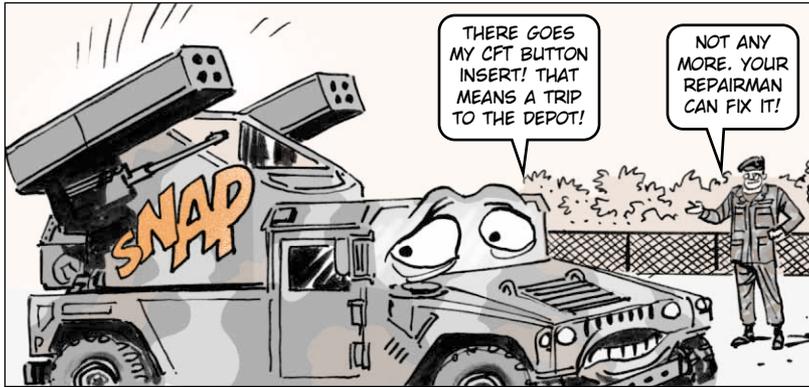
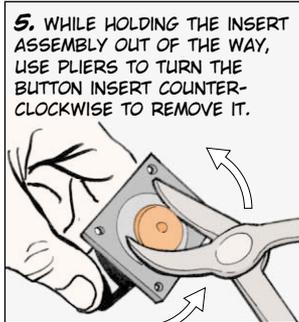


YOU CAN REPAIR CFT



4. LIFT THE INSERT ASSEMBLY OFF THE GAS FITTING MOUNT, BUT ROTATE IT **NO MORE** THAN 90 DEGREES TO AVOID STRAIN ON THE CRYO LINE. THIS WILL LET YOU GET AT THE SPRING TENSION WASHER AND BUTTON INSERT, NSN 1420-01-346-7657.

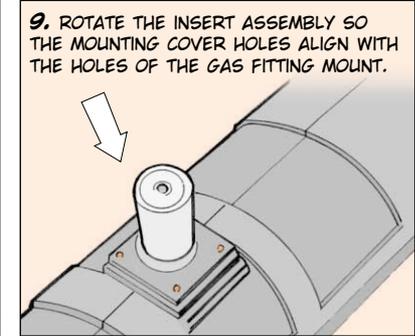
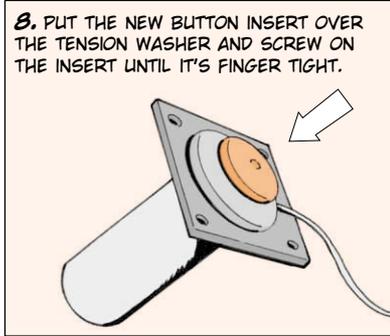


5. WHILE HOLDING THE INSERT ASSEMBLY OUT OF THE WAY, USE PLIERS TO TURN THE BUTTON INSERT COUNTER-CLOCKWISE TO REMOVE IT.

THIS WILL RELEASE THE TENSION WASHER. KEEP THE WASHER.

6. POSITION THE MOUNTING COVER OVER THE INSERT ASSEMBLY WITH THE FLAT PART OF THE HALF-CIRCLE HOLE FACING THE CRYO LINE.

7. PUT THE TENSION WASHER ON TOP OF THE MOUNTING COVER WITH THE WASHER'S FLAT PART FACING THE COVER. THE WASHER'S CURVED PART WILL PUSH UP AGAINST THE BUTTON INSERT.

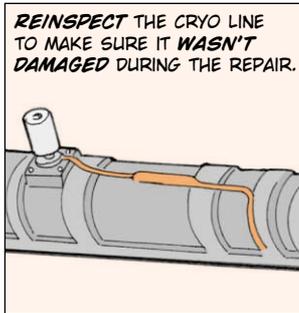


8. PUT THE NEW BUTTON INSERT OVER THE TENSION WASHER AND SCREW ON THE INSERT UNTIL IT'S FINGER TIGHT.

9. ROTATE THE INSERT ASSEMBLY SO THE MOUNTING COVER HOLES ALIGN WITH THE HOLES OF THE GAS FITTING MOUNT.

10. ATTACH THE INSERT ASSEMBLY TO THE LAUNCH TUBE WITH THE FOUR SCREWS.

11. TORQUE THE SCREWS TO 36-44 IN-OZ.



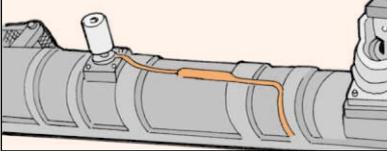
GOOD NEWS, STINGER REPAIRMEN. YOU **NO LONGER** HAVE TO SEND CAPTIVE FLIGHT TRAINERS (CFT) AND TRACKER HEAD TRAINERS (THT) BACK TO DEPOT FOR **BUTTON INSERT REPAIR.**

REPAIR THEM **YOURSELVES** LIKE THIS...

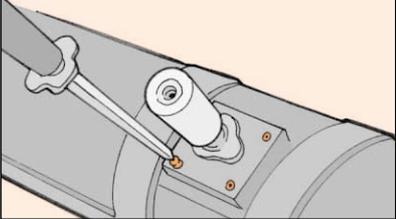


1. POSITION THE CFT OR THT ON A MAINTENANCE STAND OR WORK BENCH SO THE INSERT ASSEMBLY IS **EXPOSED.**

2. LOOK FOR DINGS, CREASES AND BENDS ON THE CRYO LINE THAT RUNS TO THE INSERT ASSEMBLY. IF THE LINE'S DAMAGED, THE CFT MUST GO TO DEPOT FOR REPAIR. NO PROBLEMS? MOVE ON.



3. USE A **NO. 0 CROSS-TIP SCREWDRIVER** FROM YOUR TOOL KIT TO REMOVE THE FOUR SCREWS, NSN 5305-00-054-5636, FROM THE MOUNTING COVER. KEEP THE SCREWS.



THE MOUNTING COVER REMAINS ATTACHED TO THE INSERT ASSEMBLY, SO YOU WILL HAVE TO ROTATE THE COVER OUT OF THE WAY. DON'T FORCE IT. THAT COULD DAMAGE THE CRYO LINE.

