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**Technical Manual Technical Manual TM 9-8000
Principles of Automotive Vehicles Technical
Manual Technical Manual 10-Ton 6 X 4 Mack Truck
Technical Manual: TM 9-818 Technical Manual...
Operator, Unit, And Direct Support Maintenance
Manual... TM 9-6150-226-13... Department Of The
Army... 05/30/91 TECHNICAL MANUAL... TM
10-1670-269-23&P... U. S. DEPARTMENT OF
DEFENSE... AUGUST 30, 2001 Basic Theory and
Application of Transistors Humvee HMMV M998
series Technical Manual Unit Maintenance For
Technical Manual TM 9-1240-416-13&P Operator and
Field Maintenance Manual Including Repair Parts
and Special Tools List for the M150 Sight, Rifle
Combat Optic (RCO) (NSN Handbook on German
Military Forces Technical Manual, Operator's
Manual, TM 9-2320-282-10, U.S. Department of
Defense, March 1983 U.S. Army Improvised
Munitions Handbook Handbook on Japanese Forces
1944 Tm 9-785 High Speed Tractor M-4 Technical
Manual GMC Dukw-353 Duck Amphibian Truck
Technical Manual TM 9-802 TM 9-735 Pershing Heavy
Tank T26e3 Technical Manual Elementary Physics**

for Air Crew Trainees M24 Chaffee Light Tank
Technical Manual: TM 9-729 TM 9-775 Landing
Vehicle Tracked, Lvt Mk. I and Mk. II Technical
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55 (FM 5-233) Construction Surveying August 2012
Coast Artillery Antiaircraft Gun Technical
Manual: TM 4-325 The Cavalry Horseshoer's
Technical Manual Army TM 9-6115-749-10 Technical
Manual Operator's Manual for Generator Set, Skid
Mounted 5kw Advanced Medium Mobile Power Sources
(Amps) Mep-1030 50/60 Hz TM 9-803 Willys-
Overland MB and Ford Model GPW Jeep Technical
Manual U.S. Army Explosives and Demolitions
Handbook Ordnance Maintenance 2 1/2 Ton 6x6 Truck
Technical Manual: TM 9-1819ac and to 19-75caj-4
Fm 5-34 Engineer Field Data The Principles of
Netiquette Army Recipes - TM 10-412 US Army
Technical Manual (1946 World War II Civilian
Reference Edition) Shotguns, All Types - TM 9-285
US Army Technical Manual (1942 World War II
Civilian Reference Edition) French Principles of
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Prepare yourself and brush up on your skills
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Department Technical Manual, 1942 release. Army TM 9-6115-749-10 Air Force TO 35C2-3-531-1 Marine Corps TM 09292B-0I/3 Navy TM 7610-LL-L-L1A-0018 Technical Manual Operator's Manual for Generator Set, Skid Mounted 5KW Advanced Medium Mobile Power Sources (AMMPS) MEP-1030 50/60 Hz (NSN: 6115-01-561-7329) (EIC: N/A) MEP-1031 400 Hz (NSN: 6115-01-561-7438) (EIC: N/A) This manual contains operator instructions for the AMMPS 5 kilowatt (kW) generator sets, Mobile Electric Power (MEP)-1030 (50/60 Hertz (Hz)) and MEP-1031 (400 Hz). This operator's manual provides operating procedures, troubleshooting, PMCS, maintenance, and supporting information required to operate and maintain the AMMPS 5 kW generator sets. Listed below are some of the features included in this TM to help locate and use the provided information. This TM has been organized using the Work Package (WP) concept. Each chapter contains a series of WPs rather than sections and paragraphs. Each WP is designed to stand alone as a complete information module. If you keep the section(s) of this TM in a loose-leaf binder, you will be able to remove just the WP needed to complete a specific task. Each WP is numbered using a four-digit number beginning with WP 0001. WPs are numbered sequentially throughout the TM (e.g. WP 0022, WP 0023, etc.). The Table of Contents lists each chapter and WP title, as well as all figures and tables contained within each WP. Figures and tables are numbered sequentially within each WP. The WP number is located at the

top right of each page. It is also located at the bottom of the page with the WP page number included (0001-1 would be page 1 of the General Information WP (WP 0001, General Information). Each WP starts on a right-hand page. This is done so you can remove a single WP from the paper TM if needed for a task. Blank pages are assigned a number, but it appears on the preceding or following page. For example, if page 0001-10 of a WP is blank, page 0001-9 will have the number 0001-9/10 blank; or if page 0001-1 of a WP is blank, page 0001-2 will have the number 0001-1 blank/2. Each WP containing step-by-step maintenance or troubleshooting procedures will end with the words END OF TASK, and each WP ends with the statement END OF WORK PACKAGE. Think of each WP as a small, standalone TM. Engineer Field Data is designed as an authoritative reference for the military engineer. It covers everything from concreting to improvised munitions!

