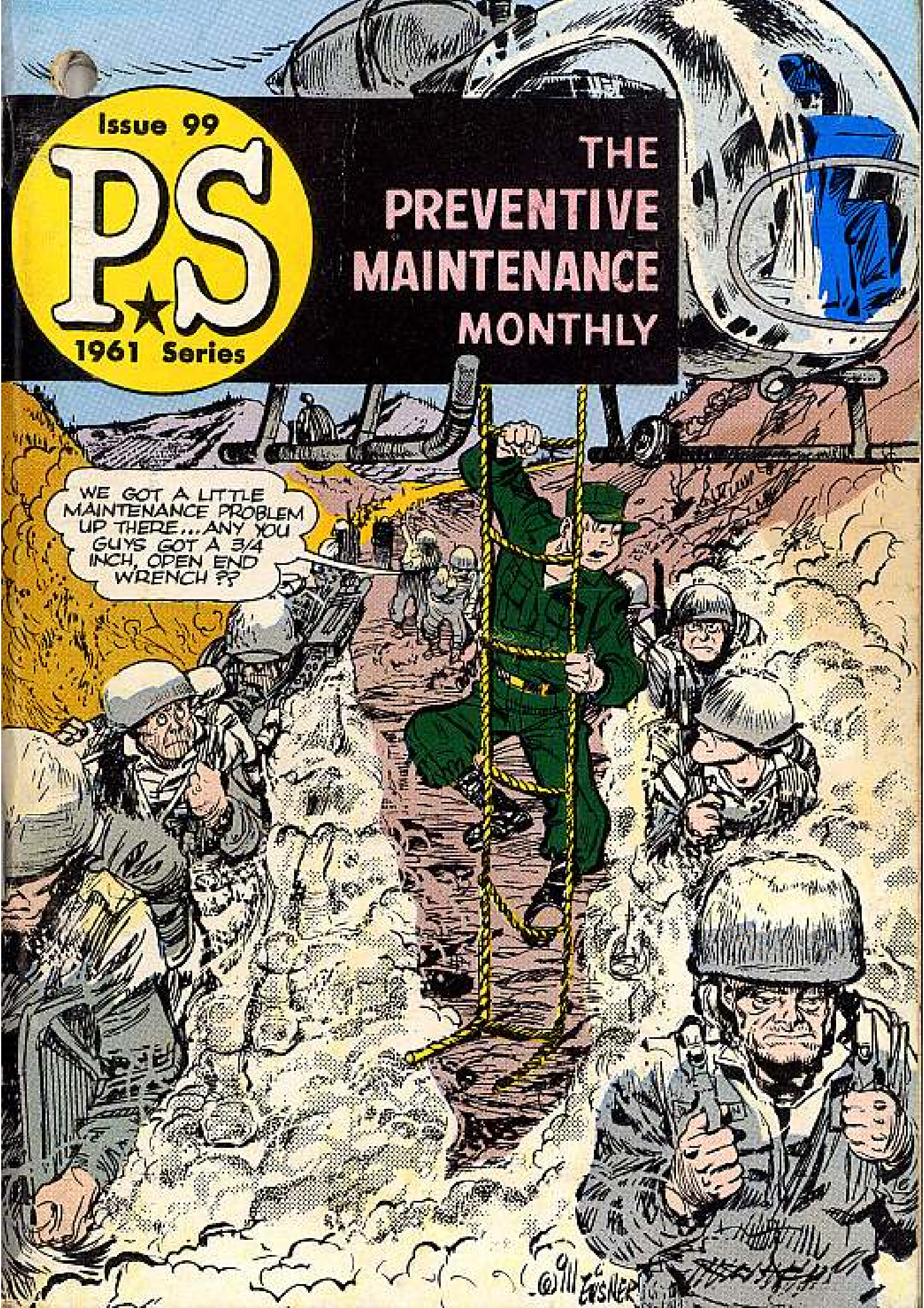
Issue 99
PS
1961 Series
THE PREVENTIVE MAINTENANCE MONTHLY
WE GOT A LITTLE MAINTENANCE PROBLEM UP THERE...ANY YOU GUYS GOT A 3/4 INCH, OPEN END WRENCH ??
©'11 EISNER

CHECK ONE

(A Quiz)

I am—

a. (___) A Strong Link...

b. (___) A Weak Link...

in the Army "chain."

How did you answer that one?

You, with your equipment, are a link in a powerful "chain"—our One Army.

How well your equipment is maintained will tell how strong you are as a link. But, you'll never know absolutely how strong until the ultimate test—when your unit faces the enemy.

Short of that, tho, the surest way to know is to keep your equipment in tip-top shape all the time—with Preventive Maintenance . . . the right kind at the right time. Thinking and doing something about it next week could be too late.

PS THE PREVENTIVE MAINTENANCE MONTHLY

Issue No. 99 1961 Series

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IN THIS ISSUE

ARTICLES

DEPARTMENTS

PS wants your ideas and contributions, and is glad to answer your questions. Names and addresses are kept in confidence. Just write to:

Sgt Half-Mast,
PS Magazine,
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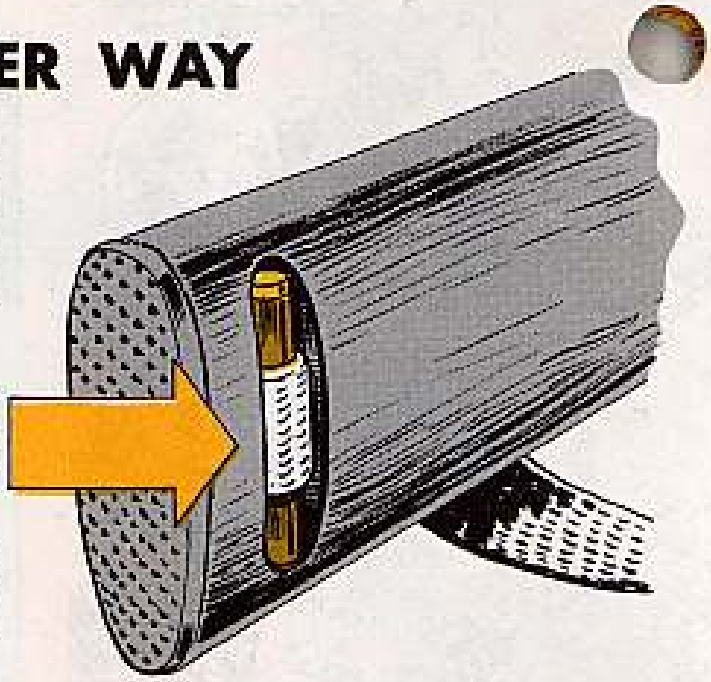
ARMAMENT

EITHER WAY



Like the question of which came first, the chicken or the egg, there's bound to be a lotta interest and some chatter when someone asks: "Which end of a carbine's oiler should be up?"

Actually . . . it doesn't matter which end is up if the oiler's neoprene gasket and cap are secure.

But, if you want to have everything the same in your outfit, you can put the oilers in the carbine with the caps pointing toward the top of the stock.

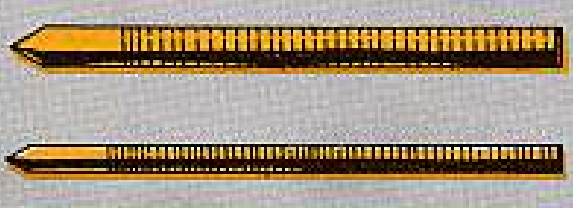
"WOODEN" YOU KNOW IT

Word's getting around that the wooden stocks and handguards on rifles and carbines are being tossed on the salvage pile. Which is all right—when they're really shot.

But—it's not so all right when all it'd take is a coupla screws to fix 'em up almost as good as new.

So . . . how about spreading the word that sitting back on the depot shelves—just waiting to be requisitioned—are some brass screws that'll put your stocks and handguards in the shape TB Ord 507 talks about.

The nomenclature and stock numbers shape up like so:



Screw, Reinforcing, large, 3/32-in dia FSN 1005-523-0954

Screw, Reinforcing, small, 1/16-in dia FSN 1005-719-0954

Fixing the stocks and handguards means there'll be a supply of new ones handy for replacing those that're busted real good.

M10 CLEANING RODS

There's a good word being echoed by M1 rifle toters these days about the M10 cleaning rod, that handy accessory with a handle that's mighty useful, too.

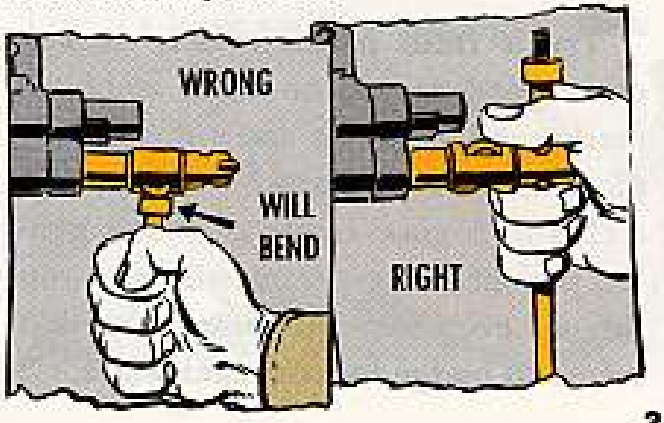
Top results, tho, come from using it right. Anything less can mess things up plenty—for the rifle, the rod and you.

The M10's made so the rod can be screwed through the handle's hole till it's all the way through. If the rod's screwed into the handle from the wrong side it won't screw all the way through. That'll cause a gap between the handle and the rod's buffer.

That gap'll cause the buffer to get knocked off its perch after it's been slammed into the muzzle a few times.

Using the handle upside down also can cause the threaded end of the rod to bend. This can happen when you push or pull the handle at an angle.

Soooo . . . screw the rod onto the handle or the handle onto the rod the right way. The job of the buffer is to keep the handle from banging onto the muzzle, and the end of the rod from hitting the follower. When the buffer becomes worn or lost, get another from supply. Ask for Buffer, Cleaning Rod, FSN 1005-694-1662.



Another tip . . . don't use the rod, when it's screwed onto the threaded handle hole, to get leverage when loosening a frozen or tight gas cylinder lock screw. That'll also bend the tip of the rod. The right way is to slip a piece of the rod through the unthreaded hole of the handle. That'll add the twist power you'll need.

A TIP FOR A DRIP

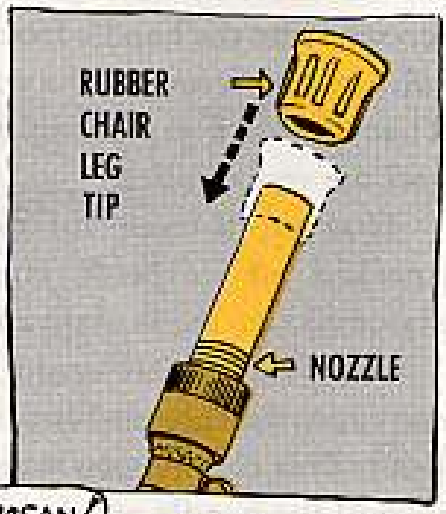
Dear Editor,

Here's something you might want to pass on to state-side Chemical people who have M3A3 smoke generators.

A rubber chair leg tip will fit over the nozzle of the fog oil hose. When we aren't using the smoke generator we slip this rubber tip over the hose's nozzle—then if it falls to the ground dirt doesn't get in and foul up the hose.

Another thing that rubber tip does is to help us keep our unit store room cleaner. We don't have oil dripping from the nozzle.

These tips can be found in any five-and-dime store and cost less than a nickle apiece . . . they're sure worth it.



The Gang
12th Chem Corps Maint Co.
Fort McClellan, Ala.

(Ed Note—A good idea. You also do away with a fire hazard when you keep that oil from dripping on the floor.)

ERASING BAD MARKS

Try a fresh pencil eraser, or any other good eraser, on those stubborn marks and spots on the rubber face-piece of your gas mask. It works like a charm. A good eraser and some gentle, patient elbow-grease will help you tidy-up even some of those spots that refuse to budge for soap and water.

EASY DOES IT

Some guys think that magneto air pump handle on the M3A3 smoke generator will hold their weight if they lean on it.

It may hold them (or may not) but it'll never be the same again. It's just not made to take that weight.

So when you're going to start your generator, stoop down so you can pull the handle out without putting any pressure on it.

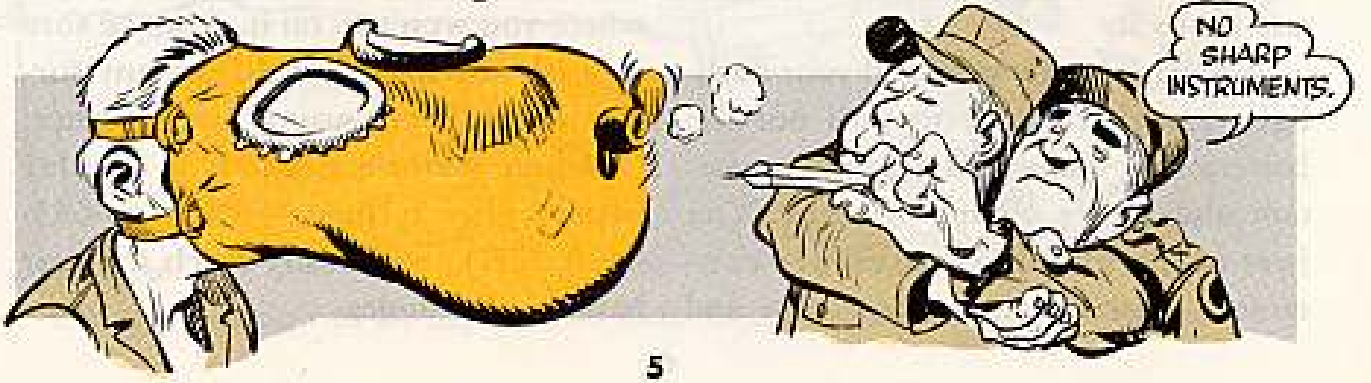
Another thing to keep in mind is the length of the stroke. You don't need to pull the handle all of the way out or push it all of the way back in order to start your smoke generator. Nice even strokes of six inches is all that you need to get it to start.

BLOW JOE

Blow Joe, or don't you know that's the way you can check to see if the rubber disks in your M9A1 protective mask are not stuck?

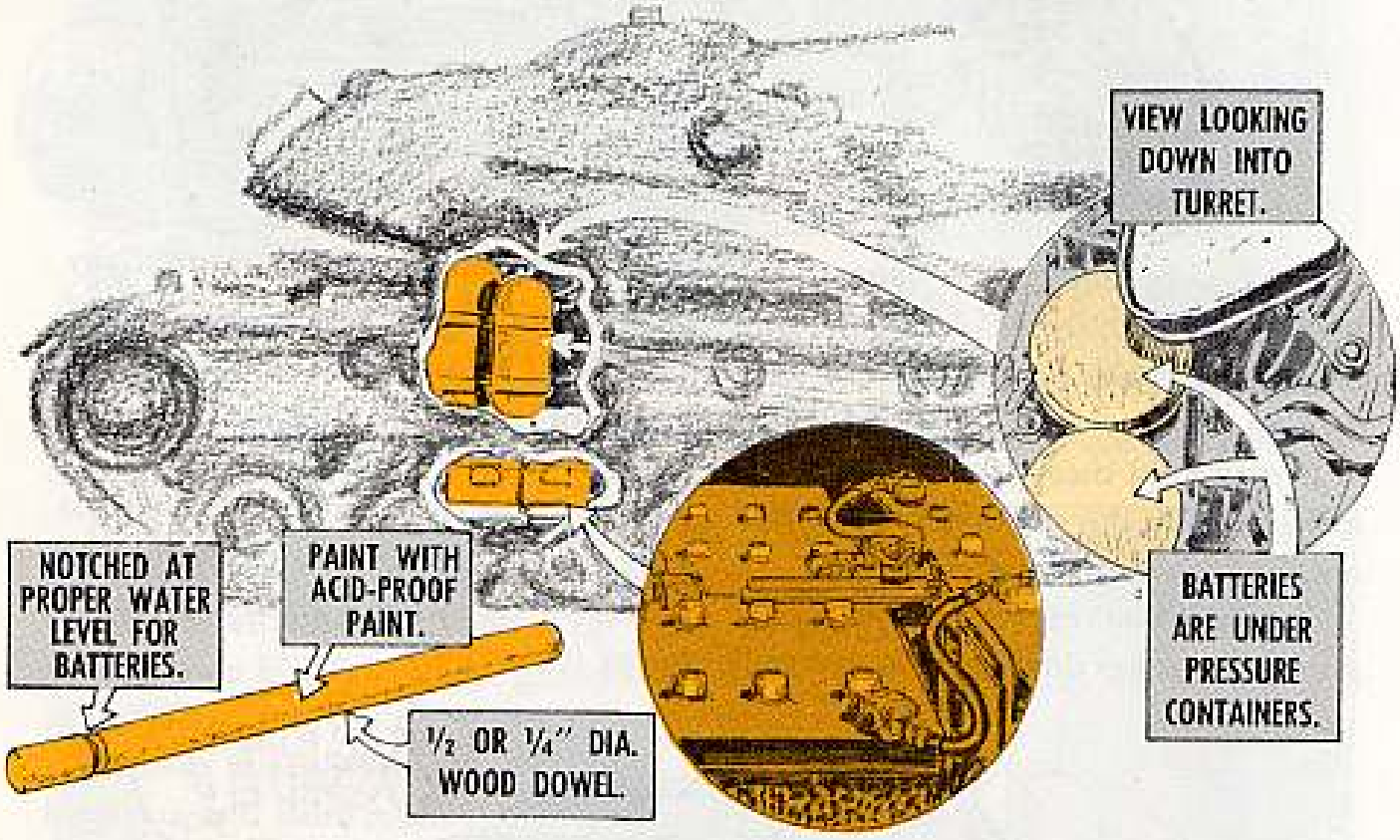
Takes only a minute to unscrew the canister and blow on the disk to make sure it's loose and'll work right. Then blow on the nosecup valve disks.

Now if you think you may be saving a little breath by using a pencil or some other sharp instrument to make the test, you may be causing trouble. A puncture in the disks could put your mask out of commission.



NO NEED TO SWEAT,
WHEN YOU CHECK...

M7A1-6 REAR BATTERIES



Do it the easy way. Use a dipstick to check the water level of the rear batteries on your M7A1-6 flame throwing tank.

All you need is a piece of ½ or ¼-in wood dowel and some black acid proof paint or coating compound (FSN 8030-290-5141, ENG).

The dowel should be about six inches long, and notched lightly where the water line should hit when a battery's filled to its right level. Paint the entire dipstick with the black acid-proof stuff, and that's it.

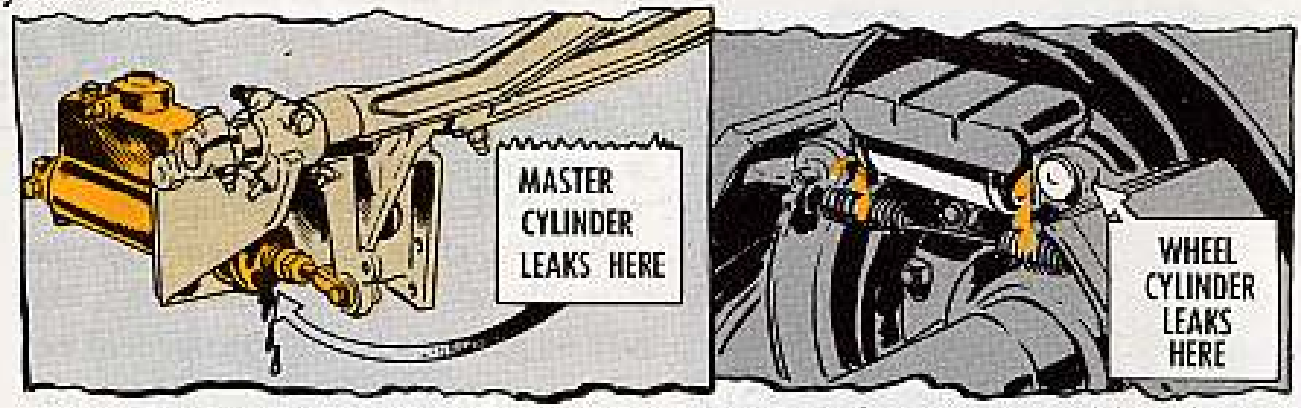
With this handy item and your flashlight you don't have to pull out the batteries to make this mighty important and rather often PM check. You just reach under the pressure containers, unscrew the battery caps and take a dipstick reading of the water level in the rear batteries. Wipe the dipstick off after checking each cell. The front batteries you can continue to check visually, of course.

Only thing you have to watch for is not to jab the dipstick between the plates in each cell. So take your time when you use this time-and-sweat saver. Also, remember, you're checking acid, so when you're through checking the batteries wipe the dipstick dry, wash your hands, and store it some place where you won't sit on it. Also, be sure to wash any spilled acid from any surface immediately, using lots of water.

When water's needed, a regular battery filler syringe (FSN 6140-643-4490, SIG), will easily reach the rear battery filler holes.

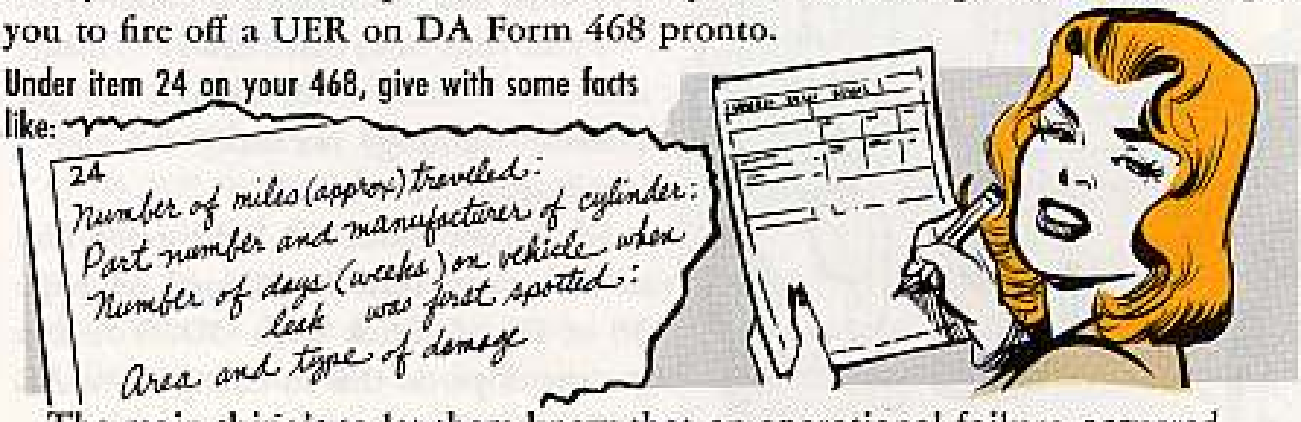
Making sure your wheeled vehicle's brakes are in tip top shape is not only up to your unit mechanic to find during a Q service, but also up to you—the driver. It's your neck, so be on the lookout for early signs of leaky brake cylinders.

You may spot a master or wheel cylinder leakin' shortly after it got put on your vehicle.



If a pitted cylinder slipped through channels and onto your vehicle, it could mean an early death to the cups—so the leaks.

When you do find a leaky cylinder, get together with your unit mechanic and call on a support team to check out the cylinder for you. It's their job to see if the cylinder is free of pits or rust. If they find the bore pitted, then it's up to you to fire off a UER on DA Form 468 pronto.



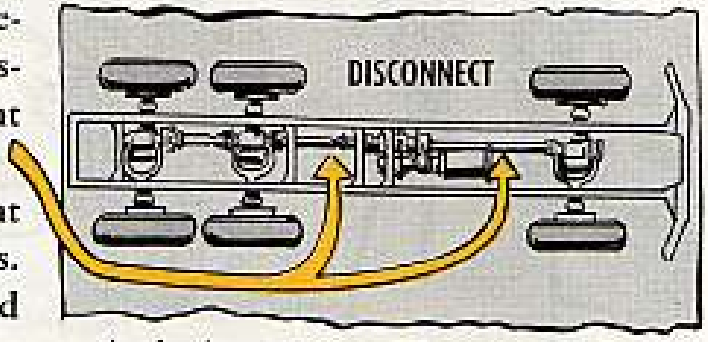
The main thing's to let them know that an operational failure occurred.

Quick kick

When you're towing a wheeled vehicle with a damaged transfer, you disconnect the propeller shafts to the front axle and to the forward-rear axle.

But first, be sure to raise a front wheel before taking loose those shafts. If you don't, torsion windup could make 'em kick like a mule.

Fact is, if it's a 5 or 10-tonner, you may need to jack up one wheel on each of the rear axles before taking loose the shafts.



And o'course you'll need to tie the propeller shafts to the frame, and stow the selflocking nuts and bolts in the truck's map compartment to make sure they don't get damaged or lost.

OD—inside and out

Keep a clear head when you read para 8k of AR 746-2300-1 (11 Mar 60) on painting interior surfaces of van and panel type bodies of wheeled transport vehicles.

That part of the AR is not meant to include the M43 ambulance . . . even though para 5b of TM 9-8030 (2 May 55) calls the ambulance a panel type.

Paint your M43 olive drab . . . inside and out. 'Cause, even though it's got interior lighting, normally it's not a work area.

So, forget about the light green and ocean gray paints mentioned on page 38 of PS 86. Stick with OD. You can get the dope on this in change 2 to AR 74G-2300-1.

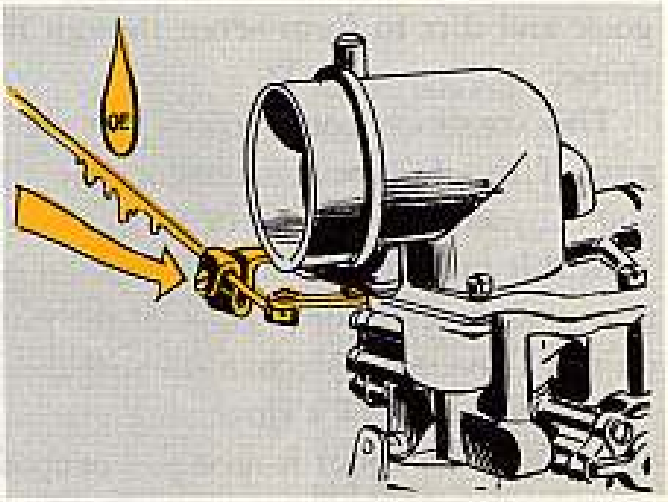
Idle help

Your M38A1 been hard to idle down? Take a squint at the hand throttle wire in back of the carburetor and see if it's rusted up or has a kink in it.

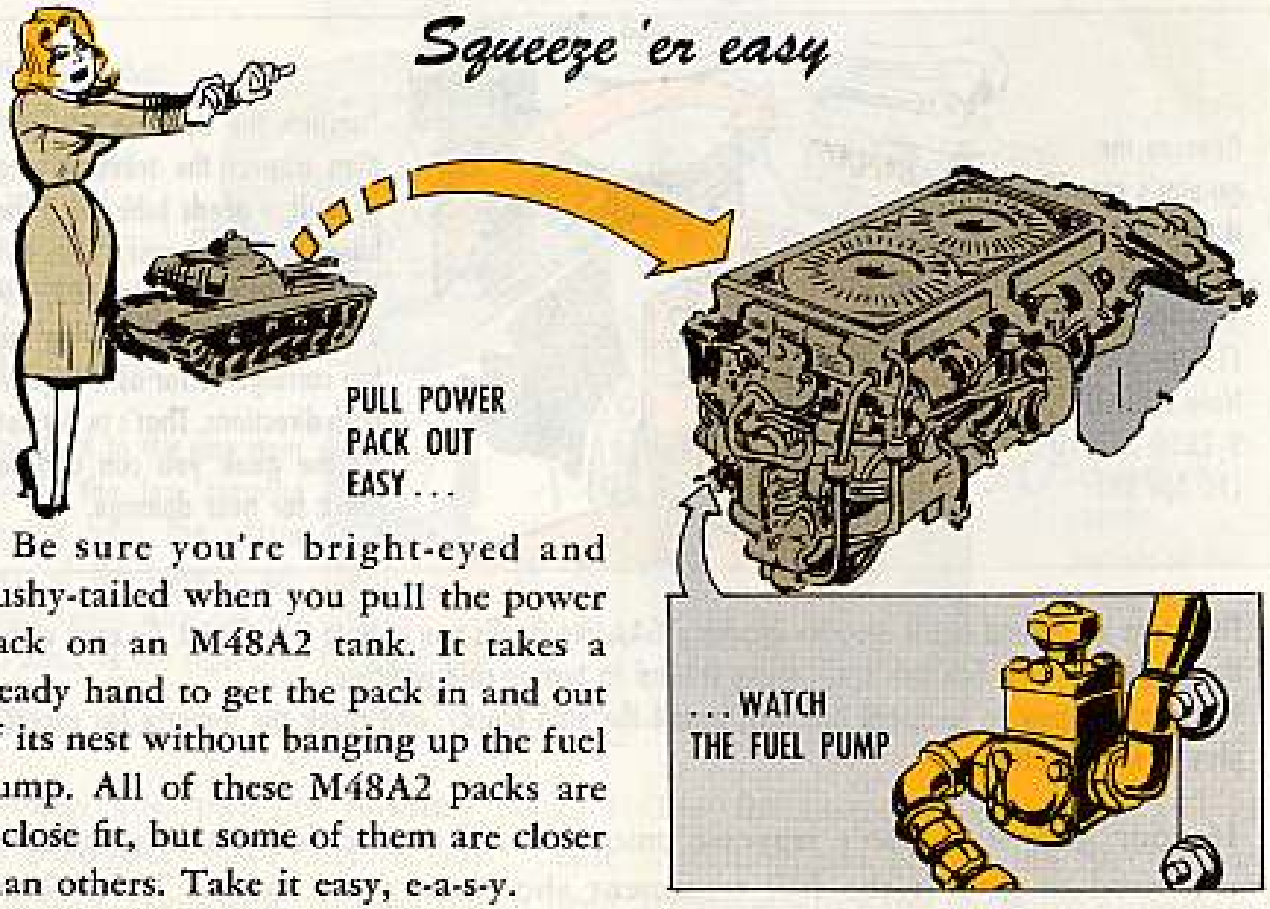
If either's the case, then the small screw clamp won't slide freely over the wire to give with a good low idle.

Just straighten out the wire and spread some OE on it to keep it from rustin' out and see how easy it'll be to idle 'em down now.

Also a drop of OE on the rod which goes through the panel mounting and a few more down the length of the housing will keep the cable working smooth.



