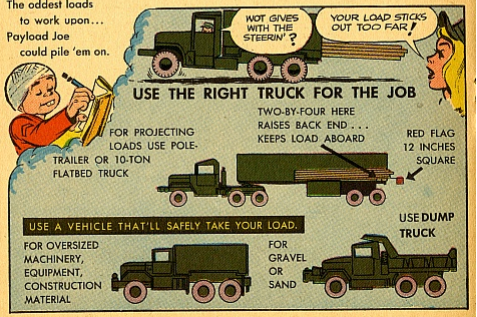



As a foot-soldier Joe shoulda know'd
That a vehicle has a "right" load.
You can load just so much
And it takes the right touch-
Check your FM* afore y'r full stowed.
*FM 25-10
UIPMENT... Take care of it
BY WILL EISNER

And when he got it off the ground
He sure could spread his weight around.



The oddest loads to work upon...
Payload Joe could pile 'em on.



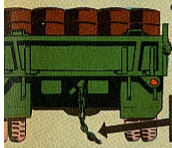
BOTTOM...LIGHTER ON TOP

OVERLAP 'EM TO PREVENT SHIFTING

STACK LIKE ITEMS TOGETHER. SACKED CARGO SEPARATE, AWAY FROM DANGER OF PUNCTURE

SIGHT DOWN THE MIDDLE FOR A BALANCED LOAD.

USE EXTRA CARE WITH **PETROLEUM, OIL** AND **LUBRICANTS** CHECK DRUMS . . . REJECT LEAKERS



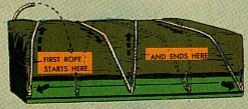
FULL OR EMPTY, ALL CONTAINERS **CLOSED!**

DRAG CHAIN TO PREVENT STATIC

The maximum all set to go... No livin' man was sharp as Joe.

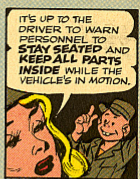
USE YOUR TARPS AND BOWS

IF NOT USING BOWS, **LASH** TARP OVER CARGO WITH TWO 60-FOOT ROPES

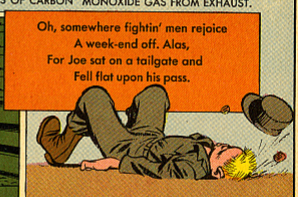


START 2ND ROPE AT FRONT OF OTHER SIDE AND LASH IN SAME MANNER

HAULING PERSONNEL . . . IT'S SAFETY FIRST. THAT MEANS PROTECTION FROM THE WEATHER AND PROPER VENTILATION.



PASSENGERS SHOULD BE PROTECTED FROM WEATHER, BUT CARE MUST BE TAKEN THAT THERE IS PROPER VENTILATION SINCE IN A CLOSED VEHICLE, EXPOSED TO THE DANGERS OF CARBON MONOXIDE GAS FROM EXHAUST.

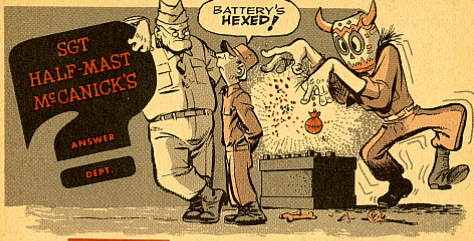


IT'S THE DRIVER'S RESPONSIBILITY

...TO DELIVER CARGO SAFELY AND PROMPTLY

...TO MAKE SURE THE LOAD IS RIGHT FOR THE VEHICLE

. . . TO WATCH THAT THE LOAD IS BUILT UP RIGHT, DISTRIBUTED CORRECTLY, INTERLACED, SHIFTPROOF AND PROTECTED.

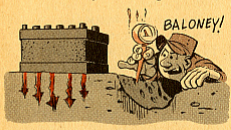


BLACK MAGIC

Dear Half-Mast,

I hear a question quite often and have been asking the same one, but nobody seems to have an answer for it.

I have always been taught not to set a battery on a concrete floor because it'll cause the battery to discharge.

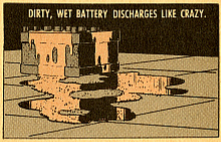


What is it in concrete that takes the charge out of a battery?

Sgt J. L. H.

Dear Sgt J. L. H.,

Not a thing in the world but superstition, black magic and hex signs. There's no reason in the world why setting a battery on a concrete floor will take the charge out of it.



However, the guys who taught you never to do it had a good point. You won't hurt the battery, but you may hurt the floor. Battery acid is not good for concrete.

I think this old supersition began because guys would leave a battery on the floor for months at a time, and when they went back to it, it was dead. They overlooked the fact that it would have been just as dead if they had stored it in a bank vault or taken it to bed with them. A battery that has once been filled and charged can't be neglected. You gotta keep checking it, and recharge it when the gravity goes below 1.240 (at 80° F).

One other thing may have helped push this idea along—a guy who runs a sloppy shop, with batteries kicking around all over the floor is also likely to be the sort of guy who doesn't keep those batteries clean and dry. A dirty wet battery will leak current through the acid salts on the top and discharge quicker than a clean dry one, no matter where you keep it.

Half-Mast

CAN'T HARDLY GET THEM

Dear Half-Mast,

What are we going to use for lubrication orders for sedans, pick-ups, and other commercial type vehicles of 1950 thru 1953 manufacture? We have a lot of sedans, 1/2-ton pickups and 1-1/2-ton trucks and every time we have a command inspection we get gigged for not having a lubrication order.

Pfc L. A. D.

Dear Pfc L. A. D.,

Can't see how you're supposed to have lube orders when they haven't been published.

You're supposed to use the manufacturer's manual that comes with each vehicle. Lubrication instructions are found in it. If your manual is missing, suggest you get another from your publications section.

You'll also have to take a gander at TB-Ord 378 to get the right lube identification, because manufacturers' names and grades don't always agree with standard Army lube symbols.

Half-Mast

THE MISSING-POOP CASE

Dear Half-Mast,

I've searched and I've scrounged, but where is all the poop on the M170, ¼-ton, 4x4, front-line ambulance? There just doesn't seem to be anything on it. Clue me, please.

