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# **REGULATIONS**

FOR

# **ARMY ORDNANCE SERVICES**

## **PART II**

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## **PAMPHLET No. 20**

*Notified in Army Orders for July, 1933*

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**1933**

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## **MECHANICALLY-PROPELLED VEHICLES**

*(This pamphlet supersedes the edition notified in Army Order 459 of 1926, together with all published amendments thereto.)*

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# REGULATIONS

## ARMY ORDNANCE SERVICES

*By Command of the Army Council,*

*P. J. Grier*

AMPHLET No. 30

AMPHLET No. 30

THE WAR OFFICE,

AUGUST, 1941.

1933

MECHANICALLY-PROTECTED VEHICLES

This pamphlet contains the regulations for the use of  
mechanically-protected vehicles in the field.

EXEMPTED WITH ALL AMENDMENTS

PROMULGATED UP TO JUNE, 1941

Printed under the authority of the War Office and  
the Ministry of Supply, London and Edinburgh.

# REGULATIONS FOR ARMY ORDNANCE SERVICES

## PART II

### PAMPHLET No. 20

#### MECHANICALLY-PROPELLED VEHICLES

#### "A" VEHICLES

**Permissible limits of wear for Engine Cylinders, re-grinding dimensions and instructions regarding the fitting of Oversize Pistons.**

| Engine.                                       | Plan-size of cylinder.<br>(A) | Maximum permissible wear.<br>(B) | Regrinding stage.<br>(C)           |
|-----------------------------------------------|-------------------------------|----------------------------------|------------------------------------|
| A.S.—                                         |                               |                                  | in.                                |
| 25-H.P., air cooled ..                        | 3.5-in.                       | .007-in.                         | .010, .020, .030                   |
| 45-H.P. „ „ ..                                | 4.0-in.                       | .007-in.                         | .010, .020, .030                   |
| 90-H.P. „ „ ..                                | 4.0-in.                       | .007-in.                         | .010, .020, .030                   |
| 120-H.P. „ „ ..                               | 4.5-in.                       | .007-in.                         | .010, .020, .030                   |
| 180-H.P. „ „ ..                               | 5.25-in.                      | .007-in.                         | .010, .020, .030                   |
| Burford-Kegresse—                             |                               |                                  |                                    |
| 30-cwt. „ „ ..                                | 4.25-in.                      | .007-in.                         | .010, .020, .030, .040             |
| 3-ton „ „ ..                                  | 4.5-in.                       | .007-in.                         | .010, .020, .030, .040             |
| Citroen-Kegresse „ ..                         | 68 m/m<br>2.677-in.           | .009-in.                         | .012, .032                         |
| Crossley-Kegresse—                            |                               |                                  |                                    |
| 15-cwt. „ „ ..                                | 3.125-in.                     | .007-in.                         | .010, .020, .030                   |
| 30-cwt. „ „ ..                                | 4.0-in.                       | .007-in.                         | .010, .020, .030                   |
| Crossley 19.6 (six-wheeled) armoured-car „ .. | 3.5-in.                       | .009-in.                         | .020, .030                         |
| Ford Model "T" or "T.T." (Carden-Lloyd) „ ..  | 3.75-in.                      | .007-in.                         | .010, .031                         |
| Guy Roadless „ „ ..                           | 3.4646-in.                    | .007-in.                         | .010, .020, .030                   |
| Lanchester Armoured-Car ..                    | 4.0-in.                       | *.008-in.                        | —                                  |
| Meadows E.P.C. and E.P.T.                     | 3.0-in.                       | .007-in.                         | .010, .020, .030                   |
| Morris Roadless „ „ ..                        | 80 m/m<br>3.1496-in.          | .007-in.                         | .010, .020, .030, .040             |
| Peerless „ „ ..                               | 4.5-in.                       | .007-in.                         | .010, .020, .030, .040             |
| Rolls-Royce armoured-cars                     | 4.5-in.                       | .007-in.                         | .010, .020, .030, .040, .050, .060 |
| Rolls-Royce, 20/25 H.P. „                     | 3.25-in.                      | .007-in.                         | .010, .020, .030                   |

\* Dry liners will then be fitted in accordance with para. L. of C. A7184, and will be replaced when they have worn beyond the limit as shown in col. (B).

