

1956 Series

PS

Issue 40

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**

JAN

FEB

MAR

APR

MAY

AUG

SEPT

NOV

DEC



WHY PS MAGAZINE?

Dear Sir/Madam,

I'm a confused reader of PS and have gotten loads of valuable information out of it. But I've run into a most confusing problem.

When I read these items when I've taken some good shops out of PS and read in them, they seem okay and say that the magazine is not an advertisement source and I shouldn't be angry?

As far as we can say besides go, PS is just the thing we need. It helps us appreciate and tells us what we should do with some of the goods in our equipment. But when we're told we can't go!

What's the deal, Roger? This is getting me mighty confused!

WV 1461

Dear WV 1461,

The last way to go about receiving your questionnaire is to look on the first inside page of any issue from PS. Right above the list of names, you'll notice this sentence—

PS OPINIONS

ISSUED BY THE DEPARTMENT OF THE ARMY FOR THE INFORMATION OF HELMANNING MAINTENANCE AND REPAIR PERSONNEL.

Now, the reason for this is simple—it's for your information to use a good part or major sub-component repair. It does something in PS that goes against what is usually done in your installation, then your boss (the CO) has the last word.

But, usually, there should be little or no difference between what PS says and what's usually done. Always read that opinion in PS to yourself to see people make similar opinions, or better, make sure TR's, TR's, etc. are published on. And, in addition, the same people that approve the opinions also approve articles in PS Magazine.

Remember you'll find that PS gives you information that just isn't in some other publications. What you, through, some publications (PS, for example) can't possibly come your maintenance equipment. In addition, PS supplements what's already been published. It's not an advertisement for maintenance of equipment. If you can do better job, that's your own job.

That's PS Magazine's purpose: to give you the best information possible.

The biggest job PS has to do is to show that your equipment is only as good as you and your facilities want it to be. And you can keep it the best in the world by the right kind of operation and preventive maintenance.

That's the way. You make it that way.



PS MAGAZINE

Issue No. 48

1949 Edition

Published by the Department of the Army for the officers and enlisted members of the Army and Navy personnel stationed in both foreign and domestic theaters. Official circulation of this publication is controlled by the United States Government Printing Office, Washington, D.C. Single copy price, 10 cents. Annual subscription, \$5.00. This publication is published weekly.

IN THIS ISSUE

FEATURE ARTICLES

Know Your Tools	1
Keep Your Headquarters Happy	21
Company Officers	21
Men's Pay and Benefits	28
Military Requirements	33
Special Orders	39
Words for the Army (Continued)	43
Electronic Age (Continued)	44
Army Budget and Services	48

DEPARTMENTS

Company Report	17
Company Correspondence	71
Mail Mail	23
Announcements	35
Engineering	38
Publications and News	42
Contributions	47
Company's Choice	49

If you have any questions, comments, or suggestions, write to: **PS Magazine, Department of the Army, 3151 Building, Washington, D.C.** For more information, write to: **PS Magazine, Department of the Army, 3151 Building, Washington, D.C.**

Department of the Army, 3151 Building, Washington, D.C. is pleased to announce the release of the 48th issue of PS Magazine. This issue contains articles on the "Word of the Week," "Company Report," "Company Correspondence," "Mail Mail," "Announcements," "Engineering," "Publications and News," "Contributions," and "Company's Choice."

The 48th issue of PS Magazine is published weekly for the officers and enlisted members of the Army and Navy personnel stationed in both foreign and domestic theaters. The magazine is published by the Department of the Army, 3151 Building, Washington, D.C. Single copy price, 10 cents. Annual subscription, \$5.00. This publication is published weekly.

YOUR

TOOLS



No. 2, Common. **CALL 1-800-888-8888** **FSN 5180-754-0689**



BLACK sockets, all have 1/2" hex and mounting tabs. 12 per case.

QTY 12 PER CASE

FSN

BLACK sockets, all have 1/2" hex and mounting tabs.

QTY 12 PER CASE



BLACK sockets, all have 1/2" hex and mounting tabs. 12 per case.

QTY 12 PER CASE



BLACK sockets, all have 1/2" hex and mounting tabs. 12 per case.

QTY 12 PER CASE

FSN 5180-754-0689

**RECHARGER, 1440-
900.** Recharge 1
of our Battery
Form.



NO. 8111-23000

FOR NO. 8111



**BRUSH, ACID, 2800-
800.** Working 1/2
in x 3 in. length.
24/1 in 1/8 in. Double
End in a pair.



NO. 8111-24000

FOR 8111-23000

**DRIVE PINS, 2800-
400.** 1/8 in. diam.
1 1/2 in. L. 17/64 in.
to 3/16 in. diam. in 1/2



NO. 8111-25000

FOR 8111-23000

**DRIVE PIN, 2800-
400.** 1/8 in. diam.
1 1/2 in. L. in 1/8
to 3/16 in. diam. in 1/2



NO. 8111-26000

FOR

**Green
Batteries
are the
most
powerful
batteries
in the
world!**



1 unit



CABINET, 2800-400. 1/2
in. diameter.
24/1 in 1/8 in.

NO. 8111-27000

FOR 8111-23000

**CABLE ASSEMBLY,
POWER, 2800-2000.**
100 ft. 1/2 in. diameter
cable and 2 1/2 in. dia.
cables. 25 ft. of 1/4 in.
diameter cable and 2 1/2 in.
dia. cables. 25 ft. of 1/8 in.
diameter cable and 2 1/2 in.
dia. cables. (Battery Form)



1 unit

NO. 8111-28000

FOR 8111-27000

CABLE, 2800-400. 1/2
in. diam. 100 ft. of
cable. 2 1/2 in. dia.
cables. 25 ft. of 1/4 in.
diam. cable.



NO. 8111-29000

FOR 8111-28000

CABLE, 2800-400. 1/2
in. diam. 100 ft. of
cable. 2 1/2 in. dia.
cables. 25 ft. of 1/4 in.
diam. cable.



1 unit

NO. 8111-30000

FOR 8111-29000

CABLE, 2800-400. 1/2
in. diam. 100 ft. of
cable. 2 1/2 in. dia.
cables. 25 ft. of 1/4 in.
diam. cable.



1 unit

NO. 8111-31000

FOR 8111-30000



CHAINS, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000



CHAINS, 3/8 in. dia.
1/2 in. dia. drive, 1/8 in.
dia. drive. 25 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CHAINS, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CHAINS, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CLAMP, 1/2 in. dia.
1-1/2 in. L, 1/8 in. dia.
drive. 25 x 300 in.
cutting edge. 1 each

FOR 40000000



FOR 40000000

CURVED, go. 100
degrees, 200 to 300
degrees, 100 to 200
degrees, 100 to 200
degrees.

NO. 100-1000

FOR [unclear]



CURVED, go. 100
degrees, 200 to 300
degrees, 100 to 200
degrees.

NO. 100-1000

FOR [unclear]



BRONZE, CONTACT
POINT, silver, 100
degrees, 100 to 200
degrees.

NO. 100-1000

FOR [unclear]



BRONZE, every steel,
100 to 200.

NO. 100-1000

FOR [unclear]



BRONZE, 100, 100,
100 to 200, 100 to 200
to 300.

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200.

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200.

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200.

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,

NO. 100-1000

FOR [unclear]



NO. 100, 100, 100,
100 to 200, 100 to 200,
100 to 200, 100 to 200,
100 to 200, 100 to 200,

NO. 100-1000

FOR [unclear]



FIG. 1080. 22, three
in. long, 1/8 in. dia. 1/4 in.
at 1/2 in. ends.

FIG. 1081. 20, 20 in.

FIG. 1082. 1/4 in. dia.
FIG. 1083. 1/4 in. dia.
FIG. 1084. 1/4 in. dia.
FIG. 1085. 1/4 in. dia.
FIG. 1086. 1/4 in. dia.

FIG. 1087. 1/4 in.

FIG. 1088. 1/4 in. dia.
FIG. 1089. 1/4 in. dia.

FIG. 1090. 1/4 in. dia.

FIG. 1091. 1/4 in. dia.
FIG. 1092. 1/4 in. dia.
FIG. 1093. 1/4 in. dia.

FIG. 1094. 1/4 in.

FIG. 1095. 1/4 in. dia.
FIG. 1096. 1/4 in. dia.