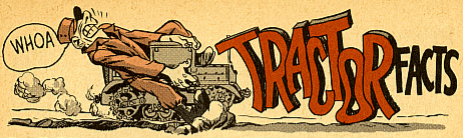
Cpl M. I. S.

Dear Cpl M. I. S.,

Here's the whole case laid out in the open. The publication for the M38A1 Jeep and the M170 ambulance are the same. With the exception of the body and other minor differences, the two vehicles *are* the same. You'll see these differences in Ord 8 SNL G-758, dated May 1954.

TM 9-804A, the bible for the M38A1, is also being revised. It'll probably be out within a month or two—and it'll also give you the poop on the M170. Its number will be TM 9-8014.

Half-Mast



Dear Half-Mast,

We've just been issued the M5A4, 13-ton high-speed tractor, and could sure use some advice.

Is it necessary to stop the vehicle to change from low range to high range?

Also—what kind of lube is used in the auxiliary transmission (transfer)?

Lt H. J. S.

Dear Lt H. J. S.,

That auxiliary transmission gives you extra stuff, but you have gotta make the range shift at halt. It's one of the facts-of-life with the A4; might's well relax and enjoy it.

Shouldn't hinder smooth driving at all. Just keep in mind where and how you're operating. In rugged going, select LOW—and stick with it; for terrain that's fairly smooth and level, HIGH does the job. (Just like with dual range "mushomatic"—sort of.)

As for lubing the auxiliary transmission, it gets the same treatment (oil weight and interval) as the main cog box. Don't overlook the "stick" shifter-shaft. Every day remove the plate (in the crew compartment), take out the plug, and squirt in 3 or 4 drops of OE.

You'll be getting a new LO for the A4 shortly. Meantime, y'might cast an eye on this suspension lube chart (Fig 1), and make sure everything what needs grease is getting it.

Half-Mast

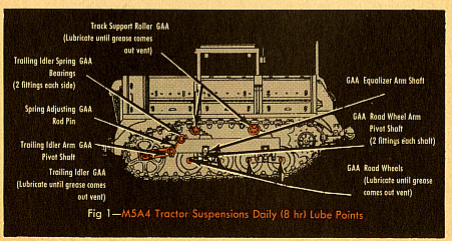
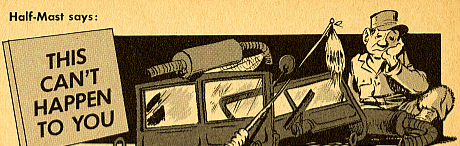


Fig 1—M5A4 Tractor Suspensions Daily (8 hr) Lube Points

Half-Mast says:



YOU'RE BEING PROTECTED

Dear Half-Mast,

I think I got a first-class gripe. I'm a company mechanic and, if I do say so myself, I know my job. But, according to the Ord 7's, I can't order a lot of parts I can replace on vehicles myself. These parts include windshield-wiper motors, windshield assemblies, tail pipes and radiators.

Everyone is always harping about preventive maintenance—and yet we can't get simple parts any kid can change in a few minutes. Just what gives?

SFC F. H.

Dear SFC F. H.,

Whoa now, chum. You're going off half-cocked without taking a careful look at the situation. You got to remember one thing: There's always a reason for everything—'specially in an outfit as big as the Army. Let's look at this thing in the right light.

We all know that such things as windshield-wiper motors, tail pipes, radiators and a lot of other parts the Ord 7's don't list seldom go on the blink. These're parts which are usually good for the life of the vehicle. So, what's the sense of loading you down with parts which're only going to be replaced once in a blue moon. If you do that, you'll have thousands and thousands of parts on your supply trucks, in your supply room—and you wouldn't be able to see the parts you need 'cause of the stuff piled around that's seldom—if ever—used.

When your vehicle goes back to field and depot maintenance level for overhaul, it's gone over with a fine-tooth comb. If the people at this level think these parts need to be replaced or if you recommend it, they replace them. This way you're being protected from a flood of parts which your own unit's supply system couldn't handle.

Let's take a look at another angle. Suppose you got a practically new truck with a bad but easily replaced part which the Ord 7 says you can't get at organization level. What do you do? Just speak to your Ordnance support unit and they'll get it for you in a jiffy or they may get the job done for you.

That's all there is to it. The part's there for you—it's just one notch above your organization.

This leaves your outfit with more time to perform its main job—fighting.

Half-Mast

ARMAMENT

YOUR M2A2 CARRIAGE

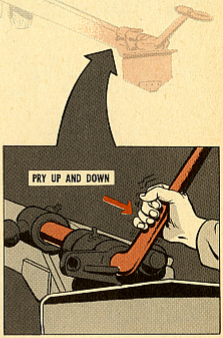
May be all bushed—so give it a close look before it does you in

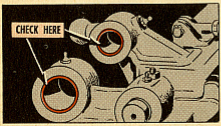
Let loose that lanyard, man, and let's get down to brass tacks and bronze bushings for a moment. That is, if your 105-mm howitzer happens to be mounted on an M2A2 carriage.

If it isn't . . . well, why not hang around a minute anyway?

First thing you wanna do is take a fast peek at the serial number of your carriage. If it's numbered 8359 thru 9338, or 10826 thru 12581, you maybe got troubles looming with the drawbar assembly on the right trail. Some of those drawbar bushing-housings aren't all they're 'sposed to be and the bushings have been getting a hard time.

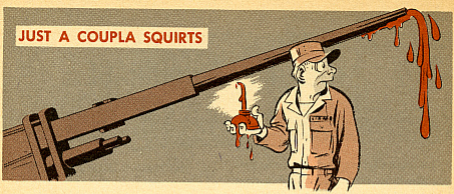
A simple way of checking 'em is by prying up and down on the drawbar. If your carriage has seen much action, chances are the bushings will move in the housings. Which means you've got a fouled-up assembly. Call Ordnance.



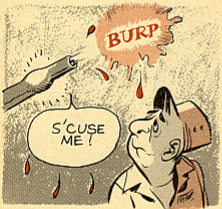


If your carriage has one of the serial numbers listed, better have Ordnance look over the drawbar assembly just to make sure everything's on the up-and-up. Ordnance may have to remove some of the bushings to check the housings. If more than a square inch of either the front or rear bushing housing is not machined, the carriage is unserviceable.