Designated as a light truck, the Jeep was the primary four-wheel drive vehicle for the U.S. Army during WWII. The Jeep's design owed a great deal to Karl Probst, a freelance designer employed by the American Bantam Car Co. Probst's prototype "Blitz Buggy" was built in a mere 49 days. It clearly impressed the Army in head-to-head competition against a design submitted by Willys-Overland. However the Buggy's engine failed to meet requirements, and the Army determined that Bantam could not produce the vehicle in quantity. As a result, the Army bought

the Bantam design and asked both Willys and Ford to improve it. The Willys model MB, equipped with a L134 straight-4 "Go Devil" engine, was eventually accepted as the standard. Ford models built to Willys specifications were designated GPW ("G" for government vehicle, "P" designating the 80" wheelbase, and "W" indicating the Willys engine design). (Notably, the "GP" part of the designation is often misinterpreted to mean "General Purpose," and some have suggested this is the reason the vehicle was nick-named the "Jeep." In reality it was probably named after a character in the Popeye cartoons). Roughly 640,000 Jeeps were built during WWII by Ford and Willys, and used on every front. Utilitarian, rugged, and easy to maintain, Jeeps saw service as scout cars, ambulances, firefighting vehicles, as tractors for artillery, and more. The vehicle so impressed war correspondent Ernie Pyle that he called it one of the "two most important pieces of non-combat equipment ever developed" - the other being the pocket stove. Jeeps remained in service for the U.S. military in Korea and in the Vietnam War. Created in 1944, this technical manual reveals a great deal about the Jeep's design and capabilities. Intended as a manual for those charged with operation and maintenance, this manual shows many aspects of its engine, cooling, power, drive train and other systems. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the

integrity of the text. A modification of the 2-ton "deuce," the DUKW amphibious truck was designed in 1942 by a team that included a British sailor, an American yacht builder and an MIT engineer. Powered by a GMC Straight-6, 270 cubic inch engine, the DUKW's six drive wheels allowed it to move up to 50 mph on the road and at roughly 6 mph in water. It was the first vehicle ever designed to allow tire pressure to be adjusted from inside the cab, allowing it to operate easily and efficiently on sand, rock, gravel and paved roads. The vehicle lacked armor, but one in every four produced came equipped with a machine gun ring mount. Overall, the DUKW weighed 6.5 short tons empty and could carry 2.5 short tons or twelve soldiers. The DUKW's career in combat was unique, being used to ferry supplies and men from ship to shore, and operating in flooded environments. It was used in landings in the Pacific and European Theaters, including at D-Day, and many were also used during the Korean War at Inchon. Incidentally, the term "DUKW" is not a military term, but rather an acronym coined by General Motors. "D" stood for the year it was designed, 1942. "U" stood for "Utility," "K" for front wheel drive, and "W" for two powered rear axles. Over 21,000 DUKWs were built during WWII. Some remain in use today as amphibious tour buses. Originally created in 1945, this War Department technical manual contains a full description of the DUKW and shows how to operate and maintain it.

Originally restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. Originally prepared for the Chief of Coast Artillery and published December 16, 1941 -- just nine days after Pearl Harbor was bombed -- this technical manual was a standard Coast Artillery Gunners reference during WWII. Designed for the men of the anti-aircraft artillery units, the book includes descriptions of, drill procedures for, and service of the 105mm and 37mm guns, the 3-inch gun, and machine guns. It also describes ammunition including transport and handling, gunnery, fire control and position finding, and observation and orientation. The book also provides definitions for anti-aircraft artillery, and discusses motor transportation, communication and supplies. It concludes with a battery of questions intended to be used for qualification of enlisted men, and to ensure crew readiness and efficiency. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. The Mack Model NR was a heavy truck constructed for military use from 1940 to 1945 by the Mack Manufacturing Corporation of New York U.S.A. The Model NR was mainly used to tow trailers carrying heavy equipment such as tanks and large bulldozers. It was also used to tow heavy field guns. Its wide bogie axles and extra large tires were ideal for desert service,

