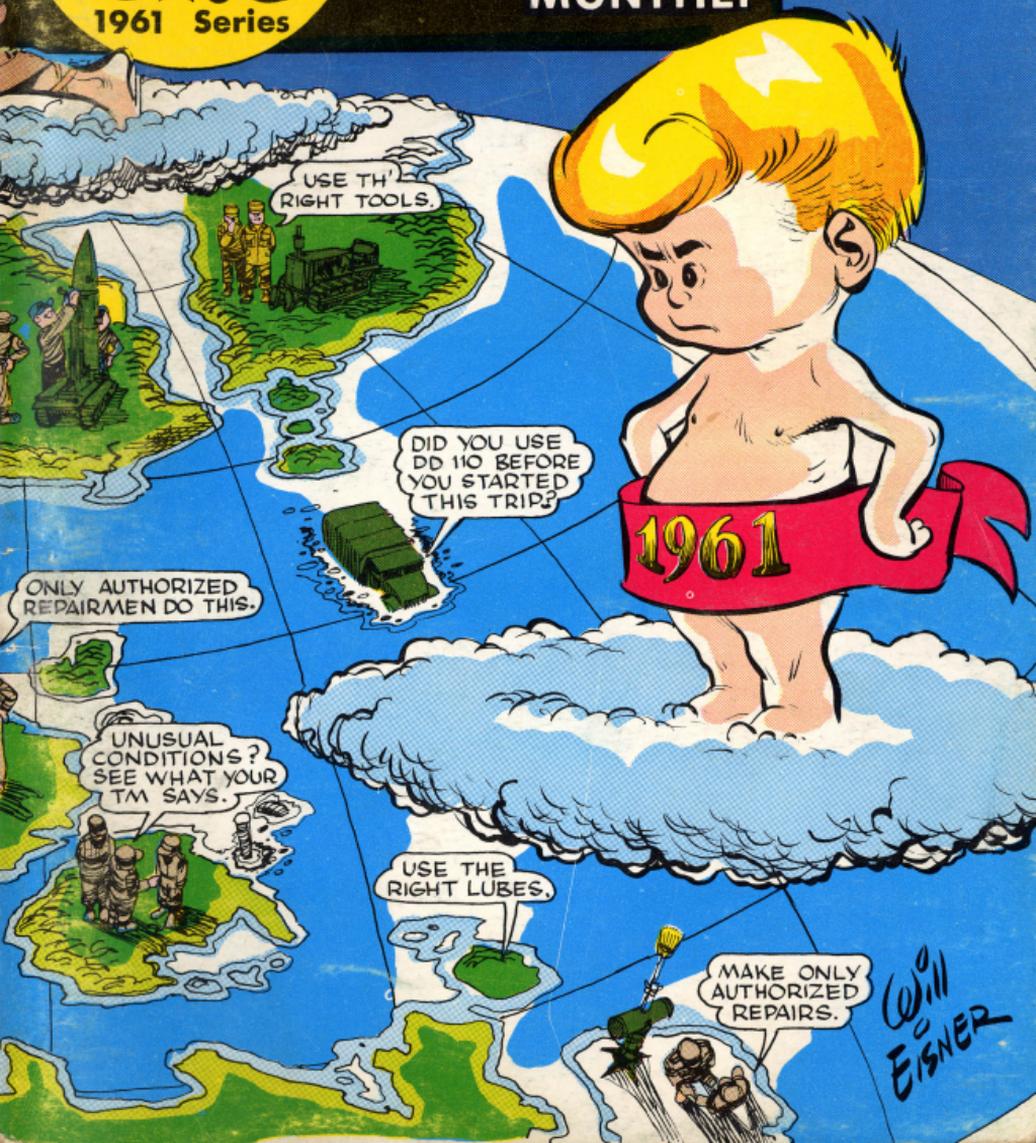


Issue 97

**PS**

1961 Series

# THE PREVENTIVE MAINTENANCE MONTHLY



USE TH' RIGHT TOOLS.

DID YOU USE DD 110 BEFORE YOU STARTED THIS TRIP?

ONLY AUTHORIZED REPAIRMEN DO THIS.

UNUSUAL CONDITIONS? SEE WHAT YOUR TM SAYS.

USE THE RIGHT LUBES.

MAKE ONLY AUTHORIZED REPAIRS.

Will Eisner

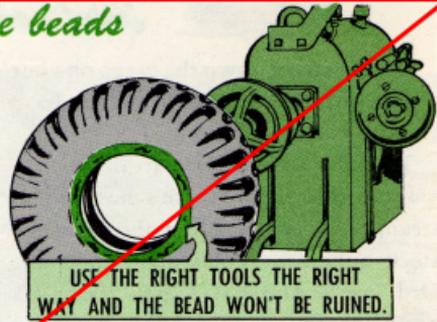
## Save the beads

No doubt about it—your vehicle's pneumatic tires can take it. They're solid, firm and rugged. They hafta be strong to put up with those heavy shakes, shocks, bumps, cold, dampness and heat they'll hit while totin' military loads.

But a whale of a lot of the built-in strength is lost when eager beavers start a mounting or demounting job their own way with the wrong tools.

That kind of hacking and jabbing batters the tire's bead—the part nearest the rim. When a bead's damaged, the otherwise good tire is likely to find itself being tossed on the nearest salvage pile. That's where many good treads and carcasses wind up just because their beads are damaged.

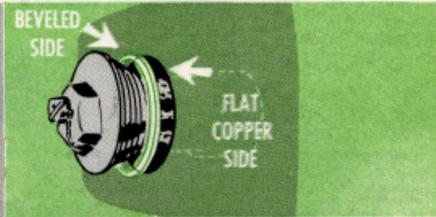
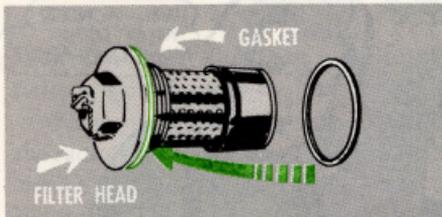
There's a way out, tho, TM 9-1870-1



gives the scoop on the right use and care of pneumatic tires. It tells you the best way to mount and demount tires is with tire equipment you'll find at your support unit. By doing your tire changing job with the gear found there, you'll find the work a lot easier and safer . . . and it's lots better for those beads, too.

Remember, tho, you can ruin the tires with the best tire-changing equipment around if you don't use it right.

## Crimped gasket



Some guys'er messin' up the gasket, FSN 5330-641-4340 that goes on the oil filter assembly (FSN 2940-607-3531) for the M274 (Army Mule). They're being put on backwards.

After the filter's cleaned like in para 39d, TM 9-8034-20 (July 1957), be careful how you stick the gasket back on or it'll get crimped.

Once this happens the filter'll get the leaks and may cause the ruination of an engine.

They go on with the flat copper side headed to seal against the oil pump housing. The beveled (asbestos) side of the gasket butts up against the beveled underside of the filter head. Put'er on this way . . . you're in business.