1. During the periodical overhauls of the engines tabulated above, the bore of each cylinder should be measured accurately throughout the portion swept by the piston, in directions parallel to and at right angles to the centre line of the crankshaft, in order to determine the amount of wear. (It should be noted that the term "wear" implies the difference between the maximum diameter determined by measurement and the plan-size or last-ground diameter.)

2. The plan-size of each engine cylinder bore is shown in column (A) and, when the wear as defined above in any one cylinder bore reaches or exceeds the amount shown in column (B) above plan or plan plus last regrinding stage, the complete set of cylinders comprised in the engine should be sentenced for regrinding.

3. The diameter to which cylinders will be reground will be assessed by adding to the dimension shown in column (A) a suitable stage selected from column (C), the stage selected being governed by the amount of wear.

4. Each stage of oversize is represented by one "X," and after each regrinding operation a number of "X's" denoting the stage of oversize reached must be stamped on the cylinder base flange or adjacent to the part number, where the latter exists. The "X" should be 0.1875-in. in height. Thus, for example, a cylinder block or unit which has been reground to the 2nd stage oversize will be stamped "XX."

5. After regrinding, cylinders will be fitted with suitable oversize pistons, *e.g.*, cylinders reground to the 3rd stage will only be fitted with 3rd stage oversize piston assemblies.

6. Cylinders which have been reground to the greatest regrinding stage shown in column (C) will be condemned when the maximum permissible wear shown in column (B) is again reached.

7. In the case of scored cylinders, regrinding to the nearest suitable stage will be resorted to, even though the limit of permissible wear has not been reached.

8. In the case of engines where monobloc cylinder units are not fitted, the procedure laid down at para. 2 as regards regrinding all the cylinders comprised in the engine may be varied at the discretion of the O.M.E.; *e.g.*, in the case of an Engine, Petrol, 90-H.P. A.S. fitted with plan-size cylinders. Upon examination of the cylinder bores during overhaul it may be found that, due to abnormal circumstances, some

cylinders would require regrinding to the 1st stage oversize, whilst others would need regrinding to the 2nd stage. Subject to any special provisions which may be in force at the time as regards the reconditioning of such cylinders, each cylinder would be considered on its merits and reground to the requisite oversize. Then, any cylinders which did not conform to the oversize to which the greater number had been reground would be returned to store and exchanged for other reground cylinders of requisite oversize, thus enabling the engine to be re-built with all cylinders of uniform diameter.

**9. Except in extreme emergency, and then only as a temporary measure, cylinder units of different standards will not be fitted to the same engine.**

### **Engines—Replacement of Standard by Oversize Parts**

10. Certain parts of the engines of "A" vehicles will, on renewal, require to be replaced by oversize parts, *e.g.*, valve guides, valve seats, crankshaft bearings, etc.

Particulars of such parts will be included in the respective parts lists and will be added to from time to time, as experience proves their necessity.

### **Fuel Tanks**

10A. Fuel tanks of "A" vehicles will be examined visually internally at each annual inspection for rusting, pitting and leaking seams, and will be subjected to a pressure test under water every second year. In this immersion test the tank will be subjected to a pressure of 5 lb. per square inch. The result of the annual examination and the biennial test will be recorded in A.B. 5 in the section headed "Memoranda."

## **"A" AND "B" VEHICLES**

### **Annealing of Copper Pipes**

11. All copper pipes (petrol and oil) on tanks, dragons and S.P. mountings will be annealed and thoroughly cleaned internally annually, to ensure they are free from scale.

Copper pipes on all other vehicles will be similarly treated when the vehicles are being overhauled in workshops.

All new copper pipes which are being bent before fitting will be similarly treated.

The necessity for the foregoing is to prevent fracture taking place due to the action of vibration on a hardened pipe.

## ROLLS-ROYCE ARMoured-CARS, 1920 AND 1924 TYPES

### Cleaning of Crankshaft Oil Passages

12. These oil passages will be thoroughly cleaned after one year in use or after 8,000 miles running, whichever occurs first.