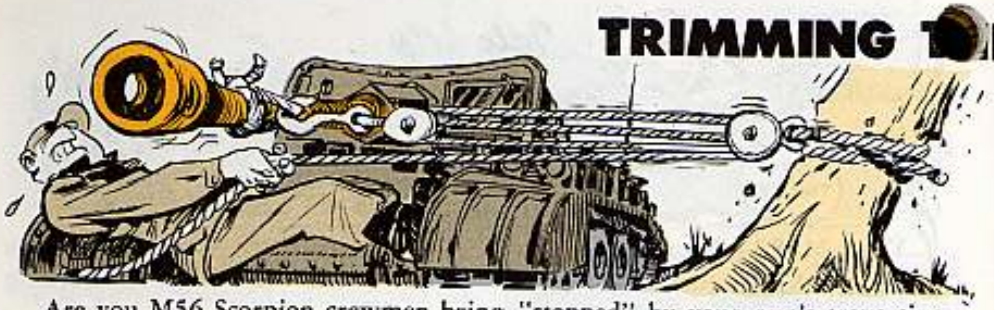
Squeeze 'er easy



Be sure you're bright-eyed and bushy-tailed when you pull the power pack on an M48A2 tank. It takes a steady hand to get the pack in and out of its nest without banging up the fuel pump. All of these M48A2 packs are a close fit, but some of them are closer than others. Take it easy, e-a-s-y.

Better yet, don't take the pack out at all unless you absolutely have to. Many troubles can be corrected with the engine still in the vehicle.

TRIMMING THE TRAVERSE

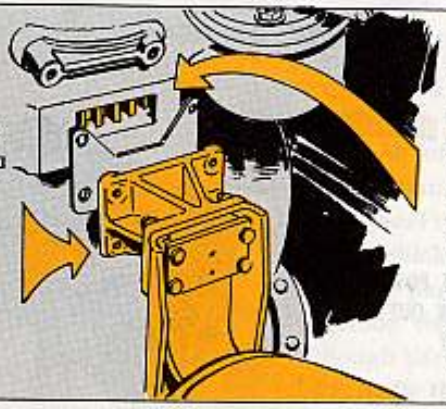


Are you M56 Scorpion crewmen being "stopped" by your gun's traversing system? Seems like water is getting into the Traversing Mechanism causing rust, gook and dirt to form—even though the seals and gaskets seem to be in great shape.

This condition could knock out the traversing action of the vehicle's 90-mm gun. If this failure comes at a time when somebody's lobbing the live stuff at you . . . you'll be pot out of luck.

In this case, what you 2nd echelon people need to do is to lubricate the ring gear and the exterior portion of the pinion gear with GAA. The rest of the job on the Traversing Mechanism will be done by your Ordnance support unit.

So if your SPAT's traversing system isn't working smooth-like, here's what you oughta do about it now and everytime you pull a Q:



Remove the gunner's seat like it tells you in para 19b(4) of TM 9-2350-213-20 (19 Jun 58) and Note 8 of LO 9-2350-213-10 (10 Apr 58).

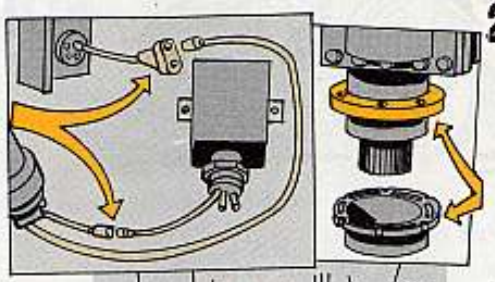
Through the opening you can then inspect the traverse ring gear. If it needs lube, or if the lube's watery or rusty, take out the stop blocks (Fig 183, TM 9-2350-213-20) and swing the top carriage as far as it'll go in both directions. That's to get out all the gook you can and to check for gear damage.

Then turn 'er around again, slowly—applying GAA like it tells you in Note 8 to the LO. Go easy with the grease, though. Too much will make it hard to turn in cold weather.
You're ready now to re-install the seat, install the stop blocks, and check the traverse for excess play or locking effect.

If your gun still won't traverse smooth with the vehicle on level ground, you'll need to give it the full treatment shown in para 153 of TM 9-2350-213-20. But this is a deal you'll only get into when that traverse is giving you a rough time.

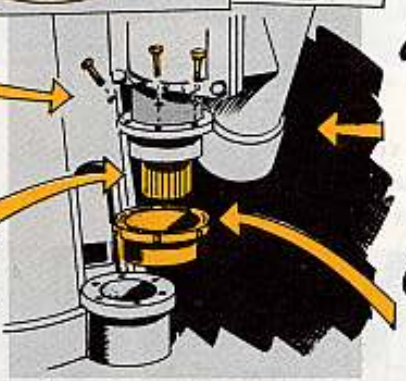
TRAVERSE

1 Disconnect the firing switch cables. Be careful now—make darn sure the master switch and gun circuit switches are OFF.



2 To make sure you keep the right alignment to avoid backlash... put scribe marks in a line on the traverse mechanism housing, on the eccentric ring and on the pinion gear housing.

3 Remove the five bolts and washers of the Traversing Mechanism.

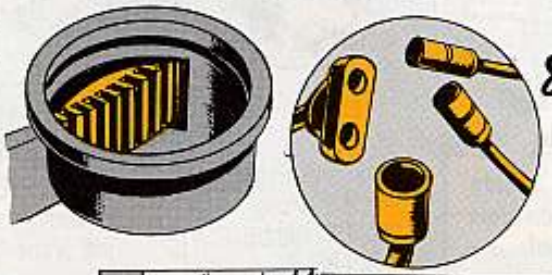


4 Making sure you clear the top carriage, carefully lift out the Traversing Mechanism.

5 Check the pinion gear for rust, dirt, cracked or chipped teeth or burrs.

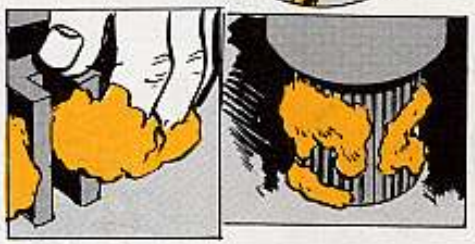
6 Inspect the eccentric ring for rust, cracks and burrs.

7 In the space that can be traversed, check the ring for rust, dirt or foreign matter—or cracked, broken, chipped or burred teeth.



8 Check the gun firing switch and cable connect points. If anything's snafued here . . . have it replaced.

9 Apply GAA to the ring gear through the top carriage opening over the entire range of the traverse 60-degree sweep from the left stop block to the right stop block.



10 Lubricate the exterior portion of the pinion gear with GAA.

When you put the housing back, follow the instructions in para 153 of TM 9-2350-213-20. Careful now, 'cause installing the Traversing Mechanism involves certain other things which need attention—like the backlash alignment and the torque of the bolts. So make sure you follow the TM right close. If you're not equipped to do it, call in your support.

WITH YOUR 5 CFM AIR COMPRESSOR . . .

DON'T SETTLE FOR LESS

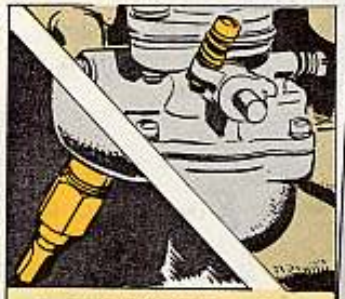
When you need the most from your LeRoi-Westinghouse 1BYCH-33, 5-CFM Air Compressor—you need the most.

And, 175-PSI is what the most has got to be.

So, why settle for less?

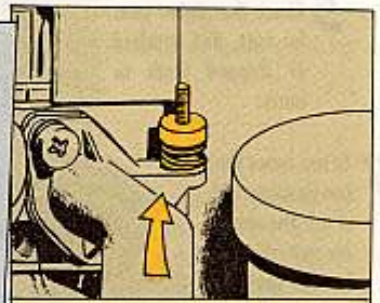
Sharp-eyed operation and maintenance will go a long way toward giving you what you need.

Here're 10 points to cover with a special look-see during your regular PM services. If your compressor isn't putting out up to snuff, chances are it's suffering from one or more of these ailments:

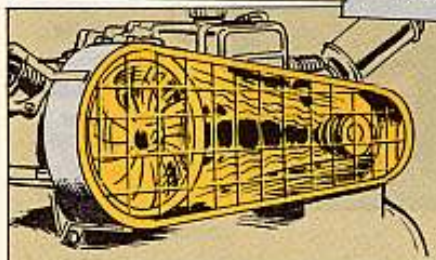


1. CARBURETOR — Main and idle mixture controls not properly adjusted.

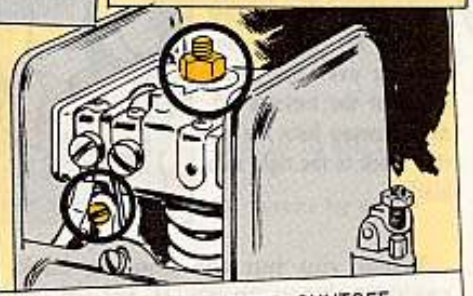
2. SPARK PLUGS —Dirty. Wrong gap. (Should be 0.025-in.)



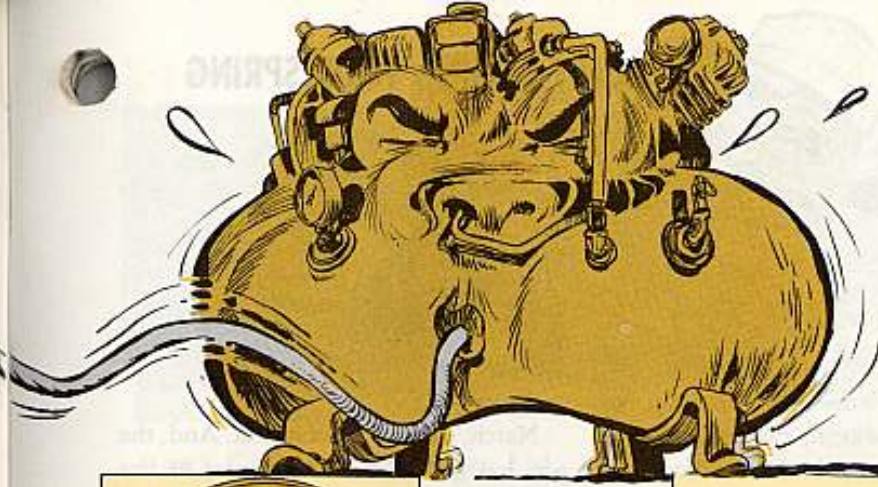
3. ENGINE SPEED— Governor, carburetor not properly adjusted.

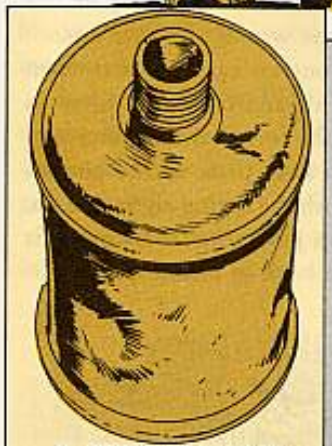


4. DRIVE BELTS—Not adjusted right. Tension too tight, tension too loose. (Deflection should be equal to width of belt.) Belt guard loose.



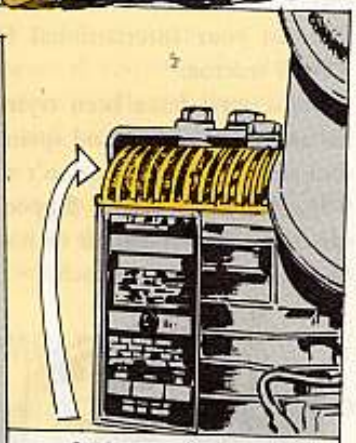
5. AIR PRESSURE SHUTOFF SWITCHES—Not adjusted right.



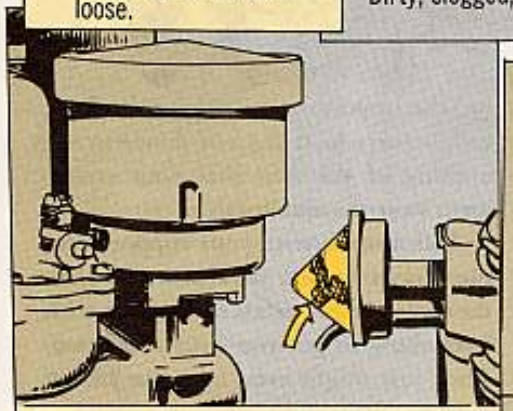


6. EXHAUST MUFFLER —Damaged, clogged, loose.

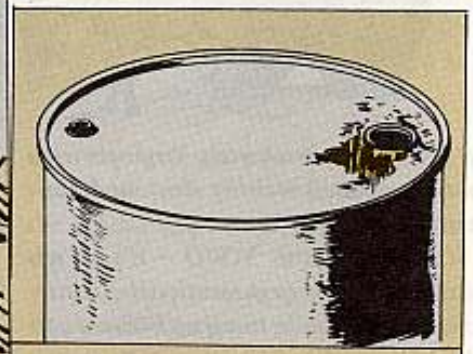
7. FAN SCREENS— Dirty, clogged, loose.



8. COOLING FINS— Dirty, clogged, bent, broken.

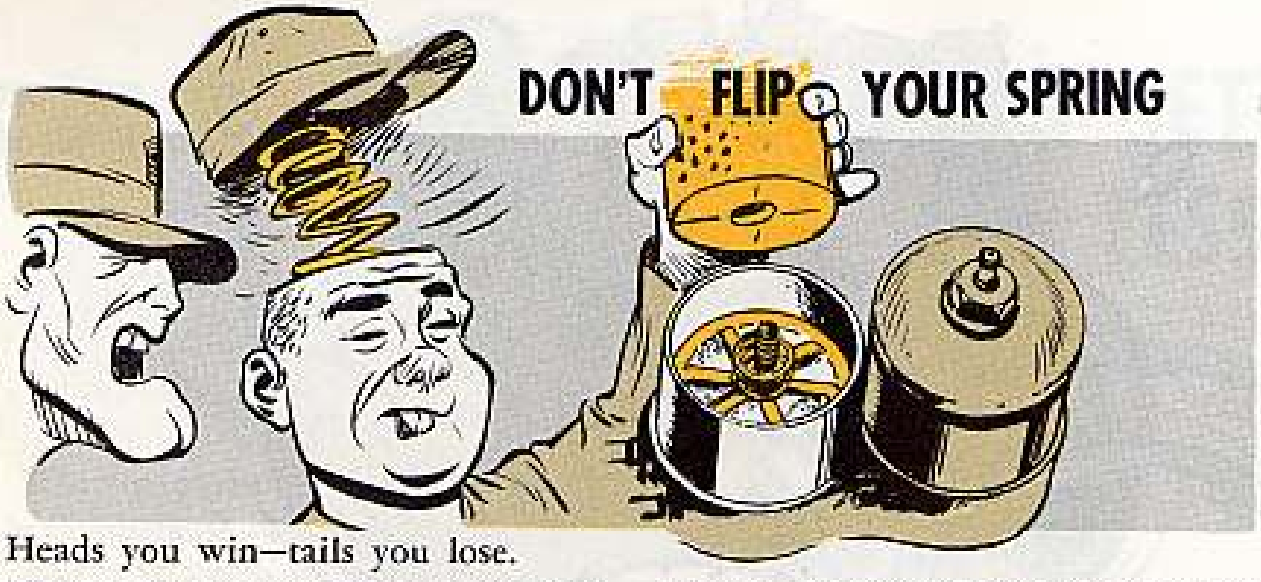


9. AIR CLEANERS—Dirty, painted screen, damaged, loose.



10. FUEL—Dirty, contaminated.

DON'T FLIP YOUR SPRING



Heads you win—tails you lose.

That's the way to call it when you install the element in the auxiliary fuel filter in your International Harvester TD-18 tractor.

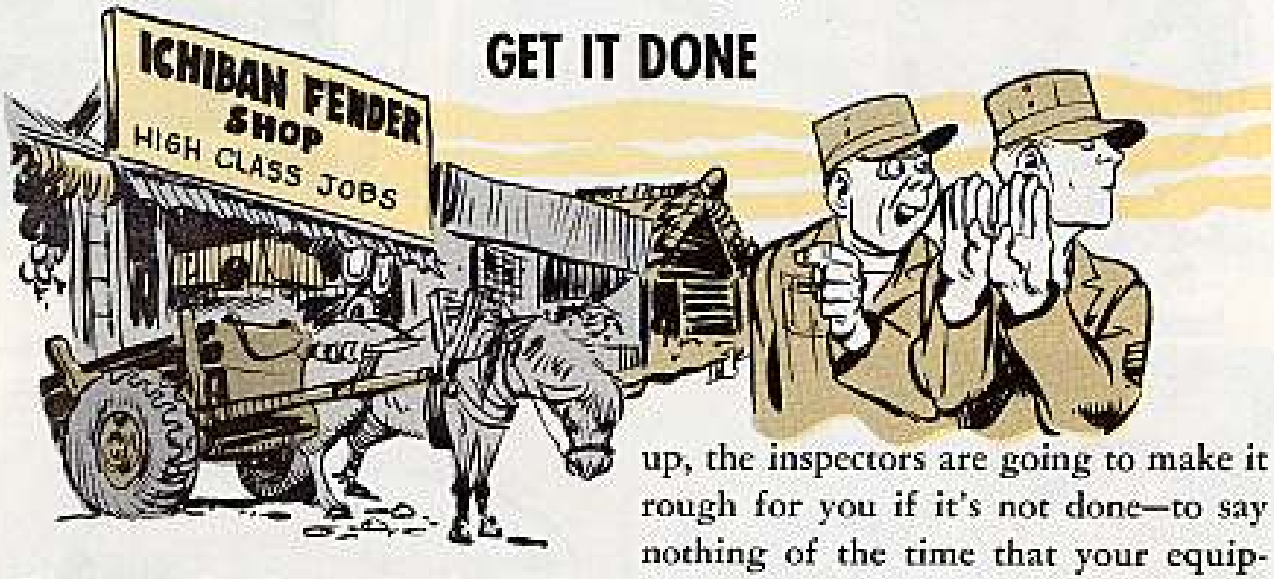
Some guys have been trying to put the separator screen and spring in bottom side up—they just don't work that way. With the spring flipped over, it raises the filter element so it's just out of the case about an inch.

Natch, the cover doesn't fit. And, the guy has got a loser and figures he has been given the wrong size element.

To come out an easy winner when you replace an auxiliary fuel filter in your TD-18, be sure that the water separator screen is in place at the bottom of the case with the spring right side up.

A heads-up job makes for a good fit and puts you back in business.

GET IT DONE



Got a couple of your Engineer rigs sitting around waiting for modification?

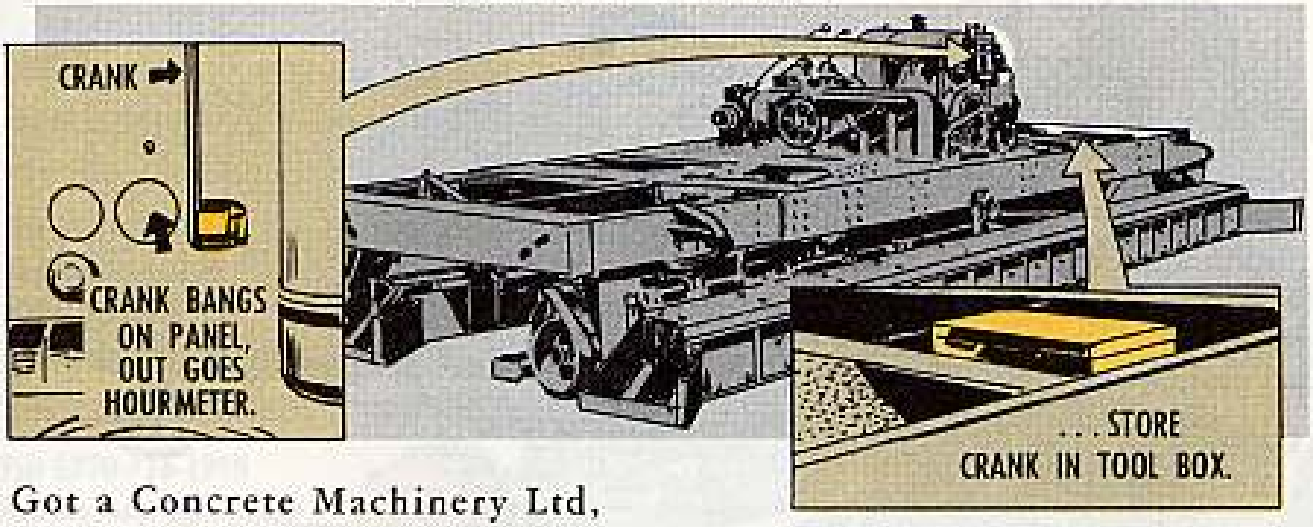
You have the MWO — it's a job authorized for organizational maintenance. But, you're hung up because you don't have the time, the tools or the men with savvy enough to do the work.

Matters little what's holding you up, the inspectors are going to make it rough for you if it's not done—to say nothing of the time that your equipment's on the sidelines.

Talk it over with your support people. Could be they'll furnish you with the tools, the materials or the guys with know-how to get you over the hump. They just might even take the job off your hands.

Regardless of who does the job, the big point is—get it done.

A CLIPPING PENALTY



Got a Concrete Machinery Ltd, Model 10-200-250, paving finishing machine?

You may be penalized for clipping if you keep the engine starting crank mounted on the instrument panel when you're not using it.

Sure, that's what the crank mounting clips on the panel are for. But, you'll save a lot of wear and tear on the hourmeter if you take the clips off the instrument panel, give them the old heave-ho, and store the crank in the tool box.

When your machine's operating, the crank bangs on the panel and . . . goodbye hourmeter.

SPEAKING OF LENSATIC COMPASSES...

OK, so you weren't speaking of compasses. Anyway, it seems quite a few compasses are being fouled up because some Joes aren't too sure about how to close them up. It's like trying to refold a road map.

There's just one right way and here tis:

You begin by pressing the eyepiece carefully over the compass dial. Then you close down the cover and turn up the thumb loop. And presto, right into the case.

Naturally, you keep your compass clean and handle it with loving care. After all, it sometimes knows more about where you're going than you do yourself.

A TIGHT SQUEEZE

Sometimes a guy finds he needs a little elbow room to maneuver successfully. Like when you're trying to take the air ducts off your 3-HP Military Standard Engine, Model 2A016-1—specially when it's coupled with a generator or another rig.

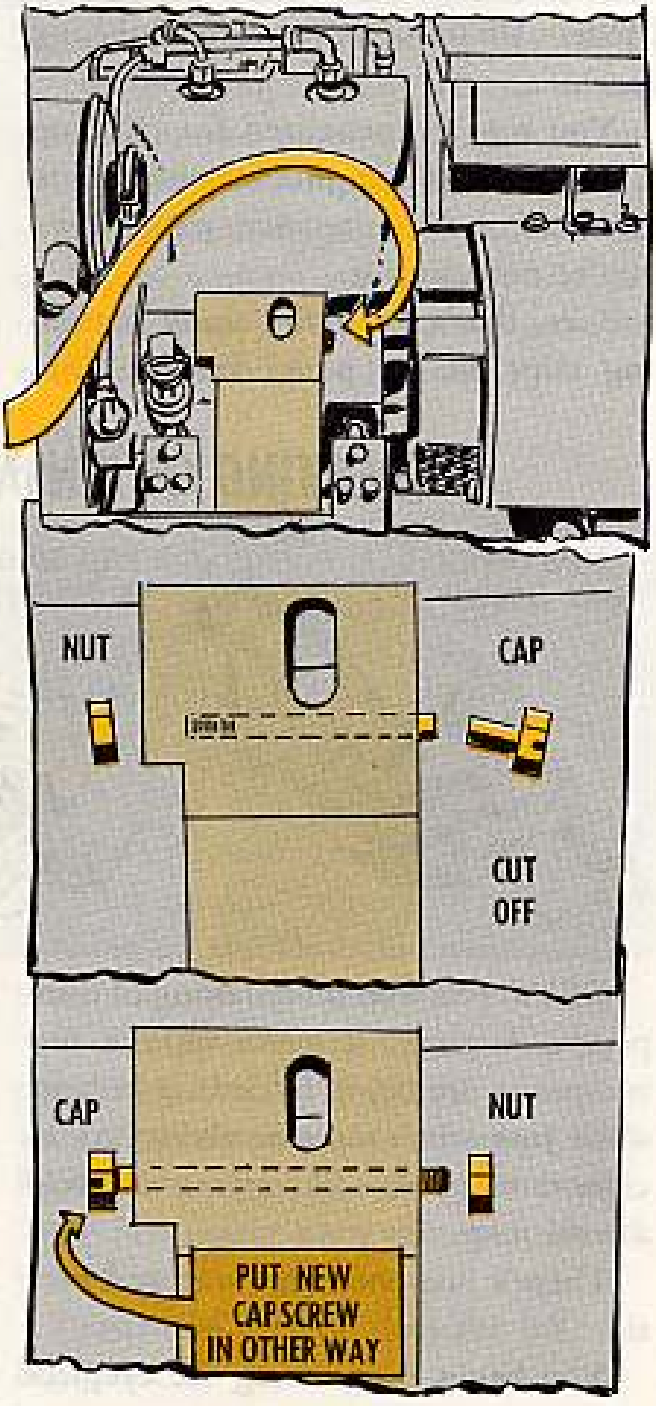
The nub of the problem is the ¼ x 3⅜-in capscrew which connects the upper air duct to the crankcase. Since the capscrew is installed with the head towards the power takeoff end of the engine, there's not enough clearance between the air duct and the housing to work the screw out.

You can get out of the squeeze real simple like.

Any time you have to remove the air ducts, just cut the capscrew—and off it comes. Then when you put the ducts back on, naturally you need a new capscrew.

But, here's the switch. When you put that new capscrew on, you reverse the ends and put it back so it's facing the crankshaft end of the engine.

Next time the ducts have to come off —there's no squeeze.

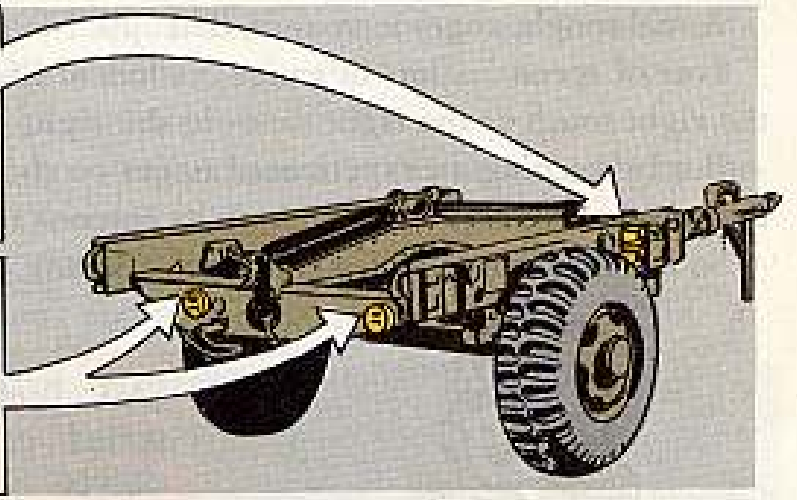


NEW TRAILER LIGHTS

If your outfit owns a 2½-ton pole-type bolster trailer, FSN 2330-275-7945, you'll be needing these new FSN's to get replacement clearance lights:

FSN 6220-726-1916
Red clearance light (ORD)
FSN 6220-726-1919
Amber clearance light (ORD)

FSN 6220-726-1918
Red blackout light (ORD)
FSN 6220-726-1917
Amber blackout light (ORD)

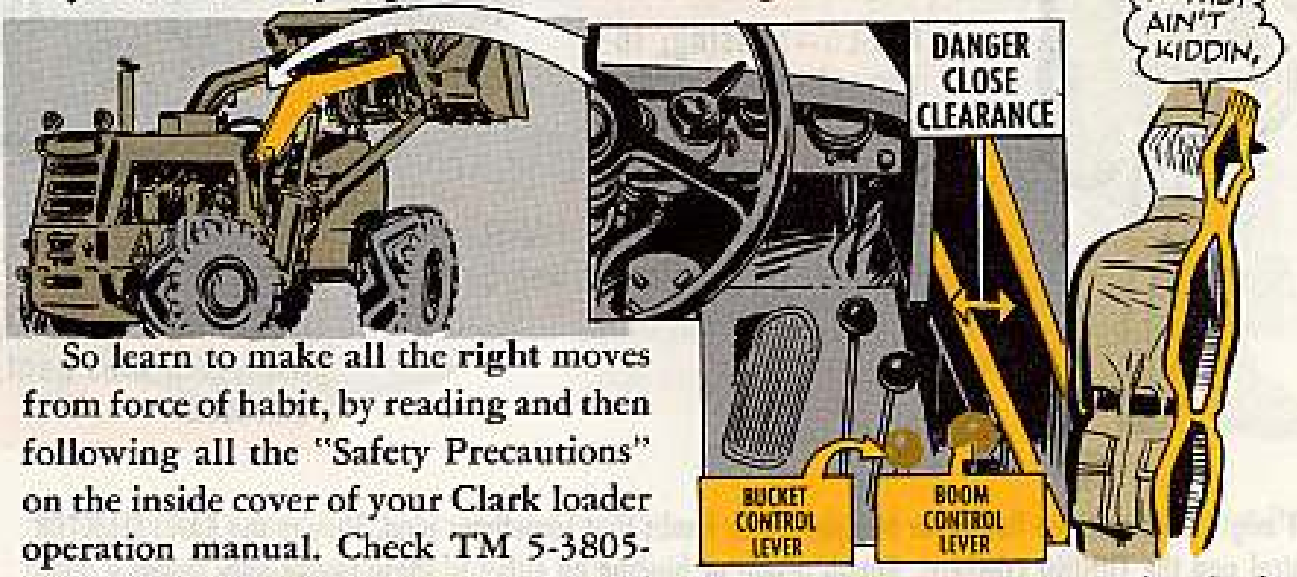


And to install these new lights, you'll also need to drill a ⅜-in hole in each back plate, for the locking dowel that holds the light in place.

SIT TIGHT AND BRIGHT

Operating a Clark scoop loader is something like being a lion trainer—you mustn't be carried away by the performance.

One wrong move with that Clark loader—like standing up or leaving the saddle when those booms are high—can get you mangled in a hurry. It's mighty easy to accidentally trip those bucket lowering levers.



So learn to make all the right moves from force of habit, by reading and then following all the "Safety Precautions" on the inside cover of your Clark loader operation manual. Check TM 5-3805-207-15 for the 1½ Cu. yd. rig and TM 5-3805-200-15 for the 2½-Cu. yd. loader.

Each precaution is there for the best of all reasons—to protect you and your crew from powerful danger.

LET'S COMMUNICATE

YOUR AN/GRC-1

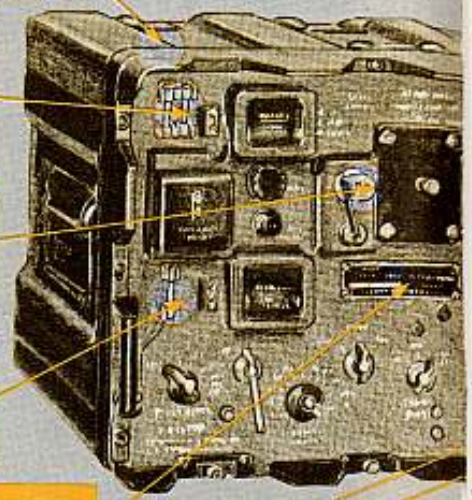
A NEW ANGRY FAMILY PORTRAIT...