FIG. 1097. 1/4 in.

FIG. 1098. 1/4 in. dia.
FIG. 1099. 1/4 in. dia.
FIG. 1100. 1/4 in. dia.
FIG. 1101. 1/4 in. dia.

FIG. 1102. 1/4 in.



FIG. 1103. 1/4 in.



FIG. 1104. 1/4 in.



FIG. 1105. 1/4 in.



FIG. 1106. 1/4 in.



FIG. 1107. 1/4 in.



FIG. 1108. 1/4 in.



FIG. 1109. 1/4 in. dia.
FIG. 1110. 1/4 in. dia.
FIG. 1111. 1/4 in. dia.
FIG. 1112. 1/4 in. dia.
FIG. 1113. 1/4 in. dia.

FIG. 1114. 1/4 in.

FIG. 1115. 1/4 in. dia.
FIG. 1116. 1/4 in. dia.
FIG. 1117. 1/4 in. dia.

FIG. 1118. 1/4 in.

FIG. 1119. 1/4 in. dia.
FIG. 1120. 1/4 in. dia.
FIG. 1121. 1/4 in. dia.
FIG. 1122. 1/4 in. dia.

FIG. 1123. 1/4 in.

FIG. 1124. 1/4 in. dia.
FIG. 1125. 1/4 in. dia.
FIG. 1126. 1/4 in. dia.
FIG. 1127. 1/4 in. dia.
FIG. 1128. 1/4 in. dia.

FIG. 1129. 1/4 in.



A MESSAGE
TO
THE
FUTURE

FIG. 1130

FIG. 1131. 1/4 in. dia.
FIG. 1132. 1/4 in. dia.
FIG. 1133. 1/4 in. dia.
FIG. 1134. 1/4 in. dia.
FIG. 1135. 1/4 in. dia.
FIG. 1136. 1/4 in. dia.
FIG. 1137. 1/4 in. dia.
FIG. 1138. 1/4 in. dia.

FIG. 1139. 1/4 in.

FIG. 1140. 1/4 in.



SHOVEL, TYP. 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION



GENERATOR, 1000 WATT—Use when you're confronted by a hill to dig.

FOR EXCAVATION

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

SHOVEL, 18" HEAD, 24" HANDLE—Use when you're confronted by a hill to dig.



SHOVEL, 18" HEAD, 24" HANDLE

FOR EXCAVATION

WADLE, PCL, WOOD
1 1/4 in. diam. of barrel
pin.

NO. 484134



FOR DISSECTION

WADLE, SILVERING
NO. 1 WOOD 1 1/2 in.
dia. of 1 1/2 in. dia.
bar.

NO. 20032046



FOR DISSECTION

WAD W.L. 100417
WADCO: longer bar
width, 1 1/2 in. dia.
dia., 2 1/2 in. dia.
diam. of bar.

NO. 281341



WAD W.L. 100417
WADCO: longer bar
width, 1 1/2 in. dia.
dia., 2 1/2 in. dia.
diam. of bar.

NO. 281342



WADCO: diameter
width, 1 1/2 in. dia.
1 1/2 in. dia.

NO. 281343



WAD, W.L. 100417
1 1/2 in. dia. diameter
and length pin 10
long, length 1 1/2 in.
dia. bar, length 2 1/2 in.
long, and width 10
width, 2 1/2 in.

NO. 281344



FOR DISSECTION

WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281345



FOR DISSECTION

WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281346



WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281347



WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281348



WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281349



WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281350



WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281351



WADCO: longer
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.
width, 1 1/2 in. dia.

NO. 281352



FOR DISSECTION

632. **BARBERS' COLLECTION**, No. 2 (new)
25 pieces. 1944. Old
Chicago Metal Shop
No. 550 North Elston
Street, Chicago, Ill.
12004-100. (Over
1000 pieces) 25 pcs.
Including: safety razor,
2 razor combs, 2
razor covers, 2
razor blades, 4
razor cases, 2
lock washers,
razor stand.



633. **WREN TOOLS**

700



634. **WREN TOOLS**, 1
set, 1 socket, 1 set
5, 20 sockets, 20
keys, 2 side gears, 1
set pins, 1 set, 1
plate and 1 nut

635. **EXHAUST**

FOR BOX ENGINE

636. **WREN**, also see
637. 2000. 1000
and 2000. 2000. 2000.
and 2000. 2000.
and 2000.



637. **EXHAUST**

FOR BOX ENGINE

638. **WREN**, also see
637. 2000. 1000
and 2000.



639. **WREN**

FOR BOX ENGINE

640. **WREN**, also see
637. 2000. 1000
and 2000.



641. **WREN**

FOR BOX ENGINE

642. **WREN**, also see
637. 2000. 1000
and 2000.



643. **WREN**

FOR BOX ENGINE

644. **WREN**, also see
637. 2000. 1000
and 2000.



645. **WREN**

FOR BOX ENGINE

646. **WREN**, also see
637. 2000. 1000
and 2000.



647. **WREN**

FOR BOX ENGINE

648. **WREN**, also see
637. 2000. 1000
and 2000.



649. **WREN**

FOR BOX ENGINE

650. **WREN**, also see
637. 2000. 1000
and 2000.



651. **WREN**

FOR BOX ENGINE

652. **WREN**, also see
637. 2000. 1000
and 2000.



653. **WREN**

FOR BOX ENGINE

MEASURE 1/2 in by 1/4 in, 2 in cap



ONE 4-PIECE

FOR DECORATION

BY CAR, PROBABLY, covered with 20 in cap
Diameter 20-22 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION

FLAVOR, best in
addition to 1/2 in
in 1/2 in



FLAVOR, best in
addition to 1/2 in
in 1/2 in



ONE 4-PIECE

FOR DECORATION



FLAVOR, best in
addition to 1/2 in
in 1/2 in

ONE 4-PIECE

FOR DECORATION

PUMP, 1/2 HP, 1/2" inlet
and discharging, 1 qt.
No. 20-200 gal. tank
with lid.

NO. 20-240



FOR

PUMP, BEAC, 1/2 HP,
BEARING, hand oper-
ated, 1/2" inlet, 1/2"
to 3/4" & 1/2" to 3/4"
to 3/4" & 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR



**ASSOCIATION
OF THE
HEART
OF GOOD
MAINTENANCE**

PUMP, 1/2 HP, 1/2"
inlet, hand oper-
ated, 1/2" to 3/4"
& 1/2" to 3/4"
& 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

PUMP, 1/2 HP, 1/2"
inlet, hand oper-
ated, 1/2" to 3/4"
& 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO.



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

ROCKING, hand oper-
ated, 1/2" to 3/4"
and discharging, 200

NO. 20-240



FOR

CONTRACTOR OR THE
MAYOR, YOUR CITY
MAY REQUIRE



ONE BATTERY

FOR BATTERY-OPERATED

DRILLS, PUNCHES,
TAPS, AND JOINT
DRILLERS AND TAPERS



ONE TAP

FOR TAPPING

DRILLS, OR AN
ELECTRIC TAP
DRILLER FOR THE
JOB



ONE BATTERY

FOR BATTERY-OPERATED

SOCKET DRILLS,
DRILL REMOVERS,
DRILLERS, TAPS,
AND TAPERS



ONE SOCKET

FOR SOCKET-OPERATED

SOCKET DRILL
BITS, DRILL
REMOVERS, TAPS,
AND TAPERS FOR
THE JOB, AS WELL AS
A DRILL AND TAP
DRILLER



ONE DRILL

FOR DRILLING

DRILLING BOX FOR
TAPPING, OR A
TAPPING BOX



YOUR JOB, TAP,
TAPPING TOOL, AND
TAPPING TOOL, 1 OR
TAPPING TOOL



ONE DRILL

FOR DRILLING

DRILL BIT, which
also has edge type,
to, which type is,
bitting and figure 1
or bit



ONE DRILL BIT

FOR DRILLING

DRILL BIT, which
also has edge type,
to, which type is,
bitting and figure 2
or bit



ONE DRILL BIT

FOR DRILLING

DRILL BIT, which
also has edge type,
to, which type is,
bitting and figure 4
or bit



ONE DRILL BIT

FOR DRILLING

DRILL DRIPPING
DRILL, DRILL,
DRILL AND TAP
DRILL, 1 x 1 x 1



ONE DRILL

FOR DRILLING

DRILLING, which
also has edge type,
to, which type is,
bitting and figure 1
or bit



ONE DRILL

FOR DRILLING

DRILL, DRILLING
DRILLING, DRILL
DRILLING, DRILL



ONE DRILL

FOR DRILLING



TOOL, for cutting
out, cutting in fit,
and for cutting
in 1/4-in. (1-1/2), 3/4-
in. (2-1/2), 1-1/4-
in. (3-1/2), 1-3/4-
in. (4-1/2) or 2-in. (5-
1/2) diameter and
more.