## TANKS, DRAGONS, C.L. CARRIERS AND TRACTORS, AND TRACTORS, LIGHT, G.S.

### Maintenance of Tracks

13. When a track of a medium tank (Mks. I to IIA) or a medium dragon (Mks. II\* to IIIC) has become elongated for the first time to such an extent that no further adjustment can be made on the track adjusting wheel, one link will be removed from the track.

14. With medium tank tracks, when the limit of adjustment on the track adjusting wheel has been reached for the second time, the track will be examined by an O.M.E. and sentenced as repairable or unserviceable.

15. With medium dragon tracks the same action as in para. 14 will be taken when one link has been removed and the track and adjusting wheel has again reached within 2 inches the limit of adjustment.

16. Similar action will be taken with tracks of light tanks, light dragons, C.L. carriers, carriers M.G., and tractors, and light tractors, G.S. ; the maximum number of links that may be removed being shown in the following table—

| Vehicle                                      | Link size | Length of track (new)  | No. of links (new) | Links removable |
|----------------------------------------------|-----------|------------------------|--------------------|-----------------|
| Carriers and tractors, C.L. . . . .          | 5½-in.    | 17-ft. 5-in. ± 1½-in.  | 120                | 6               |
| Tractors, light, G.S., Mk. I . . . . .       | 10½-in.   | 14-ft. 1½-in. ± ¾-in.  | 48                 | 2*              |
| Tractors, light, G.S., Mk. IA . . . . .      | 9½-in.    | 14-ft. 3½-in. ± 1½-in. | 98                 | 5               |
| Dragons, light, Mks. I to IID . . . . .      | 9½-in.    | 24-ft. 9-in. ± 2½-in.  | 170                | 8               |
| Tanks, light, Mks. II to III . . . . .       | 9½-in.    | 25-ft. 0½-in. ± 2½-in. | 172                | 8               |
| Tanks, light, Mk. IV . . . . .               | 9½-in.    | 21-ft. 6-in. ± 2½-in.  | 148                | 7               |
| Tanks, light, Mk. V . . . . .                | 9½-in.    | 22-ft. 4½-in. ± 2½-in. | 154                | 7               |
| Carriers, M.G., No. 1 . . . . .              | 9½-in.    | 23-ft. 9-in. ± 2½-in.  | 163                | 7               |
| Dragons, light, Mk. III . . . . .            | 9½-in.    | 23-ft. 9-in. ± 2½-in.  | 163                | 7               |
| Tanks, light, Mks. VI, VIA and VIB . . . . . | 9½-in.    | 22-ft. 6½-in. ± 2½-in. | 155                | 7               |

\* A third link may be removed at the discretion of the O.M.E.



# APPENDIX I

(REFERRED TO IN PARAGRAPH 18)

