

# Boom Foot Needs Lube



Appendix J in TM 9-2350-256-20 says to lube your M88A1 recovery vehicle's boom foot pivot pins and boom pivot pins quarterly with GAA. But a lot of pins don't get the lube they need.

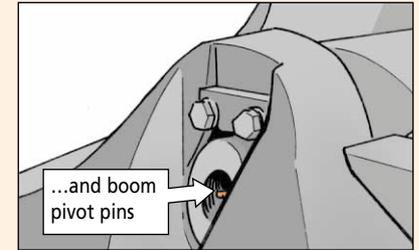
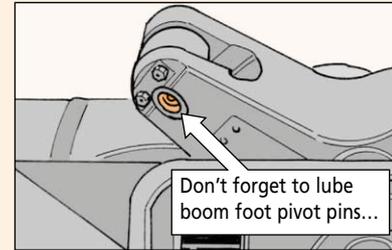
Eventually, unlubed pins rust to the boom foot. You can tell that's happened when the boom pivot pin rotates as you raise or lower the boom.

By then it's too late to lube and you'll have to call in DS for help. They'll pull the pin, inspect the hull trunnion and the boom foot for rust, and remove any rust with steel wool.

Once the boom pin is reinstalled, make sure it's locked in place by the retainer. The pin shouldn't slide in or out of the trunnion.

If you don't get the pin and trunnion fixed, the trunnion will eventually elongate. The boom is shot until it can be repaired at depot level.

Check the gap between the pin and the trunnion wall, too. A gap of .005 to .025 inch is OK. Anything more and you should have your vehicle inspected for depot overhaul. 'course, you can save yourself this extra work and downtime if you just lube all the boom pins when the TM calls for it.



# CLAMP DOWN ON LOOSE HOSE



Dirty air is an engine killer for your M113A2 carrier. That's why your crewmen need to keep a close eye on the engine's air duct hose, NSN 4720-01-060-2550.

Vibration loosens the two clamps, NSN 4730-00-908-6294, that hold the duct hose in place. Then dirty, unfiltered air is pulled in past the clamps and the engine is damaged.

Help keep your carrier breathing easy by checking the clamps for tightness before each operation. Eyeball the hose for cuts, tears or other damage. Report any problems to your mechanic.