Your Ordnance support unit will report all defective carriages by the numbers to the Ordnance Weapons Command, Rock Island, Illinois.

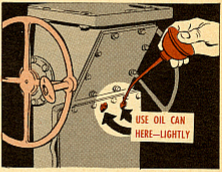


Heard the elevating mechanism of a 120-mm ack-ack gun give out with a burp the other day that sounded like a baby hippo. Man, what a real gone gurgle.

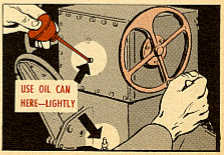


Some good-intentioned soul had kept shooting PL into the side cover tubes until he just about drowned the whole mechanism. Honest mistake, tho. No publication tells that those are just oil-can points. The only thing needed here is a squirt or two of oil every week to keep the gear and bearings going around smooth-like.

Same thing applies to the side-cover tubes on the traversing mechanism, too. A coupla squirts with the oil can and you've got it. Elevate and traverse while you're putting the oil in.



But the other parts of those mechanisms need the full treatment, so follow the LO right down the line. The next revision of LO 9-380 will give ya the dope on the oil-can points.



SKYSWEEPER HAND EXTENSION

Also heard about a low Joe the other day. Seems he forgot to remove the valve-extension-handles from the hydraulic-emplacing-mechanism of his Skysweeper. And when they traversed the gun—schmooy! Knocked the elevation right out of that mechanism. And Joe went to the bottom of the list.

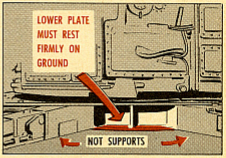
A good way to keep this from happening is to keep those handles in your hand at all times when they're being used. When you move your hand, you gotta move the handles, too.

In fact, if you just think of those handles as being extensions of the hands instead of extensions of the valves, you'll always remember to move 'em before you traverse.

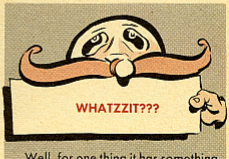
BUCKING'S NO FUN

The outriggers on your ack-ack guns are not meant to bear the weight of the gun and mount. They're there to keep the mount from making like a saddle-sore bronco and bucking all over the place during operation.

When lowering the mount, make sure the lower plate is solidly on the ground (level ground, too) and bearing all the weight. Clear away all rocks, logs, stumps and humps in the ground before you let 'er down so the outriggers won't get short-stopped and have to carry a load. If they do, they'll either



break or bend upward. And the next time you straddle your trusty old mount, you'll get the bucking of your life . . . and even Davy Crockett couldn't hit the broad side of a bull from a bucking piece like that.

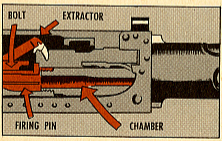


Well, for one thing it has something to do with shootin'. Anyway, when you slam it home on a load and make with the trigger, you get a real gone charge —both fore and aft. Now that you've guessed it, turn to page 38 to see what it's all about.

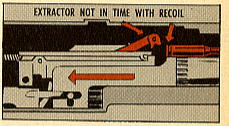
WANNA MAKE A LITTLE TIME ON YOUR .50 CAL MACHINE GUN?

You .50-cal machine gunners oughtta be pretty hep to the fine art of headspacing, what with a decal and all to clue you. But how're you making out with the timing?

Timing, y'know, is getting the firing pin to release at just the right time when the recoiling parts return to battery. It's something that should be checked each time the headspace is adjusted and any other time the piece isn't putting out just right. It's also something that's done by your company armorer, or under his supervision.

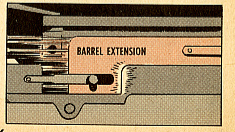


And how does poor timing affect your gun? Well, if the firing-pin is releasing too soon (early timing), the gun will fire and recoil before the extractor is far enough forward to grab the next cartridge from the belt. The gun will fire only two rounds—the round you chambered by charging the gun, and the round in the belt which was engaged by the extractor when the first round was chambered. After that—dead silence.



So keep this in mind: If your gun stops firing after only two rounds, the timing is probably off. See your unit armorer.

On the other hand, if the firing pin is releasing too late (late timing), the barrel extension will bang into the trunnion-block when the recoiling parts go back into battery. The gun may fire all right, but it'll play hob with the barrel-extension and trunnion-block. So if your gun's banging back into battery too hard, the timing is most likely on the blink.



'Course, improper headspace could cause the same things. But you always adjust the headspace before attempting to adjust the timing. You can't get correct timing with incorrect headspace.

All right, all right, you say. How do we go about adjusting the timing?

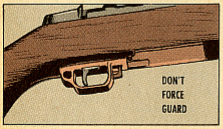
Well, there's no point in telling you here. It's all taken care of in TM 9-225 and FM 23-65. So latch on to one fast and make with the gage.

WHO'S TIGHT?

Have you got a new M1 rifle, or a rebuilt one with a new stock? Then hear this.

If that trigger-guard fits mighty tight or won't close at all, it's a good idea to let your Ordnance support take it and rasp the wood down a little. If you force a tight trigger-guard, you might bust up a stock, receiver, trigger-guard lugs or safety-tip.

The stocks are supposed to be fitted so's the trigger-guard comes to rest approximately 30 degrees from the locked position without forcing.



And another thing—don't go around swapping stocks with your buddies. Those stocks are fitted on the rifles at time of rebuild—so, let Ordnance do the swapping.

ONE'S NO GOOD

Dear Half-Mast,

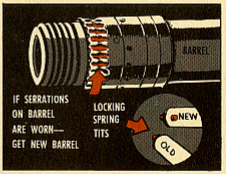
Got a coupla questions for you on the M2 .50 cal machine gun. If you can turn the barrel while the gun's in battery, is the barrel unserviceable? When is a barrel unserviceable due to worn serrations?

Lt G. M. K., Jr.

Dear Lt G. M. K., Jr.,

Any time you can turn the barrel while the gun's in battery, something's wrong—and dangerous.

Could be the barrel serrations are worn down too much, letting the barrel turn. Or it could be you're just suffering from a lack of tits on the locking-spring. The locking-springs you're supposed to use have two tits on 'em, one on each side. The old type only has one.