| SUSPENSION SPRINGS USED ON MEDIUM AND LIGHT TANKS AND MEDIUM AND LIGHT DRAGONS. |                  |                                    |                |                            |                      |                    |                        |                                  |  |
|---------------------------------------------------------------------------------|------------------|------------------------------------|----------------|----------------------------|----------------------|--------------------|------------------------|----------------------------------|--|
| MACHINE.                                                                        | MARK.            | POSITION OF SPRING.                | DRAWING No.    | PARTICULARS OF SPRING NEW. |                      |                    | TEST FOR USED SPRINGS. |                                  |  |
|                                                                                 |                  |                                    |                | FREE LENGTH INS.           | SIZE OF SECTION INS. | TOTAL NO. OF COILS | TEST LOAD LBS          | MIN. LENGTH UNDER TEST LOAD INS. |  |
| MEDIUM TANKS.                                                                   | I & IA           | FRONT & REAR BOGIES, LOWER SPRING. | V.S.M. 79350/1 | MAX. 7.45<br>MIN. 7.35     | .75 X .375           | 12 1/2             | 1000                   | 6.3                              |  |
|                                                                                 | I & IA           | FRONT & REAR BOGIES, UPPER SPRING. | V.S.M. 79350/2 | MAX. 8.4<br>MIN. 8.25      | .65 X .22            | 17                 | 500                    | 5.2                              |  |
|                                                                                 | † I              | REAR BOGIE.                        | A 24           | MIN. 13.5                  | .5 DIA.              | 12 1/2             | 500                    | 11.45                            |  |
|                                                                                 | † I, IA, II, IIA | FRONT BOGIE, OUTER.                | C.L. 4445      | MIN. 13.5                  | .562 DIA.            | 12 1/2             | 500                    | 12.2                             |  |
|                                                                                 | I, IA, II, IIA   | FRONT BOGIE, OUTER.                | C.L. 4446      | MIN. 13.5                  | .468 X .625          | 15                 | 500                    | 12.2                             |  |
|                                                                                 | I, IA, II, IIA   | FRONT & REAR, INNER                | C.L. 4446      | MIN. 13.0                  | .312 DIA.            | 20 3/4             | 250                    | 10.8                             |  |
|                                                                                 | I, IA, II, IIA   | REAR BOGIE, OUTER.                 | C.L. 7680      | MIN. 13.687                | .5 DIA.              | 12 1/2             | 500                    | 11.7                             |  |
|                                                                                 | II, IIC, IID     | FRONT BOGIE, OUTER                 | C.L. 8033      | MIN. 10.31                 | .464 DIA.            | 10                 | 500                    | 8.6                              |  |
|                                                                                 | II, IIC, IID     | FRONT & REAR, INNER.               | C.L. 9990      | MIN. 9.14                  | .324 DIA.            | 12 1/2             | 250                    | 7.6                              |  |
|                                                                                 | II, IIC, IID     | REAR BOGIE, OUTER.                 | C.L. 8019      | MIN. 11.95                 | .4 DIA.              | 11 1/2             | 500                    | 8.55                             |  |

NOTE: SPRINGS WILL BE REPLACED WHEN THE LENGTH UNDER TEST LOAD IS LESS THAN THE MINIMUM SHOWN.

THE EARLIER MARKS OF LIGHT TANKS AND LIGHT DRAGONS, MARKED THUS † MAY HAVE EITHER THE ORIGINAL TYPE OF SPRINGS OR SPRINGS AS FITTED TO LATER MARKS. THIS HAS BEEN CATERED FOR IN THE ABOVE TABLE.

# APPENDIX I

(REFERRED TO IN PARAGRAPH 18)

