

THANKS FOR THE SUPPORT

THUMPA THUMP THUMPA THUMP

WHERE'S THAT NOISE COMING FROM?

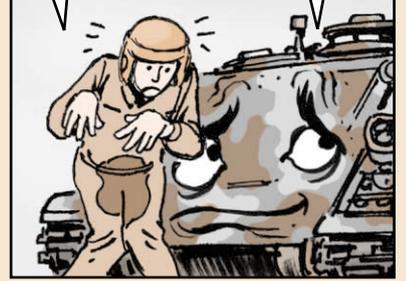
IT'S JUST-- OUCH! ...MY AOAP SAMPLING VALVE-- OUCH! ...BEING SMACKED TO DEATH!

THUMPA THUMP THUMP THUMP THUMP THUMP

Don't Be a Glass Cracker

OH GREAT! A LAP FULL OF WATER! WHAT'LL THE GUYS THINK?

SORRY! GUESS MY BILGE PUMP SIGHT GLASS IS LEAKING A LITTLE!



Mechanics, easy does it on the M113A3's bilge pump sight glass.

It's made of plastic so it cracks easily as you tighten down the clamp nuts.

A cracked sight glass delivers a lap full of water to the driver the next time the bilge pump is turned on. That's sure to get you scratched off next year's Christmas card list!

A big leak from the sight glass is considered a Class III leak, too. That means the carrier is NMC until the sight glass, NSN 9330-00-782-1832, is replaced.



Cracked sight glass leaks enough to make vehicle NMC

Drivers, the mounting hardware for the M113A3 FOV's engine compartment door support arm needs to be kept nice and tight.

If the hardware loosens, the arm rattles around from vibration. It doesn't take much movement to free the arm's tip from its storage bracket.

When that happens—WHAM!—right into the AOAP sampling valve. The valve is damaged as the tip of the support arm bounces against it over and over. You won't even realize the damage is done until the next time you open the engine access cover.

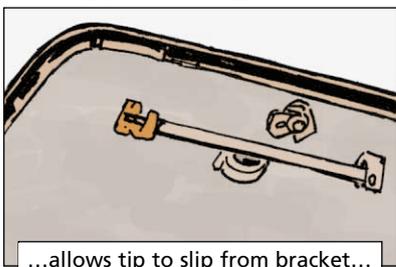
During your before-operation PMCS,

take a close look at the support arm hardware. If it's loose, take a few seconds to tighten it up.

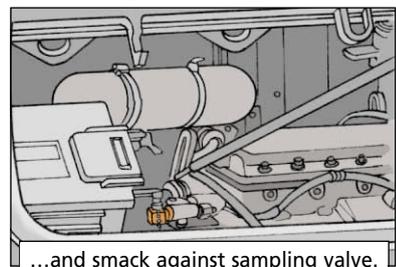
If the support arm comes loose a lot, try a few drops of sealing compound, NSN 8030-00-081-2339, on the hardware threads. That should keep the support arm in place.



Loose hardware...



...allows tip to slip from bracket...



...and smack against sampling valve.