NO. 111000



FOR 111000000

**FOR MORE
DETAILS
CONTACT
US TODAY**



BRASSING SET, for
and more. No. 1110
adjustable with steel
blades, 1/4-in. and
more. (111000) to
1110000 21 pc. in box.

NO. 111000

FOR 111000000

BRASSING SET, for
and more. No. 1110
adjustable with steel
blades, 1/4-in. and
more. (111000) to
1110000 21 pc. in box.

NO. 111000

FOR 111000000

BRASSING SET, for
and more. No. 1110
adjustable with steel
blades, 1/4-in. and
more. (111000) to
1110000 21 pc.
in box.

NO. 111000

FOR 111000000



NO., for pulling

NO. 111000



FOR 111000000

NO., for wire and
filing

NO. 111000

FOR 111000000



NO., wire nut.



1 each

NO. 1110000

FOR 111000000



NO., for cranking
and fast, setting and
cutting. A heavy, non-
slip, hand and grip
pin.

NO. 111000

1 pc.

NO., for cranking
and fast, setting and
cutting. A heavy, non-
slip, hand and grip
pin.

NO. 111000



1 each

NO. 111000

FOR 111000000

NO., for cranking
and fast, setting and
cutting. A heavy, non-
slip, hand and grip
pin.

NO. 111000



FOR 111000000

WRENCH, RATCHET
TYPE, 1/4 IN. OPEN
END, 1/4 IN. TO 1/2 IN.
OPEN



ONE 1-1/2 IN.

FOR BUSHINGS

WRENCH, END
FACE, 1/4 IN. OPEN
END, 1/4 IN.



ONE 2-1/2 IN.

FOR END BUSHING

WRENCH, END FACE,
1/4 IN. OPEN END, 1/4 IN.
TO 1/2 IN. OPEN



ONE 4-1/4 IN.

FOR

WRENCH, END FACE,
1/2 IN. TO 1/4 IN. OPEN,
3/8 IN. AND 1/2 IN.
OPEN



ONE 1-1/2 IN.

FOR END BUSHING

WRENCH, END FACE,
1/2 IN. TO 1/4 IN. OPEN,
3/8 IN. AND 1/2 IN. OPEN



ONE 1-1/2 IN.

FOR END BUSHING

WRENCH, END FACE,
1/2 IN. TO 1/4 IN. OPEN,
3/8 IN. AND 1/2 IN. OPEN



ONE 1-1/2 IN.

FOR END BUSHING

WRENCH, END FACE,
1/2 IN. TO 1/4 IN. OPEN,
3/8 IN. AND 1/2 IN.
OPEN



ONE 4-1/4 IN.

FOR END BUSHING

WRENCH, OPEN END



ONE 2-1/2 IN.

FOR END BUSHING



WRENCH, END FACE,
1/4 IN. OPEN END, 1/4 IN.
TO 1/2 IN. OPEN



ONE 1-1/2 IN.

FOR END BUSHING

WRENCH, END FACE,
1/4 IN. OPEN END, 1/4 IN.
TO 1/2 IN. OPEN



ONE 2-1/2 IN.

FOR END BUSHING

WRENCH, END FACE,
1/4 IN. OPEN END, 1/4 IN.
TO 1/2 IN. OPEN



ONE 2-1/2 IN.

FOR END BUSHING

WRENCH, PIPE, AD-
JUSTABLE, 1/2 IN. TO 1 IN.
OPEN END, 1/2 IN. TO 1 IN.



ONE 2-1/2 IN.

FOR END BUSHING

WRENCH, PIPE, AD-
JUSTABLE, 1/2 IN. TO 1 IN.
OPEN END, 1/2 IN.



ONE 2-1/2 IN.

FOR END BUSHING

WRENCH, STRONG
ROOM, 1/4 IN. TO 1/2 IN.
OPEN END



ONE 4-1/4 IN.

FOR END BUSHING



WEISSER SET, white, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



1 1/2" x 1 1/2"



WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



1 1/2" x 1 1/2"



WEISSER SET, set in case, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



1 1/2" x 1 1/2"



WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



1 1/2" x 1 1/2"



WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000

WEISSER SET, single, 8 1/2" x 10 1/2" x 1 1/2", 11 pt. 1/2" deep, 11 pt. 1/2" high, 11 pt. 1/2" wide, 11 pt. 1/2" thick.

NO. 10000



Connie Rodd's
"SHORT & SWEET DEPT."



Pop Valve—

You with the Blumsted vehicles!

If you've got a 114 or 114-1000 that work on a 2-112 or 1-1000 that work, then make sure you're checking the crankcase-ventilator-valve (also Duradillon or venting valve) and on the engines of these trucks. They need a checking every six months or 1000 miles, whichever comes first, under normal operating conditions.



How do you do it? First, remove the crankcase-ventilator-valve assembly from the engine. Clamp the valve-body snug in a vise and remove the valve-retaining-pin. Check how the valve fits over the ring and back together like it was!

Wash the valve, seat, and all surfaces with degreasing solvent or suitable mineral spirits to remove any carbon or gum. Check and clean all connecting tubes or lines.

Put the valve and spring in the valve-body and put the retaining-pin back on. Then put the assembly back on the crankcase.

A plus

Particularly read your vehicle's engine plates. Get good information there, if you imagine it right.

For example, a plate in the DURAL Jeep says the vehicle can be driven in second gear and high range up to 40-



MPH. Of course, this doesn't mean running your engine continuously in second gear—higher gears will multiply torque than ability, because your engine'll be turning at a higher speed than in high gear.

But it's good to know this. It's best when you hit that hilly country and your engine begins laboring in high gear. By shifting far less around, you can hit up to 60 MPH without your engine overloading itself. It also increases the life of your engine by keeping the operating temperature at a normal 180 degrees and eliminating a lot of spark plug troubles.

Anchor away

It's usually the simple things that cause the biggest pain. Take that parking brake in your 80/11 series 21/2-ton trucks, for example.

Most guys know that they're not supposed to move their truck unless the parking brake's released and that they're not supposed to use the brake to stop, except in emergencies. But a lot of guys are forgetting the simple and are getting nothing but pain.

When that parking brake is used wrong, one cable inside is put on the parking anchor, which is part of the transfer, and it can snap. When this happens, your handbrake goes kaput.

So, take a tip: make sure that handbrake's released whenever you move your truck, and use it wisely like it tells you in the TRUCKMAN. Of course, if that gets a LIEK off immediately—of all



Most all of them that let LIEK come straight to you.

anchors' breaking for no good reason, come.

Plug it up



Take a peek at the underside of the standard battery cover on your 8033 series 2-1/2-ton truck. There should be a white plug tucked in.

The word is that you're to leave that plug in the cover at all times. You'll remove it only after flushing and every time your truck gets a C service. That'll let all that water and oil that's topped up in there circulate out.

If you haven't got a plug tucked in, stroll by your truck back to General and get down to the job. MSW O-100-15-731 gives them the word.

Removing hot sparks

When you begin working with those batteries in your tank, there's one thing you've got to remember—both lead ground cables have to be handled first so you may see your tank on its side.



Every time you remove the battery covers on your light trucks, your M444 medium truck and your M47 medium truck, or when you remove the battery hold-down clamps on your M45 medium truck, you've got to disconnect and tape the ground cable first. When working with the battery covers on the T44,

take the ground cables off as the battery.

Each pair of batteries in your tank is contained in its cable. So, disconnecting the ground strap of one pair isn't going to do much good. You'll still have to, with one hand, clamp the spring housing the other set's grounded.

All you've got to do to be safe is sit across the cables when they're grounded to the hull and tape the ends. Then remove the covers or hold-down brackets by taking them straight up rather than remove the hold-down clamps.

This step will be in force at all times.