| SUSPENSION SPRINGS USED ON MEDIUM AND LIGHT TANKS AND MEDIUM AND LIGHT DRAGONS. |                                                                  |                                               |                        |                            |                      |                    |                        |                                  |
|---------------------------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------|------------------------|----------------------------|----------------------|--------------------|------------------------|----------------------------------|
| MACHINE.                                                                        | MARK.                                                            | POSITION OF SPRING.                           | DRAWING No.            | PARTICULARS OF SPRING NEW. |                      |                    | TEST FOR USED SPRINGS. |                                  |
|                                                                                 |                                                                  |                                               |                        | FREE LENGTH INS.           | SIZE OF SECTION INS. | TOTAL No. OF COILS | TEST LOAD LBS          | MIN. LENGTH UNDER TEST LOAD INS. |
| MEDIUM TANKS.                                                                   |                                                                  |                                               |                        |                            |                      |                    |                        |                                  |
|                                                                                 | I & I <sup>A</sup>                                               | FRONT & REAR BOCIES, LOWER SPRING.            | V. S.M. 79350/1        | MAX. 7.45<br>MIN. 7.35     | .75 X .375           | 12 1/2             | 1000                   | 6.3                              |
|                                                                                 | I & I <sup>A</sup>                                               | FRONT & REAR BOCIES, UPPER SPRING.            | V. S.M. 79350/2        | MAX. 8.4<br>MIN. 8.25      | .65 X .22            | 17                 | 500                    | 5.2                              |
|                                                                                 | I & I <sup>A</sup>                                               | MAIN BOCIES, ALL POSITIONS, HEAVY SPRING.     | V. S.M. 78370/1        | MAX. 19.15<br>MIN. 18.93   | 1.0 X .55            | 25                 | 1000                   | 17.85                            |
|                                                                                 | I & I <sup>A</sup>                                               | MAIN BOCIES, ALL POSITIONS, LIGHT SPRING.     | V. S.M. 78370/2        | MAX. 8.45<br>MIN. 8.35     | 1.0 X .45            | 13                 | 1000                   | 7.55                             |
|                                                                                 | II*, II** & II <sup>A</sup>                                      | FRONT & REAR BOCIES, LOWER SPRING.            | V. S.M. 83034/1        | MAX. 7.45<br>MIN. 7.35     | .825 X .375          | 12 1/2             | 1000                   | 6.4                              |
|                                                                                 | II*, II** & II <sup>A</sup>                                      | FRONT & REAR BOCIES, UPPER SPRING.            | V. S.M. 83034/2        | MAX. 8.45<br>MIN. 8.2      | .7 X .22             | 17                 | 500                    | 5.5                              |
|                                                                                 | II*, II** & II <sup>A</sup>                                      | MAIN BOCIES, ALL POSITIONS, HEAVY SPRING.     | V. S.M. 84908/1        | MAX. 17.0<br>MIN. 16.8     | 1.0 X .64            | 20                 | 1000                   | 16.1                             |
|                                                                                 | II*, II** & II <sup>A</sup>                                      | MAIN BOCIES 1, 2 & 3 POSITIONS, LIGHT SPRING. | V. S.M. 84908/2        | MAX. 8.4<br>MIN. 8.3       | 1.0 X .38            | 14 1/2             | 1000                   | 7.0                              |
|                                                                                 | II*, II** & II <sup>A</sup>                                      | MAIN BOCIES, 4 & 5 POSITIONS, LIGHT SPRING.   | V. S.M. 78370/2        | MAX. 8.45<br>MIN. 8.35     | 1.0 X .45            | 13                 | 1000                   | 7.55                             |
| LIGHT TANKS.                                                                    |                                                                  |                                               |                        |                            |                      |                    |                        |                                  |
| †                                                                               | II & II <sup>A</sup>                                             | FRONT BOCIE, OUTER.                           | A. 24 <sup>A</sup>     | MIN. 13.5                  | .562 DIA.            | 12 1/2             | 500                    | 12.15                            |
| †                                                                               | II & II <sup>A</sup>                                             | FRONT BOCIE, INNER.                           | B. 24                  | MIN. 13.0                  | .312 DIA.            | 20 3/4             | 250                    | 10.7                             |
| †                                                                               | II & II <sup>A</sup>                                             | REAR BOCIE.                                   | A. 24                  | MIN. 13.5                  | .5 DIA.              | 12 1/2             | 500                    | 11.45                            |
| †                                                                               | II <sup>B</sup>                                                  | FRONT & REAR, OUTER.                          | C.L. 4445 <sup>A</sup> | MIN. 13.5                  | .562 DIA.            | 13 1/2             | 500                    | 12.2                             |
| †                                                                               | II <sup>B</sup>                                                  | FRONT & REAR, INNER.                          | C.L. 4446              | MIN. 13.0                  | .312 DIA.            | 20 3/4             | 250                    | 10.8                             |
|                                                                                 | II, II <sup>A</sup> , II <sup>B</sup> , III                      | FRONT & REAR, OUTER.                          | C.L. 8033              | MIN. 10.31                 | .464 DIA.            | 10                 | 500                    | 8.6                              |
|                                                                                 | II, II <sup>A</sup> , II <sup>B</sup> , III, IV & VI             | FRONT BOCIE, INNER.                           | C.L. 9990              | MIN. 9.14                  | .324 DIA.            | 12 1/2             | 250                    | 7.6                              |
|                                                                                 | II, II <sup>A</sup> , II <sup>B</sup> , III, IV & VI             | REAR BOCIE, INNER.                            | C.L. 171837            | MIN. 10.73                 | .25 DIA.             | 15 1/2             | 250                    | 6.4                              |
|                                                                                 | IV                                                               | REAR BOCIE SPRINGS.                           | C.L. 12082             | MIN. 10.375                | .4 DIA.              | 10                 | 250                    | 8.83                             |
|                                                                                 | IV & V                                                           | FRONT BOCIE, OUTER.                           | C.L. 8033              | MIN. 10.31                 | .464 DIA.            | 10                 | 500                    | 8.6                              |
