

Issue 74

PS

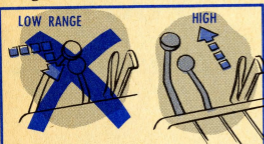
1958 Series

**THE
PREVENTIVE
MAINTENANCE
MONTHLY**



Faceless clutches

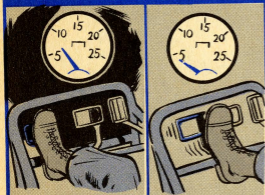
Some M274 Mechanical Mule clutch facings are taking a beating when the vehicle is being towed to start it. Two things can do it:



First, the transmission and transfer levers are in LOW range...

...when they should be in HIGH.

By suddenly engaging the clutch with the gears in LOW, a terrific torque is applied on the facings that'll tear the devil out of 'em.



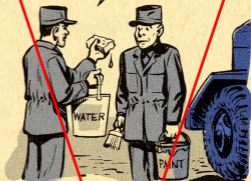
Second, even with the gears in HIGH, letting the Mule reach a speed of 5-10 MPH before engaging the clutch beats up the facing.

Engage the clutch **before** the Mule reaches 5 MPH if you can, and let up on the clutch pedal slowly.

Take a squint at TM 9-8034-10, para 34a (1) through (7). It tells how to tow start your Mule. If your Mule's completely disabled, follow para 34b (1) through (3).

Plain talk—no paint

HERE'S WHAT YOU NEED FOR THAT TIRE.



Here's the scoop—keep those tires of your vehicle clean by using elbow grease, but never paint them for spit and polish reasons.

This type of painting adds up to lots of time and money down the drain for nothing. You'd best put this time to real maintenance that'll pay off.

Whatever you do, don't confuse the new rubber coating preservative with tire paint. The preservative's good stuff, and will keep tires from cracking.

This rubber preservative should always be used before a vehicle goes into storage. If you can get a hold of some, it'd be a good idea to put it on the tires of those vehicles in use, too. It'll keep the tires from cracking and will add miles to their life.

Your support unit can get this preservative for you with these stock numbers.

For a 1-gal can... FSN 8030-543-7634 (OVD)
For a 5-gal can... FSN 8030-543-7636 (ORV)
For a 55-gal drum... FSN 8030-543-7635 (ORD)

This is new stuff, and it's at the depots waiting to be issued.

battery box. Ride the rubber grommet in the cable hole in the shield, and put the battery cable through it. Then, just bolt the shield to the crossmembers.

This shield makes it for certain that no battery-killing junk gets through.

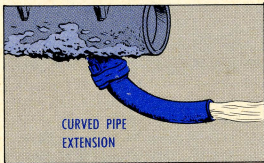
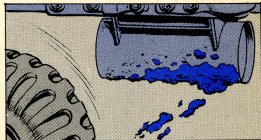
Ellwood W. Hagen
Fort Niagara, N. Y.

(Ed Note—No doubt conditions in your area makes this gimmick worthwhile. It's almost for sure that your CO'll give you the OK, seeing that those batteries cost plenty of moolah.)



Dear Editor,

Driving our Mechanical Mule on muddy terrain, we noticed that mud comes flying off the wheel and finds its way into the exhaust of the muffer. In more than one case, the opening was shrunk to less than a half inch. We feel that a clogged muffer could eventually cause a burned-out engine.



To remedy the situation, we had our unit mechanic rig up a six-inch curved pipe extension on to the exhaust. The extension curves backward so's mud can't find its way inside, and also so that the exhaust fumes won't backtrack toward the wheels or engine.

We used thin wall conduit pipe, having about a $\frac{3}{4}$ -inch opening, put a curve

in it and welded it to a homemade flange the same size and shape of the one already on the exhaust.

Nice thing about this flange is it's only bolted to the exhaust and does not become a permanent fix to the vehicle . . . it can be removed when it's not needed and used only for muddy cross-country operations.

The 3 Muleteers, Charles Nickels, Charles Grove, Barney Thomas
Aberdeen Proving Ground, Md.

(Ed Note—Your extension will do until you're issued a redesigned muffer that won't clog.)