The ground cables are the last things you look up when putting batteries back into your tank.

Sparks and gasoline in your hull can become closer than Romeo and Juliet. Follow the ground cable removal method and save yourself a hot time.



Are your wheel-bearing adjusting nuts being chewed up for no reason you can figure out? If so, maybe you're using the wrong tool on them.

To save them from being damaged on a stripped thread, there's only one tool to use. That's the wheel-bearing nut-wrench listed in the organizational tool

section of all your OEM's.

Here's a chart showing the Ordnance Stock numbers of these wrenches for your Division vehicles. If you've got them, keep 'em there. If not, better get them from supply. It's a wise man who uses his tool right.

WHEEL-BEARING NUT - WRENCHES (Ordnance Stock Numbers)

1 1/4-In. Size



41-W-3021-300

1 1/2-In. Size



41-W-3021-301

2 1/4-In. Size
(RH wheel)



41-W-3021-302

2 1/2-In. Size
(RH wheel)



41-W-3021-303

(RH wheel)

2 1/2-In. Size
(LH wheel)



41-W-3021-304

(LH wheel)

2 3/4-In. Size
(RH wheel)



41-W-3021-305

Make your bearing adjustment according to the jeep in your DM's.



HOW TO START THE HYDRA-MATIC



AFTER THE ENGINE STARTS



ADJUST THE CHOKE AND BARE THROTTLE TO OPEN ENGINE SPEED.



SHIFT INTO DESIRED RANGE AND DRIVE.



RELEASE PARKING BRAKE.





I AM SURE YOU WILL BE ABLE TO REACH THE OCEAN AREA...



Joe's Dope Sheet

Your best friend is your eyes. Make

them work and transportation starts.

Keep this sheet in your basket

for all kinds of terrain.

So your driving will not be

erratic.



WE HAVE THE WORLD'S BEST EQ

WHAT TO USE AND WHEN



1-1
HIGH

FOR EASY GOING,
TRANSMISSION DOWN
ALL THE WAY—
FOR YOU



2-1
LOW

FOR HEAVY GOING
WITH SLOWING SPEED
PUSH SHIFTER TO LEFT



3-2
CAUTION

CAUTION

IF SHIFTER IS TOP SPEED, FOR
LOW RANGE, GET INTO HIGH
FOR FASTER SPEEDS



4-3
HIGH

FOR WELL-SPACED
GEARS TO GET ALL
"MAKES" TO KEEP YOUR
TRANSMISSION FROM
"HOTTING"



5-4
LOW

FOR VERY STEEP HILLS
ON GOOD ROADS AND
EASIER DOWN-TOEY
HILLS. . . . LET IT TOP
GONG UP AND SERVE

6-5



5-4

4-3

3-2



2-1

TAKE IT EASY, DON'T PUT
EVERYTHING ON
OR YOUR SHIFTER GET
SOFT AND A TREATMENT
OF CHOICE.

EQUIPMENT... Take care of it

F-1 HIGH

IS THE SAFEST WAY TO STOP YOUR ENGINE

F-2 HIGH

HAS TWO VERY IMPORTANT RELAYING POINTS

WHEN YOU COME TO ONE OF THESE POINTS, IN THE ROAD-SHIFT TO F-2 HIGH

THIS

WHEEL
WHEEL
WHEEL

BACK ON EYE ROAD
SHIFT TO F-1 HIGH

AND THIS

...SUPPORTS
SUPPORTS
SUPPORTS
SHIFT TO F-1 HIGH

THIS IS
CALLED
"HUNTING"
AND IS VERY ROUGH
ON THE TRANSMISSION

F-1 LOW

IF YOU WANT TO KNOW HOW FAST YOU CAN GO...
...YOU CAN'T GO FASTER THAN 11 MPH.

HERE'S HOW TO
RECOGNIZE F-1 LOW...
...THEY'VE GOT
THAT RED AND
ORANGE COLOR.

SHIFT TO
F-1 HIGH NOW!

SHIFT TO F-2 HIGH

WHEN IN F-2 YOU'LL BE
LIMITED TO 118 MPH ONLY...
...IT CAN'T SHIT 200 MPH OR 478
...STAY THERE LADS,
YOU'RE OVER THE TOP!

F-2 LOW

IF YOU WANT
TO KNOW HOW
FAST YOU CAN GO...
...YOU CAN'T GO FASTER
THAN 118 MPH.

SMOOTH...

OR
ROUGH



WELL, SURE, YOU'VE PROBABLY HEARD ABOUT THE NEW F-1 HIGH-TO-LOW TRANSMISSION BY NOW.

THAT'S THE ONLY ONE WITH F-1, F-2 AND A COMBINATION OF F-1 AND F-2. WE'VE REFINED AND IMPROVED THAT DESIGN.

...SUPPOSE, FOR

YOU'RE CRUISING ALONG IN F-1 HIGH FROM YOUR TRANSMISSION IN 1961.



YOU HAVE YOUR FEET WHERE THE IS...



AS YOU BRING A BRIDGE BEHIND THE TRANSMISSION SHIFTS DOWNWARD FROM 4TH TO 3RD TO 2ND...

NOW YOU SHIFT INTO F-2 HIGH

NOW ON LEVEL GROUND GO BACK TO F-1 HIGH. THEN YOU'RE FACING WITH A LOAD HIGH CURVE. NOW'S THE TIME TO USE YOUR HEAD, YOU KNOW YOU'RE NOT GOING TO MAKE IT IN F-1 HIGH AND YOU'RE NOT SURE F-2 HIGH WILL DO IT EITHER.



AT THE BASE OF THE HILL IN F-1 SPEED. IF YOU'RE OVER 10 MPH KEEP GOING...

INSTANCE...

OVER THE HUMP SHE'S UPSET! ALWAYS BRK 200

HERE YOUR TRUCK
WONT NEED ... SHE'S
AUTOMATICALLY
DOWN-SHIFT

LOOK HILL ... SHE'S
GO DOWN TO 2ND

NOW, A STEEP HILL
SHIFT INTO P-3 HIGH
FOR BRAKING ... STOP
THROUGH THE HUMP
2000

LEVEL GROUND AHEAD
GO BACK TO P-1 HIGH

IF THERE'S
LEVEL GROUND
AHEAD, SHIFT
BACK TO HIGH.
IF ANOTHER
HILL'S AHEAD,
UP OR DOWN,
GO INTO
P-3 HIGH

IF YOU DONT
THINK SHE'S GO
OVER IN P-3 HIGH
LOOKING SPEED
SHIFT RIGHT
INTO P-2 LOW.
SHIFT FROM
HILL, YOU'RE OVER

WNT HER
NEED P-2 HIGH
WHEN SHE
BEGINS TO
GOE UP

LOW RANGE REVERSE

REVERSE HIGH RANGE

IS FOR BACKING UP
ON ROAD OR PARKING
TYPE OF TERRAIN



IS FOR TRAIL GOING
OVER MOUNTAIN
OR GRADEY ROAD





AN UNPARDONABLE MICH

Dear Mich-Mich,

if few of our trucks really feel up in cold weather. They start belching like a guy after a two-day binge and give off more black smoke than a coal mill.

Here's what happens. As the air gets cold, the fuel runs fine. They start not OK, too. After being on the road a while, they start belching black smoke, and we have enough time keeping them running. We just use start-up time to warm up. Over and over again this happens. And even when they start chugging like everything's OK.

What's your diagnosis, Mich? We need help, so start acting like a mech.

CWO P. J. C.

Dear CWO P. J. C.,

The diagnosis is carburetor Mixture brought on by the carburetor icing up in cold weather. A carburetor can freeze up if a constant 11 conditions are just right.

Here's how. As the air is sucked into the carburetor it expands a bit as it

lowers the wetter tubes. This lowers the temperature. At the same time, you're spraying liquid gasoline into this stream of air, and as the gasoline evaporates it lowers the temperature even more. So, you very often get temperatures in the carburetor which're below freezing even though the outside temperature may be above 50 degrees F.



This low temperature usually doesn't cause any trouble. But, if the air's very humid, water vapor can condense in the cold carburetor either as water or ice crystals. In either case, you get ice piling up inside your carburetor, blocking off the jets and changing the shape of the

vehicle—in other words, a general plug-up. That's when you get the hicching and black smoke.