allowing them to "float" on the sand. Many Model NRs were supplied under the Lend-Lease Program to Great Britain, Australia, Russia and other Allied countries. The Mack diesel engine in the Model NR was the result of nearly a decade of development work by the innovative company, which was the first truck manufacturer to produce its own engines. It used the Lanova combustion chamber design. It produced 131 brake horsepower with 519 cubic inches of displacement. It offered a significant improvement in fuel economy, durability, driveability and torque. Mack's long history with the military dates to 1911, when the company began an affiliation with the War Department. During WWI the company supplied trucks to the British, and in fact Mack's famous "Bulldog" nickname was started by Tommys who, when facing daunting terrain, would yell, "Send in the Mack Bulldogs." Created in 1944, this technical manual reveals a great deal about the Mack Model NR's design and capabilities. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. The Army garrison food program is a multi-billion dollar a year business encompassing personnel, subsistence, contract and equipment costs. Although Installation and Garrison Commanders are ultimately responsible for the installation food program, they rely on many activities and organizations to oversee daily food service operations. This technical

manual (TM) provides procedures for food program operations in an effort to assist in this task. It provides guidance for commanders, food program managers (FPMs), subsistence supply managers (SSMs), food service warrant officers, non-commissioned officers, dining facility managers (DFMs) and food service personnel. This manual is the second part of a total rewrite of field manual (FM) 10-23-2, Tactics, Techniques, and Procedures for Garrison Food Preparation and Class I Operations Management. All topics related to food program management and subsistence supply management from this FM have been included in this manual. All garrison dining facility management, operations and techniques are contained in TM 4-41.11, Dining Facility Operations. Where appropriate, this manual references other food service administrative doctrinal publications, such as Army Regulation (AR) 30-22 and Department of the Army Pamphlet (DA Pam) 30-22. Army Food Program policy and operational procedures are contained in these publications and should be used in conjunction with this manual to establish and manage the installation food program. Part One of this manual provides an overview of food program management including responsibilities, budgeting, contracting, facility construction, modernization and equipment replacement, and review procedures for both dining facility and food program operations. Part Two of this manual discusses subsistence supply management in garrison and

procedures for Class I inspection, storage, handling and transportation. The appendixes contain many sample standing operating procedures (SOPs), reviews and a checklist that can assist food program personnel in establishing and maintaining a solid food program. Food service personnel can contact the Concepts, Systems and Policy Division of the Joint Culinary Center of Excellence (JCCoE) for electronic copies of these SOPs, reviews and the checklist. Commanders, FPMs, SSMs, command food advisors, DFMs and food service personnel should continue to provide feedback based on their lessons learned during operations on the content and operational procedures presented in this manual. Your input is vital to the continued evolvement and success of the installation food program and to ensure that our Soldiers continue to be the best fed in the world. Belong to the online community after reading The Principles of Netiquette (Second Edition). Learn inside information about Social Media engagement. Do not miss out on the safety guidelines. Achieve popularity as an influencer. Each chapter contains: -Rules -Guidelines -Explanations The knowledge in this book is taught in primary, middle, and secondary school in South Korea. Some of the rules are law in China. Colleges in the US teach some of the marketing techniques, but everything is explained simply. There are no tricks. A Restricted publication containing details of the Japanese military system, organisation of the field

forces, their tactics, fortification, supply & evacuation arrangements, weapons, equipment, uniforms, insignia and individual equipment. Designed by Allis Chalmers on the chassis and drive train of the M2 Light Tank, the 18-ton M4 High Speed Tractor was a prime mover for the U.S. Army during World War II. It was tasked with moving artillery, in particular 3-inch and 90mm anti-aircraft guns, 155mm guns, and 8-inch and 240mm howitzers. Built as a "crawler" and equipped with a 6-cylinder, water-cooled engine, the M4 could travel cross-country through swamps and sand, or on the highway at speeds up to 33 mph. Over 5,500 M4s were built between 1942 and 1945, with many remaining in service into the 1960s. Created in 1943, this official TM 9-785 Technical Manual reveals a great deal about the M4's design and capabilities. Intended as a manual for those charged with operation and maintenance, this manual shows many aspects of its engine, cooling, power, drive train and other systems. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. Since ancient times, dogs have played a large part in warfare. From war dogs trained for combat purposes to dogs used as scouts, they have played an important role in military history. Throughout World War II, the United States Marine Corps used dogs, which were donated by their American owners. In the Pacific Theater, they were integral in taking

backs islands from Japanese occupying forces. During this period, the Doberman Pinscher became the official dog of the United States Marine Corps. However, all breeds of dogs were permitted to train to be war dogs of the Pacific. Of the 549 dogs that returned from the war, only four could not be returned to civilian life. Many of the dogs went home with their handlers from the war. Later, scout dogs were used in Korea and Vietnam to detect ambushes, weapon caches, or enemy fighters hiding underwater. Created in 1943, this technical manual details a great deal about the war dog training process. Furthermore, it takes an in depth look in to the psychological conditioning of the dog. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text.

