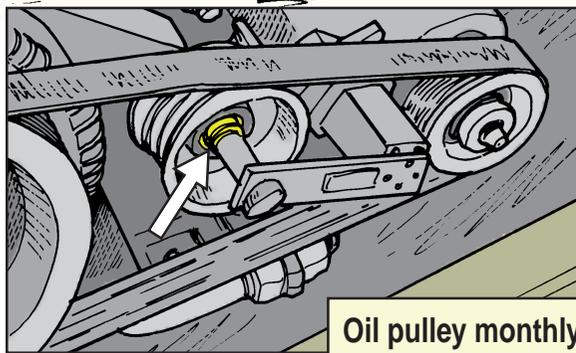
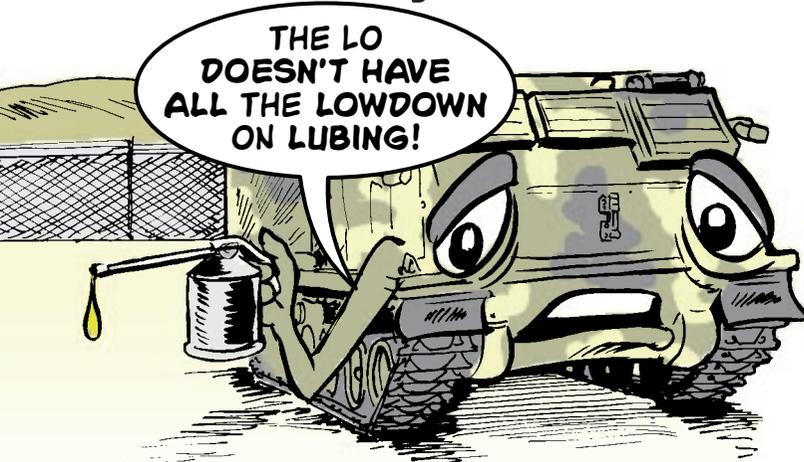


# Pulley Needs Lubing, Too



Crewmen, LO 9-1450-646-12 doesn't cover everything on your MLRS that needs regular lubing. Some of it comes from experience.

One such spot is the idler tensioner pulley on the rear generator belt. Moisture from condensation, rain and regular washing gives rust a foothold on the pulley.

If the pulley won't turn, the belt takes a real beating and will eventually snap.

Keep the rust at bay by giving the tensioner pulley a squirt or two of oil once a month. Not too much, though. Any extra oil should be wiped away to keep it off the belt.

## Avoid a Hatch-tastrophe!

**M**ost crewmen eventually learn the lesson, even if it means a conk on the head: carrier hatches are too heavy to stay open on their own.

They'll come flying shut when your vehicle hits a big enough bump. You could end up losing your teeth, your fingers—even your life—if a hatch comes crashing down while you're in the way.

But it doesn't have to happen. It only takes a few seconds to stick the safety pin through the bracket to lock that hatch in place.

Play it safe. Lock open the hatches before moving out. If the locking pin's missing, have your mechanic install a new one. NSN 5315-01-266-6508 gets the pin used for all M113-series FOV except the M981 FISTV and M901 ITV. For these vehicles, the driver's hatch pin comes with NSN 5315-01-265-0528 and the gunner's hatch pin comes with the handle assembly, NSN 5340-01-240-7321.