If you have this by condition, there's only one way to carry—driving. Before starting your engine in cold weather, run your personal heater. Start your auxiliary engine, too. Make sure the cover assembly and seals are tight over your air-chamber ducts so that you don't warm air from the lighting compartment into the engine compartment. Start your engine when the engine compartment is nice and warm.

Keep that warm air going through your carburetor and you'll have no more trouble. Give us more hints.

You'll see this pop in *Letter T*'s.

Half-Moose

STARTING MADE EASY

Dear *Half-Moose*,

I get trouble when it comes to starting my M10. It's not a pop. I push down on the starter-pedal and nothing happens. I've replaced a number of starter-overrides and even a few starters themselves. For the trouble will happen. What do you suggest?

Sgt F. L. G.

Dear Sgt F. L. G.,

First I suggest you take a look at your starter-pedal linkage. If it's OK—no, look at anything—check out the internal adjustment of your starter-switch is on the fly. But, no more. Here's what to do:

Take the vehicle back to Ordnance. They'll remove the starter-switch from the motor. Then, they'll remove the plunger assembly from the starter-motor, and see if the plunger is being back against the plunger-spring.

When the plunger is screwed down against the plunger-spring, the plunger is too down and cannot make the push the motor needed to turn the motor over.

It won't make Ordnance long to set it right—and they'll do it.



Before hopping into your Jeep and driving away, make sure Ordnance checks that Jeep for starting to per TM 9-18218, par 1110. By the time you get done, you should have one good starting Jeep.

Half-Moose

THE SECRET TORCH

Dear Half-Mast,

About the new trip ticket DD Form 178—when doing our daily service do we only check the meter listed on the ticket, or do other things get checked also?

D. L. J. S.

Dear Lt. J. S.,

Although the trip ticket doesn't say so—though everyone knows that the vehicle's technical manual is used when checking your vehicle. It's right there in the last sentence of paragraph 3a of your TM 9-2114. The trip ticket is something on which to record the service you perform and what you find.

You can add the items the TM has had your DD Form 178 cover there, or you can mark them down that are not present on the vehicle being checked.

WATER-A-TUNE

Dear Half-Mast,

It's having trouble getting the fastener that holds the instrument cluster mounting plate that is the dashboard of the F-150, Bronco, Dodge and International/Rover/etc. These fasteners are not listed in the SVE's. What to do, please?

Sgt. M. L. B.

Dear Sgt. M. L. B.,

Sorry but these junky DT fasteners are just an item of supply.

They were put there as an unusual maintenance part. All you've got to do is remove your cluster mounting plate

to rotate the studs one-half turn. The main drawings from the fasteners and your cluster mounting plate falls out. Then these fasteners come loose, and it's easy to lose 'em.



If you do lose them and can't find a replacement, the parts to use to keep your mounting plate in place are: Cap-screw, hex head, 3/16" or 3/8" plain, 3/8" x 10-32; 1 1/2" inch length (Dad Book No. 1800-102611); wing nut, 3/8" x 10-32; 2 (Dad Book No. 18181-012092); and washer, 1/8" inch plain (Dad Book No. 1800-100564).

The usual maintenance is gone, but at least you won't have mounting plate flopping 'round all over the place.

A SECRET TORCH

Dear Half-Mast,

An Air Force night technician was at his assistant's a lot of about troubles on the 1st January by using a torch also called the "Yellowback torch etc." They say the oil and grease usually

found an above slat for the rest after this type also.

How can we get some of these chert also?

Sgt L. T. S.

Dear Sgt. L. T. S.,

The "Yellowish" chert disk is a commercial type disk which although now being used has not been approved for Ordnance use. Until such time as tests have been completed, I'd hesitate to use them. If you'll get your chert to Ordnance and have them modify your chertlers according to those two "Export" MWD's—Ord 6744-13 (13 Sept 54) and 6744-17 (18 Dec 1944) as well as slide by TR 5-857-1 (17 May 1954) you shouldn't have any trouble with oil and grease contaminating your 1-in. cherters.

Half-Mast

BUILDUP-BUILDUP

Dear Half-Mast,

The hole that holds the final drive housing in the ball of our M41 tanks take quite a beating from stones and stuff picked up and carried by the track. Usually the hole's just got battered up, but sometimes—in really rough terrain—the hole will chert.

We have wondering what can be done about this. Any ideas?

Sgt A. F. W.



Dear Sgt. A. F. W.,

Yep, just hold everything for awhile—and hope the hole is thrown. Keeping 'em good and tight will help.

There's an MWD on the way that handles the problem for all light tanks with the building cherters. Adds a plug to the housing to protect the hole hole. Watch for it.

Half-Mast

GO BY THE BOOK

Dear Half-Mast,

There exists a doubt in my mind as to what is the correct cold lubricant level for the front and rear differentials on the 3 1/2-ton tank M10.

TR 5-8734, dated July 1944, para-graph 13, says: "Add lubricant to bring level up to within 1/2 inch of plug opening when cold or to plug level when hot." See LO 5-4124 (7 Dec 47) para 3, says: "Other gear cases fill to plug level."

Which should we follow?

Capt J. B.

Dear Captain J. B.,

This time you'd better go by the book and you get a copy of LO 5-8024 (14 June 49). It has the right dope in both cases as you see in TR 5-8734. You're looking for trouble when you add more lube than you need.

Lube expands when it gets hot—no much lube in those differentials will burst oil seals and leave you with a drippy rear end.

Half-Mast

WHEN THE MERCURY'S LOW

HOW'S YOUR HEAT?



Your heater can do a marvelous job for you this winter—if you know how to use it—and keep it on the ball.

To get hot, you've first got to know what kind of switch-how you're dealing with. There's one type of switch—ones that have a HE-LO switch on them—regulate what they're putting out, and those that have a separate thermostat.



For the heater control with the HE-LO switch, turn the switch to HI. Hold the RUN-OFF-START switch in START position until the pilot light goes on—then, snap this switch to RUN and your heater'll start bringing heat within three minutes.

When your heater is giving off more heat than you can take, turn HE-LO switch really conveniently. All you've got to do is flip your heater control from HI to LO—and it's cool off. Then, when you get a little cold and want some heat,



flip the switch to HI and it'll start putting out again.

For the other type of control, you'll find a thermostat either to the left of the driver's seat or between the driver's and outside driver's seats. This thermostat is marked HIGH, MEDIUM and LOW—what kind of heat do you want!

To warm this type of heater



To regulate the amount of heat



There's a safety device that automatically shuts off the fuel supply if your heater fails to light. The electrical system has fuse-circuit-breakers that'll cut off the electricity if you get a short or overload. If you don't feel warm air at the heat outlet within four or five minutes or if your pilot fails to light on three tries, shut the heater off. Call a plumber.

1. Turn the gas control knob to ON.

2. Turn the thermostat dial to HEAT and set the temperature.

3. Turn the burner control knob to ON and wait for the pilot light to light. If the pilot light doesn't light, turn the burner control knob to OFF and wait for the pilot light to go out.

4. Turn the burner control knob to OFF and wait for the pilot light to go out.

5. If your heater doesn't start, try again. If it still doesn't start after the third try, leave the knob for OFF and call a plumber.

If it's getting too hot for you, no sweat. Just turn the heater off. If you've got a HI-LOW switch, turning the switch to LO will shut down the heater off, just the same as turning the thermostat to LOW in your other type heater will not turn the heater off. In both, you've got to turn the heater switch to OFF.



When turned off, heating in the heater will stop within a few minutes, but the blower will continue to run for one or three minutes until all the unburned gases are blown out. When this happens and your heater is cool, the blower will shut off automatically.

If you want to see more pep on these heaters, take a register at TM 5-6662 (12.8hr 54.)

Your personal heater will keep you warm in temperatures as low as -27 degrees F. When the temperatures get lower than that, an engine heater together with your personal heater is needed. TM 5-6661 gives you the pep on engine heaters. Paragraphs 25 to 49 tell you how to take care of your personal heaters. The parts lists for your personal heater is ENL G-249, Vol. 1.



This chart tells what winterization equipment is applicable for your M-series trucks. The type equipment you get depends on what loading you're operating on - 10 7-15 will tell you what's used in what temperature.