If these tits are worn round they'll not positively lock the barrel.

If the serrations or tits are worn so the barrel will turn, or if you don't get a good "click" when you're adjusting headspace, turn the barrel in.

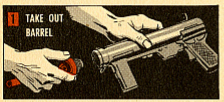
Half-Mast

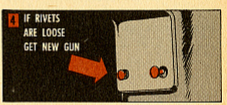
RATCHET SPRING SPRUNG?

Those ratchet springs on your M3 and M3A1 submachine guns have a nasty habit of losing their tension and letting the barrel turn. So you gotta watch 'em all the time.

When they fail to lock the barrel in place, put a little more bite into the springs by bending 'em up slightly toward the barrel. But take the barrel out first.

'Course if the notches on the face of the ratchet spring are so worn down that they won't bite the barrel collar, turn your piece in for a new one. Same thing goes if the rivets on the bottom of the ratchet spring are loose.





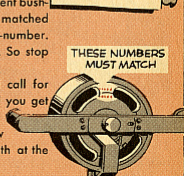
WHATZZIT ANSWER

You're right, mant It's not a paperweight for due-outs. It's a breechblock, like in your 75-mm and 105-mm recoilless rifles. And the reason it's staring you in the face right now is simply this:

Don't slam that breechblock on another round until you've matched its serial number with the number on the vent bushing. The breechblock and the vent bushing were matched at the time of assembly and got the same piece-number. They gotta go together, just like Amos 'n' Andy. So stop right now and check the numbers on both pieces.

If they're not the same, hold everything and call for Ordnance. Don't even work the breechblock until you get a matched pair. You'll foul up the threads.

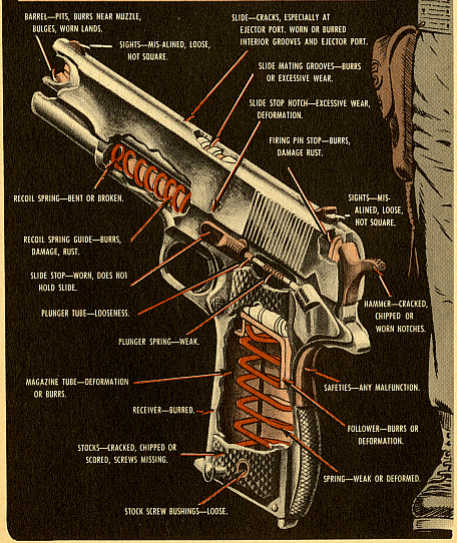
Remember, too, when your weapon needs a new breech- block or vent bushing, it's gotta get both at the same time. So watch it, will you?



YOUR PISTOL UP TO PAR?

What's what with that .45-cal sidearm you've got hugging your hips? Everything OK? You sure?

The chart below shows you what your pistol shouldn't have if you expect to do any good with it. If it has any of these defects, turn it in to supply and get it worked over.



WHICH IS RIGHT?

Dear Sgt Dozer,

According to paragraph 169 of TM 5-505, we're supposed to record accomplishment of all modification work orders on the 478 Jacket File. That's all well and good, but a couple of MWO's (ENG 3302-1 and ENG 5044-1) say otherwise. Paragraph 9e reads like this:

"Report required and whom to be sent. None required."

And in paragraph 11 it says that recording of the modification is not required.

One authority tells us to record the modification and the other one tells us not to. Which one's right and why? It sure is confusing.

Sgt J. P.

Dear Sgt J. P.,

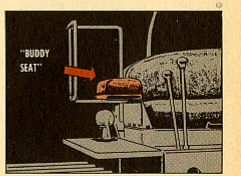
You're quite an eagle eye, old man. I couldn't believe 'twas so, but when I got hold of the MWO's and looked it up, sure enuff, you were right. No matter what the MWO says, the work's gotta be recorded on the 478 Jacket File. A check with the Office, Chief of Engineers, revealed that all Engineer MWO's published in the future won't have that confusin' bit of information. Glad to see you're on the ball. You've helped make things easier for everybody.

Sgt Dozer

"BUDDY SEAT"

Dear Sgt Dozer,

We've come up with a darn good plan for training tractor operators. You see, during training two men are assigned to each machine, so we mounted a "Buddy Seat" on the right side of the tractor. The student can sit there and watch the instructor or his partner operate with complete safety. Fig 1 shows a D-7 with the "Buddy Seat" attached.



You can shape the seat frame from 1-in steel stock drawn from the salvage yard. Then the rods are electric welded

to 1/4-in steel plates that have holes drilled in them to match the bolts in the arm rest and the side of the tractor. The seats are bolted on and can be removed at any time.

CWO R. T. M.

Dear CWO R. T. M.,

We're always glad to hear practical training ideas. After all, training and sound preventive maintenance go hand in hand. You're on the right track safety-wise, too. Why not put the "Buddy Seat" on the left instead of the right side of the tractor. Then, when the student is running the machine, the instructor can sit in the seat and be near the master clutch and the brake in case of an emergency.

Here's another suggestion, too—You can bolt a 1/2-in piece of metal 3-1/2 inches high and a foot long to the running board in front of the "Buddy Seat." This'll give whoever's riding in the seat a "stirrup" to brace himself against if the tractor lurches forward.

OIL-BATH AIR-CLEANERS

You guys in areas that're shy on grass and heavy on dust, rock and high winds know that those conditions can really play hob with the air and fuel systems on your engines. A lotta trouble's already popped up with the 400-cycle generators at some of the AAA sites in dusty areas.

You get these troubles quick when you forget to keep your oil-bath air-cleaners clean, and they start fillin' up with mud. This mud gets hot as blazes right quick, and cakes like rock in the combustion chamber, 'specially around the valve guides. Then you've got stuck valves, damage to moving parts, excessive oil consumption, and a sick engine that'll hafta go in the shop for a good going-over.

Taking good care of that oil-bath cleaner is the easiest piece of headache insurance you'll find on your generator —and it pays off big. LO's 5-5072 and 5-5166 tell you to disassemble and clean the entire unit every week, and you'll be way ahead in the long run to follow them to the letter. At some really rough sites, you'll need to clean the air-cleaner several times a week.