The Light Tank M24 was an American tank used during the later part of World War II and in postwar conflicts including the Korean War and, with the French, in the War in Algeria and the First Indochina War. In British service it was given the service name Chaffee, after the United States Army General Adna R. Chaffee, Jr., who helped develop the use of tanks in the United States armed forces. In April 1943, the Ordnance Corps, together with Cadillac division of General Motors, started work on the new project, designated Light Tank T24. Every effort was made to keep the weight of the vehicle under twenty tons. The armor was kept light, with the glacis

plate only twenty five mm thick (but sloped at sixty degrees from the vertical). A new lightweight 75 mm gun was developed, a derivative of the gun used in the B-25H Mitchell bomber. The gun had the same ballistics as the M3, but used a thinly walled barrel and different recoil mechanism. The design also featured wider (sixteen inch) tracks and torsion bar suspension. It had a relatively low silhouette and a three-man turret. On October 15, 1943 the first pilot vehicle was delivered and production began in 1944 under the designation Light Tank M24. By the time production was stopped in August 1945, 4,731 M24s had left the assembly lines. Created in 1951, this technical manual reveals a great deal about the Chaffee's design and capabilities. Intended as a manual for those charged with operation and maintenance, it details many aspects of its engine, cooling, power and other systems. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. Military demolitions are the destruction by fire, water, explosive, and mechanical means of areas, structures, facilities, or materials to accomplish a military objective. The U.S. Army Explosives and Demolitions Handbook is a guide to the use of explosives in the destruction of military obstacles from the Department of the U.S. Army. This guide includes information on types, characteristics, and uses of explosives

and auxiliary equipment; preparation, placement, and firing of charges; safety precautions; handling, transportation, and storage of explosives; deliberate and hasty demolition methods; and much more. Applicable to nuclear and nonnuclear warfare, and having offensive and defensive uses, the knowledge one will come away with from reading this handbook is invaluable. The M998 HMMV (High Mobility Multipurpose Wheeled Vehicle) was introduced in 1983 to replace the ubiquitous M151 commonly called a Jeep. The HMMV will be replaced by the JLTV with the first fieldings beginning in 2019 for the US Military. This manual is a reprint of the official manual. Commonly known as the "Deuce-and-a-half," the M135 was a soft top 2 1/2 ton, 6x6 truck made by General Motors Corporation for the U.S. Army and Air Force. It came in a variety of configurations, including ambulance, dump truck, gasoline, water tanker and more. By far the most common variant was the cargo version which could carry a dozen soldiers or loads of supplies. A double-wheeled version designated M211, and a tractor trailer model M221 were also widely produced. All were powered by the six-cylinder GMC 270 gas engine. Most came equipped with an early automatic transmission, the 5- or 6-speed Hydramatic. Additional performance features include air assisted power brakes, a 24-volt electrical system and sealed, waterproof ignition. The suspension featured front axles with auto engage. The top speed for the M135 was

58 mph. The weight of the M135 truck is between 12,330 and 12,740 pounds depending on the additional features, which sometimes included a Power Take Off (PTO) driveshaft system. This powered a winch that was located on the front or rear of the truck. The M135 was developed from the CCKW model used in WWII. Created in 1952, this technical manual reveals a great deal about the M135's design and capabilities. Intended as a manual for those charged with maintenance, it details every major component of the truck. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. This manual, Technical Manual TM 9-8000 Principles of Automotive Vehicles, contains 38 illustrated chapters covering the following topics: Part One: Introduction Chapter 1: General Information Part Two: Engines Chapter 2: Piston Engine Characteristics Chapter 3: Conventional Engine Construction Chapter 4: Gasoline Fuel Systems Chapter 5: Diesel Fuel Systems Chapter 6: Propane Fuel Systems Chapter 7: Exhaust and Emission Control Systems Chapter 8: Lubrication Systems Chapter 9: Engine Cooling Systems Chapter 10: Gas Turbine Engines Part Three: Electrical Systems and Related Units Chapter 11: Basic Principles of Electricity Chapter 12: Batteries Chapter 13: Charging Systems Chapter 14: Starting Systems Chapter 15: Ignition Systems Chapter 16: Lighting Systems Chapter 17: Instruments, Gages, and