|                                                                                 | V                                                                | FRONT BOCIE, INNER.                           | C.L. 17184C            | MIN. 10.82                 | .276 DIA.            | 15                 | 250                    | 7.6                              |
|                                                                                 | V & VI                                                           | REAR BOCIE, OUTER.                            | C.L. 172224            | MIN. 11.1                  | .4 DIA.              | 11 1/2             | 250                    | 9.4                              |
|                                                                                 | VI                                                               | FRONT BOCIE, OUTER.                           | C.L. 174186            | MIN. 10.225                | .5 DIA.              | 10                 | 500                    | 8.87                             |
| MEDIUM DRAGONS                                                                  |                                                                  |                                               |                        |                            |                      |                    |                        |                                  |
|                                                                                 | II*, III, III <sup>A</sup> , III <sup>B</sup> & III <sup>C</sup> | 1ST. POSITION, FRONT BOCIE, LOWER SPRING.     | S.C. 2763              | MAX. 12.85<br>MIN. 12.75   | .625 DIA.            | 15 1/2             | 1000                   | 11.85                            |
|                                                                                 | II*                                                              | 1ST. POSITION, FRONT BOCIE, UPPER SPRING.     | S.C. 2762              | MAX. 13.1<br>MIN. 13.0     | .3 DIA.              | 18 1/2             | 250                    | 8.5                              |
|                                                                                 | II*                                                              | 2ND. POSITION, FRONT & REAR BOCIES.           | S.C. 2765              | MAX. 23.7<br>MIN. 23.5     | .5 DIA.              | 31 1/2             | 500                    | 20.95                            |
|                                                                                 | II*                                                              | MAIN BOCIES.                                  | S.C. 2569              | MAX. 25.43<br>MIN. 25.25   | .625 DIA.            | 30 1/2             | 1000                   | 23.4                             |
|                                                                                 | III, III <sup>A</sup> , III <sup>B</sup> & III <sup>C</sup>      | 1ST. POSITION, FRONT BOCIE, UPPER SPRING.     | S.C. 4340              | MAX. 8.7<br>MIN. 8.64      | .3 DIA.              | 13 1/2             | 250                    | 5.7                              |
|                                                                                 | III                                                              | 2ND. POSITION, FRONT & REAR BOCIES.           | S.C. 4347              | MAX. 23.55<br>MIN. 23.4    | .5 DIA.              | 31 1/2             | 500                    | 20.86                            |
|                                                                                 | III                                                              | MAIN BOCIES.                                  | S.C. 4182              | MAX. 21.35<br>MIN. 21.135  | .625 DIA.            | 25 1/2             | 1000                   | 19.63                            |
|                                                                                 | III <sup>A</sup> , III <sup>B</sup> , III <sup>C</sup>           | MAIN BOCIES, OUTER SPRING.                    | S.C. 7438              | MAX. 20.25<br>MIN. 20.0    | .75 DIA.             | 15 1/2             | 1000                   | 18.94                            |
|                                                                                 | III <sup>A</sup> , III <sup>B</sup> , III <sup>C</sup>           | MAIN BOCIES, INNER SPRING.                    | S.C. 7439              | MAX. 23.2<br>MIN. 23.0     | .375 DIA.            | 39 1/2             | 500                    | 19.8                             |
| LIGHT DRAGONS                                                                   |                                                                  |                                               |                        |                            |                      |                    |                        |                                  |
| †                                                                               | I                                                                | FRONT BOCIE, OUTER.                           | A. 24 <sup>A</sup>     | MIN. 13.5                  | .562 DIA.            | 12 1/2             | 500                    | 12.15                            |
| †                                                                               | I                                                                | FRONT BOCIE, INNER.                           | B. 24                  | MIN. 13.0                  | .312 DIA.            | 20 3/4             | 250                    | 10.7                             |
| †                                                                               | I                                                                | REAR BOCIE.                                   | A. 24                  | MIN. 13.5                  | .5 DIA.              | 12 1/2             | 500                    | 11.45                            |
| †                                                                               | I, I <sup>A</sup> , II, II <sup>A</sup>                          | FRONT BOCIE, OUTER.                           | C.L. 4445              | MIN. 13.5                  | .562 DIA.            | 12 1/2             | 500                    | 12.2                             |
|                                                                                 | I, I <sup>A</sup> , II, II <sup>A</sup>                          | FRONT BOCIE, OUTER.                           | C.L. 174048            | MIN. 13.5                  | .468 X .625          | 15                 | 500                    | 12.2                             |
|                                                                                 | I, I <sup>A</sup> , II, II <sup>A</sup>                          | FRONT & REAR, INNER.                          | C.L. 4446              | MIN. 13.0                  | .312 DIA.            | 20 3/4             | 250                    | 10.8                             |
|                                                                                 | I, I <sup>A</sup> , II, II <sup>A</sup>                          | REAR BOCIE, OUTER.                            | C.L. 7680              | MIN. 13.687                | .5 DIA.              | 12 1/2             | 500                    | 11.7                             |
|                                                                                 | II <sup>B</sup> , II <sup>C</sup> , II <sup>D</sup>              | FRONT BOCIE, OUTER.                           | C.L. 8033              | MIN. 10.31                 | .464 DIA.            | 10                 | 500                    | 8.6                              |
|                                                                                 | II <sup>B</sup> , II <sup>C</sup> , II <sup>D</sup>              | FRONT & REAR, INNER.                          | C.L. 9990              | MIN. 9.14                  | .324 DIA.            | 12 1/2             | 250                    | 7.6                              |
|                                                                                 | II <sup>B</sup> , II <sup>C</sup> , II <sup>D</sup>              | REAR BOCIE, OUTER.                            | C.L. 8019              | MIN. 11.95                 | .4 DIA.              | 11 1/2             | 500                    | 8.55                             |