This gritty slag that cakes in the engine has to get in through the air and fuel systems. Check 'em carefully, keep the dirt outside, and your generator'll keep on purring like an alley cat drinkin' cream out of a silver saucer.

GIVE 'EM THE BOOT

Moisture creepin' in through the gear shift levers on some Engineer equipment has been damaging the transmission. You can chase this headache by installing boots or shields on the gearshift levers. Some equipment had this protective covering installed by the manufacturer, but there are other items that still have their transmissions exposed to Ol' Man Weather.

You can solve this problem real easy in most cases. You see, there's a boot already available in the spare parts supply system. Most items can be protected by the gear-shift-lever boot made by International Harvester for their TD9, TD14 and TD18 crawler type tractors. That's code 975, Part No. 64603D.

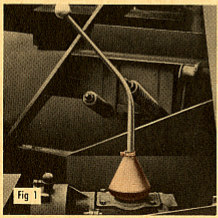


Fig 1

Fig 1 shows how the boot works on the Hough Model Tu-Way sweeper. Fig 2 has the boot in place on the Barber-Greene Model 879A asphalt finisher.

A couple of other items of Engineer equipment needing the protective boot are the Littleford US-3C asphalt pump and the LeTourneau-Westinghouse D-4 Tournapull.

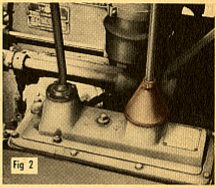


Fig 2

Besides, the boot can be modified to fit transmissions that are similar, but have larger shift-lever housings than others. The big end of the boot can be made larger by whacking off a section of the skirt, or bell. This'll give it a proper fit over the larger housing.

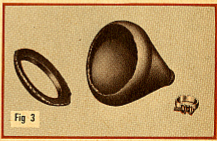


Fig 3

In Fig 3 you can see the boot after the lower end of the skirt has been cut off. And in Fig 4 you can see it installed on

the gear-shift lever of the Barber-Greene Model 44C ditching machine.

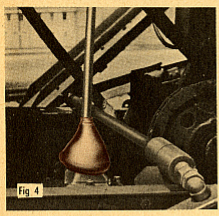


Fig 4

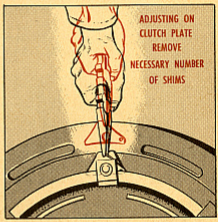
Any kind of an ordinary hose clamp will do to secure the boot in place—but here are a couple that're available in the Engineer Supply System. For a clamp up to 1 inch, you can use the one under Engineer Stock No. 33-2340.040.100. And if you need a clamp bigger'n 1 inch, the stock number for that one is 33-2340.100.300.

That's all the dope you need, so the rest is up to you. The sooner you get the boots on those gear shift levers, the safer your transmissions'll be.

AIN'T IT A SHIM?

Some clutch adjustment trouble's been popping up here and there on crane carriers equipped with the Lipe-Rollway clutch. Making the right kind of adjustments can cure a lot of ills, but the wrong kind can only make matters worse. Too many guys are making pedal and linkage adjustments.

The best bet is to make the clutch adjustment on the clutch plate. You can do this by removing the necessary number of shims to allow for the wear. One shim from each stud'll generally do the job.



And when you're making these adjustments, follow the instruction manual for the right way to do the job and the clearances needed. You can't go wrong that way. If you find that linkage adjustment has been changed from the factory setting, you might have to reset it—but not before making the adjustment on the clutch plate.

So here 'tis in a nutshell:

When you adjust the clutch, make the adjustment on the clutch plate by removing the necessary number of shims. You may have to use linkage adjustment as a last resort, but only after all the shims have been removed.

WATCH THOSE POWER LINES

It's rough to have to paint a black picture, but there's been an increase lately in fatal accidents resulting from crane booms hitting electric power lines.

It just takes one tap with a boom against a hot line to send the sparks flying—you'll never know what hit you.

There's an MWO on the way that should help things. It'll put a sign in the cab that'll caution the operators not to operate close to power lines unless the juice is turned off. The official MWO'll read like this:

> "THIS EQUIPMENT SHALL NOT BE OPERATED IN A POSITION WHERE ANY PART OF THE MACHINE, SUSPENDED LOADS OR LINES CAN BE BROUGHT CLOSER THAN 10 FEET OF ENERGIZED LINES UNLESS THE CURRENT HAS BEEN SHUT OFF AND POSITIVE MEANS TAKEN TO PREVENT THE LINE FROM BEING ENERGIZED."

So here's what you do—Until the MWO comes out, clip this article and put it up in the cab of your crane as a safety reminder.

Do it now. It's better than life insurance.

THE ROUND-UP

Here are some more Engineer pubs you might want to add to your pile.

TM's

5-1120 Distributor, mix, 1,000 gal., Vic Mod 73, 16 Apr 55

5-4123 Machine, concrete, nib block, Gen'l Eng Mod 70-108, 4 Apr 55

5-4136 Saw, band, woodwking, Northfield Mod 32-in, 6 Apr 55

5-6172 Engine, dsl, General Mtrs Series 6-71, 30 Mar 55

5-6433 Welder, elec arc, GED, Electric Arc Models SK-300 and SKA-330, 25 Mar 55

5-8825 Boat, bridge erec, 2-section, 27 ft, 18 Feb 55

5-9499 Carrier, crane-shvl, 20 ton, Hendrickson Mod 50BF-3, 29 Mar 55

5-9619 Crane-Shvl, 20-ton, 3 cu yd, Lima Mod 34 T, 23 Mar 55

TB's

5-2230-1 Pump, cent, 100 GPM, Carvee-Rapp Mod 34 F140, 30 Apr 55

5-3472-1 Truck, dump body, 10 cu yd, Euclid Mod 2FD, 30 Mar 55

5-5100-2 Compressor, air, 315 CFM, DED, Ingersoll-Rand Mod IK-315, 30 Mar 55

5-5235-1 Engine, gas, Lauson Mod RSH, 1 Apr 55

5-5268-1 Engine, dsl, Continental Models 28-120, GD-157, ED-181, ED-300, HD-268 and ID-302, 6 Apr 55