HEATER	ENGINE HEATER	PERSONAL HEATER	ENGINE HEATER	WATER TAP
10 7-15, 100, 800	Q240-170 104	Q240-170 104	Q240-170 104	Q240-170 104 Q240-170 104
10 7-15, 100, 8200	Q240-170 104	Q240-170 104	Q240-170 104	Q240-170 104 Q240-170 104
10 7-15, 100, 807	Q240-170 104	Q240-170 104	Q240-170 104	Q240-170 104
21 12-15, 100, 844 Series	Q240-170 105	Q240-170 105	Q240-170 105	Q240-170 105
21 12-15, 100, 852 Series	Q240-170 105	Q240-170 105	Q240-170 105	Q240-170 105
3 Series, 100, 822 Series	Q240-170 107	Q240-170 107	Q240-170 107	Q240-170 107

*This is the stock number for your nearest depot list.

ARMAMENT



DON'T SMOOTHER YOUR AIRWAY'S AIR

Take a deep breath and hold it for a moment, will'ya. Cause this is all about the respiration on your hydro-pneumatic small mechanisms on field artillery.

These mechanisms don't breathe breathing, too, and they gotta exhale that air just like you do. That's why they have a compressor, or similar device, on the front or rearward small cylinders. Every hydro-pneumatic's got one. Some of 'em, like the 185-mm howitzer, are adjustable. Some of 'em aren't. But they all serve the same purpose. They help re-

duce the shock of counter-wood by letting air out of the cylinders easy-like.

When they get clogged up with dirt, mud, grease, grime, or whatever-ya, the air doesn't escape in the right amount at the right time and you get a real serious counter-wood action.

In the point of this loop-winded yarn is this: Kibitzin' your way into front point or'and gaspin' and bustin' in counter-wood, make sure she's respiratin' all right. It'd be just plain foolishness to smother a good weapon.



THE AIR COMPRESSOR,
HYDRO-PNEUMATIC,
HOWITZER-185



THE AIR COMPRESSOR,
HYDRO-PNEUMATIC,
HOWITZER-155

HAVE YOURSELF A FIT

Some of you Illinois hardware men may be having trouble screwing a big nut with a little wrench.

The wheel spinners nut wrench (Old Stock No. 2011-221264) with 3/4" (212) 1/2" was designed for the small-type wheel spinners. When the new, larger-type spinners were put in, some of the wrenches were changed, but some of the wrenches were not. So you may have a wrench with the spinners, or small nut, too small to fit the wheel bearing mounting nut.



If you have one, you can make it work by cutting or grinding 1/8-in. metal from the inside open.

DECAL DITHERY

Maybe it shouldn't happen, but sometimes the decals on the inside of your tanks get painted over or worn off—the same on the turret walls, turret guards, and storage bins containing "ammo," "fuel," "grenades," "oil," etc., etc.

These decals are important—but they're difficult to replace or trace. So, what do you do?

Probably the people most concerned have been the rebuild shops; they get

the stuff that's used the worst treatment. These general-type decals are not needed to supply, as they resort to local procurement. Oh, in some cases, stocking.

But using such might find local procurement a little difficult. Even if your customer used Nipponese.

Graco's has it that a crew's often to get off necessary decals into regular supply system sometime in the future. But—the new year has been to each man a few who's handy with a paint brush. And if you're lucky, there'll be some-or-rebuilt lugs around—with all their detail—to use for a model.

There's a 1-in. metal nut in your tool cabinet—sometimes not so. If you feel the need of something similar, Graco's has a 1/2-in. one available. It's Old Stock No. 421-28000-000 (OSM 1500-08-10041).

THINNER DOPE

Here's another reminder on the right tank numbers to use when you order paint and thinner for the systems on the M50 fire control system.

The paint is enamel, synthetic, non-gloss, non-drying, olive drab, No. 2430 (1 gally, Bag Stock No. 31-2430-017-100).

As for the thinner, you ask for Thinner, synthetic enamel, Bag Stock No. 32-1801-200-000.

This is different from the thinner tank numbers I've given you on page 849 of Issue 18 and page 8 of Issue 22. Better make those changes pronto so you'll be getting the thinner you need.

PLEASE — THOSE NIPPLES ARE TENDER

Some folks have been having trouble with their recent installation buffer-assembly nipples breaking on their blowpipes.



To keep those nipples (Oed Stock No. D048-7211477 and H100-0029-021) from going loose, lay off the extra elbow grease. Those nipples will break when tightened too tight — so easy to do.

Bring them down good and snug — not tight. When too tight they're put under strain and bending them when the gas flows, shock does the dirty work.

That also goes for the nipples that go into commercial buffer assembly (Oed Stock No. D048-7211472). Also take care (Oed Stock No. D048-7211478) to nipple (Oed Stock No. D048-7211-477 and/or H100-012801).

Watch those plugs (Oed Stock No. D048-7211471) too. Not too tight, please.

It's a good idea to replace gaskets (Oed Stock No. H100-002311) if they look like they've run flat or damaged. It'll save the extra change-over time.

MIKE VAN BATS

Are you Mike guys keeping in mind that the changing out for your order might be in the time for summer and winter?

When the chill winds blow, you need more juice to take care of the personnel heater load. But — you've got to run the lower cost in summer, or you over-charge.

Here's how the adjustment works up for your discrimination, load-shedding control, solar tracking and maintenance team.

Loosen the R2 terminal board at the rear of the job wall in the compartment behind your factory-charger meter panel.



For winter operation, the white lead should be connected to Terminal 10 of the R2 board.



For summer operation, change it white lead to Terminal 11. That's all there is to it.

ACQ ANTENNA SLING

As you AAA men know, you sometimes have your big antennas mounted on a platform to eliminate some of the ground clutter.

As it becomes hot suddenly so do the rats and particularly the rubber hose place. Now if you can get the heavy weather-stem to help you, life is much simpler, *without* you rear up the stem while you're looking it.



A new way to prevent this is to make a sling like the one shown here. You need a metal ring, say one that will fit over the hook on the weather, four to five lengths of 1/2" wide fabric, and four snap hooks. You can either clamp the cables, as this man did, or if you happened to be a cable splicer, you could splice 'em in.

And never try to replace or march under the acquisition *without* the weather. The old grass-and-grass option turns up too many rubbers.

FUZZIE NO MORE



TR Ord 505 (19 May 51) ends war-rivets gunwork in checking Field Artillery, Antiaircraft Artillery and Combat Vehicle Armaments Hydroperoxide Barrel Oils for contamination. The TR supersedes all other depots set on the subject—it's also being revised to cover all the above mentioned weapons. It goes into detail on how to spot oil that's been contaminated by nitrogen or air.

RUST NO



Wouldn't happen in the desert—but it will at some points where the weather is dampish.

Get a rubber, no less, get a gig for dry spots of rust on his weapons. And likewise the only speckled one around.

Stems as how these dry spots of rust form so small ones and are hard as heck to get off. Best chance is about the only thing that'll do it.

You have to bounce your eyeballs over your weapons in sunlight to see this stuff. Artificial light just won't get it.

That you've got to keep her steel props.



FOGGY DIALS

Dear Sgt. Doyne,

What's wrong with the hourmaster on our DV and DV Caterpillar tractors? The glass foggs up until it's impossible to get a dial reading. We had the meter removed, inspected and new gaskets installed, but no dice—the window still fogs up. Do we have a couple of damn meters, or is the trouble somewhere else?

Sgt W. C.

Dear Sgt. W. C.,

There'll be no more fog for you and your hourmeters if you'll try a minute fix for the meter's window assemblies. You need a small rear plug (MIR's Part No. 487329) and a new window assembly (MIR's Part No. 581244). You can take a gander at 'em in Fig. A. Have your local purchase channel get these parts from the nearest Caterpillar agency. Your shop can put 'em together for you. The new 581244 window assembly has the lock for the plug, while the old assembly doesn't.

Be sure to tell your shop that the hole in the small plug goes into the ground, or downward, when inserted into the new window assembly. To fail which side of the window assembly faces downward, screw the assembly good and tight on the hourmaster housing and make the bottom end of the window.

Then remove the window and put the plug in so its little hole looks down on the meter you made.