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Transmission Chapter 25: X1100 Series Cross-Drive
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Part Five: Chassis Components Chapter 30:
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31: Suspension Systems in Tracked Vehicles
Chapter 32: Wheels, Tires, and Tracks Chapter 33:
Steering Systems and Wheel Alignment Chapter 34:
Braking Systems Part Six: Hulls, Bodies, and
Frames Chapter 35: Vehicle Structure Chapter 36:
Accessories Chapter 37: Principles of
Refrigeration Chapter 38: Trailers and
Semitrailers Like The Anarchist Cookbook if it
were written by the U.S. Army! The Landing
Vehicle Tracked (LVT) was a class of amphibious
warfare vehicle, a small landing craft,
introduced by the United States Navy, Marine
Corps and Army during World War II. Originally
intended solely as cargo carriers for ship to
shore operations, they rapidly evolved into
assault troop and fire support vehicles as well.
The LVT Mark I was the first military model.

Traveling at a respectable six knots in the water and twelve mph on land, it could deliver twenty four fully equipped assault troops to the beach. Though it was only intended for delivering supplies inland until wheeled vehicles could be brought ashore, the LVT could supply supporting fire from two .30 cal M1919 Browning machine guns. Many LVTs were refitted prior to the Tarawa landing to hold two .50 cal Browning heavy machine guns forward, with the .30 cal guns aft. The vehicle was not armored and its thin steel hull offered virtually no protection, although prior to Tarawa some vehicles received nine mm of armor plating to the cab. The LVT's tracks performed well on sand, but not on tough surfaces. The rigid suspension threw tracks and roller bearings corroded in salt water. Proper maintenance of the new machine was often an issue, as few Marines were trained to work on it, and early models suffered frequent breakdowns. The LVT Mark II featured new powertrain and torsilastic suspension. The aluminium track grousers were bolted on, making changes much easier since they wore out quickly on land and more so on coral. Hard terrain performance was much better compared to the LVT Mark I. Created in 1944, this technical manual reveals a great deal about the LVT's design and capabilities. Intended as a manual for those charged with operation and maintenance, it details many aspects of its engine, cooling, fuel, powertrain and other systems. Originally labeled restricted,

this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. The Pershing was the first operational heavy tank of the US Army; originally the T26, the tank was eventually redesignated the M26 Pershing medium tank. Named after General John J. Pershing who led the American Expeditionary Force in Europe in World War I, it was briefly used both in World War II and in the Korean War. Intended as an improvement of the M4 Sherman, the prolonged time of development meant only a small number saw combat in the European theater, most notably the 9th Armored Division's dramatic dash to take the Bridge at Remagen. On December 22nd, 1944, while the battle still raged, the brand new T26E3 tanks were ordered to be deployed to Europe. Twenty were sent in the first shipment, arriving at the port of Antwerp in January of 1945. They were given to the 1st Army, split between the 3rd and 9th Armored Divisions. A total of 310 T26E3 tanks would be sent to Europe before VE Day, but only the first twenty would see any combat action. Created in 1945, this technical manual reveals a great deal about the T26E3's design and capabilities. Intended as a manual for those charged with operation and maintenance, it details many aspects of its engine, cooling, power and other systems. Originally labeled restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text. This

manual is a guide for engineering personnel conducting surveys in support of military construction. In addition to mathematical considerations, this manual offers a comprehensive analysis of problems which are typical in military surveying. It may be used for both training and reference. February issue includes Appendix entitled Directory of United States Government periodicals and subscription publications; September issue includes List of depository libraries; June and December issues include semiannual index This manual, Technical Manual TM 9-1240-416-13&P Operator and Field Maintenance Manual Including Repair Parts and Special Tools List for the M150 Sight, Rifle Combat Optic (RCO) (NSN: 1240-01-557-1897) Change 1, is the complete operator's manual, armorer's manual, and maintainer's manual for the M150 Rifle Combat Optic (ACOG). Try camp cookery with this unabridged, high-quality World War II Civilian Reference Edition reissue of the official Army Recipes TM 10-412 US Army War Department Technical Manual, 1946 release.

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