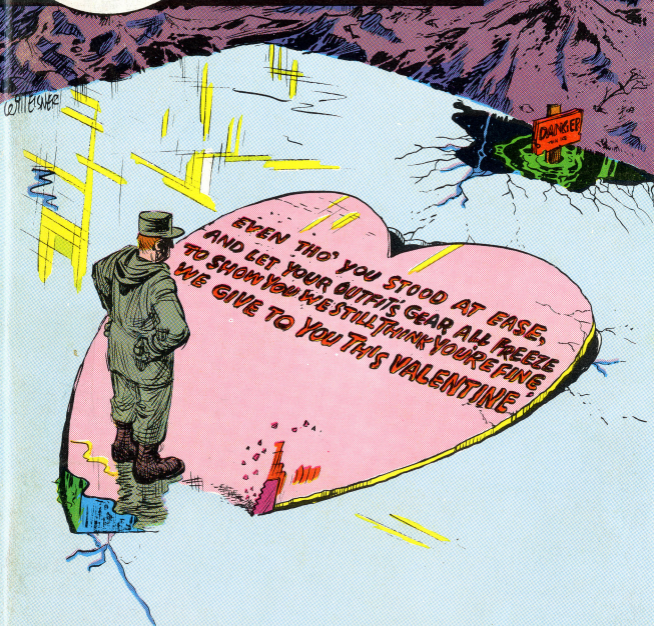


Issue 75

PS

1959 Series

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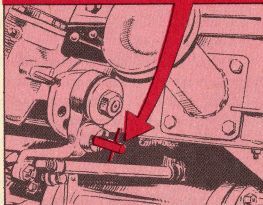


Mule towing

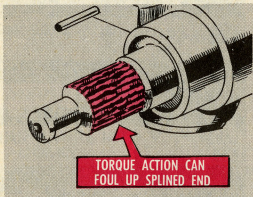
Seems some M274 Mechanical Mule jockeys are forgetting an important step spelled out in TM 9-8034-10, para 34b(1). This dope covers the towing of a Mule—disabled or otherwise—without a driver at the wheel.

The step overlooked is disconnecting the steering gear.

To do this, you just pull out the locking pin, turn it 90 degrees, and lock the key in the keyway with the pin handle vertical.



Towing the beast without doing this can cause beaucoup damage. The wheels'll produce a torquing action



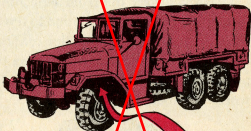
through the steering mechanism that can foul up the splined end of the steering gear lever shaft.

So watch it, hey?

Drippy hole?



On your knees, pal, and look for drops of engine oil coming from the fly-wheel housing drain hole of your G742-series 2½-ton trucks. If so, you may



have rear main-bearing oil-seal leaks, probably caused by a worn or wrong seal that shouldn't be there.

No sweat, though. Ordnance is set to fix it. What they'll do is replace that worn or improper seal with a good, right one. The right one is: Retainer, rear oil seal, w/seal, assy, FSN 2540-040-2179.