If your shop can do the job, here's another angle on the hourmaster fix. Let them install your old-type window assembly like this:

1. Make the top end of the window assembly face down.

2. Remove and thoroughly clean the window assembly and dial in "1000" lamp oil until it is perfectly clear (Fig. B).

3. Blow the hole in "1000" oil.

4. Place it in the hole and plug with its hole facing the meter you made.

5. Turn out it in its normal angle the window assembly makes it clear absolutely. Do not attempt any repairs.

Showing the parts you need to correct your old window assembly:

1. Old window assembly (MIR's 487329)

2. Small plug (MIR's Part No. 487329)

3. Window assembly (MIR's 581244)

WE WILL NOT BE RESPONSIBLE FOR DAMAGE TO YOUR EQUIPMENT IF YOU DO NOT FOLLOW THESE INSTRUCTIONS.



Fig. 1



Fig. 2

NOTE: A "1000" lamp oil hole in the top of the plug will cause the meter to fog.

WE WILL NOT BE RESPONSIBLE FOR DAMAGE TO YOUR EQUIPMENT IF YOU DO NOT FOLLOW THESE INSTRUCTIONS.

Fig. 3



Fig. 2

Sgt. Doyne

WARM FOR THIS FORM

Be sure you take a good look at AR 750-448, dated 14 Dec 1964, to see that one of it you how to correct uncorrectable maintenance spare parts and how to fill out DA Form 5-22. That's the new Uncorrectable Part Identification Tag. A unit uses this tag for all uncorrectable repair parts that become uncorrectable. There's no mistaking this tag. It's as great as an Irishman's tie on St. Patty's day.

Remember, though, that this tag's for uncorrectable uncorrectable parts, not the ones that're obviously scrap or salvaged. You get rid of those like it tells you in AR 750-3 and 750-7.

This new 5-22 tag's real handy. All you gotta do is the unit is fill out the first five blocks on the front side of the card. That includes the part description, stock number, name, make and model, and serial number of the end item.

After the unit fills out this part of the tag, it's passed over post to the unit's supporting field maintenance activity on a Tow-In slip (DA Form 407) or its Army Shipping Document, whichever's applicable.

When the tag gets to your field maintenance support activity, technical inspectors'll give the parts the once-over and decide what'll be done with 'em. The inspector will check one of the blocks on the bottom of the tag. This'll



This goes in the last
Block: "Technical
Inspection"

The technical inspectors
fill in the last six
of the tag

fill for the part being either repaired, salvaged, forwarded to depot maintenance or exchanged with a commercial activity. If necessary, the inspector'll also fill in the back side of the tag that's used to give the reason or direction for repair.

Whenever possible, the repair of an uncorrectable item and a replacement have should occur at the same time. This doesn't mean, though, that the repair of a repair part isn't a completely separate transaction, hence it is.

There'll be some cases, of course, when like uncorrectable items can't be repaired before or at the same time you request a replacement. When that happens, you'll mark in the "Authority" block of the tag that a like uncorrectable item will be repaired promptly or give the reason why the like item isn't available for repair.

Simple, isn't it? Yep, the DA Form 5-22 is a real slick item when you use it right. Just follow the directions and you can't go wrong.

Pull up a chair, folks,
and listen to the tale of—

BLOWTORCH JOE

Remember the story about "Lucky Flame" way back in FI issue 117? Ah yes, Flame was a lucky one all right. He never took care of his equipment and always seemed to get away with it, but he got his—let me say it.

This one's about Flame's buddy. His name was Blowtorch Joe, a real good guy who thought the flame from a blowtorch was the solution to some of his winter maintenance problems. Like Flame, Joe's taking things too far, he finally learned his lesson, but it had to come the hard way.



It all happened one morning a couple weeks ago. Joe, a cross-country driver, was off to start out on a job. It was one of those cold mornings with sub-zero temperatures. Near Joe was a good operator and a pretty fair mechanic, but he just didn't use his head when it counted most.

He knew that pouring liquid conduction-paving in cold-weather conditions



proved troublesome, because the fuel won't vaporize very well, condense all gets up and bumps the go. But, for Joe had the answer. He was going to handle this problem the easy way.

He ran into the shop and came out with a blowtorch, his old standby.

He started playing the blowtorch flame on the outside of the cone carrier and... then it happened... BLOCH!



You can probably guess what happened. Depending on how Joe used it he was using a Milwaukee sump pump, not for any purpose. What really happened was this: When the flame from the torch warmed up the oil, it also drove off the lighter ends of the fuel that deposit from the cylinders into the combustion. The result—the vaporized fuel exploded, and Joe never knew what hit him.



The boys in 204's world will never forget this one. When they're getting ready to start up a vehicle in cold weather, they check the water level in the fuel lines, use the right grade of oil and keep the batteries charged. They're not having any trouble. Sure, it takes a little longer, but it's a sure and safe method of getting the job done right.

the round-up

HERE ARE SOME REMEDIES THAT YOU CAN TRY TO GET YOUR FUEL SYSTEM BACK TO NORMAL.

1. CLEAN THE FUEL SYSTEM. The most common cause of fuel system problems is a clogged fuel filter. If you have a fuel filter, check it regularly and replace it if it's dirty. You can also clean the fuel injectors and carburetor. There are several products available for this purpose. Follow the instructions carefully.

2. CHECK THE FUEL PUMP. The fuel pump is responsible for drawing fuel from the tank and sending it to the engine. If the pump is not working properly, the engine will not start. Check the pump regularly and replace it if it's faulty.

3. CHECK THE FUEL LINES. The fuel lines are responsible for carrying fuel from the tank to the engine. If the lines are clogged or damaged, the engine will not start. Check the lines regularly and replace them if they are faulty.

4. CHECK THE AIR FILTER. The air filter is responsible for filtering the air that enters the engine. If the filter is dirty, the engine will not start. Check the filter regularly and replace it if it's dirty.

5. CHECK THE SPARK PLUGS. The spark plugs are responsible for igniting the fuel in the engine. If the plugs are dirty or worn, the engine will not start. Check the plugs regularly and replace them if they are faulty.

6. CHECK THE WATER LEVEL. The water level in the fuel lines should be checked regularly. If it's too low, the engine will not start.

7. CHECK THE BATTERIES. The batteries are responsible for starting the engine. If the batteries are not fully charged, the engine will not start. Check the batteries regularly and charge them if they are not fully charged.

8. CHECK THE FUEL GRADE. The fuel grade should be checked regularly. If it's not the correct grade for the engine, the engine will not start.

9. CHECK THE FUEL INJECTION. The fuel injection system should be checked regularly. If it's not working properly, the engine will not start.

10. CHECK THE FUEL SYSTEM REGULARLY. The fuel system should be checked regularly to prevent problems. This includes checking the fuel filter, fuel lines, air filter, spark plugs, water level, batteries, fuel grade, and fuel injection system.

THESE 2 CENTS OF
RENTAL VALUE PER
CUBIC YARD OF
CUMULATED WASTE
IS THE EQUIVALENT
OF 100% PROFIT.



WASTE MANAGEMENT
The first step in waste management is to identify the waste. This is done by conducting a waste audit. The audit should determine the types and quantities of waste generated, the source of the waste, and the current disposal methods. Once the waste has been identified, the next step is to develop a waste management plan. This plan should outline the goals and objectives of the waste management program, the responsibilities of the various departments, and the specific actions to be taken to reduce waste and improve disposal methods.

The waste management plan should also include a budget for the program. This budget should take into account the costs of waste disposal, the costs of waste reduction programs, and the costs of waste management equipment. Once the waste management plan has been developed, it should be implemented. This involves putting the plan into action and monitoring its progress. Regular audits should be conducted to ensure that the waste management program is effective and that waste is being disposed of properly.

WASTE MANAGEMENT
The next step in waste management is to reduce the amount of waste generated. This can be done by implementing various waste reduction programs. These programs can include recycling, composting, and energy conservation. Recycling programs can help to reduce the amount of waste sent to landfills by reusing materials. Composting programs can help to reduce the amount of organic waste generated by businesses and households. Energy conservation programs can help to reduce the amount of energy used in various processes, which can in turn reduce the amount of waste generated.

WASTE MANAGEMENT
The final step in waste management is to dispose of the waste properly. This involves choosing a disposal method that is safe and environmentally sound. There are several options for waste disposal, including landfills, incineration, and recycling. Landfills are the most common method of waste disposal, but they can be a source of environmental pollution. Incineration is a more environmentally sound method of waste disposal, but it can be expensive. Recycling is the most environmentally sound method of waste disposal, but it can be difficult to implement.