5-5351-1 Engine, gas, Kiekhaefer Models KB7W and KB7W3, 14 Apr 55

5-5316-1 Gen Set, 5 KW, Onan Models WC53 and WC4-395, 5 Apr 55

5-5332-1 Gen Set, 60 KW, Consolidated Bd Mod 1687, 1 Apr 55

ENG 7 & 8's

5301 Compressor, air, 3 CFM, Harris Mod 53-300, 15 Mar 55

ENG 7, 8 & 9's

4153 Tamper, backfill, Hamberg Mod BT-32, Mar 55

5068 Charger, battery, GED, Winpower Mod G-117, 23 Mar 55

LO's

5-2061 Pump, cent, GED, fire trk mtd, Barley Mod KFF-500, 1 Apr 55

5-2080 Pump, deepwell, 300 GPM, Peerless Mod MM-A, 15 Mar 55

5-2092 Pump, cent, GED, 2100 GPM, German-Rapp Mod 3600, 25 Mar 55

5-4086 Saw, wood wking, pneu, Wright Mod AS-223, 28 Oct 54

5-6225 Engine, gas, Lauson Mod RSH, 25 Mar 55

5-6229 Engine, gas, Briggs & Stratton Mod N1, Type 95985, 28 Mar 55

5-6245 Generator, stm, 100 PSI, Orr & Sembower Mod, 28 Mar 55

5-6294 Gen Set, 100 KW, Consolidated Dsl Mod 1877, 28 Mar 55

5-6389 Comp, air, GED, 60 CFM, Worthington Mod 250-B, 1 Apr 55

5-8162 Auger, earth, enclosed, Buda Mod HBD-50, 24 Mar 55

5-8157 Drive unit, tramway or cableway, Blue Island Mod 2, 25 Mar 55

MWO's

ENG 1000-1 Scraper, road, towed type, Southwest Mod S-332, 13 Apr 55

ENG 6121-1 Distributor, spirit process, Ditto Mod D-22, 26 Apr 55

ENG 8890-1 Float, hull, pneu, 12 Ton 15 Apr 55

SNL's

Ord 8-3-1 List of all items, price guide—maj items and maj combns, Apr 55

Ord 8-3-6 List of all items, price guide—veh parts, Mar 55

Ord 5-3-8 List of all items, price guide—K-grp matl, Mar 55

Ord 8 SNL A-55 Set 11 Wt. ball, cal .30 (5551070), Mar 55

Ord 8 SNL A-55 Set 45 Wt, pad, Mg (7115489), Mar 55

Ord 9 SNL B-21 Rifle, US, cal .30, M1; M1C (Sniper's); M1D (Sniper's), Apr 55

Ord 8 SNL C-37 Rifle, 106-mm, M27, M27A1; rd, 106-mm rifle, M75, M79A1, Apr 55

Ord 8 SNL D-32 Gun, 120-mm, M1A1, M1A2, M1A3; mech, recoil, M15, rd, gun, AA, 120-mm, M1A1, M1A2; rammer, power, M9, Apr 55

Ord 8 SNL D-63 How, 155-mm, M45 (T186E1), Apr 55

Ord 8 SNL F-35 Pad, aim, M1A1, M1A2, M4, M6, M7, M8, M9, M10, Apr 55

Ord 7 SNL F-180 Circle, aiming, M1, Mar 55

Ord 8 SNL F-188 Quadrant, elev, M12, Mar 55

Ord 8 SNL F-187 Watch, pocket, grade 1 (Hamilton, 16 size, 21 jewel, mod 5030, railroad grade, 12-hour dial, until 33101; 24-hour dial, until 33102), Apr 55

Ord 8 SNL F-188 Scope, elbow, M20, Mar 55

TECHNICAL MANUALS

TM 9-1910 (TO 11A-1-34) Mil explosives, Apr 55

TM 9-2024 (TO 11W1-12-3-29) 20-mm auto gun M24A1, Mar 55

TM 9-3030 4.5-inch multi rckt launcher M21, Apr 55

TM 9-3008 Cal .30 spotting rifle M8, 106-mm Rifle M40; and 105-mm rifle Mount M79, Apr 55

TM 9-6029 Scope M83 (T233), Apr 55

TM 9-8081-10 PCS T38—diagrams and references, Dec 54

TM 9-8183 Bell drive T2472, Apr 55

TM 9-7985 SP 155-mm how M44 (T194): Final drive assy, univ joint assy, turret bearing assy, recoil spade mech, shifting contr assy, rammer hydraulic sys, Mar 55

TM 9-7809-1 12-cyl air-cooled engine (Continental, mods AV-1790-5A, AV-1790-5B, AV-1790-7), Mar 55

TM 9-7813-2 Traversing, elevating sys for 90-mm gun tank M48 (T48), Apr 55

TM 9-7817-6 Trav mech, elev mech, cmdr's control, elev control box, trav control box, firing control box for 76-mm gun tank, M41A1 (T41E2), Feb 55

ORDNANCE MWO's

E21-W22 105-mm how crg M2A1, M2A2; relocat lower strut travel latch body setscrew F Apr 55

G94-W1 76-mm gun crlg M29 (T66); provd add clearance for sight in lower shield plate F Apr 55

B31-W39 Cannon trans wagon M3A1: provd means of operation with prime mover having either 24-v or 6-v elect syst F Mar 55

B30-W39 Cannon trans wagon M3A1: Provd means of operation with prime mover having either 24-v or 6-v elect system F Apr 55

F210-W3 Binoc M3, M8, M9, M13, M13A1 carrying case M17; config to paint crl surf w/od paint D Apr 55

F219-W3 Comp M2; wtprfng D Mar 55

F220-W10 Peri M19; chang trest ass F Mar 55

F230-W18 Tel T156 series; paint all blk outside surf F Apr 55

F216-W5 Binoc M7, M15, M15A1, M16, M17, M17A1, Mk 21, Mk 21E1 & carrying cases M28 & M64; config by paint ext, surf w/od paint D Apr 55

