



PUTTING IT ALL TOGETHER . . .

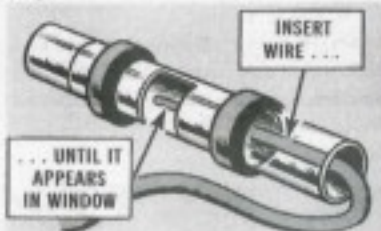
WHEN YOU  
SPICE -  
SPICE IT  
RIGHT!

OH!

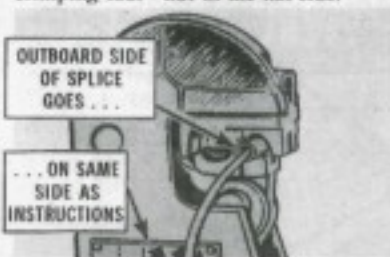
A broken wire in a commo or nav light system could cause some anxious moments. To avoid the pucker situations you 68F types should know how to use the right splicing tool and right splice to get a Numbah One job.

Review para 5-63, TM 55-1500-325-25 (Aug 68). Then with crimping tool MS25037 in your mitt, focus your peepers on these PM tips.

Strip off enough of the wire so that you'll see the end of it thru the plastic splice inspection window when the stripped conductor butts against the center stop.



Make sure the outboard part of the splice is inserted in the conical side of the crimping tool—not in the flat side.



If you crimp the inboard part of the splice in the larger diameter of the crimping tool's conical die you won't get a tight crimp on the exposed wire.

So, the smaller diameter of the flat side die crimps the insulation as well as the wire. Then when a strain is put on the wire it'll slide out from under the crimp.

You may have a crimping tool without a locator groove in the die. If so, don't

use butt splices with ridges.

Some crimping tools are similar to the MS25037 and make good splice crimps. When you use a look-alike tool, just be sure its smaller diameter area crimps only on the splice area and stripped bare wire.

'Course, Old Pro wiresplacers never use needle nose pliers, diagonal pliers—dikes—adjustable wrenches or bench vises for crimping.