WASTE MANAGEMENT
The next step in waste management is to reduce the amount of waste generated. This can be done by implementing various waste reduction programs. These programs can include recycling, composting, and energy conservation. Recycling programs can help to reduce the amount of waste sent to landfills by reusing materials. Composting programs can help to reduce the amount of organic waste generated by businesses and households. Energy conservation programs can help to reduce the amount of energy used in various processes, which can in turn reduce the amount of waste generated.

WASTE MANAGEMENT
The final step in waste management is to dispose of the waste properly. This involves choosing a disposal method that is safe and environmentally sound. There are several options for waste disposal, including landfills, incineration, and recycling. Landfills are the most common method of waste disposal, but they can be a source of environmental pollution. Incineration is a more environmentally sound method of waste disposal, but it can be expensive. Recycling is the most environmentally sound method of waste disposal, but it can be difficult to implement.

WASTE MANAGEMENT
The next step in waste management is to reduce the amount of waste generated. This can be done by implementing various waste reduction programs. These programs can include recycling, composting, and energy conservation. Recycling programs can help to reduce the amount of waste sent to landfills by reusing materials. Composting programs can help to reduce the amount of organic waste generated by businesses and households. Energy conservation programs can help to reduce the amount of energy used in various processes, which can in turn reduce the amount of waste generated.

WASTE MANAGEMENT
The final step in waste management is to dispose of the waste properly. This involves choosing a disposal method that is safe and environmentally sound. There are several options for waste disposal, including landfills, incineration, and recycling. Landfills are the most common method of waste disposal, but they can be a source of environmental pollution. Incineration is a more environmentally sound method of waste disposal, but it can be expensive. Recycling is the most environmentally sound method of waste disposal, but it can be difficult to implement.

WASTE MANAGEMENT
The next step in waste management is to reduce the amount of waste generated. This can be done by implementing various waste reduction programs. These programs can include recycling, composting, and energy conservation. Recycling programs can help to reduce the amount of waste sent to landfills by reusing materials. Composting programs can help to reduce the amount of organic waste generated by businesses and households. Energy conservation programs can help to reduce the amount of energy used in various processes, which can in turn reduce the amount of waste generated.

WASTE MANAGEMENT
The final step in waste management is to dispose of the waste properly. This involves choosing a disposal method that is safe and environmentally sound. There are several options for waste disposal, including landfills, incineration, and recycling. Landfills are the most common method of waste disposal, but they can be a source of environmental pollution. Incineration is a more environmentally sound method of waste disposal, but it can be expensive. Recycling is the most environmentally sound method of waste disposal, but it can be difficult to implement.

WASTE MANAGEMENT
The next step in waste management is to reduce the amount of waste generated. This can be done by implementing various waste reduction programs. These programs can include recycling, composting, and energy conservation. Recycling programs can help to reduce the amount of waste sent to landfills by reusing materials. Composting programs can help to reduce the amount of organic waste generated by businesses and households. Energy conservation programs can help to reduce the amount of energy used in various processes, which can in turn reduce the amount of waste generated.

WASTE MANAGEMENT
The final step in waste management is to dispose of the waste properly. This involves choosing a disposal method that is safe and environmentally sound. There are several options for waste disposal, including landfills, incineration, and recycling. Landfills are the most common method of waste disposal, but they can be a source of environmental pollution. Incineration is a more environmentally sound method of waste disposal, but it can be expensive. Recycling is the most environmentally sound method of waste disposal, but it can be difficult to implement.

CONTRIBUTIONS



SCIENCE...BUT IT WORKS!

HEAVEN SOCIETY

Dear Editor,

We've been having trouble getting double maps (the one on the end of the double roller) on these lines we've



made one from a commercial grade poly cap screw.

L. W. B. Howe
APO 948, Seattle

(Ed Note—If Atlantic stops G18-1071199 or G204-1071199 use starts/ends page after Janis like a crew/stop-gap.)

Dear Editor,

We are maintaining a number of M&E scales, and I have a suggestion to make about the special tool sets being loaned for work on these vehicles:

The standard 15/16-in. 12-point socket, in both 1/2-in. drive and even in the 3/4-in. drive sets, will break, when used to pull a very stubborn tank-side-socket wedge-bolt. Not always, by any means, but not frequently.

We have found that the PHOTO tool Company's Number TR44-B-15/16 heavy duty 12-point socket, 3/4-in. drive will stand up to the work. We have you to break our first one. This socket is designed to be used with an impact wrench, but it can be used with the regular 3/4-in. drive T-bar very satisfactorily.

Another thing, if the recent second set heads of the tank sprocket bolts were enlarged to accept a heavier socket, that too would prevent loss of wood breakage.

Walter Clinton
P.O. Box 60

EASY KEPT OIL AND GAS RECORD

Dear Editor,

This is for those owner/operators and those mechanics who are always having trouble keeping the mileage tabs for the 15,000-mile-C or 10,000-mile-D maintenance service.

We have eliminated charts, graphs, and records by using the oil and gas consumption report form for each vehicle to tell us when these maintenance services are due.

From the PM card you provide the mileage of the next scheduled C or D maintenance to the oil and gas consumption report form, and when the odometer post each daily trip refers to this form, it will give the speedometer reading at the reading for the next scheduled C or D maintenance service.

Your T-8-2810 allows you a 100-mile tolerance for the C (15,000 miles) service and a 100-mile tolerance for the D (10,000 miles) service. In when you transfer the mileage of the next C or D service from the PM card to this form, you'll find it very wise to have the form read 100 miles less on C and 100 miles less on D. This will cause the dispatcher to notify the owner company that maintenance can now be pulled on the vehicle.



When the speedometer reading reaches 10,000 the vehicle has reached the 100-mile "C" tolerance zone and the "C" maintenance service can now be performed.

The oil and gas consumption report form will tell you how many miles the vehicle traveled during the month and the amount of oil and gas used. If the gas used by some vehicles is much greater than others for the same mileage, then a check should be made to find the cause. (Might be carburetor, condition of engine, plugging, etc.)

Mr. Louis Stivers
St. Louis, Mo.

(Ed Note—Par. 11, T-8-2810 (Oct 1972) gives the final commander the guidelines on the use of whatever additional forms the fleet are necessary for proper control of his vehicles.)

Connie Rodd's TIPS

Generator protection

For you guys who have the Model C-226 40-hp 12-v generator, lots a lot of mud, dirt and other gunk gets around the belt ends and crevices of the generator. If you'll take that bus back to Oshkosh, they'll put a generator shield on for you like the important-DODG#94-161 (17 Mar 52).

Light truck editing

You can still get that special light truck issue, PD No. 14. Just drop me a card or letter in care of PD Magazine, Barlow Arsenal, Mishawak, M. I. Tell how many copies you need. They'll be mailed right to you.

Jeep cushions

We need to relay a lot of technology—since you can't find the stock numbers of the cushions for your 1/4-ton truck, just grab a pencil—here they are. Cushion, left, door way. (Ord Stock No. 0240-7477402) Cushion, left, side quarter, way. (Ord Stock No. 0240-7609415) Cushion, right side quarter, way. (Ord Stock No. 0240-7609416) Cushion, right, door way. (Ord Stock No. 0240-7477414)

Pressure valve

To stop the pressure-cooking system in your M38A1 Jeep and M170 front line ambulances from pulling an Old Spindle, make sure the temperature of your coolant is below 200 degrees before slowly loosening the radiator filler cap. Remove the cap only after the pressure has dropped.

Jeep harness

If you've got an M38 Jeep that needs a wiring-harness assembly—most of you you have to make one. Use cable (Ord Stock No. 8000-001 2304) and the necessary parts from Douglas connector kit (Ord Stock No. 8000-0761048). A wiring-harness assembly is on its way into the supply system. We'll get there you'll have to make your own.

It's over Jeep

Did you get hold of Change 1 (20 Mar 52) to TM 9-8022 part II not, grab your copy of this nice manual on the M38 series trucks and make a note by the fire pressure gauge on page 42 that the dual-redundant jake valve 43-FV when traveling over highways and cross-country.

SURE...GET IT
DIRTY



use it!

YOUR SML AUTHORIZES YOU
ANOTHER IF YOU WEAR IT OUT