

Stay Off Your

CAN YOU SEE THE TARGET? I'M BLIND AS A BAT!

WHAT TARGET? I HAVEN'T BEEN ABLE TO SEE SINCE I GOT KICKED IN THE HEAD!

Your TOW 2 missile system will stand up to most action, but it has a few parts that are easily damaged by a misplaced foot or too much muscle.

Sights

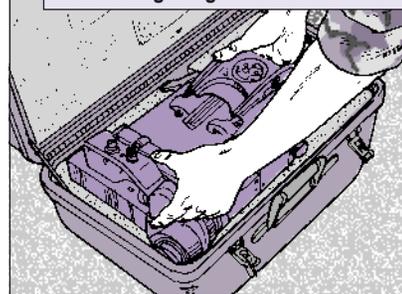
The best protection you can give the sights is to keep them in their cases when not in use and to tie them down for travel. Sights are usually damaged when they're just stuck in the back of a truck and left to bounce around.

Of course, getting the night sight in and out of its carrying case is not simple. If you grab something like a cable connector to lift the sight, the connector's wiring is ripped loose.

Use the locking bracket as a handle and put your other hand between the cooler and eyepiece. But once you get the sight out, cradle it with both hands. The bracket's not sturdy enough to be used as a carrying handle.

TOW's TOES

Remove night sight from case like this:



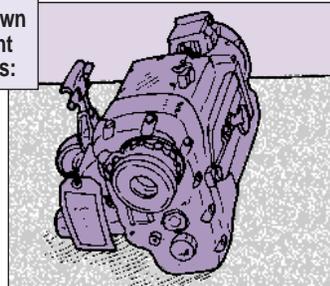
Same goes for the op sight handle. The best way to carry the op sight is to grip the hole in the latch assembly.

Grip op sight through hole



But don't lay the op sight down on its rails. That breaks the cam post and

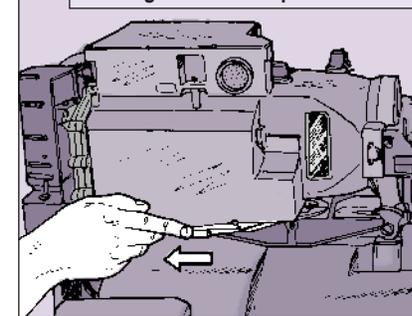
Lay down op sight like this:



you won't be able to mount the night sight on top of the op sight. Lay the op sight down with the eyepiece off the ground.

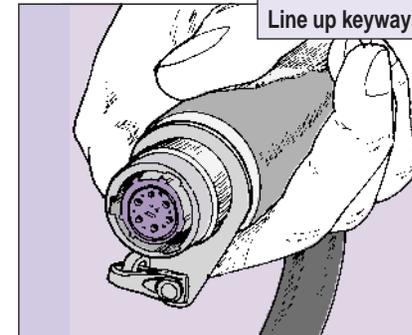
When you mount the night sight, the locking lever should pull back easily. If it doesn't, the night sight isn't positioned right. Adjust it and try again. If you force the locking lever, you break the cam post.

Locking lever should pull back easily

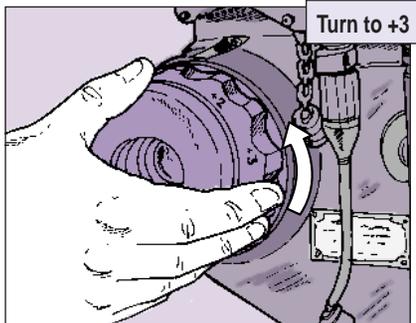


Be careful screwing in the cable to the J1 connector on the night sight. The connectors have keyways. If you don't line up the keyways, you bend the connector pins.

Line up keyways



When you're not firing, turn the op sight eyepiece fully counterclockwise to the +3 position. If the eyepiece is

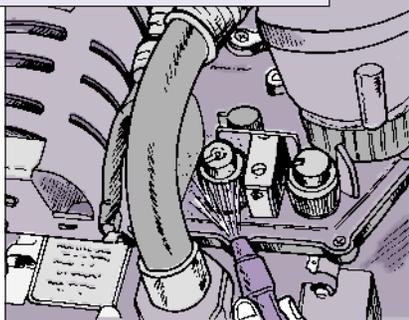


Turn to +3

left at the -3 position, it's resting against the prism. A bump to the sight can crack or misalign the prism.

Don't force the knobs on either sight. Too much muscle breaks the op sight AZIMUTH and ELEVATION knob stops and makes it hard to center them. Too much force also locks up the night sight AZIMUTH and ELEVATION knobs and bends the shaft to the RANGE FOCUS knob. If any of the sights' knobs are hard to turn, clean under them with 30 psi air.

Clean around knobs with air hose



Unless you're in combat, never ride around with the sights mounted. If the tripod coupling clamp comes loose,

those expensive sights could take a tumble onto the road. Plus the weight of the sights and the bouncing of the truck bend the boresight plate. Then you can't boresight.



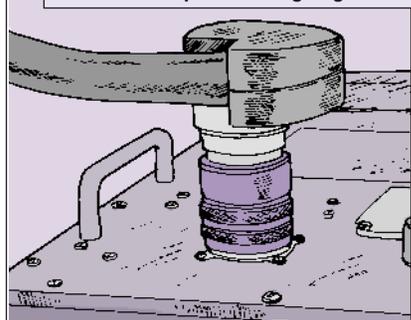
Weight and bumps bend boresight plate

MGS

Something you never want to mess up is the MGS cable. It costs thousands to replace. That's why there's the cable adapter, NSN 5935-01-117-3304. It protects the cable's pins.

Make sure that the adapter's installed before you go to the field. If it's missing, tell your repairman. He'll get support to lock wire a new adapter to the cable's connector.

Check for adapter before going to field

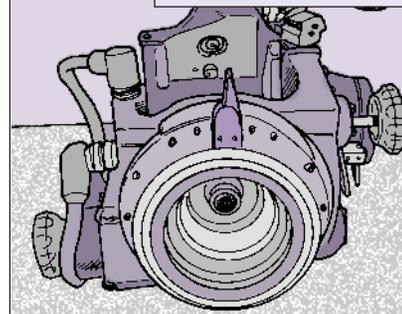


In the rain, keep the MGS covered as much as possible. MGSs aren't always waterproof. Moisture damages its circuitry.

Traversing Unit

Don't set the TU on its lock or cable. That breaks the lock or damages the cable's wiring. Set the TU on its side with the lock up.

Set TU on side with lock up



Launch Tube

Don't stick the launch tube down the center of the tripod for storage. That can chew up the lip of the tube. A rough lip can cut the missile

wire during firing. Suddenly, you have an unguided missile. Lay the tube on its side.

When you're using the TOW mounted on a HMMWV, don't pack cargo around the area where the launch tube is strapped in. The tube will be cracked and ruined when the hatch is slammed down.

Don't put launch tube in tripod

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