A real tough, angry teen-ager, that "19".

Lots of speed . . . lots of range . . . lots of life. And, naturally, always wantin' the right touch at the right time—in the right place—to keep things that way.

But by keeping an experienced finger on the set's electronic pulse, a top operator can be sure his "19" will keep its antenna tuned and its signal strong.

So use that finger to feed your set a steady dose of preventive maintenance—



CASE—Dented; rusted; paint chipped.

SPARE FUSES—**Missing; incorrect rating.**

ANTENNA RECEPTACLE—Shell bent; **porcelain cracked; corroded.**

FUSES—**Missing; incorrect rating; burned out.**

FRONT PANEL—Greasy; wet; dirty.

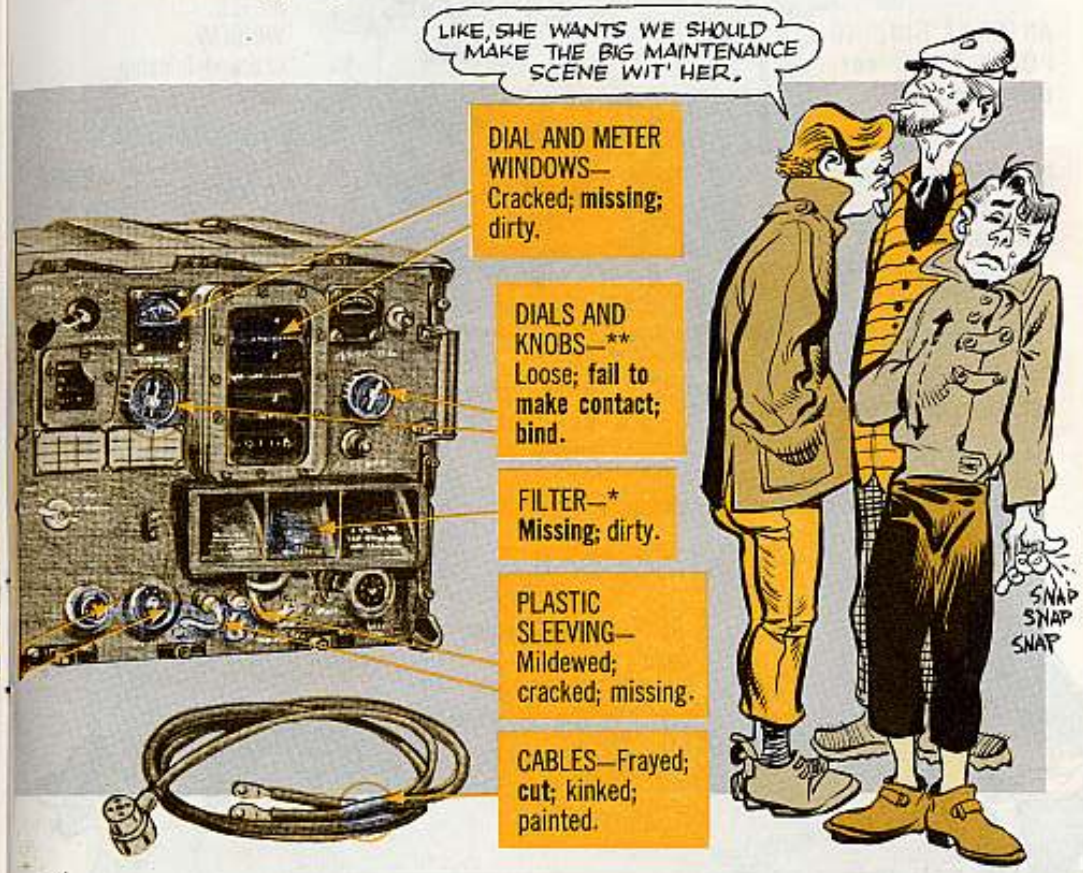
RECEPTACLE CONNECTORS—Shell bent, damaged; **pins bent; corroded.**

**Y'might keep a finger flexed for two particular knobs that sometimes bind. They're the BAND SELECTOR control and the TUNING CONTROL. Rough action or binding on either of those two usually means a damaged system. Best to tap out a signal for the repairman in that case.

using the Be-Your-Own-Inspector technique. Perfect combination. Next time the switch is OFF and things are quiet, make with the PM medicine.

Before doing anything, be sure all power is off . . . OFF.

Major Deficiencies are **in bold type.** These are the ones that should be corrected before you operate the set.



DIAL AND METER WINDOWS—Cracked; **missing;** dirty.

DIALS AND KNOBS—** Loose; **fail to make contact; bind.**

FILTER—* **Missing;** dirty.

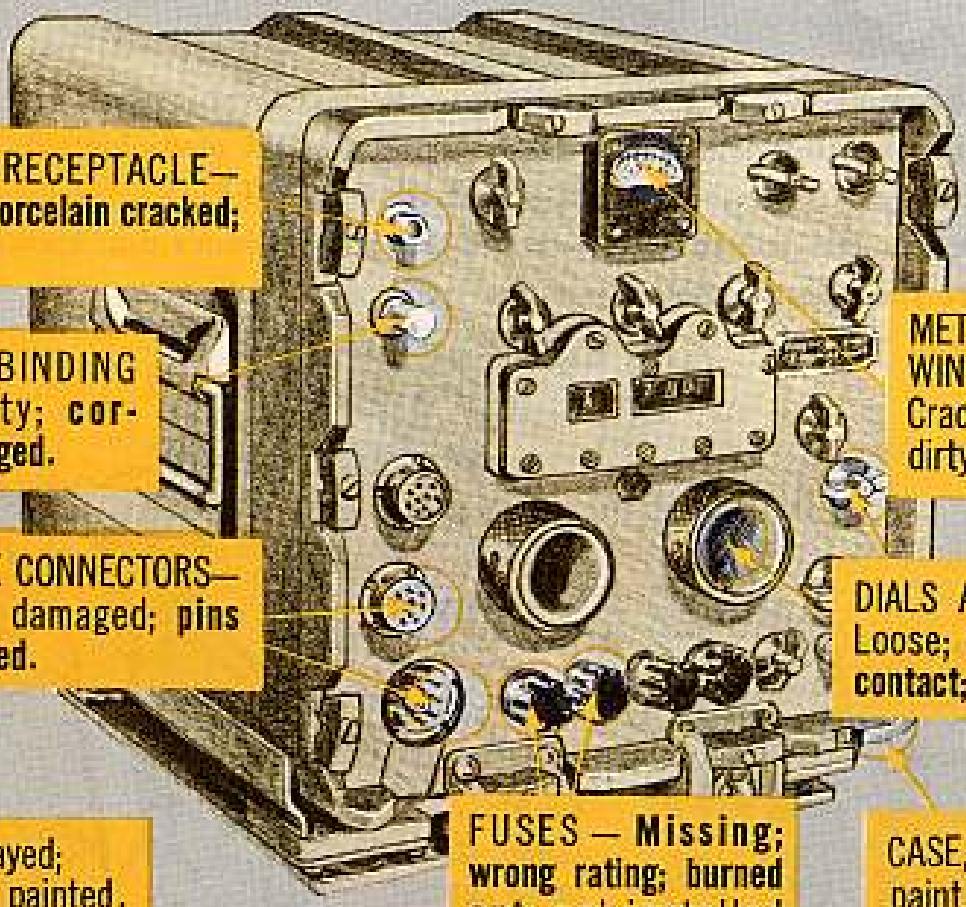
PLASTIC SLEEVING—Mildewed; cracked; missing.

CABLES—Frayed; **cut;** kinked; painted.

*In the case of a dirty filter, bear in mind that after it's been dipped in cleaning compound, that filter needs another brief dipping—this time in light oil.

And after she's been dipped in oil, the filter should drain for a full day before being popped back into the transmitter. Otherwise, a fine spray of oil will be sucked into the interior of the set as soon as the blower goes on.

RECEIVER R-392/URR



ANTENNA RECEPTACLE—Shell bent; **porcelain cracked; corroded.**

ANTENNA BINDING POST—Dirty; **corroded; damaged.**

RECEPTACLE CONNECTORS—Shell bent, damaged; **pins bent; corroded.**

CABLES—Frayed; **cut;** kinked; painted.

METER WINDOW—Cracked; **missing;** dirty.

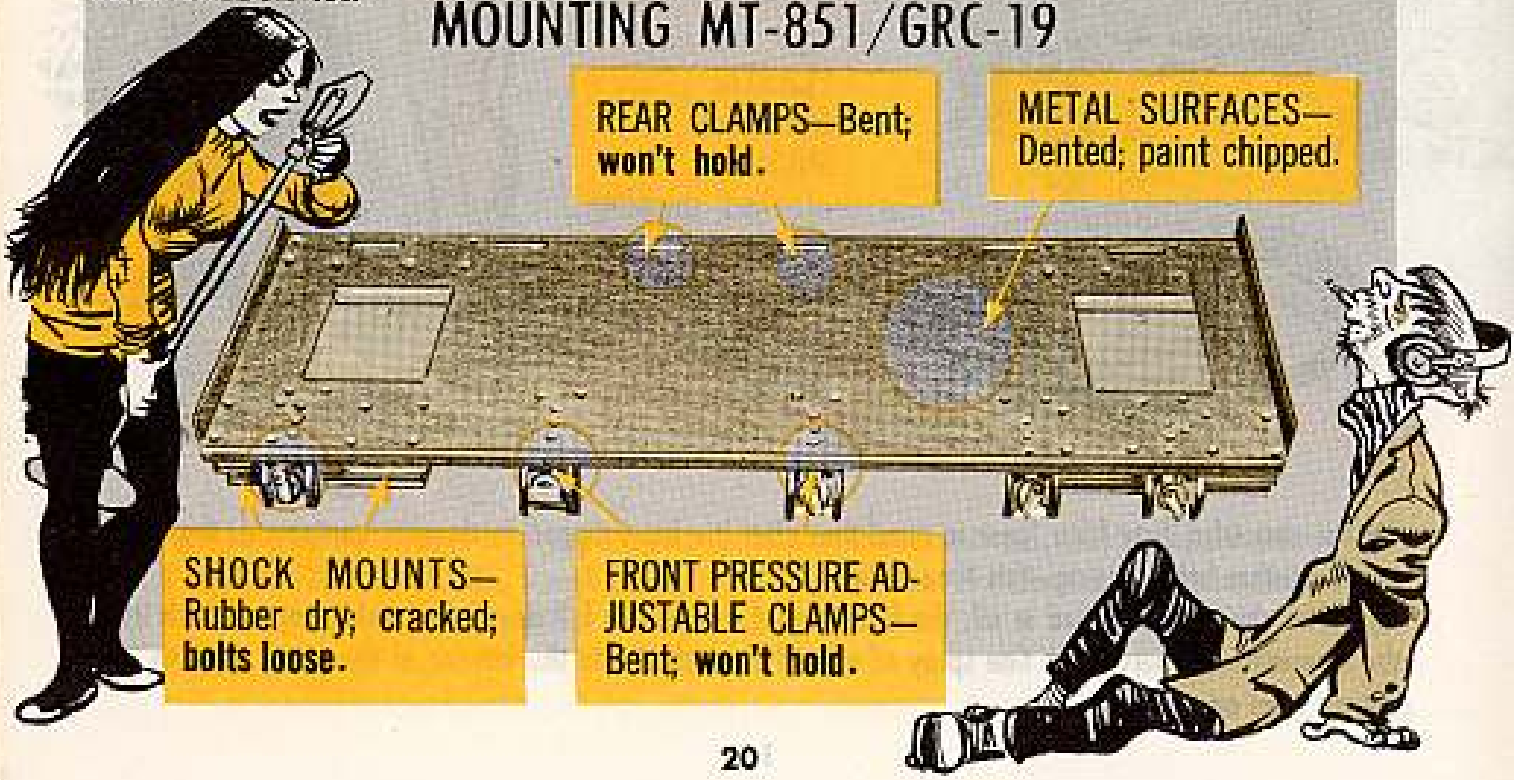
DIALS AND KNOBS—Loose; **fail to make contact; bind.**

FUSES — **Missing; wrong rating; burned out;** not installed snugly.

CASE,— Dented, rusted, paint chipped.

Whenever you clean, of course, stick with cleaning compound and stay away from carbon tet.

MOUNTING MT-851/GRC-19



REAR CLAMPS—Bent; **won't hold.**

METAL SURFACES—Dented; paint chipped.

SHOCK MOUNTS—Rubber dry; cracked; **bolts loose.**

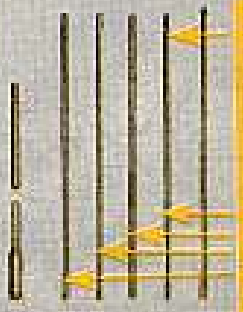
FRONT PRESSURE ADJUSTABLE CLAMPS—Bent; **won't hold.**

MAST BASE MP-65-P

CERAMIC INSULATOR —**Cracked; chipped; painted.**

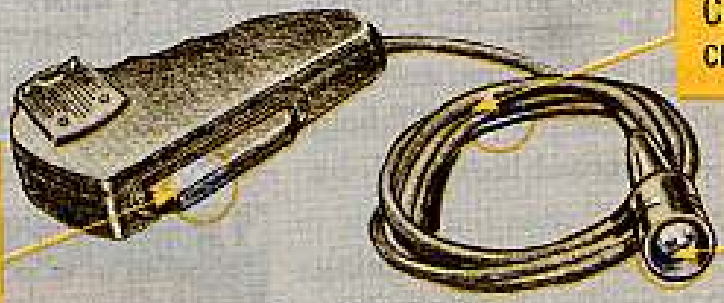
BINDING POST— Loose; inoperative.

MAST SECTIONS MS-116-A; SM-117-A; MS-118-A



TIPS—Painted; copper coating rubbed through
PAINT—Chipped; applied to threaded portion.
MAST SECTIONS —Bent; cracked.

MICROPHONE (M-29/U; H-33/U)

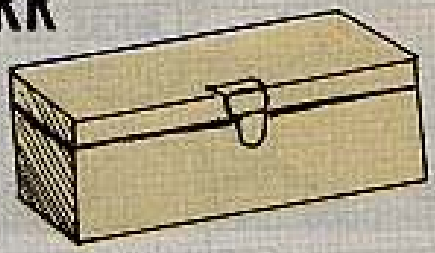


CABLE—Frayed; cracked.

PUSH-TO-TALK-SWITCH—**Fails to make contact;** rubber boot ripped.

CONNECTOR— Corroded; shell bent.

RUNNING SPARES R-392/URR



TRANSMITTER T-195/GRC-19
CASE, ELECTRON TUBE, CY-1451/GRC-19
Missing, Damaged
2 tubes, type 4X150D
1 tube, type 5726
3 tubes, type 5749
2 tubes, type 5751
1 tube, type 5763
1 tube, type 5814
2 tubes, type 6005
2 tubes, type 6AK6
1 tube, type 6AU6WA
3 tubes, type 12AT7
1 tube, type OA2
2 dial lamps, 28 v., .175 amp
6 fuses, 10 amp
6 fuses, 15 amp
6 fuses, 30 amp

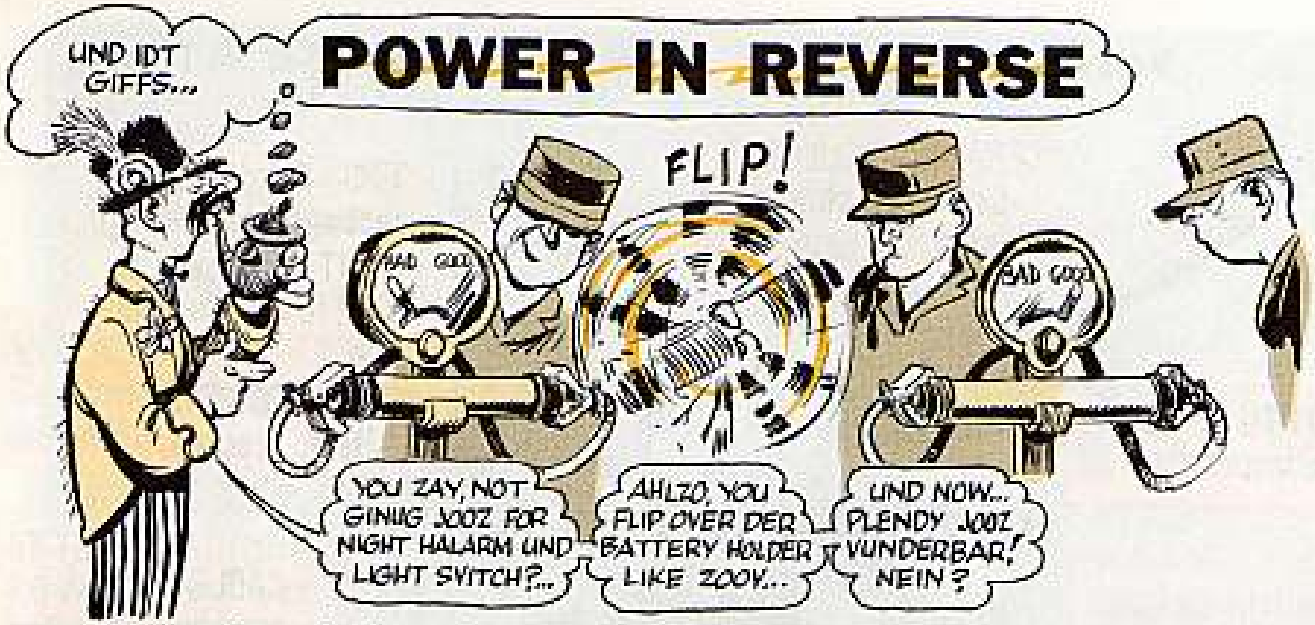
MISSING, DAMAGED

CASE, ELECTRON TUBE CY-1298/URR—Missing; damaged
10 tubes, type 6AJ5
2 tubes, type 26A7/GT
2 tubes, type 12AU7
4 tubes, type 26A6
2 tubes, type 2606
1 tube, type 26D6
2 lamps, dial, 28 volts, .175 ampere, GE T-3¼
6 fuses, ½-ampere, type 3 AG

MISSING, DAMAGED

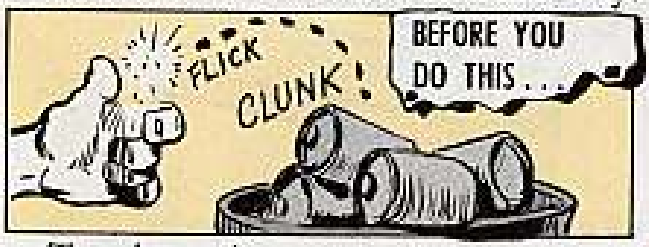
Hand in hand with any inspection of the Angry 19, of course, is the steady use of DA Form 11-238 (Maintenance Check List for Signal Equipment). Keep it close to the set and keep it up to date. Takes only a few moments to pull the daily and weekly checks—and not too much longer for the monthly.

POWER IN REVERSE

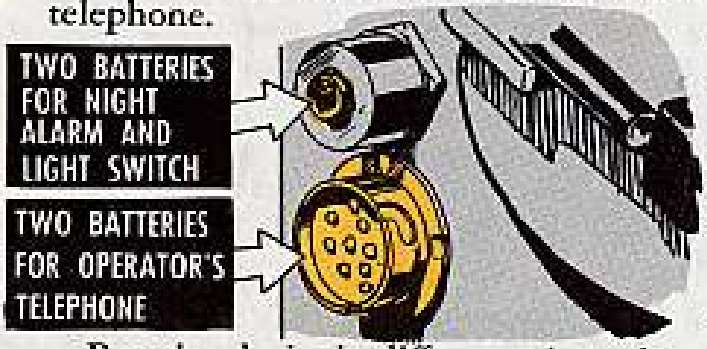


When the red light dims and the audio weakens on your SB-22/PT field switchboard—the trouble could be strictly battery.

But hold on a minute before shaking all four BA-30 batteries out of the battery case. There may be hours of valuable use left in 'em. Look at it this way.

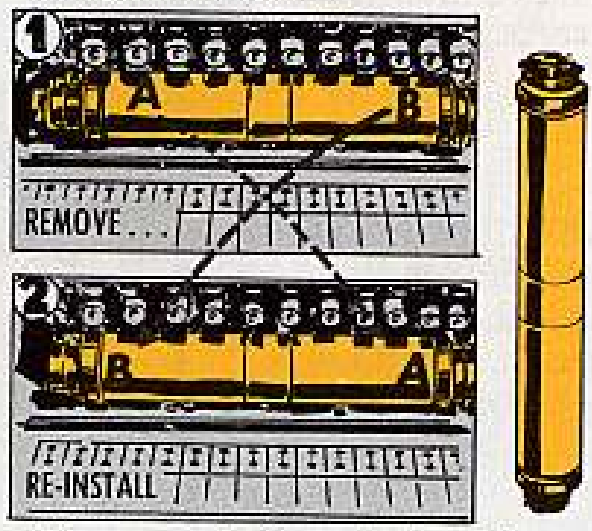


Two batteries supply the necessary 3 volts to operate the night alarm and light switch. The other two generate a similar voltage to power the operator's telephone.



But the drain is different since the alarm circuit usually pulls more juice than the operator's circuit. Which means, as a general rule, a slightly uneven drain on the batteries.

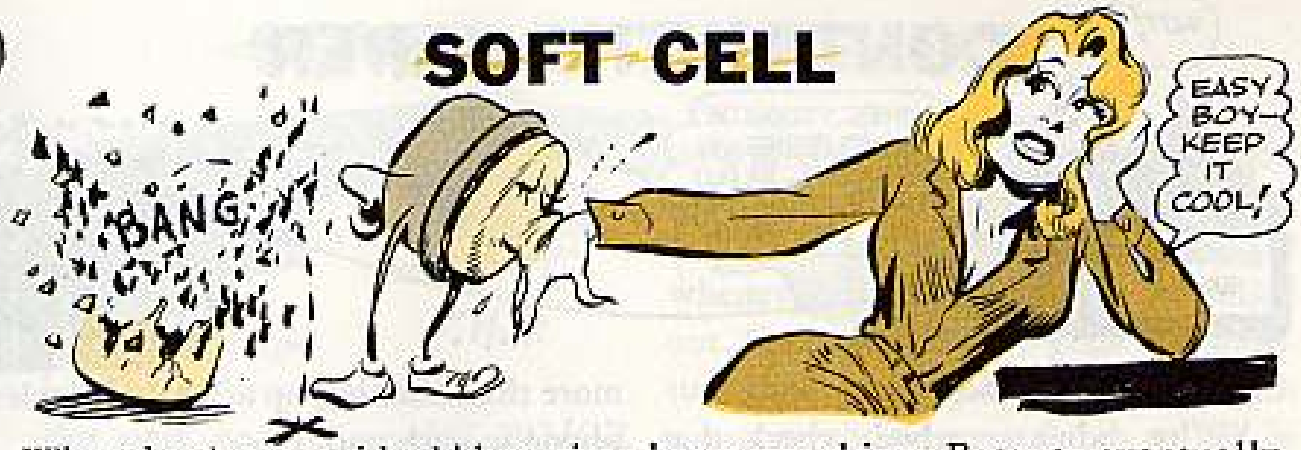
So, before chucking all four batteries, just pull out the battery case—reverse it—and put it back in.



That way, the batteries from the operator's phone will now be switched to the night alarm and light switch circuit. And vise-versa. This will put the two strongest batteries working where they're most needed, and the weaker ones still will be able to do a job because of the reduced requirement.

This kind of battery switching could come in handy if you're miles from nowhere and further away from four new batteries when power starts to fail. Especially if a few extra hours of operation is all that's needed to get all the messages through.

SOFT CELL



Why take chances with old batteries—especially the mercury dry cell models (1200 to 2000 series).

Soon as it seems they're not delivering the juice, the only thing to do is head 'em for the salvage pile. Because they sometimes run the risk of actually exploding.

A weak or dead cell in a mercury battery will gradually fill up with hydrogen and oxygen gas. The hydrogen bears watching. Because eventually there's just too much of it for an unvented cell to hold—Bang! Up she goes.

So, never try to "nurse" a mercury dry cell battery along. Soon as she shows signs of outliving her usefulness, get rid of 'er. Just be sure none ends up in a fire or in the hot sun. That'll sure touch off a blast.

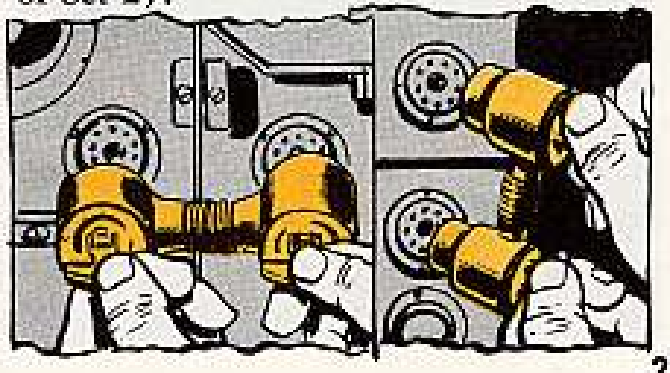
With old mercury batteries, HANDLE WITH CARE is a good PM motto.

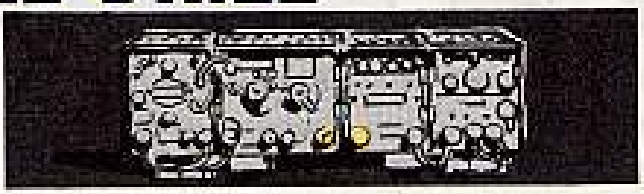
DUMBBELL DRILL

Some dumbbells come in handy for exercising and beefin' up the muscles.

But the dumbbells on your AN/GRC 3-8 radio sets can do without the strong-man stuff. They prefer the firm but gentle approach, whether you're tightening or untightening.

And that applies both to the CX-1211/U (connecting the receiver-transmitter of Set 1 with the power supply) and the CX-1213/U (connecting the amplifier with the receiver-transmitter of Set 2).



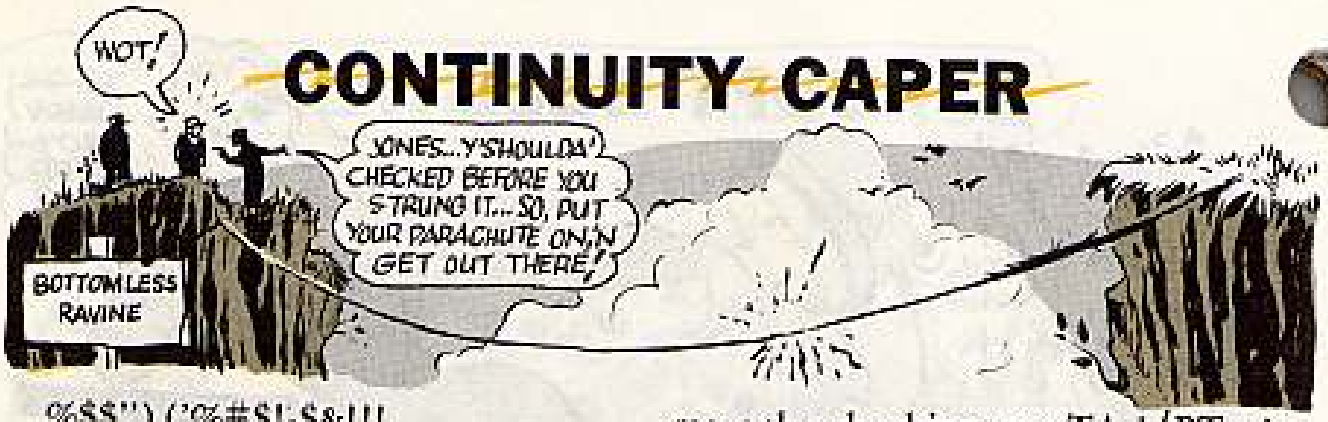


In both cases, tightening too tight on the wing nuts of the cable plugs exerts a reverse pressure on the receptacles—and actually can start to pull them loose. So the tighter the plugs get, the greater the chance you'll loosen the receptacles.

And whether the dumbbell's being hooked up or unhooked, bear in mind that it's a two-fisted operation. Both wing nuts get tightened or untightened evenly. Both hands work together, so that both plugs are screwed in or screwed out at the same rate of speed.

That's the only excuse these dumbbells provide for exercise. But it's all anybody needs for strong PM.

CONTINUITY CAPER

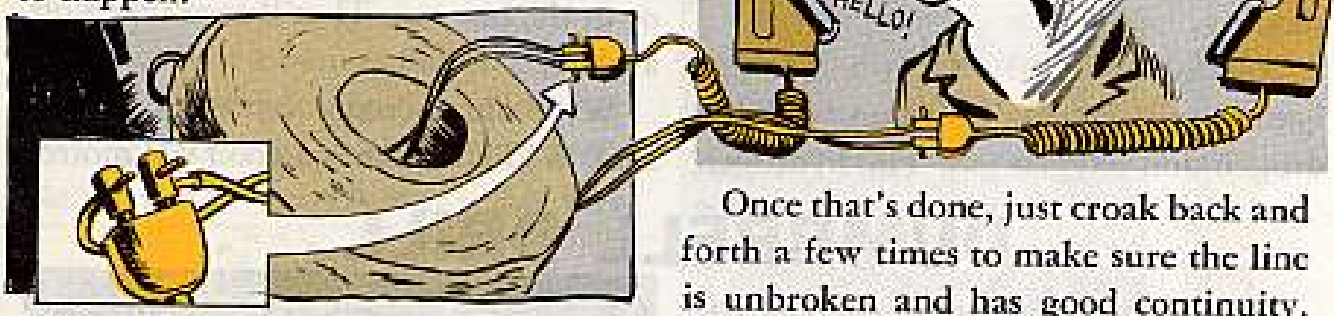


%$$") ('%#$!-$&!!!

"Why didn't somebody check that reel before we got into this sweat!"

Good question.

A man pays out his WD-1 . . . hooks up his phone . . . and then finds out there's trouble in the line. Sometimes it's too late. And there's no need for it to happen.



'Cause one of the easiest things in the world is to check the continuity of an MX-306—or any wire on a reel. Nothin' more than hooking up a TA-1/PT telephone to each end.

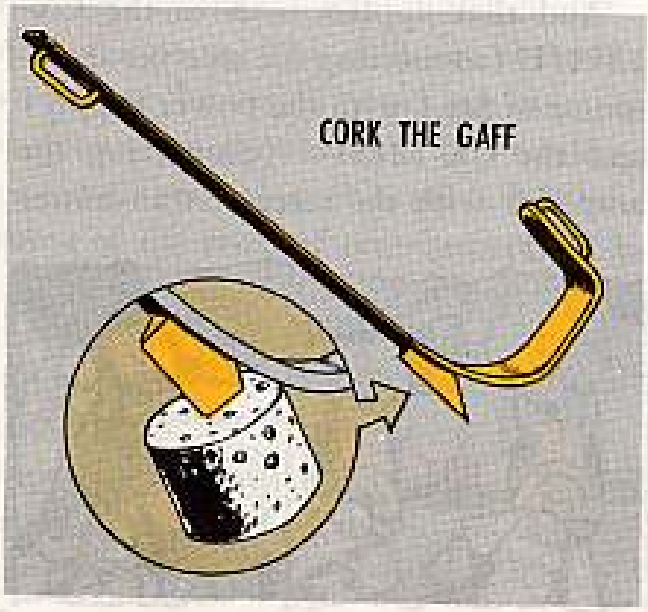
Once that's done, just croak back and forth a few times to make sure the line is unbroken and has good continuity. Taking time to do that before moving out will save time, worry, work and sweat when it counts the most.