F298-W5 Fuze Set M18, M18A1; mod be planetary gear ass F Mar 55

F304-W1 Tel mts M92 (T178), M92A1 (T178E1): To mod mtg bracket on tel mts M92 (T178) ad M92A1 (T178E1), and change adj and elv locking lever on tel mt M92 (T178) only F Apr 55

G1-W45 Med tanks M46, M46A1, 90-mm gun tank M47; install of thrust plates on floor access covers F Apr 55

G1-W51 Med Tanks M46, M46A1; 90-mm gun tanks M47, M48; 120-mm gun tank T43E1; SP 155-mm gun T97; SP 8-inch how T108; arm engin with T(?)E1; install of screen holes in oil cooler cradle into vert sides F Apr 55

G166-W4 12-ton 6x6 trac Tr M26, M26A1; install of new disk-type propelr shaft brake ass D Apr 55

TECHNICAL BULLETINS

TB 9-7160-3 90-mm gun tank M48: clear and shift control lkg adj O Apr 55

TB 9-718A-94 90-mm gun tank M47: Oper of lf driving sys and locat of sys comp O Mar 55

TB 9-1275-1 Cal .30 US Rifl M1, M1C, M1D: Meth to improve accuracy F Apr 55

TB 9-1785A-3 Eng, eng accs, and tors conv for 18-ton M4, 38-ton M8 HS track; prevent loosing of the eng crankshaft-pan nut O May 55

TB 9-1818BB-4 Hyd trans (GMC mod 302M): Chg in mat of gov bdy F Apr 55

TB 9-1827B-1 TB 268-1-001 5-ton 6x6 trks M40, M41, M43, M139, M139C, M61, M54, M55, M53, & M53, & M246, M62; Modn of diff carr side cover gasket F Apr 55

TB 9-1868-5 Tire repr retrd; increasing life of full-circ-valve bags O Apr 55

TB 9-1890-102 Reclam of tran cross shaft sig seals O May 55

TB 9-2810-7 90-mm gun tank M47: D-W field prep, oper, ser F Apr 55

TB 9-2853-8 90-mm gun tank M48: D-W ferd prep oper, ser F Mar 55

TB 9-2853-9 SP 105-mm how T98E1: D-W ferd prep, oper, ser F Mar 55

TB 9-8202-22 2-1/2-ton 6x6 cargo trks M34, M35, M46, M45, M46, M47, M59, M48, M275, M49, M50, Truck 9-1/A/M30, M386, M370, Truck 9-10-A/M30; In-stall thermostats line B Apr 55

TB Ord 545 Track veh: Fabri and use of track-sprocket-wear measuring gage O; Mar 55

TB Ord 584 Vapor-decreasing equip: Op and maint O, Apr 55

TB Ord 586 Oil combat veh: Gen theory, maint, and replacement of tk driving sys comps D, Mar 55

SUPPLY BULLETINS

SB 9-43 Gen supply: Storage and shipment of rubber tires, tubes, rubber repair mat and camelback O Mar 55

SB 9-103 Cal .22 US rifles: Dispos of unserviceable cal .22 rifles M1 and M2 O, F, D Mar 55

SB 9-108 Reclam used engine valves O May 55

SB 9-115 Storage and issue of limited cap gans, hose, and spare tubes O Apr 55

SB 9-116 5-ton M39 series, 2-1/2-ton M130 series, and 2-1/2-ton M44 series Ordnance tactical wheeled vehicles: Requisitioning and issuance of tire pressure gages O Mar 55

LUBE ORDERS

LO 9-780-1 Tractor, H-5 13-ton, M5A4 Apr 55

LO 9-3006 Launcher, rckt, multi, 4.5-inch, M21 Mar 55

LO 9-3052 Rifle, 105-mm, M27, M27A1; rd, 105-mm rifle, M75, M75A1 Feb 55

LO 9-7208 How SP 8-in, T108 Mar 55

LO 9-7103 Recovery veh, med, M74 Mar 55

LO 9-8028 Trk, 5-ton, 6x6 (International) M39, M40, M41, M51, M52, M54, M55, M61, M62, M63, M64, M139, M139 Mar 55

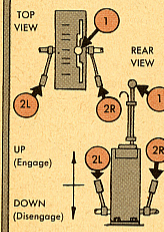
FT 81-B-1 (Abr) Mortar, 81-mm, M29, M1 on edo, mortar, 81-mm, M23A2, M23A1, M23, M4, M3 firing shell HE T1E6 w/fuze, PD, T319 and fuze, PT, T17E3 Feb 55

NOTE—On TB's, SB's and MWO's:
O—Organizational Maintenance
F—Field Maintenance
D—Depot Maintenance

M59 DRIVERS' DATA

Here're some things t'keep well in mind when you crawl into the driver's seat of that M59 armored infantry vehicle. The dope'll be attached as an instruction plate in your buggy's driver compartment. (Watch for an MWO with full particulars.) Meanwhile—to stay out of trouble—y'might keep this page pasted to your best eyeball.

SHIFTER



1 SHIFT LEVER
2L AUXILIARY SHIFT LEVERS LEFT
2R AND RIGHT

WARNING (IMPORTANT)

1. DO NOT start engines unless shift lever 1 is in neutral and levers 2L & 2R are DOWN.
2. DO NOT move shift lever 1 out of neutral or levers 2L or 2R UP unless both engines are running. To operate ramp or bilge pump, run both engines.
3. DO NOT start one engine with the other.
4. DO NOT tow or push vehicle to start engines. When towing vehicle shift lever 1 must be in neutral.
5. DO NOT run vehicle on one engine unless drive shaft and U-joints on dead engine are removed.
6. DO NOT lug engines in high range. Shift down to low range. (If vehicle stalls or stops, let up on accelerator immediately.)
7. When backing down hill shift lever 1 must be in reverse position.

SINGLE ENGINE OPERATION

1. Turn off ignition and fuel valve (if available) to dead engine.
2. Remove rear drive shaft and U-joints to dead engine.
3. Operate on good engine in "low range".

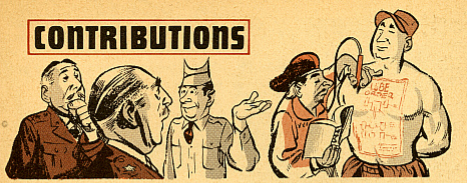
SHIFT RANGES

LOW RANGE
- HILLY—For steep grades. (Provides maximum engine braking)
- DRIVE—For continuous severe off road operation.