NOTE:- SPRINGS WILL BE REPLACED WHEN THE LENGTH UNDER TEST LOAD IS LESS THAN THE MINIMUM SHOWN.

THE EARLIER MARKS OF LIGHT TANKS AND LIGHT DRAGONS, MARKED THUS † MAY HAVE EITHER THE ORIGINAL TYPE OF SPRINGS, OR SPRINGS AS FITTED TO LATER MARKS. THIS HAS BEEN CATERED FOR IN THE ABOVE TABLE.



17. The maximum number of links permitted to be removed is in each case based on the permissible "stretch" before "riding-up" on the sprocket occurs, but the figures quoted in the preceding paragraphs are in no way intended to prevent O.M.Es. from condemning tracks for other defects which may arise before these limits are reached.

18. In no case will tracks be shortened by the removal of more links than herein authorized.

19. All tracks sentenced repairable or unserviceable will be returned to the R.A.O.C. and an equal number of similar tracks indented for in replacement. Each indent will be supported by a certificate from the O.M.E. who sentences the tracks.

## TANKS, MEDIUM AND LIGHT DRAGONS, MEDIUM AND LIGHT

### Testing of Suspension Springs

20. Particulars of suspension springs fitted to certain tanks and dragons are shown in the appendix. Each spring will be tested during the periodical overhaul of the vehicle. If the length under test load is less than the minimum shown in the table, the spring will be exchanged.

*Notified in A.C.Is. 30th July, 1941*

**NOT TO BE PUBLISHED**

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26  
Regulations  
2106

**REGULATIONS FOR ARMY  
ORDNANCE SERVICES, PART II**

**PAMPHLET No. 20, 1933**

**AMENDMENTS (No. 1A)**

57  
General  
295

Page 6. Para. 16 (as promulgated by Amendments (No. 29), notified in Army Order 22 of 1937 and amended by Amendments (No. 33), notified in Army Order 255 of 1937). *Against* "Carriers, M.G., No. 1". *For* "163" in column 4 *substitute* "167".

*By Command of the Army Council,*



THE WAR OFFICE,  
30th July, 1941.

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