GAFF, GAFF

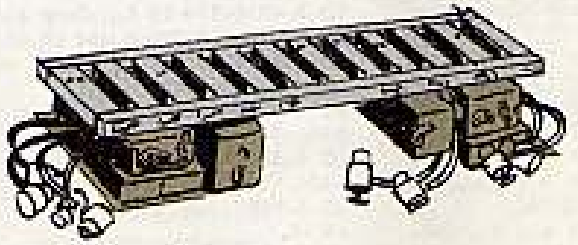
Look out! They're sharp!

The gaffs on your LC-5 climbers have to be sharp, of course, to get a lineman up and down safe and sure. But just as they're vital to a man on a pole, they're strictly useless—and dangerous—to him on the ground.

That sharp point is ready to gaff anybody who comes close to it. Now, one way to stand the gaff is to cork it. Just cover those sharp points with some cork as soon as you're finished climbing.



COVER THE SUBJECT



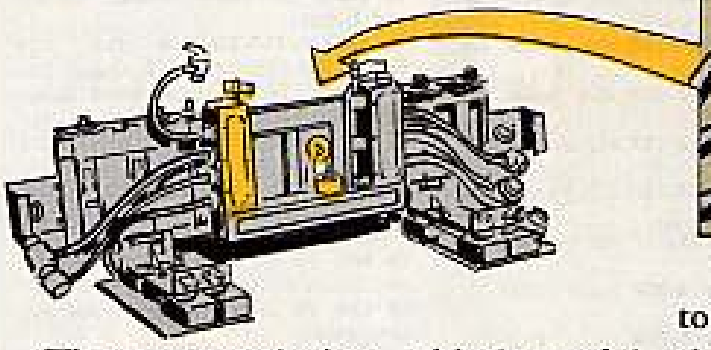
All plugged up?

Lots of cures available!

But only one for an MT-297/GR mounting.

And that is simply to make sure a plug is ready when the time comes.

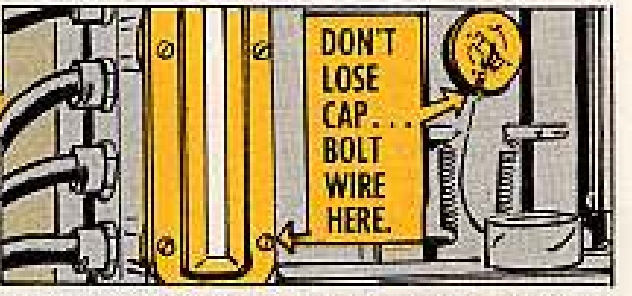
The subject in this case is the plug—or cap—used to protect the J-1 receptacle on the rear inner surface of the junction box on the MT-297/GR.



That receptacle is a 14-hole model that is used, of course, whenever a local control C-434/GRC or control C-435/GRC is hooked up with the radio set.

And the receptacle has to be protected whenever those control units are pulled out. Otherwise, all the gook and moisture that naturally collects underneath a mounting is just goin' to collect in that receptacle.

So to keep that protective plug handy, lash its wire leash to one of the junction box cover plate bolts. That way, the cap will always be firmly fixed to the mounting even though it's not in use.



Most important of all, it'll be ready to plug away at its protective mission the minute a control unit is pulled out and the receptacle exposed.

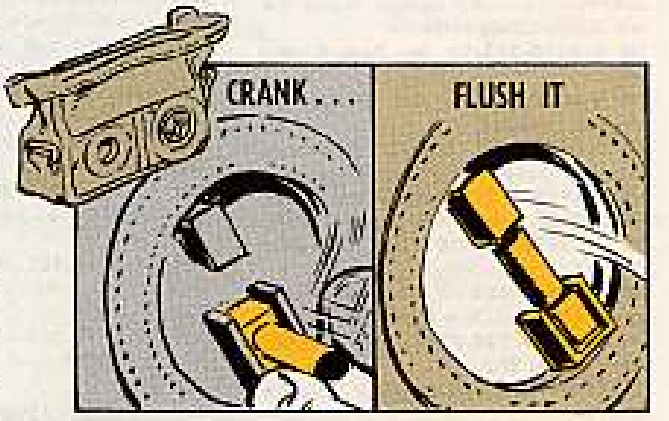
FLUSH IT

That handle on the crank assembly of your TA-43/PT or TA-312/PT is ready-made for flushing.

But only flush it when you're finished cranking, of course.

Because leaving that jointed handle in the raised, or operating, position is an invitation for breakage. And trouble crops up either in the field or during storage or transit.

That handle stickin' out can catch on at least a thousand things . . . a passing pocket, a loose line, or maybe a careless



hand. Sort of make a reflex action to return the handle to its retracted—or flush—position as soon as you've cranked up the phone.

A selected list of recent publications of interest to Organizational Maintenance Personnel.

TECHNICAL MANUALS

TM 1-1H-19A-4-20P Dec.
TM 1-1H-23C-4 Aug.
TM 1-H34-5 Sep.
TM 1-1L-19A(II)D-4-20P Sep.
TM 1-1U-1A-4-20P Sep.
TM 3-1040-201-20P Oct Irritant Gas Disperser, M2.
TM 3-1040-203-30P Oct Compressor Rec Power Driven, M1A1.
TM 3-2805-200-20P Oct Engine, Gasoline, 2 Cylinder, 8.5 HP.
TM 3-4240-212-35P Sep Breathing Apparatus, Oxygen Generating, M20.
TM 5-2410-210-20P Aug Tractor, Full Tracked, Diesel, Mod TD-6 (62).
TM 5-3810-201-20P Sep Crane-Shovel Crawler, Hornischfeger Mod 855 BG 2.
TM 5-3820-207-20P Aug Crush Screen and Wash Unit, Pioneer Mod 33-R Triplex.
TM 5-3825-205-10 Sep Snow Removal Unit SP Sicard Mod 8X-2.
TM 5-3825-212-20 Sep Sweeper, Mag: Road Diesel Elec Mod 2104.
TM 5-4310-205-20P Aug Compressor 80 CFM 5,000 PSI, Clark Mod HO-6-5C1.
TM 5-4940-208-12P Sep Shop Equip Gen Pur Rep Couse Mod MED.
TM 5-5850-201-15 Sep Metascope Image, Infrared (Polan Mod P-141).
TM 5-6115-243-20P Sep Generator Set, Jets Model MD-3018(5-W.
TM 5-6115-287-12P Sep Generator Set, 100 KW Stewart Stevenson Mod.
TM 5-6115-289-12P Sep Generator Set, 150-165 KW Buda Mod DCS-165A3X-CE.
TM 5-6230-210-15 Sep Searchlight, Crouse-Hinds Model 44676-C.
TM 5-6675-203-15 Oct Altimeter, Surveying Wallace and Tieman Type FS-199.
TM 9-236 Jun Military Tactical Vehicles (Ord).
TM 9-1300-203 Aug Amm for antiaircraft, Tank, Antitank, and Art Wea.
TM 9-1340-202-12 Aug 762-MM Rockets M31 Series and XM 50.
TM 9-1430-250-20P/1 Sep Radar Course directing Central Antenna-Mast group Collimation OA-1600/T.
TM 9-1450-250-20P/1 Sep Ground Handling Equipment.
TM 9-1450-250-20P/4 Sep Ground Handling Equipment.
TM 9-1450-350-14/2 Sep Vehicles, Semi-trailer-mounted Guided Missile System Supply Office M484.
TM 9-2350-215-20 Sep Tank Combat M60.
TM 9-5038-12, C1, Oct Guided Missile, M2, Corporal.
TM 9-5044-3-35, C3, Oct Schematics, computer group, AN/MSA-6, Corporal.
TM 9-6920-212-24P Sep Subcal Mortar Trainer M32 with 25 MM Trg Proj M379.
TM 10-3930-219-20 Oct Towmotor MHE-169.
TM 10-3930-405-10 Oct Tractor Warehouse, 4,000-Lb (Clark Mod MHE-168).
TM 10-4520-202-35P Sep Heater, Space, 45000 BTU.
TM 11-271A, C6, Oct Rawin Set AN/GMD-1A.
TM 11-3895-202-20P Sep Reel Units RL-31, RL-31B, RL-31C, RL-31D, and RL-31E.
TM 11-5071, C4, Sep Radio Receiver R-257/U.
TM 11-5126, C1, Sep Power Supply PP-1104A/G.
TM 11-5805-308-12P Aug Telephone Set TA-272/G.
TM 11-5810-212-12P Sep Translator Test Set TSEC/ST-2.
TM 11-5815-206-20P Aug Teletypewriter Set AN/FGC-1 and Teletypewriters TT-4A/TG and TT-4B/TG.
TM 11-5815-208-12P Sep Reperforator TT-16/FG, TT-17/FG, TT-53/FG and Perforator-Transmitter TT-56/MGC.
TM 11-5820-374-20P Aug Amplifier, Radio Frequency AM-495/GR.
TM 11-5820-389-12P Aug Radio Set Control Group OA-1754/GRC.
TM 11-5820-450-20P Aug Radio Receiver R-110/GRC.
TM 11-5820-457-12P Aug Radio Set Group AN/TRA-25.
TM 11-5821-231-12P, Sep Antenna AT-450/ARC.
TM 11-5821-234-12P, Aug Radio Receiver R-511/ARC.
TM 11-5826-205-12P Sep.
TM 11-5826-213-20P Oct Electronic Equipment MK-428/AR.
TM 11-5830-203-12P, C2, Oct Intercommunication Set Control C-375/VRC.
TM 11-5830-227-20P Sep Panel Signal Dist Audio SB-448/GSQ.
TM 11-5840-242-20P Sep Radio Set AN/TPS-10.
TM 11-5840-245-12P Sep Radar Receiver-Transmitter RT-212/TPS-10 and RT-212A/TPS-10.
TM 11-5840-246-12P Aug Azimuth and Range IP-405/FPS-36.
TM 11-5840-250-20P Aug Radar Set AN/FPN-40.
TM 11-5841-216-20P Aug Radar Set AN/APN-22.
TM 11-5965-343-12P Aug Loudspeaker LS-116/U.
TM 11-5965-244-15P Oct Handset H-111/U.
TM 11-5985-229-12P Aug Mast AB-56/GRA-4.
TM 11-6115-204-20P Aug PU-286A/G and PU-286B/G.
TM 11-6115-210-20P Aug PE-214-D and PU-181/PGC-1 and PU-181A/PGC-1.
TM 11-6130-221-20P Aug Rectifier Battery Chargers PP-255/FT and PP-255A/FT.
TM 11-6625-214-10 Oct Signal Generator AN/URM-52 and AR/URM-52A.
TM 11-6625-221-12 Sep Test Set, Radio AN/ARM-8.
TM 11-6625-289-20P Aug Test Set, Battery AN/USM-63 and AN/USM-63A.
TM 11-6625-368-10 Sep Pulse Generator Sets AN/UPM-15 and AN/UPM-15A.
TM 11-6625-368-24 Sep Pulse Generator Sets AN/UPM-15 and AN/UPM-15A.
TM 11-6625-370-12P, Sep Test Set, Telegraph AN/PGM-1A.
TM 11-6625-398-10 Oct Test Set, Radar AN/APM-66.
TM 11-6660-217-20P Barographs ML-3-A, ML-3-C, ML-3-D, ML-3-E and ML-563/UM.
TM 11-6760-201-20P Aug Camera Set, Motion Picture KS-11(1) and Camera PH-431-B.
TM 11-6720-208-12 Sep Camera, Still Picture KA-30A and Lens Cone Group LA-136A.

LUBRICATION ORDERS

LO 5-1134 Aug Distributer, Bit Mat Emyre Mod MX-D-6, Style BE.
LO 5-3805-207-15-1 Jul Loader, Clark Model 85 A-M 1½ Cu Yd Cap.
LO 5-3825-200-20-1-2-3 Jul Snow Plow, Trk MTD, Prink Mod, RO-10.
LO 5-3895-219-20-1-2 Oct Mixer, Concrete Construction Machinery Mod 16 SM.
LO 5-3895-242-12-1-2 Sep Drier-Mixer, Bituminous Concrete Materials, Littleford Mod US-700-I.
LO 5-4310-219-20 Sep Comp Air, 600 CFM 100 PSI, Ing-Rand Mod DR-600.
LO 5-5187 Jul Eng, Gas, Gray Marine Mod Express Six-244.
LO 5-5201 Jul Eng, Gas, Cont Mod F-226-198.
LO 5-5208 Jul Eng, Gas, Cont Mod F-186, F-209, F-226, F-629, F-6226.
LO 5-5227 Aug Eng Diesel, Inc Mod VD-9A.
LO 5-9255 Jul Trk, Garbage, 5-Ton, Gar-Wood.
LO 5-9523-1 Aug Crane-Shovel, Koehring Mod 304.
LO 5-9523-2 Crane-Shovel Koehring Mod 304.
LO 5-9637-4 Jul Crane-Shovel, Thew-Lorain Mod L-820.
LO 9-1015-221-10 Sep Rifle, 106MM M40A1 and M40A1C.
LO 9-1440-500-12/1 Aug Launcher, Zero Length Hawk.
LO 9-4935-500-12 Aug Test Shop, Guided Missile, Trailer Mounted Hawk.

TECHNICAL BULLETINS

TB 9-299-1/1 Sep Corporal II Shipment, Handling, and Storage.
TB 9-356 Oct Wrecker Truck M108 and M60: Load Testing, for Missiles.
TB 9-359 Oct Motor Vehicles, Trailers, and Tractors.
TB 9-1430-250-20/2/4 Oct MTR Groups OA-1485/MPA, TTR Group OA-1488/MPA: Theory on Modified Equipment (Nike-Hercules).
TB 9-1430-251-20/8 Oct MTR Group OA-1485-MPA, TTR Group OA-1488/MPA, Acq Ant Group OA-1601/T.
TB 9-2320-204-12/1 Oct Recovery Vehicle, Headlight.
TB SML 56 Oct Radioactive Test Sample, Cobalt 60, Gamma.
TB CML 79 Oct Water Testing Kit, Poisons, M4A1.
TB QM 120 Sep Skis, Snowshoes and Accessories.
TB SIG 346 Sep Maintenance of Radiac Equipment.

MODIFICATION WORK ORDERS

MWO 5-3810-207-35/1 Sep Crane-Shovel, 20-Ton Quickway Mod M200.
MWO 5-9100-1 Oct Mod of Gen and Charging Plant, Oxygen-Nitrogen.
MWO 10-1694A-4 Oct NC-10, MHE148 Crane.
MWO 55-1520-207-20/5 Oct Inspection Oil Pump Fittings of T53-L-1/1A Engines (HU-1).
MWO 55-1520-207-20/9 Oct Insp Main Rotor Blade Tip Cap Assem (HU-1).
MWO 55-1520-207-20/10 Oct Replacement of Fuel Pump Assembly [(204-060-627-7 (HU-1A)].

MISCELLANEOUS

SIG 7 & 8-OA-1857/FSG-1 Sep.
SIG 7 & 8-OA-2388/FSG-1 Sep.
SIG 7 & 8-OA-2391/FSG-1 Sep Power Supply Group OA-2391/FSG-1.
SIG 7 & 8-OA-2403/FSG-1 Stockage Guide.
SIG 7 & 8-OA-2526/FSG-1 Sep.
SIG 7 & 8-OA-2527/FSG-1 Sep.
SIG 7 & 8-OA-2534/FSG-1 Sep.
SB 3-30-209 Oct Radioactive Source Set, M3.
SB 9-199 Sep Shop Sets, Tool Set, and Kits (Nike-Ajax/Hercules).
ORD 7 SNL Y-53 Sep Oper Missile Battery AN/GTW-1A (Corporal II).

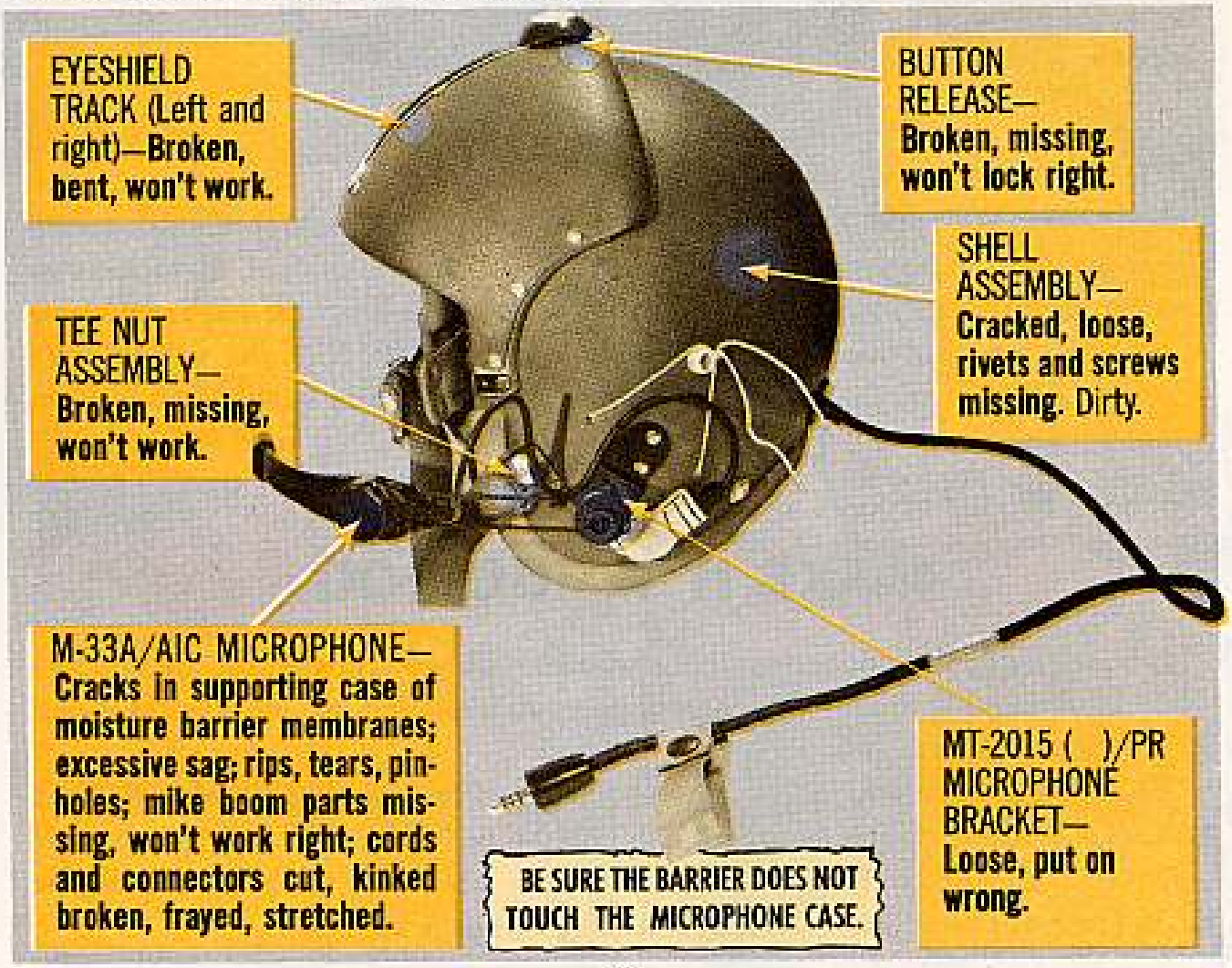
THE APH-5 FLYING HELMET

Treat it like a second head and it'll take care of the one you were issued with. That's the best advice any sky jockey can get on his helmet.

Inspect, clean, handle with respect, report defects—that's about the size of it where you're concerned. Takes only minutes, but minutes that can mean a lifetime.

Here's a handy rundown that'll enable you to go over your hard hat minutely in a matter of minutes. Defects that're in **bold type** are real serious. Get 'em fixed soonest. The others you can handle yourself.

As a rule of thumb, any fixing that requires use of a tool is out of your echelon. Pass the job along to the guy with the tools. Especially don't fool around with the communications equipment. That's a job for the experts.



FIT—Too loose or too tight; rides high or low on forehead; chin strap, earphones uncomfortable; mike doesn't match-up with mouth. (Your safety and comfort depend on how your helmet fits. Chapter 2 of TM 10-8415-202-15 tells you how to match a hard hat to your not-so-hard head.)

SIZING LINERS (FRONT & BACK) —**Cut, ripped,** dirty.

H-75 ( )/AIC ELECTRICAL HEADSET—Earphone cushions dirty; **cords and connectors cut, kinked, broken, frayed, stretched.**

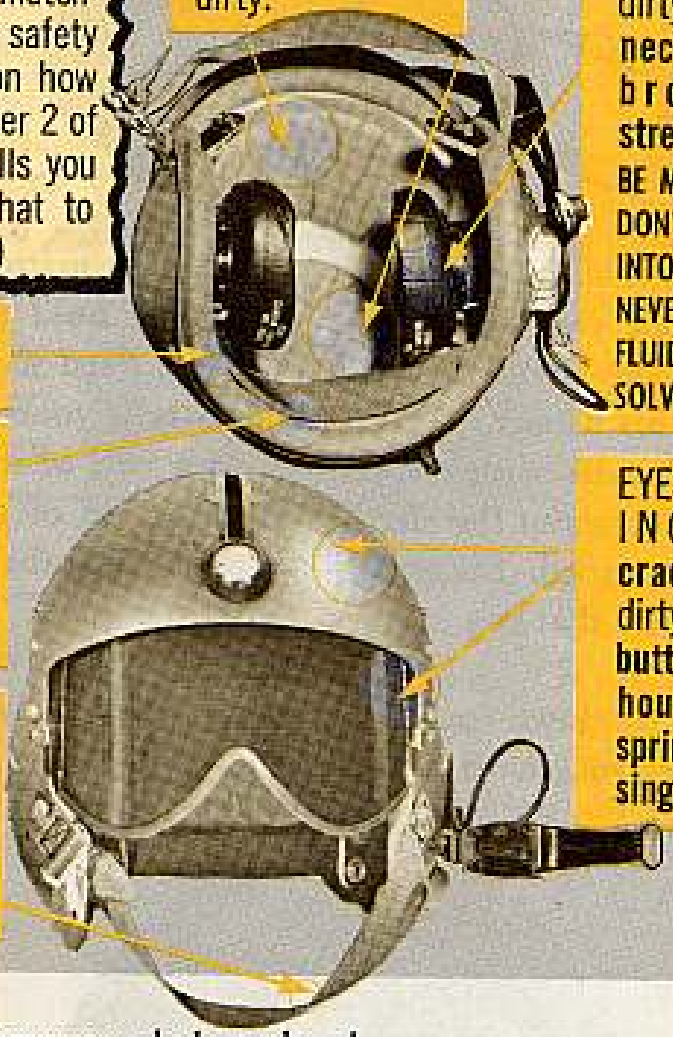
BE MIGHTY CAREFUL YOU DON'T GET ANY WATER INTO THE RECEIVERS, AND NEVER USE A CLEANING FLUID OR OTHER ORGANIC SOLVENT.

EDGE ROLL—Cut, loose, dirty.

REAR (NAPE) STRAP ASSEMBLY — **Torn,** dirty, overstretch won't hold snug, **stitching ripped.**

EYESHIELD and HOUSING—**Eyeshield cracked,** scratched, dirty; **edge cover loose, button assembly binds; housing screws and spring clips loose, missing.**

CHIN STRAP ASSEMBLY—Strap **torn,** dirty; **stitching ripped, pulled;** grommets, buckle rusty.



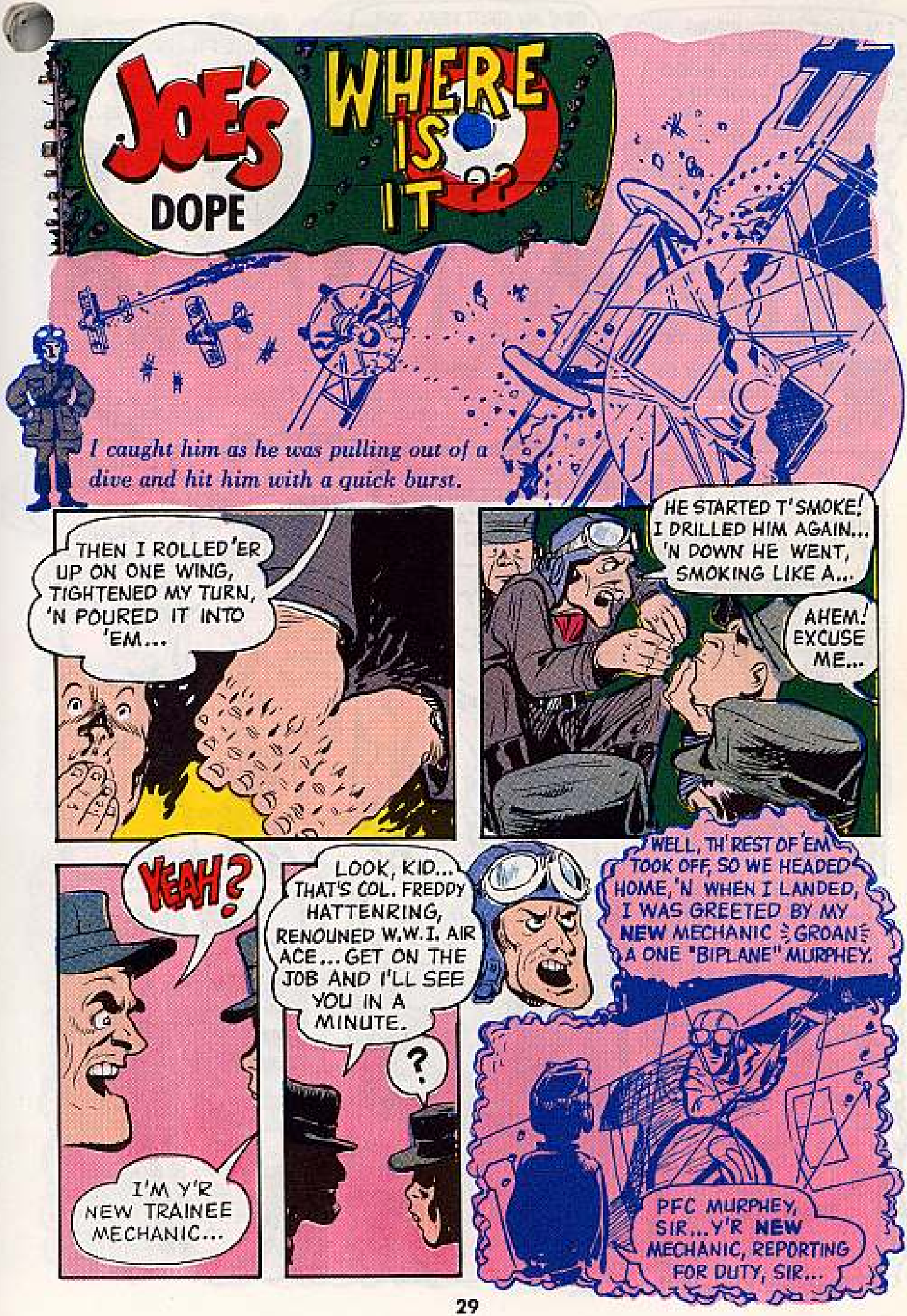
Nope, you don't carry your helmet by the nape strap—never! That'll stretch the strap outta adjustment, which'll lessen the helmet's chances of sticking to you through thick and thin. A weak nape strap won't keep the hat from slamming down on your nose, comes a sudden, jolting halt. Nay, the way to carry a helmet is like a football under your arm, or by the chin strap, like a basket.

SEMINOLE PROP CHANGE...

MAKE IT A 1000:00

In case you've been fidgeting about when to change props on your Seminole's (L-23D, E, and F), send out a scouting party to look for TMC message TCMAC-EL-23-09-2400 (Sept 60).

This TWX increases allowable operating time between overhauls from 800:00 to 1000:00 hours for props FSN 1610-629-9638 (P/N HC 93Z20-2C1/10151B8) and props P/N HC 83F-2A/9333. That way the prop and engine times come out even. How's that for making things neat?

