

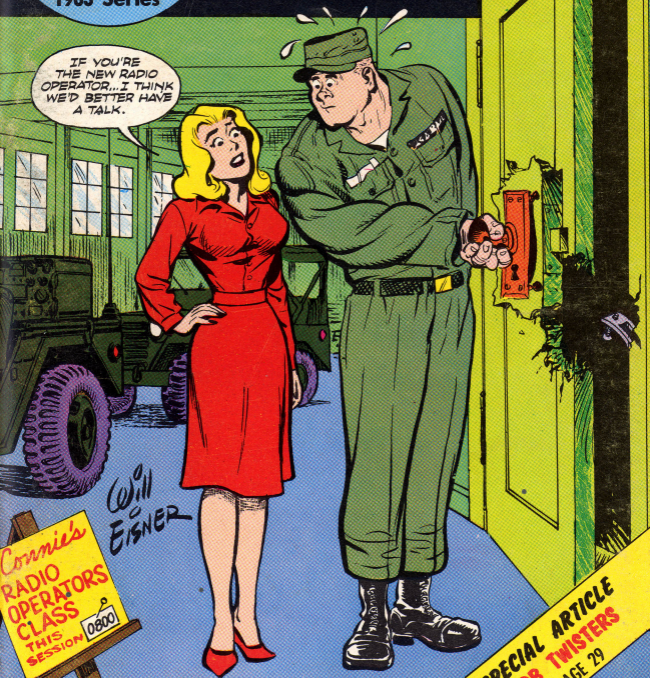
Issue 126

PS

1963 Series

THE PREVENTIVE MAINTENANCE MONTHLY

IF YOU'RE
THE NEW RADIO
OPERATOR...I THINK
WE'D BETTER HAVE
A TALK.

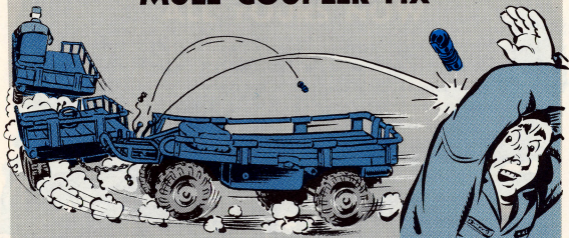


Will
EISNER

**Connie's
RADIO
OPERATORS
CLASS**
THIS
SESSION 10800

SPECIAL ARTICLE
KNOB TWISTERS
SEE PAGE 29

MULE COUPLER FIX



The quick disconnect couplers on the ½-ton M274 Mules can't get lost if you look after 'em right. They have a way of going AWOL, though, 'specially when the vehicle is being towed.

There's no substitute for taking care of these couplers. They're not common hardware and are hard to get.

Back in your company area you can put 'em in a container when you take 'em off. But in the boondocks you might not be able to find anything to put 'em in.

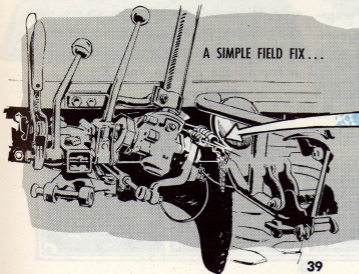
So here's a simple field fix that'll help you keep these couplers present and accounted for . . . link two metal

clamps together with a light metal chain or braided steel wire.

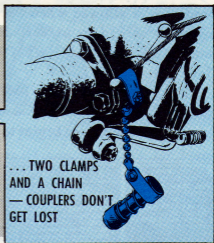
You attach one clamp to the coupler and 'tuther to the rear cables. Then, no matter what happens, your couplers don't get lost.

Another nice thing about this, you don't have to drill into or deform the connectors and if your fix makes some inspector unhappy, you can "unfix" the connectors with a flick of a screwdriver.

There are couplers on the starter, clutch, brake and throttle, but it seems the brake and clutch couplers get lost most often.



A SIMPLE FIELD FIX...



... TWO CLAMPS
AND A CHAIN
— COUPLERS DON'T
GET LOST