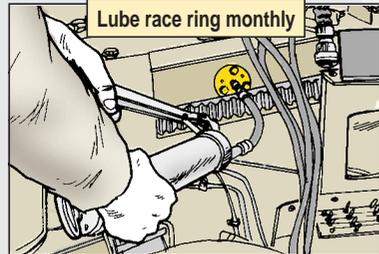


Lube It and Leave It

Crewmen, without enough lube in the race ring assembly, the turret on an M1-series tank will come to a grinding halt.

You should lube the race ring monthly, but if you work in an area where sand and grit are a problem, you may need to do it more often.



Some of you are still using the race ring lubing tool made by your support shop. That means removing the ball insert plug in the inner race bearing ring and installing the tool before you can lube.

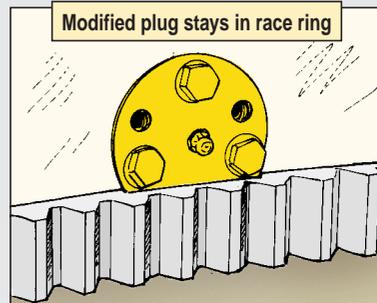
MWO 9-2350-200-30-9 changes all that. The MWO authorizes DS to modify the ball insert plug to make it a permanent lubrication fitting.

Take a look at the plug on the inner race bearing ring. If it doesn't have a



grease fitting, get the MWO applied now.

Before you send the plug off to DS, though, tag it with the tank's serial number. That way each tank gets its original plug back. Each plug is machined to exactly match its race ring. Running your M1 with a plug from another tank will damage ball bearings, springs and the race assembly.



Of course, you should lube the race ring before sending the plug off for modification. Just remember to never traverse the turret unless either the lubing tool or the ball insert plug is in place.

If you forget, the springs jam up, the bearings fall out of the inner race bearing ring and the tank is out of commission.

If your tank has the new wire race ring assembly, NSN 1015-01-433-7999, don't look for a ball insert plug. This configuration uses standard grease fittings instead.



Tank mechanics, you've got to plan ahead if you want to replace a bad in-tank fuel pump, NSN 2910-01-341-4647 or 2910-01-083-3153.

The new fuel pump doesn't come with a fuel tank gasket, NSN 5330-01-083-3070. Without the gasket, you won't be able to install the pump.

So plan ahead. Order the gasket when you order the new pump. Then you'll have everything you need to get that vehicle up and running.