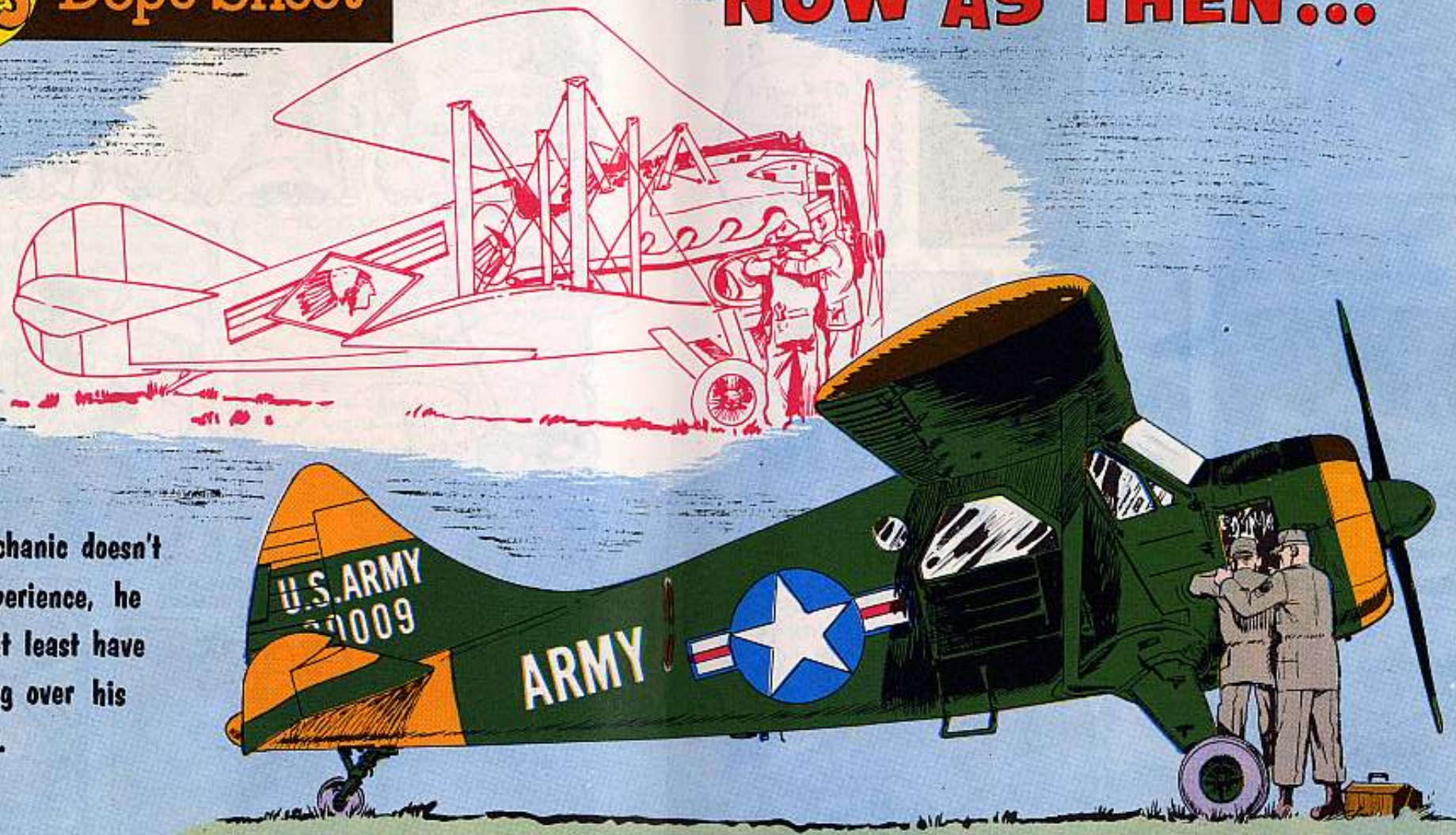

JOE'S DOPE
WHERE IS IT??
I caught him as he was pulling out of a dive and hit him with a quick burst.
THEN I ROLLED 'ER UP ON ONE WING, TIGHTENED MY TURN, 'N POURED IT INTO 'EM...
HE STARTED T'SMOKE! I DRILLED HIM AGAIN... 'N DOWN HE WENT, SMOKING LIKE A...
AHEM! EXCUSE ME...
YEAH?
I'M Y'R NEW TRAINEE MECHANIC...
LOOK, KID... THAT'S COL. FREDDY HATTENRING, RENOUNED W.W.I. AIR ACE... GET ON THE JOB AND I'LL SEE YOU IN A MINUTE.
?
WELL, TH' REST OF 'EM TOOK OFF, SO WE HEADED HOME, 'N WHEN I LANDED, I WAS GREETED BY MY NEW MECHANIC GROAN A ONE "BIPLANE" MURPHEY.
PFC MURPHEY, SIR... Y'R NEW MECHANIC, REPORTING FOR DUTY, SIR...


I'M CAPT. HATTENRING, AND I HEAR Y'R NEW AS A MECHANIC, SO TAKE GOOD CARE OF "LULU", MURPHEY, 'CAUSE YOU'RE TH' GUY THAT KEEPS ME UP THERE.
DON'T WORRY, SIR... I'LL DO MY BEST.
BOY! MY FIRST REAL JOB... NOW! LESSEE, "CHECK OIL FILTER SCREEN, HMM... WHERE'S THAT OL' OIL FILTER AT AGAIN...
OIL FILTER... OIL FILTER... OIL FILTER... HECK! THERE AIN'T NO OIL FILTER HERE...
THEN I TOLD HIM NOT TO START UNTIL I COULD SEND THE OL' SARGE OVER...
OH WELL... WOT'S THE NEXT ITEM HERE... "CHECK FLIGHT SUR...
MURPHEY!! HOW'S IT GOIN'...
WELL, SARGE... IT'S THIS WAY, I CAN'T FIND THE...
TEMPER TEMPER! GRRRRR SIMMER DOWN
DURN NEW MEN. ALWAYS GOTTA LEAD 'EM BY THE HAND UNTIL THEY LEARN.
COME WITH ME, MURPHEY. I'LL SHOW YOU. GRRRRR
??
RIGHT HERE! SEE IT, MURPHEY?
OH!
HM-M-M. COULD THAT BE THE OIL FILTER?
BEATS ME!!


THE SARGE TOLD ME T' CHECK TH' FLIGHT SURFACES, THIS IS EASY AS PIE...
GRUNT! JUST LIKE MOLASSES! HMMM... HOW DO I CHECK IT AGAIN... OH YEAH!
CREAK!
SQUEEK!
WHERE TH' HECK IS IT!!
HEY, SARGE! WHERE'S THE (AHEM)...
AGHH! M-U-R-P-H-E-Y PLEASE COME DOWN OFF'N THAT WING...
NOW, MURPHEY... I W-I-L-L...
SHOW YOU...
RIGHT HERE, MURPHEY... NOW-WATCH...
OH!
LET ME SHOW YOU. FIRST, YOU REMOVE THIS PANEL.
NOW, GET TH' FLEXIBLE NOZZLE GREASE GUN, 'N WE'LL HIT ALL FOUR FITTINGS ON TOP O' THE TUBE
The ol' sarge tried to stick with him at least until some @*!!# paperwork flap called him back to the orderly room.

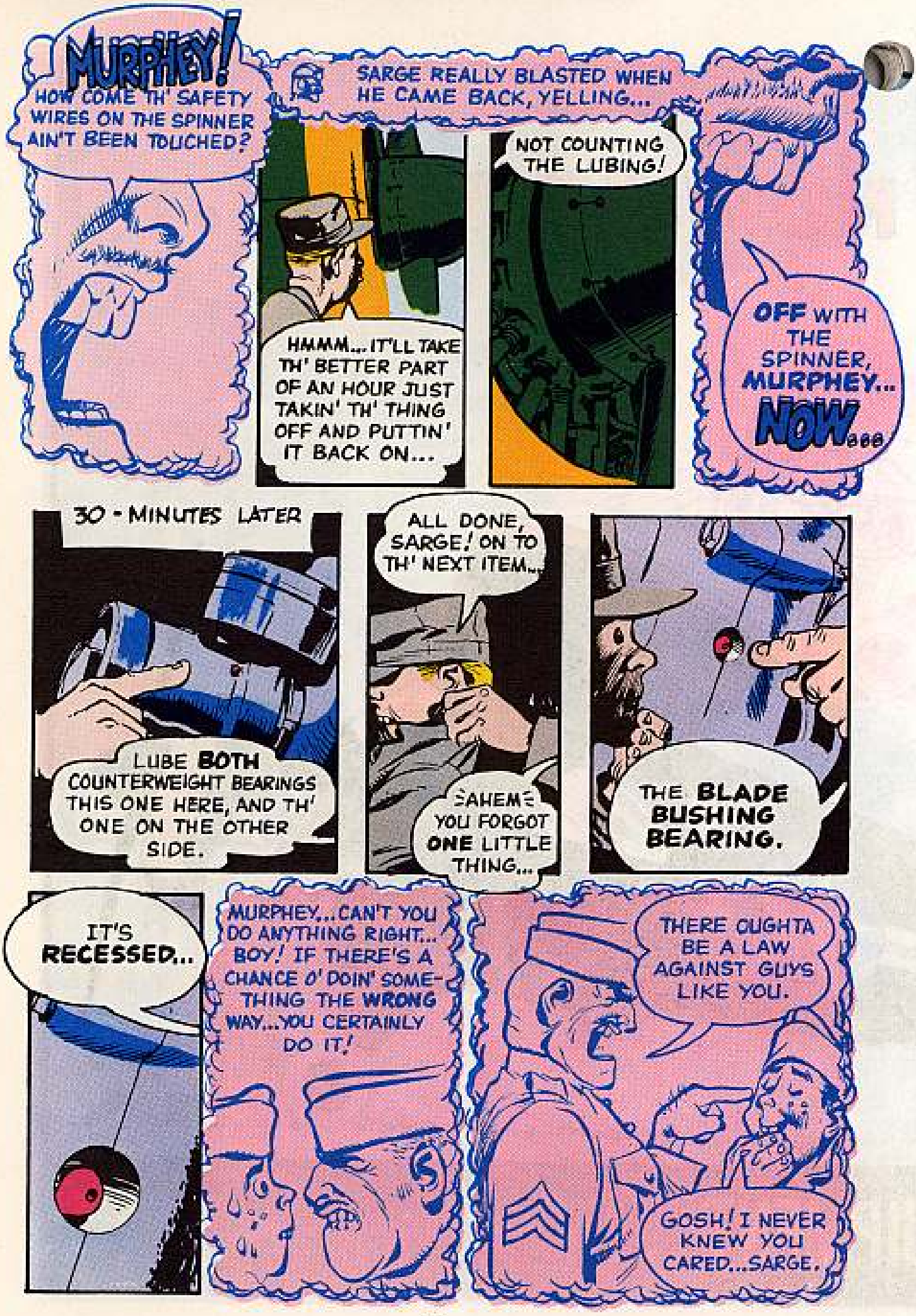
JOE'S Dope Sheet

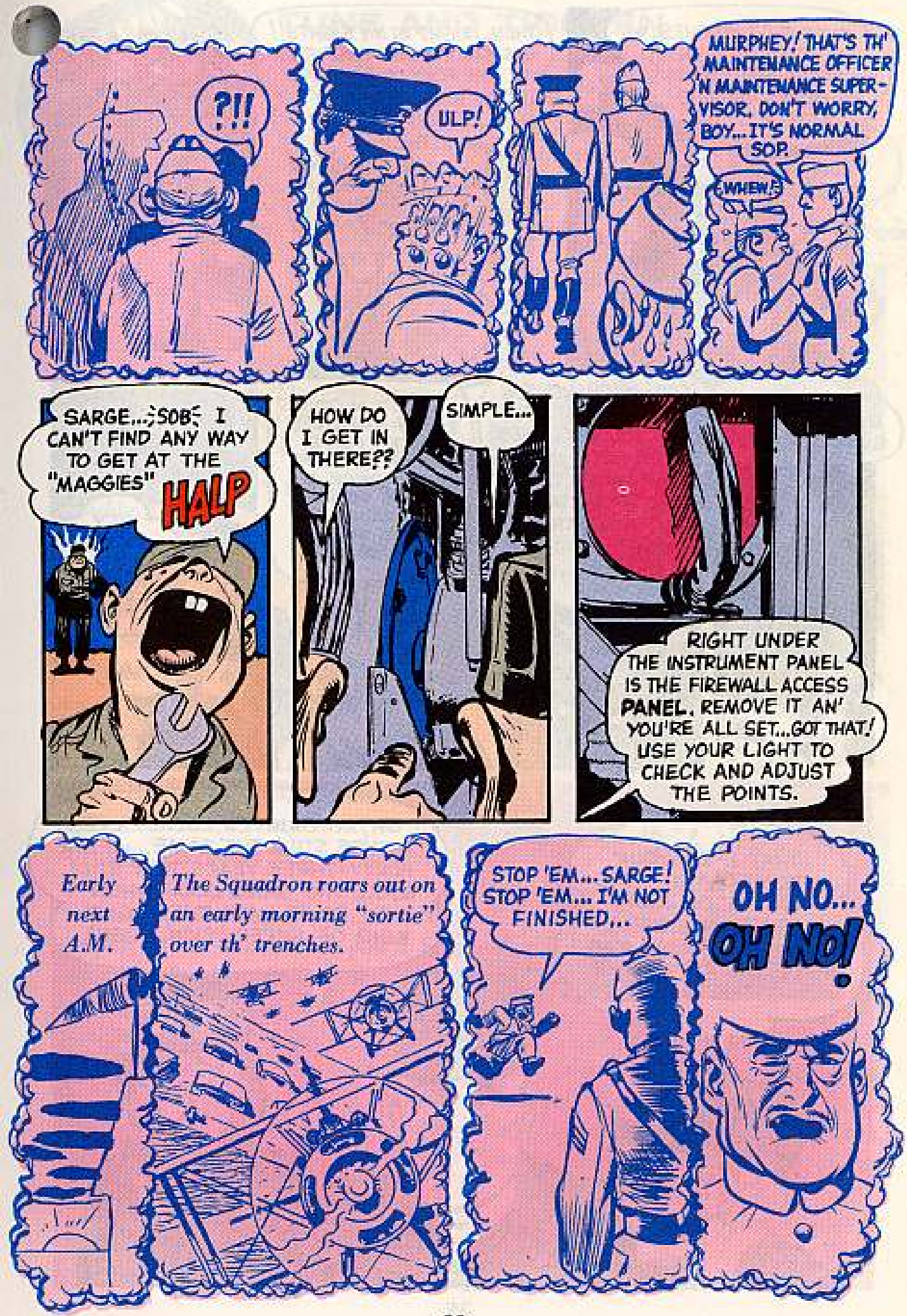
NOW AS THEN...



If a mechanic doesn't have experience, he should at least have it looking over his shoulder.

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


MURPHEY!
HOW COME TH' SAFETY WIRES ON THE SPINNER AIN'T BEEN TOUCHED?
SARGE REALLY BLASTED WHEN HE CAME BACK, YELLING...
HMMM... IT'LL TAKE TH' BETTER PART OF AN HOUR JUST TAKIN' TH' THING OFF AND PUTTIN' IT BACK ON...
NOT COUNTING THE LUBING!
OFF WITH THE SPINNER, MURPHEY... NOW...
30 - MINUTES LATER
LUBE BOTH COUNTERWEIGHT BEARINGS THIS ONE HERE, AND TH' ONE ON THE OTHER SIDE.
ALL DONE, SARGE! ON TO TH' NEXT ITEM...
AHEM! YOU FORGOT ONE LITTLE THING...
THE BLADE BUSHING BEARING.
IT'S RECESSED...
MURPHEY... CAN'T YOU DO ANYTHING RIGHT... BOY! IF THERE'S A CHANCE O' DOIN' SOMETHING THE WRONG WAY... YOU CERTAINLY DO IT!
THERE OUGHTA BE A LAW AGAINST GUYS LIKE YOU.
GOSH! I NEVER KNEW YOU CARED... SARGE.


?!!
ULP!
MURPHEY! THAT'S TH' MAINTENANCE OFFICER 'N MAINTENANCE SUPERVISOR. DON'T WORRY, BOY... IT'S NORMAL SOP.
WHEW!
SARGE...;SOB; I CAN'T FIND ANY WAY TO GET AT THE "MAGGIES"
HALP
HOW DO I GET IN THERE??
SIMPLE...
RIGHT UNDER THE INSTRUMENT PANEL IS THE FIREWALL ACCESS PANEL. REMOVE IT AN' YOU'RE ALL SET...GOT THAT! USE YOUR LIGHT TO CHECK AND ADJUST THE POINTS.
Early next A.M.
The Squadron roars out on an early morning "sortie" over th' trenches.
STOP 'EM... SARGE! STOP 'EM... I'M NOT FINISHED...
OH NO...
OH NO!


OVER TH' TRENCHES, WE SPOTTED THE VAUNTED "GLAWKENSPIEL CIRCUS"... WE DOVE DOWN TO ATTACK...
WOW
CRAZY!
MAN...
THEN... RIGHT IN MY SIGHTS!! WAS BARON GLAWKENSPIEL'S YELLOW FOKKER... I LINED UP ON HIM... EASSSY- NOW... CAREFUL... AND THEN...
YES.. YES
I STALLED OUT MYSTERIOUSLY... THE BARON GOT AWAY!!
SNAP
:SOB: MY CHANCE FOR FAME... RUINT... OH WOT DISGRACE :SOB: NOT A HOLE IN MY SHIP... WHEN THEY INSPECTED TH' WRECK... NOT A SCRATCH!!! NOTHING!!! NOTHING! EXCEPT...
...EXCEPT MURPHEY'S LONG HANDLES STUFFED INSIDE AND HIS SERGEANT DIDN'T CHECK IT :SOB: THE MECHANIC WHO CHECKED THE COWLING NEVER KNEW... :SOB: :SOB:
HEY, SARGE!
AA
THAT L-20 YOUR NEW MECHANIC WAS WORKIN' ON JUST CRASHED. SEEMS HE LEFT A CLEANING RAG INSIDE THE AIR INTAKE DUCT...
OH, MY SAINTED ESCADRILLE!... THEY'RE STILL THE SAME... AFTER FORTY-THREE YEARS THEY STILL MAKE THE SAME GOOF WHEN THEY DON'T HAVE THE RIGHT KIND OF SUPERVISION. (SIGH)

TUNE AND TIGHTEN

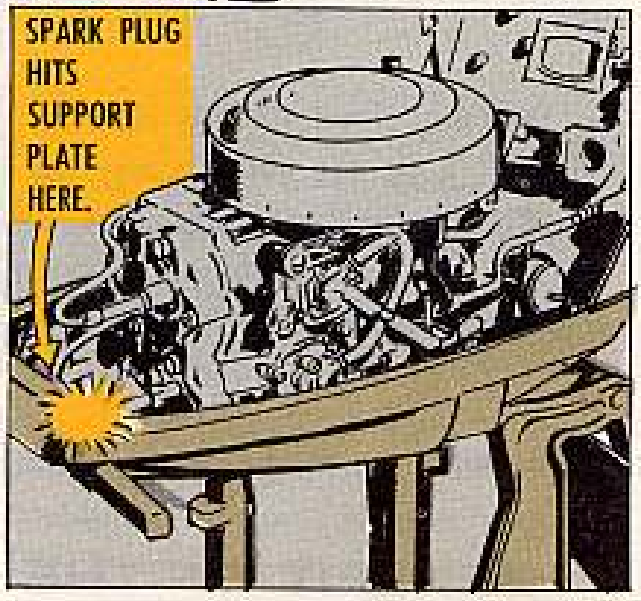
Dear Sgt. Dozer,

Our 25 HP West Bend outboard motors are turning up with a couple of failures at full-throttle operation.

The shielded spark plugs bang against the support plate and work loose. Also the gearshift linkage jumps out of line.

Got any ideas on preventing these troubles?

M/Sgt P. K.



Dear Sergeant P. K.,

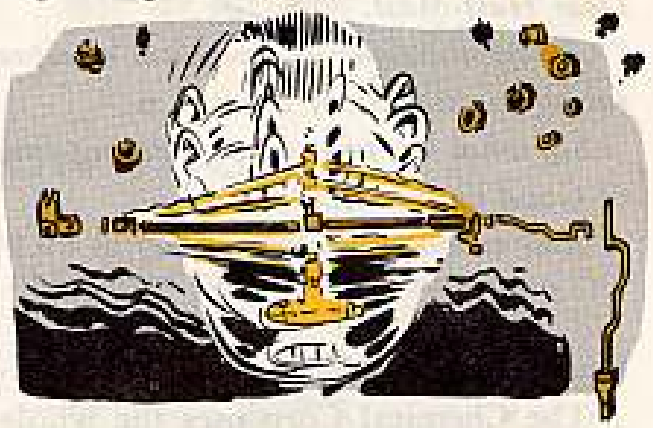
Vibration is usually the bad guy when outboard motors make problems like those you mention.

Vibration, from a rough engine or loose fastenings, will deadline your outboard motors much faster in full-throttle operation than at cruising speed.

When spark plugs bang against the support plate, chances are you'll find that vibration has loosened the screws attaching this plate to the upper-shock-mount-bracket and the king-pin-plate.

Those screws have IT lockwashers, but they can work loose. If you can scrounge some aviation type Permatex for dipping those screw threads, they'll stay put longer.

Vibration can also foul up your gear-shift linkage by sheering or disconnecting any one of the arms, pins or guides that might work loose from its fastening along this line.



So "Tune and Tighten" is always a smart item to write into your work sheet on outboard motors. This is especially true of your West Bend models, because they'll run on one leg if you let 'em.

Sgt Dozer

MORE LIFT

Dear Half-Mast,

The chain hoist and blocks are not in ORD 7 SNL G792 on the M125 10-ton truck. Can we get stock numbers and nomenclatures?

Sgt J. L. K.

Dear Sgt J. L. K.,

Here you are:

Chain Hoist (4-ton), FSN 3950-805-5931.

Block, Tackle, FSN 3940-630-9932 (TM 9-2320-206-12 calls it a Snatchblock Assembly).

Block and Tackle, FSN 3940-321-6409.

The items are at the depot waiting for your requisition.

Half-Mast

BENEFIT OF THE DOUBT

Dear Half-Mast,

As an inspector of Chemical equipment I like to be fair and give a deserving rating regardless of what it is.

So, what happens when a rating comes out to 86.6%, does the guy get a rating of Good or Excellent?

And when the rating comes to 69.9%, does he get an unsatisfactory rating?

Mr. K. T. R.

Dear Mr. K. T. R.,

The Chemical Corp uses the whole number in the rating system. No set rule for the evaluation of the fraction has been set up; however, when there's a fraction, here's how the inspectors rate.

Ratings with the fraction above .5 would take the next whole number. (86.6% would be 87).

It's intended that the inspected unit be given the benefit of the doubt when such close ratings occur.

Ratings with the fraction .5 or less just drop the fraction and carry the whole number. (69.4% would be 69%).

Half-Mast

YOU CAN GET IT!

Dear Half-Mast,

I'd like to know if the cover of the power receptacle (slave) and the strap from the gasoline drum bracket on vehicles are items that can be requisitioned. And if so, how?

Capt D. F. F.

Dear Captain D. F. F.,

Yes, Sir, they both can be requisitioned from Ordnance, but you've got to do it right.

Since these items are not in the pubs for your vehicle and are found only in the Ord SNL 9, the only way to get 'em is by sending your order through channels along with a justification . . . like it says you should in the first paragraph of any Ord 9.

Since no FSN has been assigned to the cover (COVER—Power Receptacle —Slave), use Ord. Part Number 7720869 when you ask for it.

As for the strap, use FSN 5340-706-4507 and ask for it by the name Strap, Webbing, Cotton, Mildew Resistant, OD, Rivet Hob, Buckle, Sewed. This strap is a component of Bracket, Drum, Inflammable Liquid (Gasoline), steel welded, complete w/strap—FSN 2590-473-6331.

Half-Mast

COMBINATION TOOL

Dear Half-Mast,

There's a special wrench used on the M40A1 recoilless rifle that's used for adjusting its M8C spotting rifle.

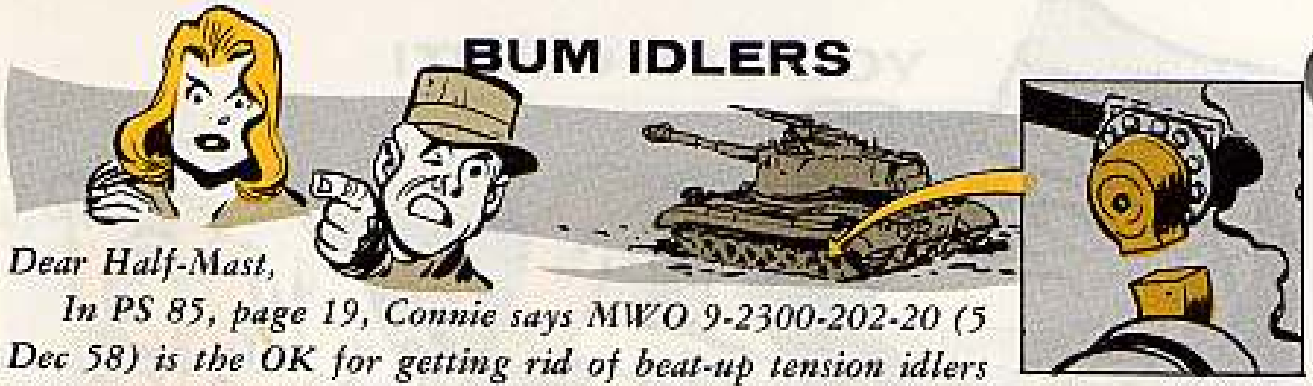
How does a platoon go about ordering one?

1st Lt. J. E. H.

Dear Lt. J. E. H.,

The scoop on getting the combination tool, FSN 1005-726-6520, is in para 45 of TM 9-1000-205-12. As the TM says, standard and commonly used tools and equipment for the spotting rifle are OK'd for issue to using units by ORD 7 SNL C-93.

BUM IDLERS



Dear Half-Mast,

In PS 85, page 19, Connie says MWO 9-2300-202-20 (5 Dec 58) is the OK for getting rid of beat-up tension idlers on M48-series tanks. What I'd like to know is: What's the authority for the same doggone trouble on M47 tanks?

Sgt. J. J. L.

Dear Sgt J.J.L.,

If they must come off, Ordnance says it's OK to remove M47 tension idler assemblies like it says in MWO 9-2300-202-20, par 10a.

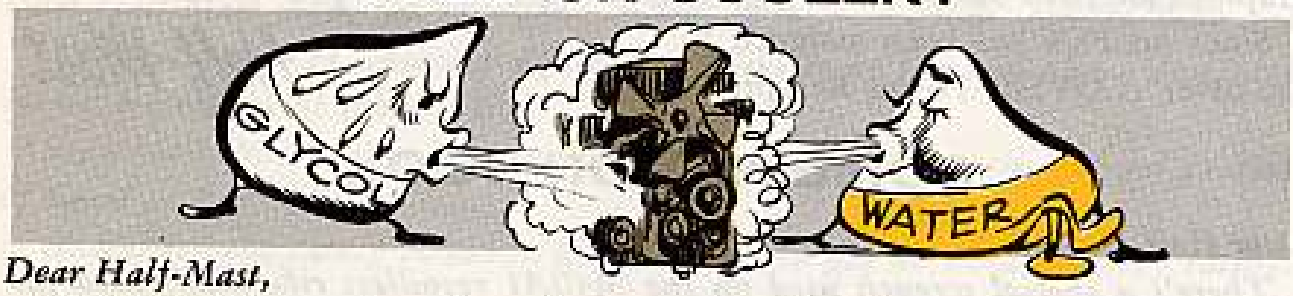
When the idler assemblies go bust on an M47, your command can give the go-ahead to remove it instead of repairing it.

It's done like this:

1. Cover the area around idler assembly with asbestos.
2. Cut off idler arm with acetylene torch but leave arm support attached to hull.
3. Grind smooth all sharp edges and give the entire area a good coat of paint.
4. Record the job on the tank's DA Form 478 (Equipment Record Jacket), so when the change to the MWO comes out to include the M47 you'll know which M47's already had the amputation.

Half-Mast

COLD OR COOLER?



Dear Half-Mast,

This is a thing we have been having a lot of bull sessions about and maybe you can answer it.

When does an engine run cooler: On straight water—or on a mixture of ethylene glycol and water?

Sgt C. M. P.

Dear Sgt C. M. P.,

No need for the bull session. Just turn to TB Ord 651 (9 Oct 59) and there in para 2.a., you get the dope. You can't beat plain old water for cooling your engine in hot weather.

At 150°F, water picks up and gives off heat about 2½ times as fast as ethylene glycol.

In other words, if you got a radiator full of ethylene glycol, your cooling system has got to work 2½ times as hard to get rid of the same amount of heat.

Well, maybe it can. In that case your engine temperature would be the same.

The temperature an engine runs at depends on a lot of things, including the temperature of the air outside the engine, the amount of load on the engine, and the way the cooling system thermostats are behaving. These things have got to be considered whether you use plain water or the glycol.

If you want to know all about what makes an engine run hotter or cooler, the answer can get pretty complicated.

But if, like I think, you want to know which gives off the heat better, water or ethylene glycol, the answer is water by a country mile.

Half-Mast

ROAD WHEEL WEAR

Dear Half-Mast,

Is there anything I can do to keep the inner road wheels on my tank from wearing out before the outer ones?

I have noticed on all kinds of tanks that the rubber on the inside road wheels wears down first. What causes this?

SFC R. M.

Dear SFC R. M.,

There are a couple of reasons why the inner road wheels go first, and you can't do much to prevent it.

On crowned roads, your tank works like any other dual wheel vehicle. The inner wheels carry more of the weight because the road's high in the middle. So, inside wheel rubber gets worn out sooner.

Cross country, some of the rocks that the tank tracks dig up get bounced off the hull and onto the track. Naturally, the inner wheels, being closer to the hull, get beat up more than the outer wheels. Stuff that falls on the outer track is more likely to get thrown free.

In deep mud the tank hull makes a bow wave like a boat in the water, and the inner wheels get the strongest wash off the hull.

When the wheels hit a bump, the roadwheel arm twists and the roadwheel spindle lets the outside wheel twist upward, away from the track. This gives the inner wheel more of the load and, of course, more of the wear.

WHEN INNER WHEEL WEARS SWITCH WITH OUTER WHEEL

When you notice your inner roadwheels are wearing down, switch the inner and outer wheels to equalize the wear and give 'em a longer life.

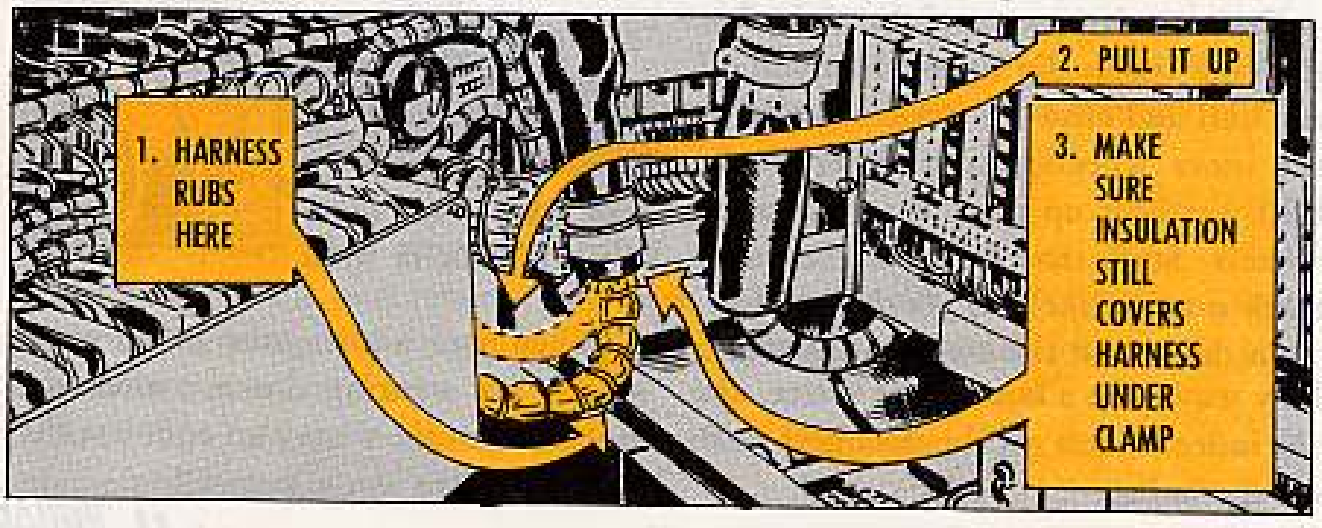
Half-Mast

Having fireworks pop off in front of you when you're expecting 'em is one thing . . . but it's something else again when they let go without you first getting the word.