HIGH RANGE
- DRIVE—For level road operation. Do not use on hilly terrain.
- HILLY—For moderate hills and cross country operation.

Bring Vehicle to Full Stop Before Engaging Reverse

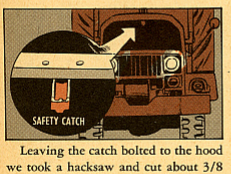
CONTRIBUTIONS



CUTTING IT SHORTER

Dear Editor,

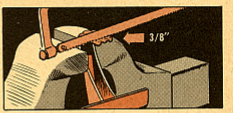
Before we saw TB 9-819-12, which is a fix to keep the hood safety catch on the Reo trucks from slamming back into the radiator core, we had a fix of our own.



Leaving the catch bolted to the hood we took a hacksaw and cut about 3/8 inch off the hook part of the catch. It still leaves enough hook so it'll keep the hood from blowing up but not enough hook so that it hits on the top brush guard and slams back into the core.

Our method, along with the TB method, works better for us. Once we fix it, it stays fixed. With only the peening method as used in the TB, it has to be refixed before too long.

CWO H. E. Thayer
Aberdeen Proving Ground, Md.



(Ed Note—If your 5-ton jobs are having hood latch trouble this same TB will take care of it. If the TB alone doesn't do the trick, how's about sending in a UER and tell Ordnance about it.)

M33 SYSTEM WARMUP

Dear Editor,

In zero weather the 393A tubes (Ord Stock No. F342-7583735) in the radar and computor cabinets of the M33 system don't work properly . I have found this to be a good way of getting 'em started off on a real cold day if they aren't glowing consistently.

Pfc Robert Schreiber
C Btry, 509th AAA

(Ed Note—Darn good idea. It's the warmth of the hand and the jiggling of the gas in the tube that does it. But treat 'em gentle.)

1/2" FOR 1/2-TONS

Dear Editor,

We've been drilling a 1/2-in hole in each front corner in the pick-up type bodies of our administrative 1/2-ton trucks. Now we don't have to replace those floor boards as often because the water can't stand in the truck and rot them.

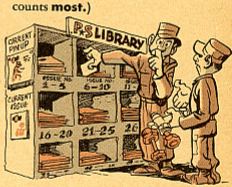
Col R. H. H.

(Ed Note—Good trick—an MWO containing detailed instructions for drilling 1/2-in drain holes through the floor of the 1/2-ton cargo truck is being prepared for publication.)

ONE WAY—

Dear Editor,

Figured out a way to lick a problem. Haven't been able to keep track of our PS Magazines. If they got down through regiment without being liberated, they seemed to disappear in the company. (Somebody must know one helluva lot about maintenance — but not where it counts **most.**)



So here's what we've come up with—a PS lending library for the truck and tank maintenance sections. We keep some copies on file in the supply room, with the parts man giving 'em out—on **MR's.** Now they're where they're needed when they're needed—in the hands of our mechanics and drivers.

M/Sgt Balston
Maryland National Guard

(Ed Note—Sounds like a good way to make sure PS gets used by those who need it—that's what it's for.)

Switch hitch

Don't go assuming that all CD-850 transmission end covers are interchangeable. They're not. The CD-850-4 or -4A covers won't work right on -4B transmissions. Likewise, -4B covers are taboo for -4 and -4A boxes. Other combinations may be switched—but only in emergency. You might take another look now at the article on end-covers in PS No. 28, Page 7.

It takes two

If you've been pulling hair trying to get a stock number for the new 2-inch brake-wheel cylinder on your 5-tonners rear wheels—pull no more. You'll get it under Ord Stock No. G744-8333648.

Plunger up to date?

Take a look-see at the firing plunger on your 90-mm ack-ack gun (M1 series) to see if it's up-to-date. The only plungers to be used on these guns are piece-marked A25838-1 and A7307461. Plunger A25838 is not to be used, so look for that number on your plunger. Some of 'em are floating around and you may have one.

Bazooka eye-shield

Some otherwise gung-ho bazooka men have been known to lose the eye-shield from their reflecting sight 'cause they didn't keep an eye on it when they were moving the launcher around. Those rubber shields are easy to lose, so watch 'em, will'ya?

Here's one you need

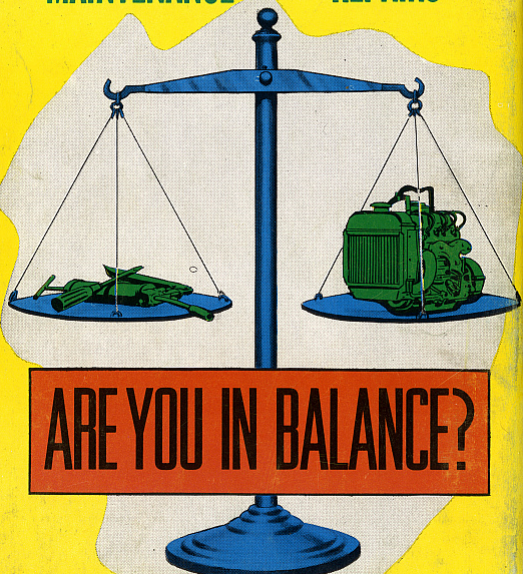
Like it says in TB Ord 551 (18 Jan '54), y'need two vacuum gages for throttle-carburetor adjustments on those AV-1790 engines. Case y'been wondering how to get the second gage—wonder no more. The new Ord 6 SNL J-7, Sect 3 (22 Jan '55) provides two vacuum gages (41-G-500) for each 2nd Echelon Tool Set No. 2, Common (41-T-3538-855).

2hn, 6tn battery repair

Some units have been wondering what the authority for not repairing 2HN and 6TN batteries is. Well, all they have to do is wait for a change to TB Ord 463 which you'll see before long. It'll say that the only things that can be rebuilt on those batteries are the terminal posts.

An Ounce of

PREVENTIVE MAINTENANCE = A TON OF REPAIRS



ARE YOU IN BALANCE?