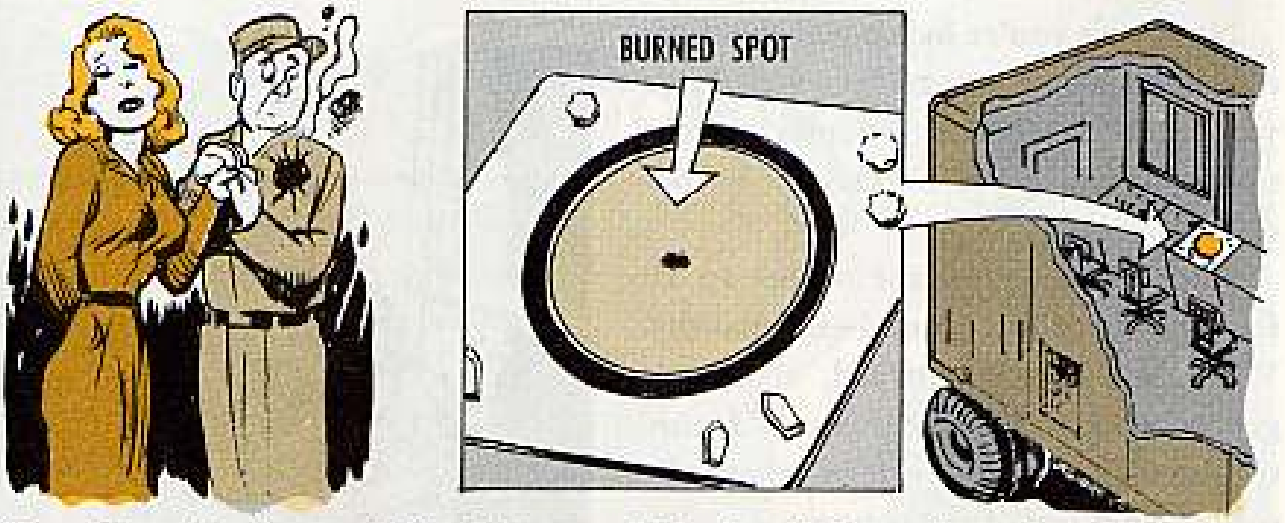
And that's just the kind of surprise that could be waiting for you when you open the door to the power supply cabinet in your Nike RC van.

If everything is OK . . . the power supply harness clears the framework as you open and close the door. But—if it's loose, the harness rubs against the framework. Pretty soon the insulation gets worn away and &%#%& when the exposed wire hits the framework.

So check the harness now and again. If it's rubbing, loosen the clamp . . . pull up the harness so there's clearance between it and the framework. . . . and then tighten the clamp. And, if you spot any bare wiring, get it replaced.



A SCORCHER



How about it? At your Nike-Hercules site . . . do you have a small burned spot in the middle of your PPI scope—the one for the acquisition antenna in your BC Van?

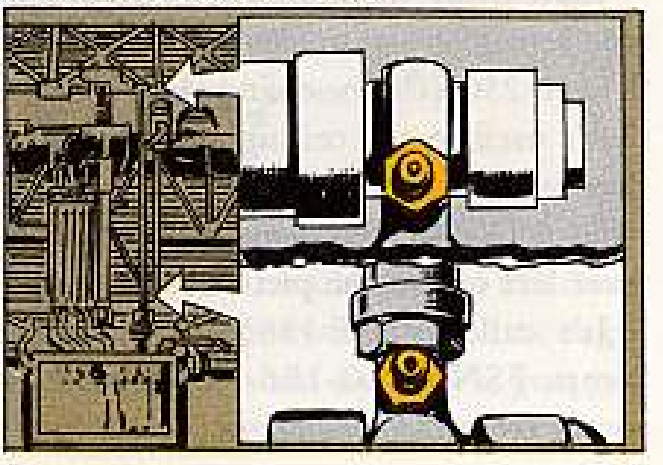
It's been happening to the tube—Dumont Type K1477/P19, FSN 5960-535-4550—after the tube's been in the PPI chassis for a short time. No sweat, tho. The burned parts are in the ground clutter section of the screen, so they don't foul up things.

So don't put in a replacement until the tube really goes on the blink, or the burned spot gets so big it messes up the presentation.

THE LO, JOE

Hear tell some Nike missilemen're kinda confused about when they should lube the connector link assembly in the acquisition antenna. Seems there's different scoop in different pubs.

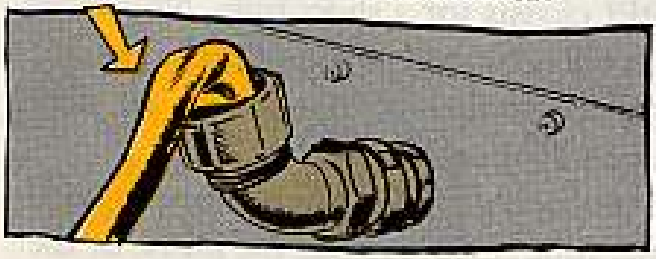
To put a stop to the wondering . . . remember there's only one piece of paper you want to follow. And that's LO 9-5018-2-1 (31 Mar 59) if you're in an Ajax outfit . . . and LO 9-1430-250-4-20 (7 May 59) if you have Hercules. And they say you lube the connector link assembly annually.

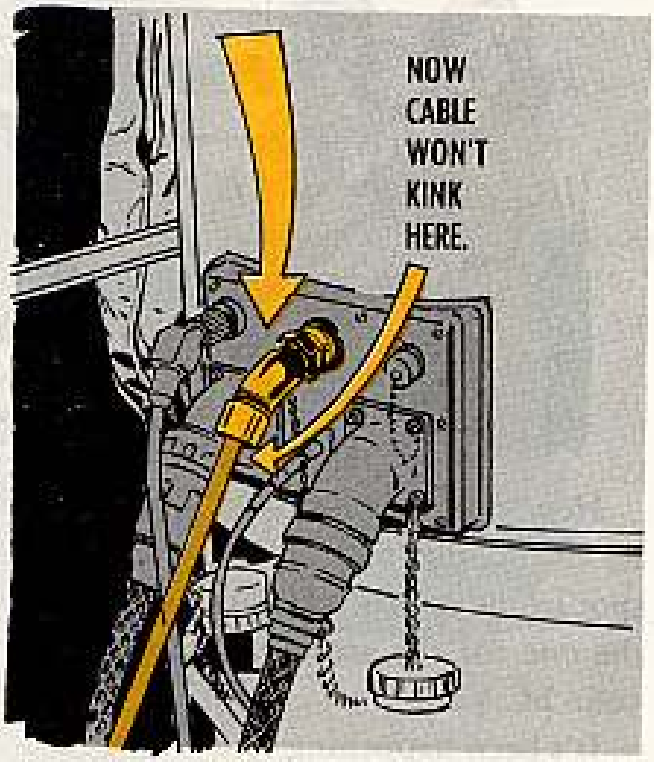


AIM IT DOWN

Next time you're looking at the cable connections on the outside of your Nike vans and acquisition antenna, take a squint at the triple coaxial cable connectors.

The elbow connector wants to be facing toward the ground—not the sky. When it's aimed upward, the cable gets a mean kink which means future trouble. The kink develops where the cable comes out of the connector.





LIGHTS OUT?

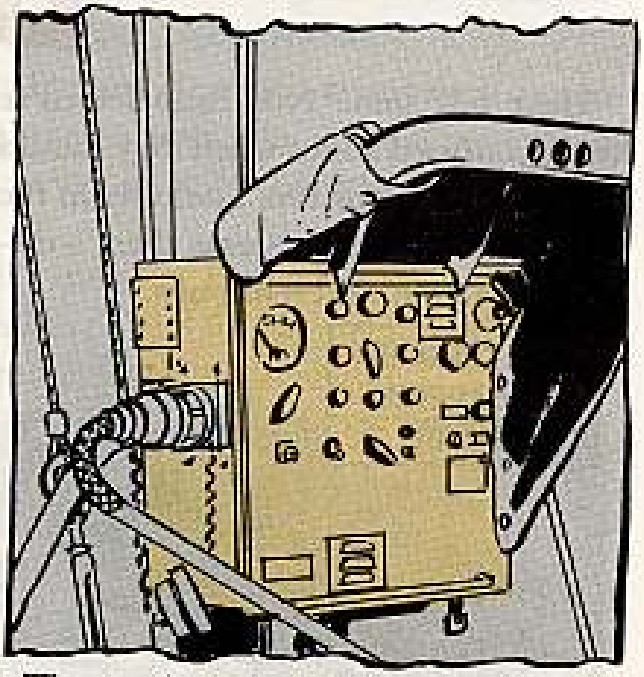
Your Nike-Hercules outfit one of those that's been wondering how to latch on to the lamps that light up the early warning plotting board in your BC van?

Instead of wondering . . . do some wandering—over to change 3 of TM 9-1430-250-10. The change lists a lamp that's used in the ceiling light fixtures that've been put in the vans in systems from 1134 up. Systems below 1134 were left out of the picture.

It's called a GE-1385 incandescent lamp, FSN 6240-186-6276, and it comes from the Engineers.

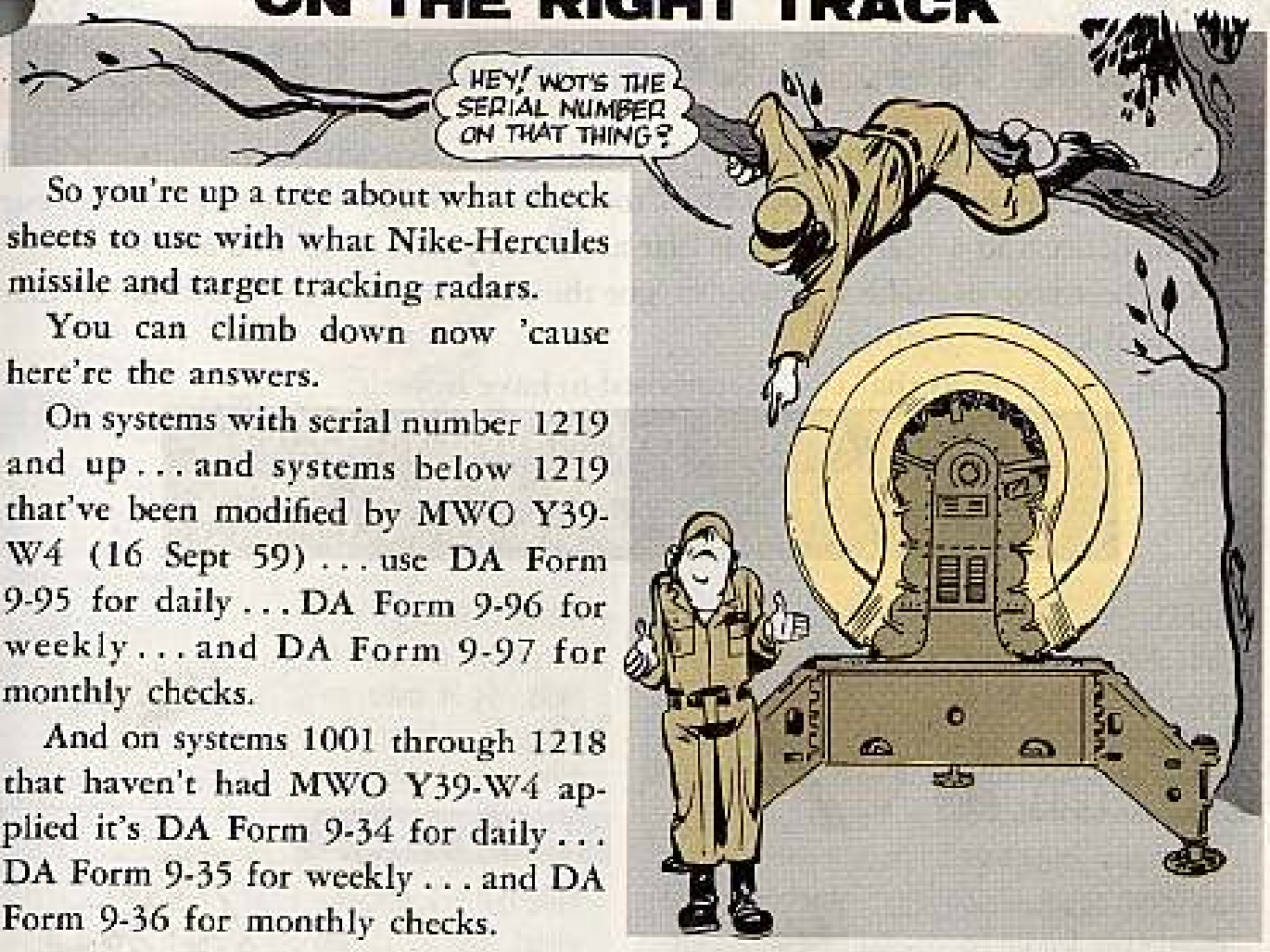
NEW NUMBER

Here you be . . . some of the latest scoop on your Nike radar test set.



The synchro control transformer that shows up in your Ord 7 SNL Y4-4 (Jan 60) under FSN 5950-331-2320 has a new stock number. And that's FSN 1430-342-4812.

ON THE RIGHT TRACK



So you're up a tree about what check sheets to use with what Nike-Hercules missile and target tracking radars.

You can climb down now 'cause here're the answers.

On systems with serial number 1219 and up . . . and systems below 1219 that've been modified by MWO Y39-W4 (16 Sept 59) . . . use DA Form 9-95 for daily . . . DA Form 9-96 for weekly . . . and DA Form 9-97 for monthly checks.

And on systems 1001 through 1218 that haven't had MWO Y39-W4 applied it's DA Form 9-34 for daily . . . DA Form 9-35 for weekly . . . and DA Form 9-36 for monthly checks.

BY LOCAL PURCHASE

Save yourself the trouble.

You can look through all sorts of publications—but you won't find any Federal stock numbers for the components or replacement parts for the electrical nut runner and screwdriver used in assembly area at your Nike site. That's the tool that shows up in SM 9-4-5180-A07, under FSN 5130-542-4752.

The deal is that different models of the nut runner and screwdrivers made by different manufacturers are in the supply system. And they use different types of shanks. And, since the makes and models are different, their replacement parts can't be interchanged.

So instead of requisitioning the components and replacement parts through your supply system by FSN's, you get them on local purchase.

NO MONKEYIN' AROUND WHEN YOU KNOW YOUR TOOLS IN

YOUR NO. 2 COMMON TOOL KIT

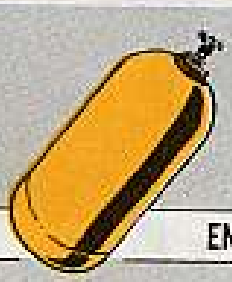
You wouldn't think of monkeyin' around your watch with a chisel, nor would you try to fix your lighter with a blow torch. But would you try to work on your jeep or deuce-and-a-half with tools that aren't supposed to be used on them?

The best way to make sure you've got the right tool for the job is to see that your tool kits are complete.

Here are the tools that you're supposed to have in your:

TOOL KIT, AUTOMOTIVE MAINTENANCE, ORGANIZATIONAL: (2nd echelon) Set No. 2, Common, FSN 5180-754-0650 (SM 9-4-5180-A20, 4 Apr 60):

ACETYLENE, TECHNICAL: 98% min assay as acetylene, 225 cu ft cyl 8120-178-1594.



FSN 6830-264-6751 — ENG

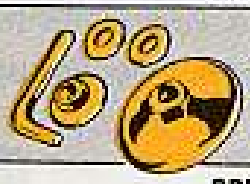
ADAPTER, SOCKET WRENCH: 1-in male sq-drive, ¾-in female sq-drive.

FSN 5120-227-8104 — QM

ADAPTER, SOCKET WRENCH: u/o power tools, ½-in male sq-drive, ⅝-in female sq-drive.

FSN 5130-516-3220 — ORD

ADAPTER SET: Abrasive wheel, for ⅝-11 thd spdl.

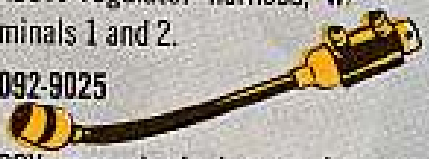


FSN 3445-356-8826 — ORD

ADAPTER SET, ENGINE ELECTRICAL TEST: 24 v sealed elec systems, five adapters in mtl box.
FSN 4910-348-7600 — ORD

ADAPTER ASSY: regulator harness, w/ battery terminals 1 and 2.

FSN 4910-092-9025



ADAPTER ASSY: generator test, generator to regulator harness, w/armature & field terminals 1 and 2.

FSN 4910-092-9026

ADAPTER: ignition unit (coil and distributor).

FSN 4910-356-7508

ADAPTER, SPARK PLUG: w/through cond ignition cable.

FSN 4910-356-7504

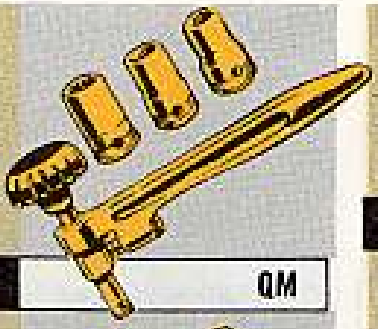
ADAPTER: pri ckt (distributor), w/spg loaded through cond plunger, and male thd connection.

FSN 4910-356-7492

BOX: adpt. set, S, w/piano hinged cover, snap fastener and instruction plate.

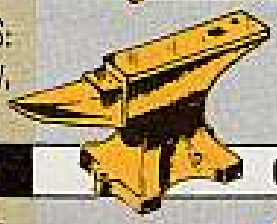
FSN 4910-348-7691

ADJUSTING TOOL, VALVE TAPPET: replaceable wrench socket type, ½-in sq-drive, w/ ½-in, ⅜-in, & ⅝-in size sockets.



FSN 5120-293-0595 QM

ANVIL, BLACKSMITH'S: S face & horn, CI body, 100 lb hd wt.



FSN 5120-180-2885 QM

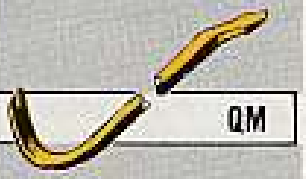
BAR, GREASE: 32-in lg.

FSN 5120-595-8151 QM

BAR, PINCH: ¾-in dia, 26-in lg.

FSN 5120-224-1372 QM

BAR, WRECKING: ¾-in nom dia of stk, 30-in lg.

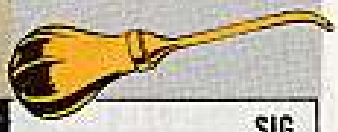


FSN 5120-293-0665 QM

BATTERY FILLER, GRAVITY: for water, jug type w/pitcher type hdl, natural or syn-ru cntr, 4 qt plus 2 pt or minus 1 pt, w/o overflow control, flow or fluid level indicator, 18-in lg ¼-in dia hose, 8-in max dia or lg, 12-in max overall.

FSN 6140-635-3824 SIG

BATTERY FILLER SYRINGE: 6 oz cap.

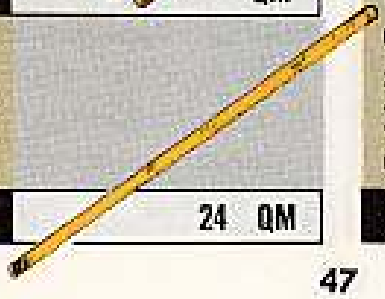


FSN 6140-643-4490 SIG

BENDER SET, TUBE HAND: six benders, exter spg type.

FSN 5120-293-0019 QM

BLADE, HAND HACKSAW: HSS, all hard, 0.025-in thk, 10-in nom lg, 24 teeth per in.



FSN 5110-237-8107 24 QM

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

FSN 5120-222-1371 QM

BRUSH, ACID SWABBING: rd, twister-in-wire bristle, 8½-in lg overall, 3-in lg of brush part, ½-in dia of brush part.

FSN 7920-223-8002 24 ENG

BRUSH, PAINT: oval, hog bristle, w/chisel edge, stk dim 1 7/16-in w, 1-1/6-in thk, 2⅞-in min exposed lg.

FSN 8020-297-6657 5 ENG

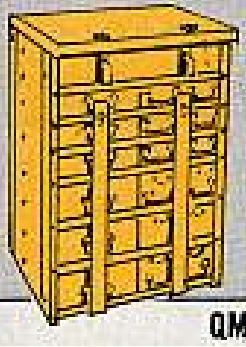
BRUSH, WIRE SCRATCH: S wire, curved hdl, rocker rect face, 1⅛-in to 1¼-in lg clear of block, four rows w, 18 rows lg, 6-in to 6¼-in lg brush part, 14-in lg overall.

FSN 7920-291-5815 12 QM

CABINET, STORAGE: spare parts, S body/w wood top, 11 drawers, assembled, 35½-in h x 25-in w x 27-in deep overall.

FSN 7125-330-0130 2 QM

CABINET, STORAGE: spare parts, S body w/ wood top, 18 drawers, one front opng bin, assembled, 35½-in h x 25-in w x 20-in deep overall.



FSN 7125-357-5337 QM

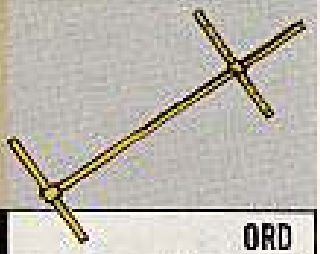
CABLE ASSEMBLY, POWER, ELECTRICAL: black, two cond, 16 AWG, stranded, 50 ft lg overall, incl terminations, NEC type SJT.

FSN 6150-682-3460 — 3 ENG

CABLE ASSEMBLY, SPECIAL PURPOSE, ELECTRICAL: two cond stranded, no. 1 AWG, ru-ins, ru jacket, 20 ft lg overall, 18 ft 10 in lg excl terminations, 3/8-in x 1 1/2-in overall cross sec two female plug connections.

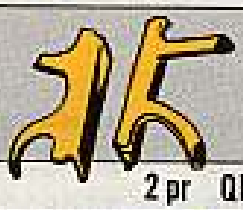
FSN 4910-474-9135 — ORD

CALIPER, SLIDE, DIAMETER CROSS SECTION: tire measuring, 48-in lg.



FSN 5210-605-7656 — ORD

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



FSN 5120-221-1506 — 2 pr QM

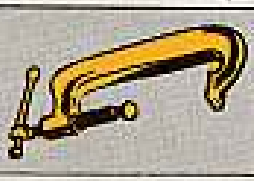
CARRIER, STORAGE BATTERY, HAND: strap type, for lg batteries.

FSN 5120-529-4124 — 2 QM

CLAMP, C: med service rating, 4-in nom size, 2 1/4-in deep throat.

FSN 5120-240-5624 — 2 QM

CLAMP, C: med service rating, 6-in nom size, 2 1/4-in deep throat.

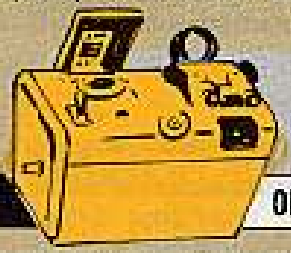


FSN 5120-242-1121 — 2 QM

CLAMP, WHEEL CYLINDER, HYDRAULIC BRAKE: clamp cap, 2 5/8-in min cyl lg, 4 7/8-in max cyl lg, spg or sliding arm type, S clamp.

FSN 4910-540-6273 — 4 ORD

CLEANER AND TESTER, SPARK PLUG: bench mtd, spark plug sizes 10mm, 14mm, 18mm, & 7/8-in, 120 to 150 psi air pressure, reqd, hose connection thd type, 1/4-in nom size, tester var pressure type, operating power requirements ac, 110 v, 60 c, sgle-ph, spark reflection observed in S mirror.



FSN 4910-261-5868 — ORD

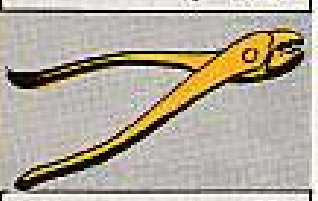
COMPRESSOR, RECIPROCATING, POWER DRIVEN: air receiver mtd, gasoline engine, 15 cfm free air delivered at 175 psi discharge pressure, w/e.

FSN 4310-542-4566 — ENG

COUPLING HALF, QUICK DISCONNECT: stght S body, push-pull male fluid connection end, unthd male, designed to mate w/ Schrader check unit no. 8050-12 & 8052-12, 1/4-in nom hose size.

FSN 4730-142-1959 — 5 ENG

CRIMPING TOOL, TERMINAL, HAND: for crimping solderless term, on elec wiring.



FSN 5120-449-8037 — QM

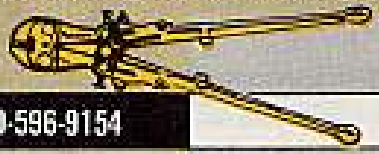
CROWBAR: 59-in min to 62-in max lg overall, 1 1/4-in nom dia of stk.

FSN 5120-224-1390 — 2 QM

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

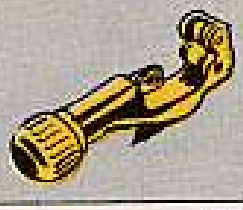
FSN 4940-190-5164 — 2 ORD

CUTTER, BOLT: rigid hd, clipper cut type, 1¼-in dia mild S rod cutting cap, 14-in nom lg overall.



FSN 5110-596-9154 — QM

CUTTER TUBE: enclosed feed mech type, ⅛-in to 1-in tu od cutting range, w/deburring tool & two ex cutting wheels.



FSN 5110-204-1888 — QM

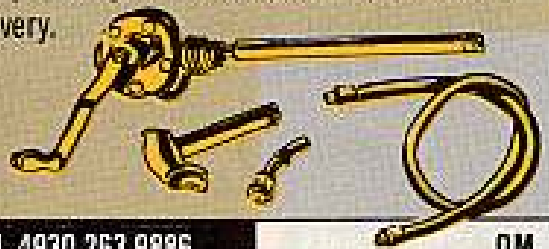
DEMOUNTER, PNEUMATIC TIRE: 9.00 in by 16 in min automotive type tire size, 14.00 in by 24 in max automotive type tire size, not rated for airplane type tire sizes, manually driven, pressure supplied to working mechanism by screw shaft: Par Sales Co., Inc., No. L4M or equal.

FSN 4910-683-9362 — ORD

DISPENSING PUMP, HAND DRIVEN: piston type, flgd type pump hd body designed for 1½-in or 2-in bung opngs, ½-in thd nozzle type discharge fitting, adj intake pipe, 1 qt per stroke delivery.

FSN 4930-287-8293 — QM

DISPENSING PUMP, HAND DRIVEN: piston type, flgd type pump hd body designed for 1½-in or 2-in bung opngs, ½-in thd nozzle type discharge fitting, adj intake pipe, 1 qt per stroke delivery.



FSN 4930-263-9886 — QM

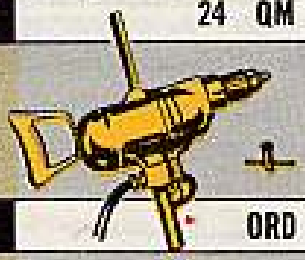
DRESSER, ABRASIVE WHEEL, HAND: 1¼-in dia revolving cutter wheel type, five ex sets of cutter wheels.

FSN 5120-293-1494 — QM

DRESSER, CONTACT POINT.

FSN 5345-250-1345 — 24 QM

DRILL, ELECTRIC, PORTABLE: ½-in nom size, hv-duty, ac/dc, 115 v.



FSN 5130-293-1849 — ORD

DRILL SET, TWIST: HSS, stght rd shk, fractional series, 1/16-in to ½-in incl by 64ths in 29 drills, rh cut.

FSN 5133-293-0983 — 2 sets ORD

EXTRACTOR SET, SCREW: w e 3/16-in to 2⅛-in screw size rating.

FSN	SIZE	FSN	SIZE
5120-240-5223	3/16-1/4		
5120-240-5224	1/4-5/16		
5120-240-5221	5/16-7/16		
5120-240-5222	7/16-9/16	5120-240-5217	1-1 3/8
5120-240-5219	9/16-3/4	5120-242-1118	1 3/8-1 3/4
5120-240-5220	3/4-1	5120-240-5215	1 3/4-2 1/8

FSN 5120-610-1888 — QM

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

FSN 5110-239-7556 — QM

FILE, HAND: American patt, fl type, dble-cut bastard faces, sgl-cut bastard edges.

FSN 5110-234-6539 — QM

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

FSN 5110-241-9153 — QM

FILE, HAND: American patt, half-rd type, dble-cut sm face, 8 in lg heel to pt.

FSN 5110-241-9152 QM

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

FSN 5110-203-4645 QM

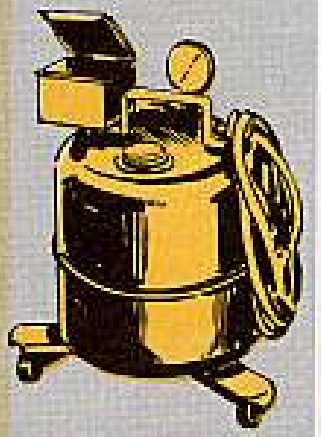
FILE, HAND: American patt, rd type, ½-in dia of largest sec, dble-cut bastard face, 12-in heel to pt.

FSN 5110-234-6557 QM

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

FSN 5110-373-1691 QM

FILLER AND BLEEDER HYDRAULIC SYSTEM: caster mtd, 4 gal mac liquid cap, w/o air & fluid separator, one pressure type ga, 0 to 100 psi scale range, 72-in lg hose, manual control valve, w/safety valve, releases excess air pressure.

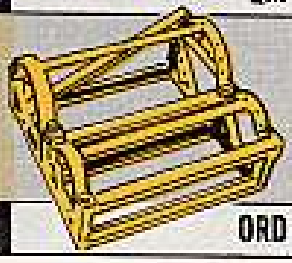


FSN 4910-580-9750 ORD

FLARING TOOL, TUBE, HAND: swv cone, hinged die type, designed for 3/16-in, ¼-in, 5/16-in, 3/8-in, & ½-in size tu, 90 deg incl angle of flare produced, w/adpt for dble flaring.

FSN 5120-240-5479 QM

FRAME: welding tank.

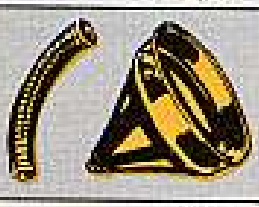


FSN 5340-333-6064 ORD

FRAME, HAND HACKSAW: adj pistol grip hdl. 8-in to 12-in cap.

FSN 5110-223-4971 3 QM

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

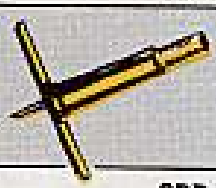


FSN 7240-559-7364 QM

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

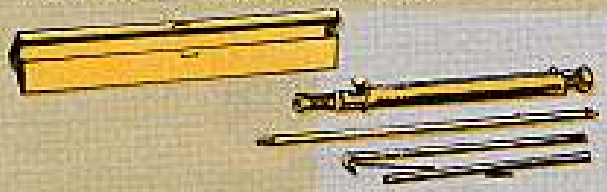
FSN 7240-230-2397 QM

GAGE, DEPTH, TIRE TREAD: 1/32-in graduations, 1-in max depth.



FSN 5210-713-9337 ORD

GAGE, TENSION: contact points & brushes, calibrated 0 to 80 in 1 oz grad, coil spg type, w/push rod & hook, in mtl case.

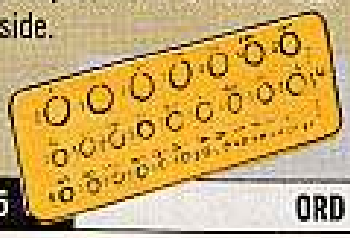


FSN 5210-449-3750 ORD

GAGE, TIRE PRESSURE, SELF-CONTAINED: designed for precision testing, used to check air inflated tires, calibration 10 to 160 lb range, 1 lb smallest grad div, stem calibrated four sides, ft chuck, dual type, 30 deg mtg angle, w/deflator & extn, stght type 4-in lg, 12-in lg overall.

FSN 4910-449-6579 ORD

GAGE, TWIST DRILL: fractional series 1/16-in to ½-in by 64ths in, 6¼-in lg overall, 2 3/8-in w, 1/16-in thk, decimal equivalents of hole size stamped on front side.

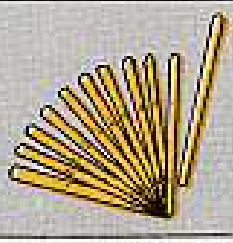


FSN 5210-273-9865 ORD

GAGE, WHEEL ALIGNMENT: toe-in type, telescoping-rod style, 2-0-2 by 1/16ths of an in grad scale one end, ni fin, w/h measuring chain.

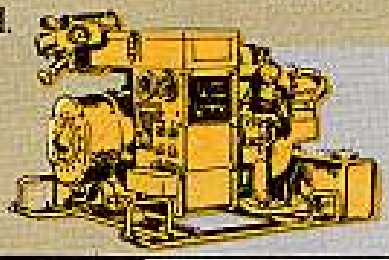
FSN 5210-473-7106 — ORD

GAGE STOCK SET, THICKNESS: eleven blades, 12-in lg, 1/2-in w, thickness 0.0015 in to 0.015 in.



FSN 5210-267-3095 — 2 set ORD

GENERATOR SET: 1.5 kw, ac, 120 v, single phase, 60 cycle operation; air cooled; open; skid mounted.

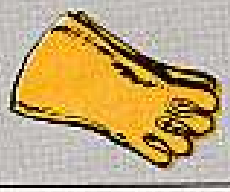


FSN 6115-245-2522 — ENG

GENERATOR SET, GASOLINE ENGINE: 2 kw, 12 v, self-excited, minus 54 to 51.7 deg C ambient temp rated temp rise for continuous operation in deg C, air cooled, btry cranked, manually cranked by rope, 12 v cranking voltage, skid mtd, open, 32-in lg, 24-in w, 30-in h, w/radio interference suppression, winterized, w/complement listing in carrying case.

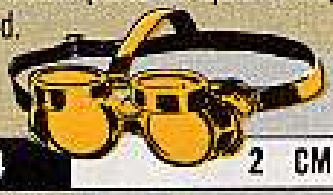
FSN 6115-240-0393 — 3 ea ENG

GLOVES, LEATHER: men's gauntlet cuff work type, cream or light gray, large.



FSN 8415-268-7859 — QM

GOGGLES, INDUSTRIAL: eye cups, plastic ventilated, chain nose bridge, dual lift bar, unhardened CO-BS shade, six glass filter lens, unhardened glass cover lens, hardened clear glass lens, ea aperature rd shape, 50-mm dia designed to be worn over personal spectacles, headgear supported.



FSN 4240-203-3804 — 2 CML

GOGGLES, INDUSTRIAL: opaque ventilated plastic frames, clear plastic lenses not polarized, over-spectacle type, headband supported, w/o carrying case.

FSN 4240-269-7912 — 3 CML

GRINDING MACHINE, BENCH, HAND OPERATED: hv-duty, med grit, 6-in wheel dia, 1 1/4-in thk.

FSN 3415-241-3116 — ORD

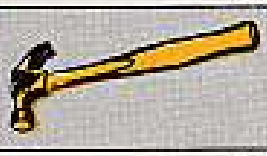
GUN, AIR BLOW: stght design, finger grip hdl, button operated, w/ hang-up hook, 5 cfm cap at 50 psi, removable tip, male, thd coupling 1/4-18 AS.

FSN 4940-241-3075 — ORD

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

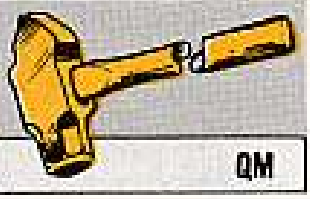
FSN 5120-242-3915 — QM

HAMMER, HAND: carpenter's nailing, curved claw, 1 lb hd, wt.



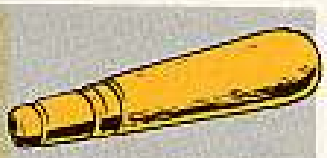
FSN 5120-223-9124 — QM

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



FSN 5210-224-4130 — QM

HANDLE, FILE, WOOD: 4½-in nom lg overall, 1¼-in nom dia overall.

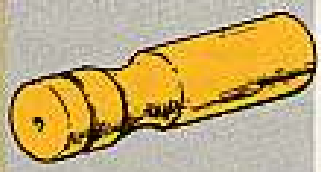


FSN 5110-263-0349 — 6 QM

HANDLE, SOCKET WRENCH: hinged, ½-in sq-drive, 12 15/16-in nom lg overall.

FSN 5120-221-7958 — QM

HANDLE, SOLDERING IRON, WOOD: 1½-in max dia, 6½-in approx lg overall.



FSN 3439-263-0346 — 2 ORD

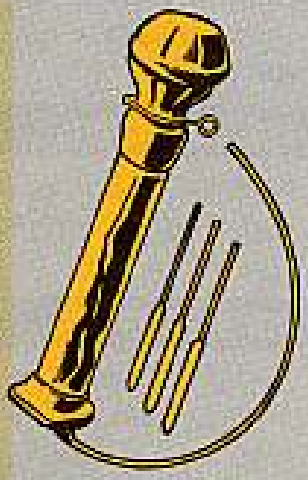
HARDY: 1⅞-in w/cutting edge, ¾-in sq-shk.

FSN 5110-293-2427 — QM

HOSE ASSEMBLY, RUBBER: sm bore, natural or syn-ru inner surface, two cot-brd, black molded ru cover, syn or natural, ¼-in id, 2 11/32-in od, 25 ft lg excl fittings, ¼-18NPSH air, female ea end, 150 psi working pressure.

FSN 4730-356-8557 — 5 ENG

HYDROMETER, SYRINGE, ANTIFREEZE: for multisolution testing, two-float type, 1 bbl, w/thermometer, minus 60 deg F to plus 160 deg F temp range, w/conversion table & additional protection chart, integral type, w/ case.

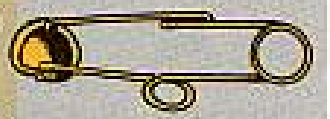


FSN 6630-449-6609 — 2 CML

HYDROMETER, SYRINGE, BATTERY: w/ two identical floats, in carrying case.

FSN 6630-335-0367 — 2 CML

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



FSN 5120-254-9956 — QM

INFLATOR GAGE, PNEUMATIC TIRE: exposed bar indicator, operated by separate button, w/ deflating position, 10 lb to 120 lb range, 2 lb smallest grad div, dual ft chuck.

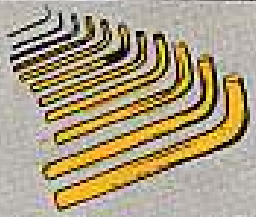
FSN 4910-806-8185 — 2 ORD

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

FSN 5120-224-7330 — 4 QM

KEY SET, SOCKET HEAD SCREW: hex drive end, L-type hdl, w/ro.

FSN 5120-204-0972 — Set QM



FSN	SIZE	FSN	SIZE
5120-198-5401	½	5120-242-7411	1/32
5120-198-5398	1/16	5120-224-4659	¼
5120-224-2504	5/64	5120-240-5274	5/16
5120-242-7410	3/32	5120-198-5390	⅜
5120-240-5292	⅛	5120-198-5391	½
5210-198-5392	5/32	5120-240-5268	9/16
5120-240-5300	3/16		

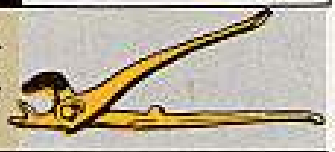
KNIFE, CRAFTSMAN'S: taper pt.

FSN 5110-268-3882 QM

LANTERN, ELECTRIC: hand, 6 v, w/bulb.

FSN 6230-498-9408 2 ENG

LIFTER-SCRAPER, BATTERY TERMINAL: 10½-in nom lg overall.



FSN 5120-293-1039 QM

LIGHT, EXTENSION: one 25 w lamp, med screw base, w/wire guard integral reflector, hook, ru hdl, sw, & two cond, cable 20 ft lg excl terminations w/btry clips at power input end, NEC type S.

FSN 6230-239-9436 4 ENG

LIGHT, EXTENSION: one 100w lamp, med screw base, w/wire guard, integral reflector, hook, ru hdl, sw, & two cond, cable 25 ft lg excl terminations w/std two parallel blade plug connectors at power input end, NEC type S.

FSN 6230-239-3518 2 ENG

LIGHT, IGNITION TIMING: three lead type, 6/12/24 v btry reqd, xenon flash element plain lens, cylindrical type case, syn-ru, 9-in lg, 10-in w, 5-in h, 10 ft lg pos lead, 10 ft lg neg lead, 5 ft h tension lead, spg clip type term, w/carrying case.

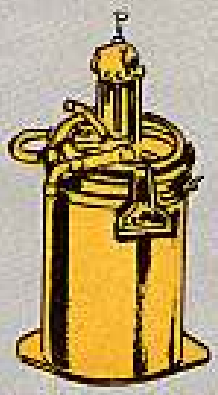
FSN 6625-500-2135 ORD

LUBRICATING KIT: c/o one adpt, one bx, one coupling, one extn, 50 elbows, 100 fittings, two lubr guns, two oil guns, one lubr, two oilers, & one tool.

FSN 4930-357-6301 QM

FSN		FSN	
4930-223-3390	Gun	5120-246-2311	Tool
4930-223-3391	Gun (2)	5140-357-5483	Box
4930-223-3392	Gun	5340-205-5517	Padlock
4930-274-5713	Oiler (2)	4730-050-4208	
4930-387-9491	Coupling		Fitting (100)
4930-387-9551	Adapter	4730-278-4216	Elbow (25)
4930-387-9570	Extension	4730-278-4814	Elbow (25)
4930-704-1852	Lubricator		

LUBRICATING UNIT, POWER OPERATED: 25 to 50 lb lubr tank cap, air operated, grease pressure developed 40 times to air pressure applied, 100 lb recommended air pressure, equipped w/lubr hose 10 ft lg, w/control valve, hyd type lubr fitting coupler.



FSN 4930-704-3917 QM

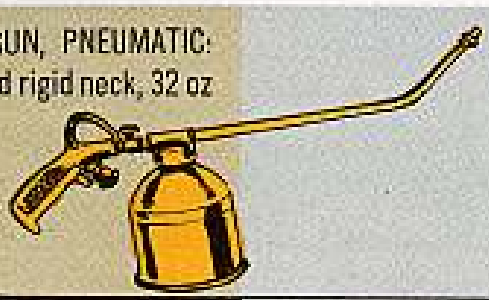
MEASURE, LIQUID: 2 qt cap, w/flex spout & flow control valve, S fin to be water, acid, alcohol, oil & gasoline resistant.

FSN 7240-255-8113 2 QM

MEASURE, LIQUID: 8 qt cap, w/flex spout & flow control valve, S fin to be water, acid, alcohol, oil & gasoline resistant.

FSN 7240-255-5996 QM

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



FSN 4930-222-2975 QM

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

FSN 6830-292-0129 ENG

PADLOCK: pin tumbler type mech, individually keyed, 1800 key changes, not master keyed, case, solid or laminated, br, overall dim 1¾-in w, 1 7/16-in h, w/ or w/o removable core, S shackel, case-hardened cd-fin, 13/16-in clearance, 5/16-in dia.

FSN 5340-682-1509 2 ENG

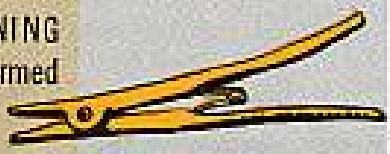
PLIERS: btry term, 7 in.

FSN 5120-248-9407 QM

PLIERS, BRAKE REPAIR: brake spg.

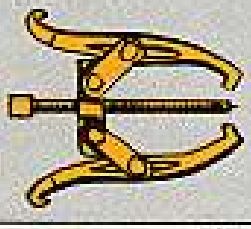
FSN 5120-528-2265 QM

PLIERS, RETAINING RING: snap ring, formed tips.



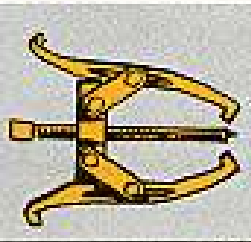
FSN 5120-595-9551 QM

PULLER, MECHANICAL: gear & brg, dble-end grip, two jaw, exter, 0 to 6 in spread range, 3¼-in reach.



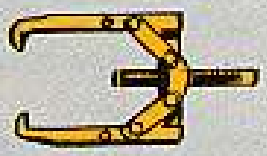
FSN 5120-595-9304 QM

PULLER, MECHANICAL: gear & brg, dble-end grip, two jaw, exter, 0 to 8 in spread range, 5½-in reach.



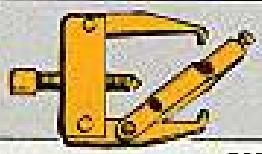
FSN 5120-595-9305 QM

PULLER, MECHANICAL: gear & brg, univ 0 to 12 in spread range, 11 in reach, w/ex pr of jaws, 0 to 14 in spread range, 14 in reach.



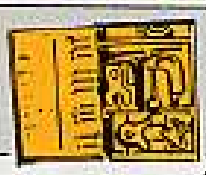
FSN 5120-542-2357 QM

PULLER, STEERING GEAR ARM: univ type.



FSN 5120-387-9607 QM

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



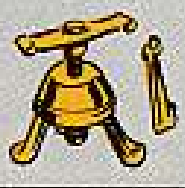
FSN 5120-620-0020 QM

PULLER KIT, MECHANICAL: universal, slide hammer type, rvrs, 2 & 3 jaw, 0 to 8¾-in outside range, 1-in to 6¾-in inside range.

FSN 5120-313-9496 QM

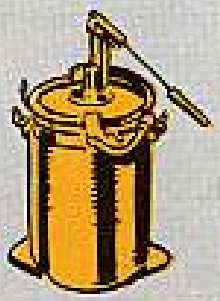
FSN		FSN	
5120-313-9504	Jaw (3)	5120-313-9498	Sliding Hammer
5120-313-9505	Jaw (3)	5120-357-6278	Jaw (3)
5120-313-9506	Jaw (3)	5120-357-9499	Nut
5120-313-9507	Jaw (3)	5120-313-9501	Pin (3)
5120-313-9508	Jaw (3)	5120-313-9497	Rod
5120-340-2010	Jaw (3)	5120-313-9500	Yoke
5120-313-9502	Crossarm	5210-357-9244	Yoke

PULLER KIT, MECHANICAL: wheel, w/short jaws stud nut set, axle protector & mtl box.



FSN 5120-587-4151 QM

PUMP BUCKET, LUBRICATING: hand operated, 25 to 60 lb lubricant, 1500 psi pressure, strokes not rated, w/ hose 5 ft lg, gooseneck nozzle, w/leakproof cover, w/loader fitting for grease gun.



FSN 4930-244-4860 — QM

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

FSN 4930-244-4859 — QM

PUNCH SET, HOLLOW: gasket cutting, seven punches, w/mandrel in case, 1/4-in to 5/8-in dia cut 1/16-in.

FSN 5110-449-7313 — QM

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

FSN 5120-308-3809 — 2 QM

SANDER, DISK, ELECTRIC, PORTABLE: 7-in dia, hv-duty, ac/dc, 115 v w/three prong attachment plug w/adpt for two prong connection, & gnd lead w/three abrasive disks, one disk abrasive 7-in 24 grit, one disk abrasive 7-in 36 grit, one disk abrasive 7-in 60 grit.

FSN 5130-293-0872 — ENG

SAW, HAND, CROSSCUT: skew back, 24-in lg blade, 6-in w at butt, 1 1/4-in w at pt, 10 TPI.

FSN 5110-596-0966 — QM

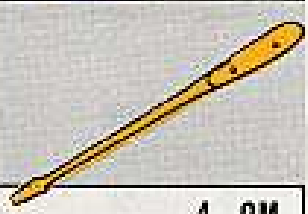
SCALE, DIAL INDICATING: weighing, hanging style, one pan type load receiver 11-in dia, circular dial type, avoirdupois system, 0 to 20 lb range w/one oz max valve of interval of grad, spg type mech w/o counterpoise wt.

FSN 6670-164-0560 — QM

SCREEN, HEADLIGHT BEAM ADJUSTMENT: unmounted univ type, cloth, white surface, 10 ft lg, 42 1/2-in h, adj ref lines.

FSN 4910-240-7529 — ORD

SCREWDRIVER, FLAT TIP: 7/16-in nom w flared tip, mtl w/wood inserts hdl, 10-in nom lg blade.



FSN 5120-236-2092 — 4 QM

SCREWDRIVER SET, CROSS TIP, STRAIGHT AND OFFSET: six screwdrivers, Phillips nos. 1, 2, 3, & 4 size tips, plastic handles, two screwdrivers, w/opposite offset on opposite ends, ea offset tipped, Phillips cross tip nos. 1, 2, 3, & 4.

FSN 5120-580-0334 — QM

Straight Screwdriver	Tip Size No.	Nominal Blade Length, Inches
5120-240-8716	1	3
5120-234-8913	2	4
5120-234-8912	3	6
5120-224-7375	4	8

Offset Screwdriver		
5120-256-9014	1 and 2	4 3/4
5120-242-3268	3 and 4	6

SEPARATOR, OIL AND WATER, SPRAY GUN: one regulator, br, wall type mtg.

FSN 4940-242-4100 — ORD

SHEARS, BENT TRIMMERS: 12-in lg overall w/two sharp pointed blade ends.

FSN 5110-244-6511 — QM

SOCKET, SOCKET WRENCH: 1-in sq-drive, 2½-in hex opng.

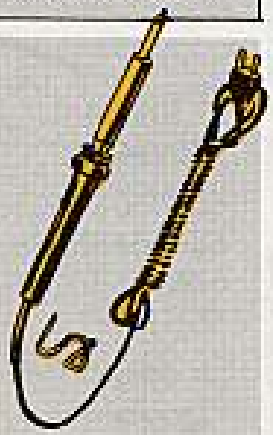
FSN 5120-227-6707 — QM

SOCKET, SOCKET WRENCH: u/o power tools, sq-drives, hex opngs.

QM

FSN	Drv	Opng
5130-221-8006	½	½
5130-221-8007	½	9/16
5130-221-8008	½	⅝
5130-221-8009	½	11/16
5130-541-0496	⅝	¾
5130-541-0497	⅝	13/16
5130-541-0498	⅝	⅞
5130-541-0499	⅝	15/16
5130-260-0939	⅝	1
5130-541-0500	⅝	1 1/16

SOLDERING IRON, ELECTRIC: 1 lb. py shape tip, thd or setscrew type fastening, 0.370-in to 0.750-in max dia, 115 v, 125 w.



FSN 3439-585-6057 — ORD

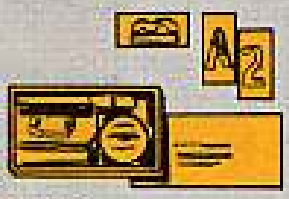
SOLDERING IRON, NONELECTRIC: py pt, cop & S, 2 lb wt per pr, w/o hdl.

FSN 3439-224-7510 — 2 ORD

SPRAY GUN, PAINT: nonbleeder type, hand operation, exter mix type, 8 cfm rated max air consumption at 50 to 60 lb pressure, body, ¼-18NPSH air 60 deg incl bevel taper seat, ⅜-18NPSH fluid 60 deg incl bevel taper seat.

FSN 4940-261-8415 — ORD

STENCIL SETS, MARKING: mtl, adj type, 45 stencils, one set of letters A thru Z, one set numerals 0 thru 9, one ampersand, one apostrophe, one comma, four end pc, one period, one spacer. QM

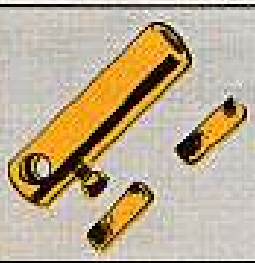


FSN 7520-298-7043	1-in size
FSN 7520-298-7044	2-in size
FSN 7520-272-9683	3-in size
FSN 7520-269-9012	4-in size

STONE, SHARPENING: comb type, syn, al-oxide or silicon carbide, oil-treated, coarse & fine grit, 8 in lg overall, 2 in w overall, 1 in thk overall.

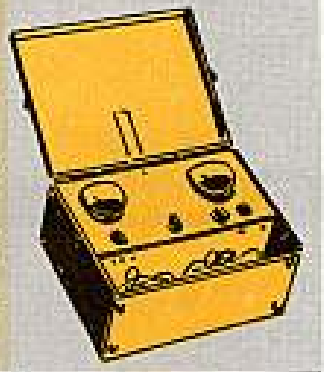
FSN 5345-260-0759 — ORD

STUD REMOVER AND SETTER: wedge type, ¼-in to ⅝-in stud dia range cap, ½-in female sq-drive.



FSN 5120-596-0980 — QM

TACHOMETER, ELECTRIC NONSELF-GENERATING: engine, secondary type, pri type cam dwell-meter, 6/12/24 v vehicle btry operated, 0 to 1000 & 0 to 5000 rpm ranges, 0 to 50 deg dwell-meter range.



FSN 4910-395-1996	ORD

TAPE, MEASURING: tree circ measuring S, 3/8-in w, ft & in std units of grad, lh to rh reading, 20 ft max grad lg, 1/100 ft min increment, w/case, non-butt end, handcrank rewind.

FSN 5210-221-1875	ORD

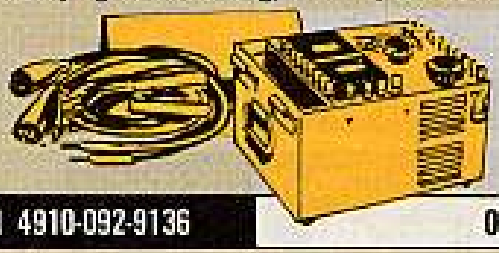
TESTER, CYLINDER, COMPRESSION: direct type, 0 to 200 psi range, w/valve assy, adpt set, & carrying case.

FSN 4910-250-2423	2 ORD

TESTER, INTERNAL COMBUSTION ENGINE: unmounted, designed for testing engine vacuum fuel pump pressure & vacuum ga scale ranges 0 to 10 lb pressure, 0 to 27-in vacuum w/carrying case.

FSN 4910-255-8673	2 ORD

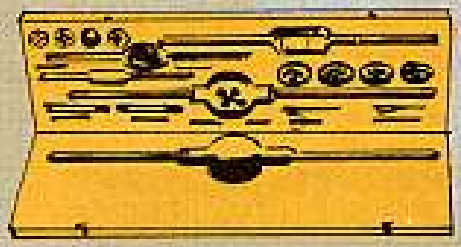
TEST SET, GENERATOR AND VOLTAGE REGULATOR, AUTOMOTIVE: measurement of voltage & cur in the low tension circuits of 6/12/24 v type of test, operating range for ammeters 3 to 0 to 10 amp 15 to 0 to 50 amp 30 to 0 to 100 amp, 150 to 0 to 500 amp, operating for voltmeter 0 to 1 v, 0 to 10 v, 0 to 20 v, 0 to 50 v, w/S carrying case 15-in lg, 18-in w, 12-in h.



FSN 4910-092-9136	ORD

THREADING SET, SCREW: rd adj split dies, stocks, taps, & two wrenches, 1/4-28NF to 1-14NF, 24 pc in case.

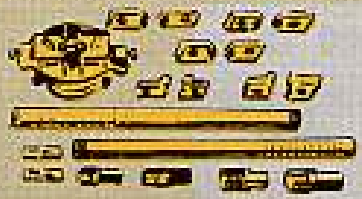
FSN 5180-422-4975	ORD



THREADING SET, SCREW: rd adj split dies, stock, taps, & wrenches, 1/4-20NC to 1-8NC, 24 pc in case.

FSN 5180-448-2362	ORD

THREADING SET, PIPE: rect two pc die-stock type, NPT, rh, die stock w/adj guide.



FSN 5180-357-7514	ORD

TIRE IRON: 18 in nom lg overall.

FSN 5120-449-7073	2 QM

TIRE IRON: curved fl type, 24-in nom lg overall.

FSN 5120-277-4071	2 QM

TIRE PROBING TOOL.

FSN 5120-449-8047 QM

TIRE IRON: curved bead breaker, 33 in nom lg o/a, Ken tool No.T-52.

FSN 5120-580-8924 QM

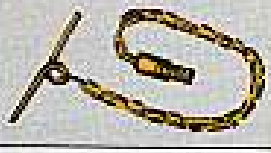
TIRE IRON: 18 in nom lg o/a; Herbrand No 1127 or equal.

FSN 5120-422-8558 QM

TIRE IRON: tire lock ring, 40 in lg; Ken tool T48A.

FSN 5120-765-8536 QM

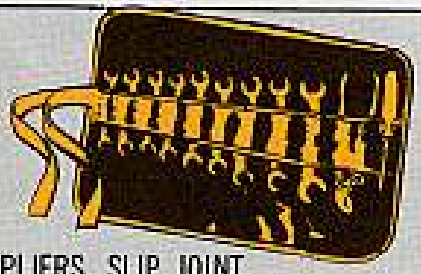
TIRE VALVE STEM FISHING TOOL.



FSN 5120-516-4220 QM

TOOL KIT, AUTOMOTIVE ELECTRICAL.

FSN 5180-422-8594 3 ORD



WRENCH, OPEN END FIXED. QM

5120-277-3414	13/64 & 15/64-in	5120-277-8312	5/16 & 3/32-in
5120-277-8308	3/32 & 1/4-in	5120-277-8313	11/32 & 3/8-in
5120-277-8309	7/32 & 1/4-in	5120-277-8314	3/8 & 11/32-in
5120-277-8310	15/64 & 13/64-in	5120-293-1349	3/16 & 1/2-in
5120-277-8311	3/32 & 5/16-in		

PLIERS, SLIP JOINT.

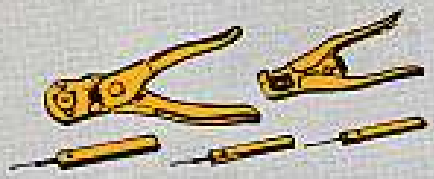
FSN 5120-222-2233 QM

SCREWDRIVER, FLAT TIP.

FSN 5120-236-2140 QM

TOOL KIT, ELECTRICAL CONNECTOR.

FSN 5180-708-3423 ORD



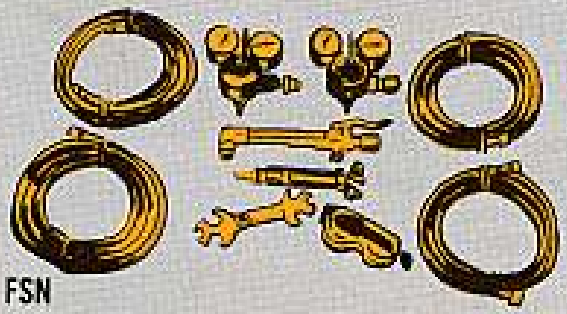
FSN		
5120-322-6028	STRIPPER.	QM
5120-251-3990	CRIMPING TOOL (Pliers).	QM

FSN

5120-797-8495	REMOVER (0.063-in).	QM
5120-797-8494	REMOVER (0.120 in).	QM
5120-391-1710	REMOVER (0.187-in).	QM

TORCH OUTFIT, CUTTING AND WELDING: hand operated, med duty, w/hose, regulators, torch & goggles.

FSN 3433-357-8116 ORD



FSN		
5120-449-8179	WRENCH.	QM
3433-449-6635	HOSE, OXYGEN.	ORD
3433-449-6632	HOSE, ACETYLENE.	ORD

FSN

6680-551-1094	REGULATOR, ACETYLENE.	ORD
6680-281-8193	REGULATOR, OXYGEN.	ORD
3433-294-6743	TORCH.	ORD
4240-203-3804	GOGGLES.	CHEM

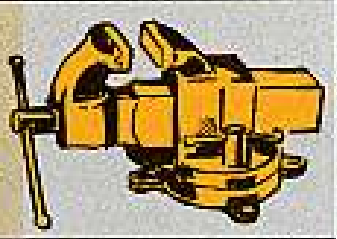
TUBE, BLEEDER, HYDRAULIC BRAKE: 18-in tu w/two connections ¼-28 thd size one end, 10-32 thd size other end.

FSN 4910-255-8219 — 4 ORD

UNIVERSAL JOINT, SOCKET WRENCH: ¾-in sq-drive.

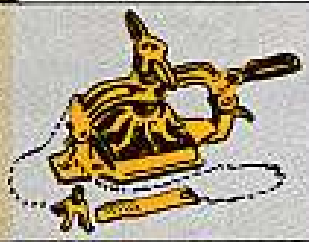
FSN 5120-243-1687 — QM

VISE, MACHINIST'S: swv-base, replaceable jaw faces, 4-in nom stationary jaw w, 6-in nom jaw opng.



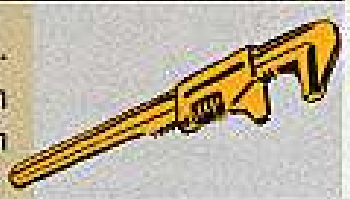
FSN 5120-293-1439 — QM

VULCANIZER, HOT PATCH: bench mtg. one quick acting type clamp, 1 sq-ft, w/tu roughening tool.



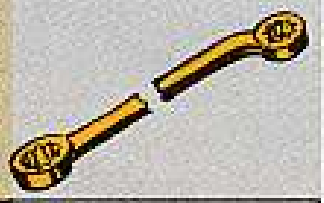
FSN 4910-243-3130 — ORD

WRENCH, AUTO, ADJUSTABLE: 0 to 3⅝-in min jaw opng cap, 15-in nom lg overall.



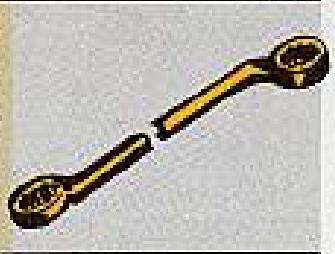
FSN 5120-264-3793 — 2 QM

WRENCH, BOX: angular offset dble-hd type, 12 pt, 1 1/16-in & 1⅛-in wrench opngs, 15-in nom lg overall.



FSN 5120-228-9521 — QM

WRENCH, BOX: angular offset dble-hd type, 12 pt, 1¼-in & 1⅜-in opngs, 18-in nom lg overall.



FSN 5120-184-8677 — QM

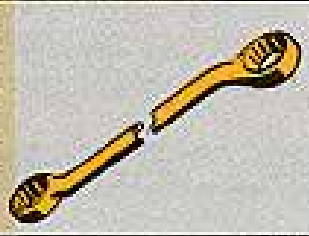
WRENCH, BOX: dble-hd, 12 pt, half-moon, 9/16-in & ⅝-in opngs.

FSN 5120-313-9495 — QM

WRENCH, BOX: dble-hd, 12 pt, half-moon, ¾-in & ⅞-in opngs 7-in nom lg overall.

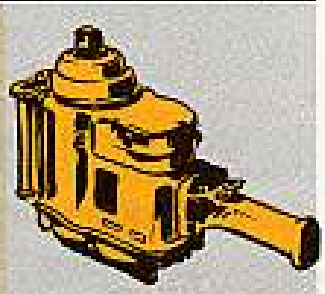
FSN 5120-288-9080 — QM

WRENCH, BOX: dble-offset dble-hd type, 45 deg offset, 12 pt, 1¼-in & 1 5/16-in opngs, 17⅜-in nom lg overall.



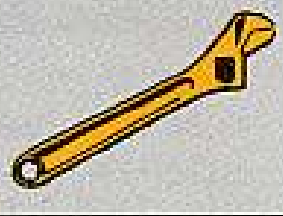
FSN 5120-264-5212 — QM

WRENCH, IMPACT, ELECTRIC: stght, ⅝-in sq-drive male spdt, 5/8-in dia max rated thd size, ac/dc, 115 v w/sp features, ⅔ prong attachment plug.



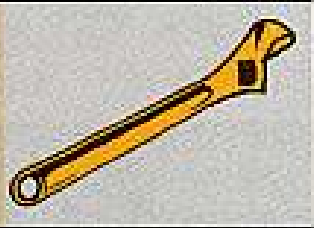
FSN 5130-596-9821 — ORD

WRENCH, OPEN END, ADJUSTABLE: sgle-hd, 0 to 1.135-in jaw opng cap, 10-in nom leg overall.



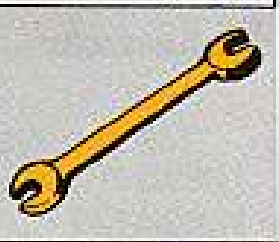
FSN 5120-449-8083 — 4 QM

WRENCH, OPEN END, ADJUSTABLE: sgle-hd, 0 to 1.322-in jaw opng cap, 12-in nom lg overall.



FSN 5120-264-3796 — 4 QM

WRENCH, OPEN END, FIXED: dble-hd type, 9/16-in & ⅝-in opngs, 15 deg angle, 3/16-in thk of hd, 7¾-in nom lg overall.



FSN 5120-184-8621 — 2 QM

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 7/16-in & 1/2-in opngs, 7-in lg overall, 3/16-in thk of hd.

FSN 5120-184-8620 — 2 QM

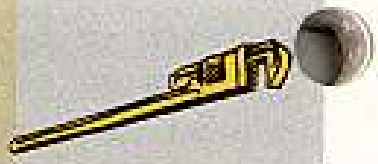
WRENCH, OPEN END, FIXED: dble-hd type 15 deg angle, 1 7/16-in & 1 5/8-in opngs, 41/64-in thk hd, 17-in nom lg overall.

FSN 5120-277-2326 — QM

WRENCH, PIPE: adj jaw, 1/4-in to 1-in ips, 10-in nom lg overall.

FSN 5120-277-1485 — 2 QM

WRENCH, PIPE: adj jaw, 1-in to 2-in ips, 18-in nom lg overall.

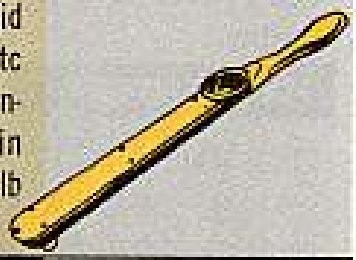


FSN 5120-277-1461 — QM

WRENCH, SPANNER: adj hook 3/4-in to 2-in circle dia, 1 1/32-in thk of hook.

FSN 5120-288-6468 — QM

WRENCH, TORQUE: rigid frame, L-type hd, w/rtc adpt, w/visual dial indicating mech, 1/2-in male sq-drive, 175 ft-lb rated cap.



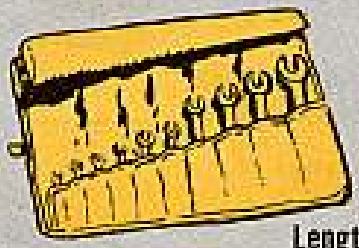
FSN 5120-640-6364 — QM

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

FSN 5120-378-4411 — QM

WRENCH SET, OPEN END, FIXED: dble-hd type, 15 deg angle, alloy-S, 3/8-in to 1 1/8-in opngs, 10 wrenches in roll.

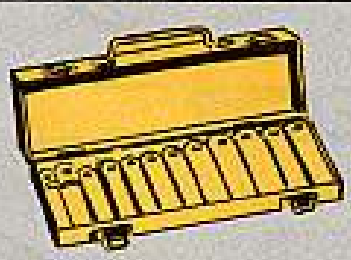
FSN 5120-317-8068 — 2 set QM



FSN	Openings	Length Overall	Thickness
5120-277-2342	3/8 & 7/16	4 1/8	7/32
5120-187-7123	7/16 & 1/2	5	1/4
5120-187-7124	1/2 & 9/16	5 1/2	17/64
5120-187-7126	9/16 & 5/8	6	19/64
5120-277-8301	5/8 & 11/16	7	21/64
5120-224-3102	5/8 & 3/4	7	11/32
5120-240-5609	3/4 & 7/8	8 3/8	3/8
5120-187-7131	7/8 & 15/16	10	13/32
5120-277-2693	15/16 & 1 1/16	10 1/2	7/16
5120-187-7133	1 & 1 1/8	11 1/2	1/2

WRENCH SET, SOCKET: 1/2-in sq-drive, 12 pt, deep style, 1/2-in to 1 1/8-in opngs, 11 wrenches in box.

FSN 5120-596-8622 — QM



FSN	Opng, Inches	FSN	Opng, Inches	FSN	Opng, Inches	FSN	Opng, Inches
5120-243-7351	1/2	5120-243-7346	11/16	5120-243-7342	7/8	5120-243-7341	1 1/16
5120-243-7348	9/16	5120-242-3349	3/4	5120-243-7343	15/16	5120-243-7339	1 1/8
5120-235-5898	5/8	5120-243-7345	13/16	5120-243-7340	1		

WRENCH SET, SOCKET: ¼-in sq-drive, 6 & 8 pt w/handles, 3/16 to 7/16-in 6 pt, ½ to ⅜-in 8 pt opngs, 16 pc in bx, w/handles.

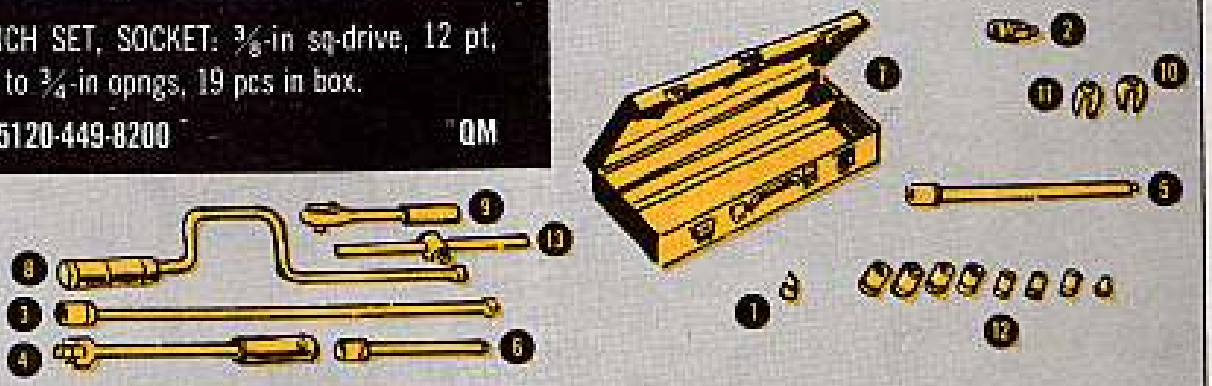
FSN 5120-203-9573 3 QM

FSN	Opng, Inches	Socket Shapes
5120-236-2262	3/16	hex
5120-236-2263	7/32	hex
5120-236-2264	¼	hex
5120-189-7906	¼	8 pt
5120-242-3345	9/32	hex
5120-232-5703	5/16	hex
5120-189-7907	5/16	8 pt
5120-232-5704	11/32	hex
5120-241-3186	⅜	hex
5120-189-7908	⅜	8 pt
5120-239-0016	7/16	hex

FSN	Handle and/or Attachment	Nom. Lgth
5120-227-8105	Extension	2
5120-243-7325	Extension	6
5120-221-7957	Handle	4¼
5120-221-7960	Handle	5 3/16
5120-243-1686	Universal Joint	1 5/16

WRENCH SET, SOCKET: ⅜-in sq-drive, 12 pt, 5/16-in to ¾-in opngs, 19 pcs in box.

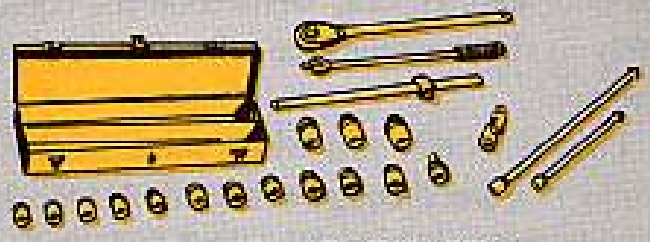
FSN 5120-449-8200 QM



FSN	FSN	Opng,	FSN	Opng,	FSN	Opng,
1 5120-243-7332	6 5120-227-8107		11 5120-184-8397	5/16-in	12 5120-237-6704	5/16-in
2 5120-224-9215	7 5140-357-5478		12 5120-232-5711	3/16-in	12 5120-237-4973	5/8-in
3 5120-273-9205	8 5120-237-4969		12 5120-227-6702	⅜-in	12 5120-232-5706	11/16-in
4 5120-240-5396	9 5120-240-5364		12 5120-227-6703	7/16-in	12 5120-227-6705	¾-in
5 5120-243-1693	10 5120-184-8384	½-in	12 5120-237-0977	½-in	13 5120-211-3143	

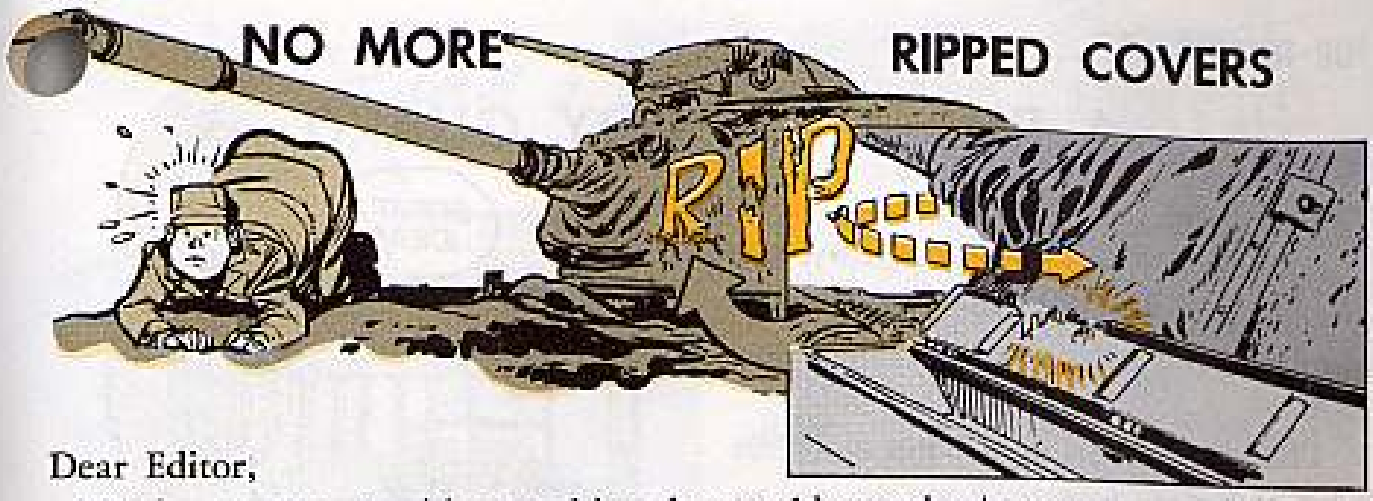
WRENCH SET, SOCKET: ¾-in sq-drive, 12 pt, 7/8-in to 2-in opngs, three handles, 21 pc in box.

FSN 5120-204-1999 QM



FSN	Opng, Inches	FSN	FSN	Handle and/or Attachment	Lg, Inches
5120-181-6816	7/8	5120-189-7931	5120-273-9208	Extension	3
5120-181-6813	15/16	5120-293-0094	5120-243-7328	Extension	8
5120-237-0989	1	5120-189-7910	5120-227-8079	Extension	16
5120-189-7928	1 1/16	5120-199-7765	5120-249-1076	Handle	18
5120-239-0021	1⅛	5120-199-7768	5120-240-5368	Handle	18½
5120-235-5871	1¼	5120-199-7769	5120-221-7959	Handle	20⅜
5120-232-5681	1 5/16	5120-199-7770	5120-243-1687	Universal Joint	4 3/16

NO MORE RIPPED COVERS

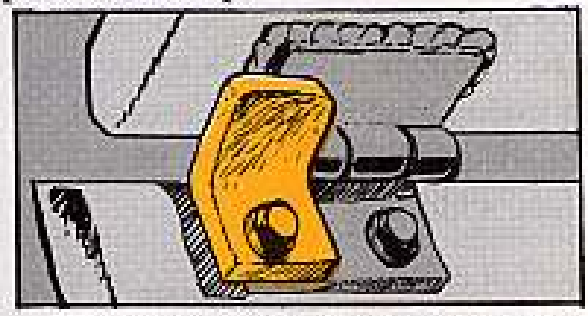


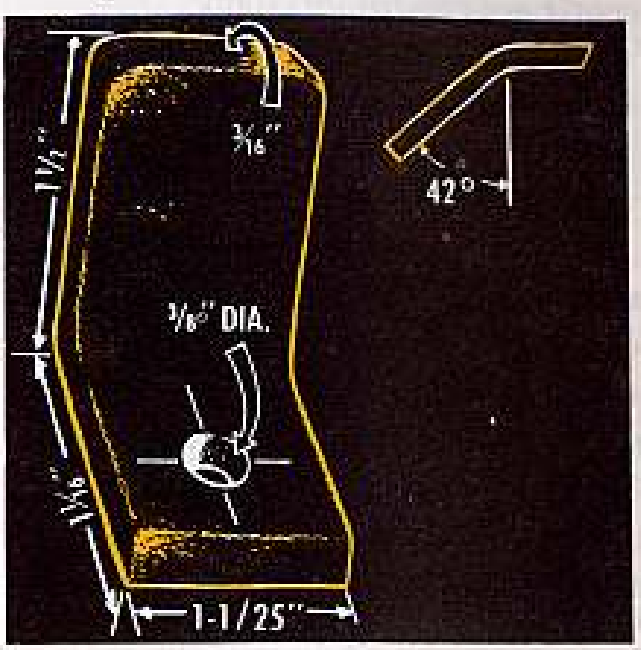
Dear Editor,

We have come up with something that could save the Army umpteen dollars a year—besides ending the annoyance of ripped gun shield covers on all of the M48-series tanks. Best of all, it is easy to make and put on.

The gun shield covers get ripped by the top edge of the front stowage compartment lid and sometimes the stowage compartment lid itself is damaged.

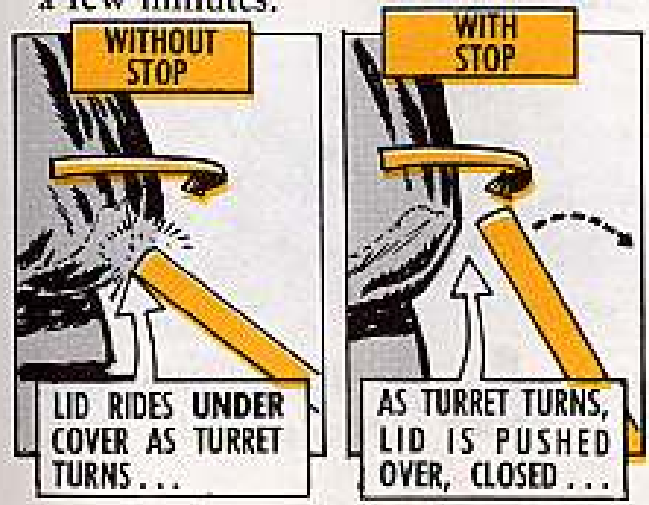
This happens when you have your gun elevated and you traverse the turret while the lid of the front stowage compartment is up.





We have made stops to bolt on both the right and left stowage boxes. These stops are made from pieces of 1⅜-in strap iron, 3/16 inch thick and 2 3/16 inches long and you need two for each stowage box.

They are drilled and bent like in the illustrations. No part of the vehicle has to be welded or drilled to install them. They can be bolted on or taken off in just a few minutes.



With these stops in place, when the revolving turret strikes the storage box doors, they will fall closed instead of tearing the gun shield cover.

We figure that these stops would reduce the ripping of gun covers thereby saving a lot of money for the Army and a lot of headaches for the gun crews.

M/Sgt Leonard Soltau
Fort Knox, Ky.

NO MORE RIPPED COVERS

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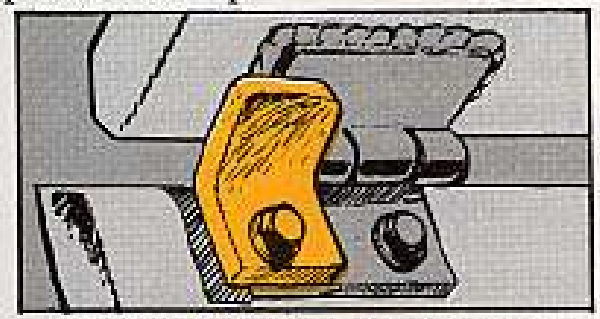

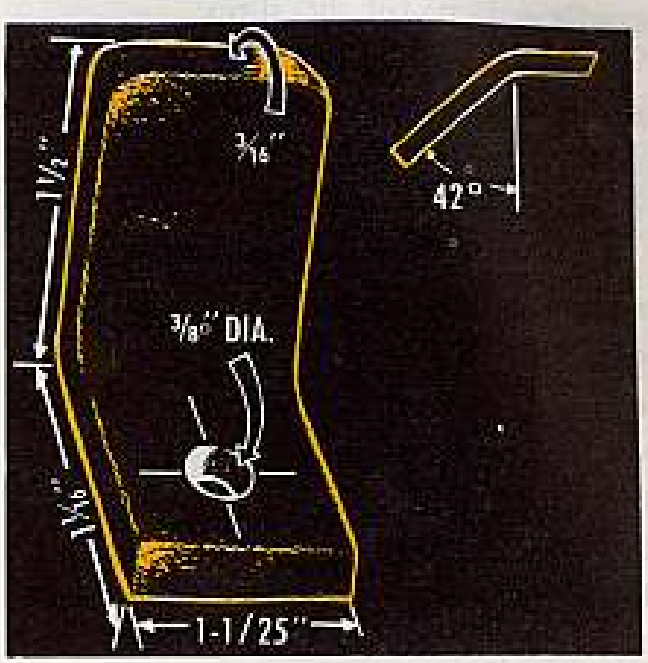

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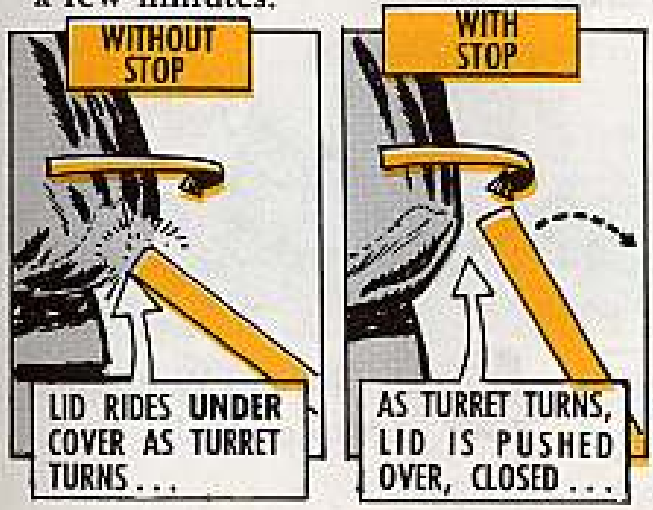

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M/Sgt Leonard Soltau
Fort Knox, Ky.

FOR TENDING TIRES...

A RIM AND BODY GUARD

Dear Editor,

Any outfit's shop doing its own tire changing chores will appreciate the convenience and safety of a tire inflation rack.

The idea for this item is not new, but a lot of people just don't get around to making one, I guess. I know we didn't have one overseas, and we've just recently got one for this shop.

The rack is simple to make, and the shop welder can turn one out easy—after a trip to the metal heap at the salvage yard.

All it amounts to is a metal cage of some sort, high enough and wide enough to house any of the tires a shop's responsible for, and strong enough to short-stop a rim in the event it should blast loose when a tire's being inflated.

Ours is a trellis-type affair, and it works just fine.

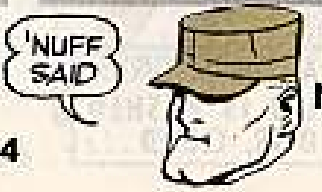
It's made of various lengths of ½- and 1-in metal rods welded to a metal base, which serves as a floor and a balance for the rack. The rack measures 3 feet 8 inches high, 3½ feet long and 16 inches wide. The ¼-in metal plate base is 2 feet wide and 4 feet long.

CWO Jacob E. Tate
Aberdeen Proving Ground, Md.

MY BUSTED BACK!

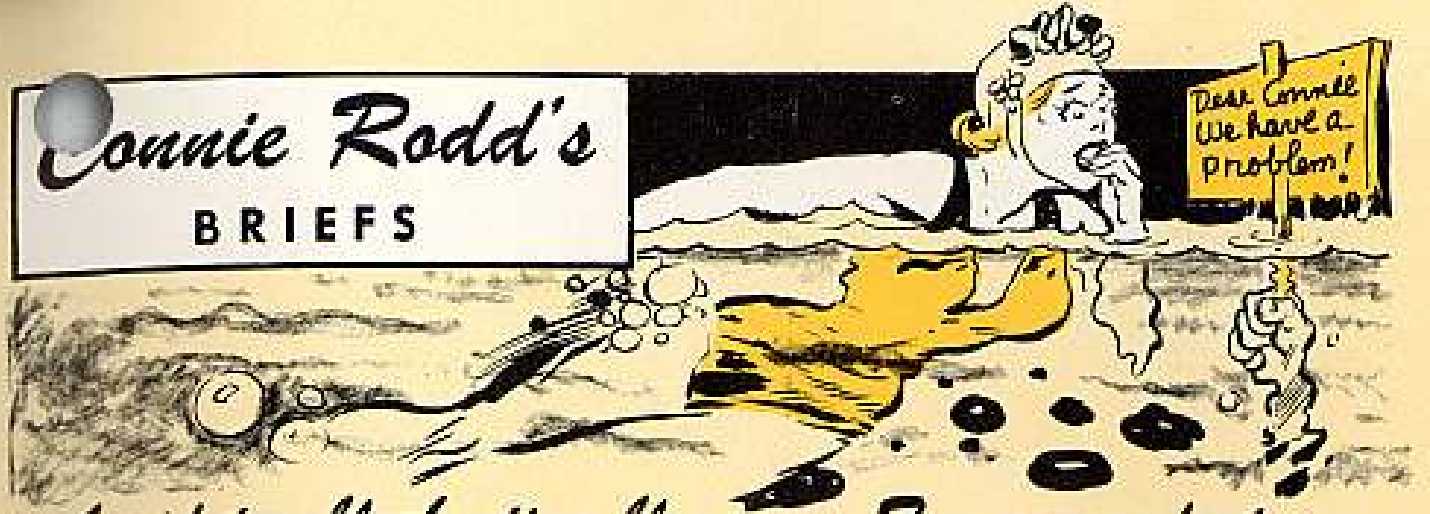
Dear Editor,

The attached photographs show one good reason why dump truck drivers should never rock or shake their vehicle to dislodge a load:



Ellwood W. Hagen
Niagara Falls, N. Y.

Connie Rodd's BRIEFS



Avoid troubleshooting blues

Before you check or replace any combat or tactical vehicle's ammeter, battery indicator, fuel gage, temperature gage, sending unit, switch, circuit breaker, cluster gages or any wiring that go with these items, be sure you follow the latest troubleshooting dope. It's in TB 9-2300-228-20 (July 60). Following this TB instead of your TM's may save you unnecessary work plus many good electrical items from the junk pile.

Filters filtering?

Mighty important—your keeping your Nike air conditioning filters clean. There's good scoop on cleaning Hercules filters in para 42 of TM 9-1430-253-20 (Oct 59). And Ajax outfits'll find the same kind of info in para 97 of TM 9-5020-1 (Nov 57) and para 63 in Change 1 (Jan 59) to TM 9-5018-1-1.

For dress only

The word is that some guys still wear their nylon taupe 179 raincoats for field duty when this garment's designed only for use with service and dress uniforms. It just won't stand up to rough treatment. Even a cartridge belt'll put a mighty strain on it. So hear this: Whenever you're wearing fatigues or pulling field duty, use your poncho or Shade 107 synthetic-rubber raincoat...you'll want to see para 110b(3) of AR 670-5 on this.

Try a crowfoot

You with vehicles that have waterproof ignition systems—been running into trouble trying to remove the spark plug harness connections on the distributor? One way and the best way to remove those hard-to-get-at cable connections is with a Wrench, Crowfoot, Ignition Harness, FSN 5120-795-0895. The crowfoot wrench is usually found in your vehicle's Special Tool Set **A** and **B**.

Bipod pivot

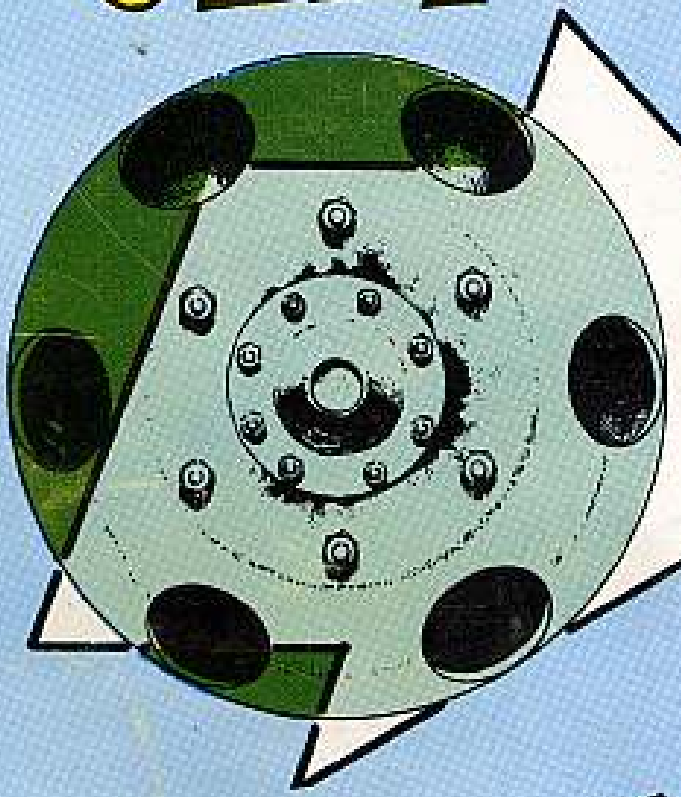
Taper off a bit on the rough stuff, you guys who've been slamming those M60 machine gun bipod assemblies on the ground when going into position. They're pretty rugged, all right, but not as sturdy as some guys seem to think. A hard knock can snap the brazed area between the bushing and pivot and'll keep the bipod from holding firm.

Check those nuts

Say . . . here's a question for you if you're in the crew of an M53 self-propelled 155-mm gun or M55 self-propelled 8-in howitzer. Is there any kind of looseness to the recoil rod and coupling nuts on the recoil cylinders? If there is, get word to your support unit before you do any firing. They have the word from Ordnance Weapons Command people on what to do.

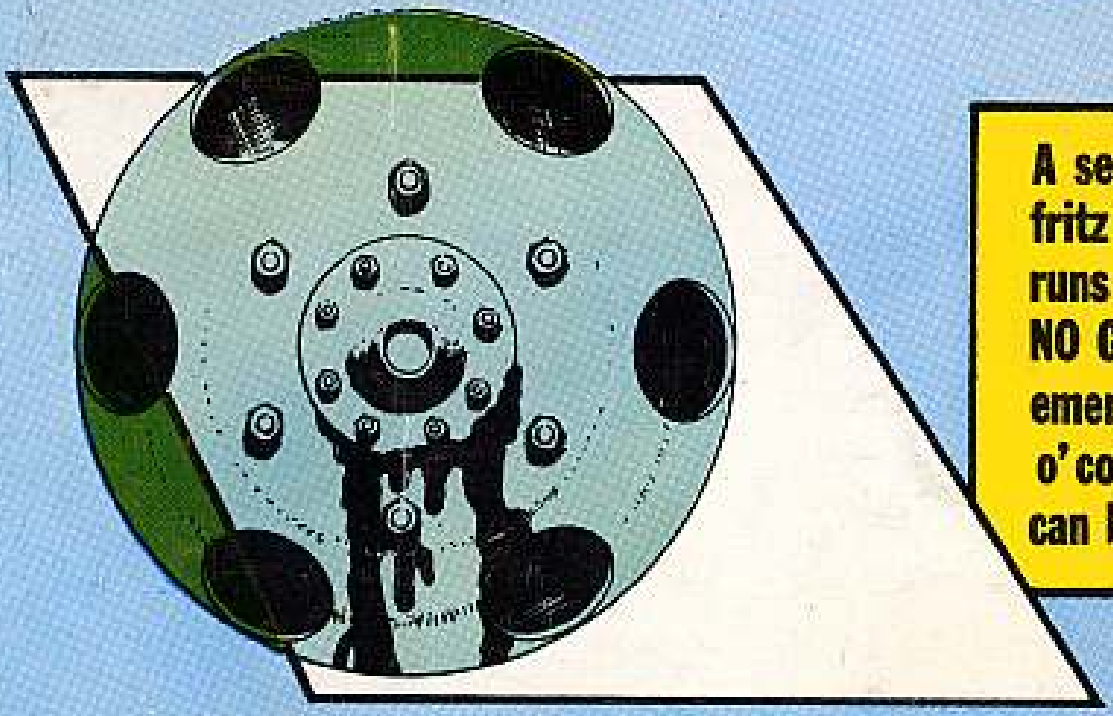
Would You Stake Your Life on the Condition of Your Equipment?

SEEP- GO



A seal's working right when it lets a stain of lube come thru—GO.

LEAK... NO GO



A seal's on the fritz if the lube runs out—NO GO (except emergency, o' course) till it can be fixed.