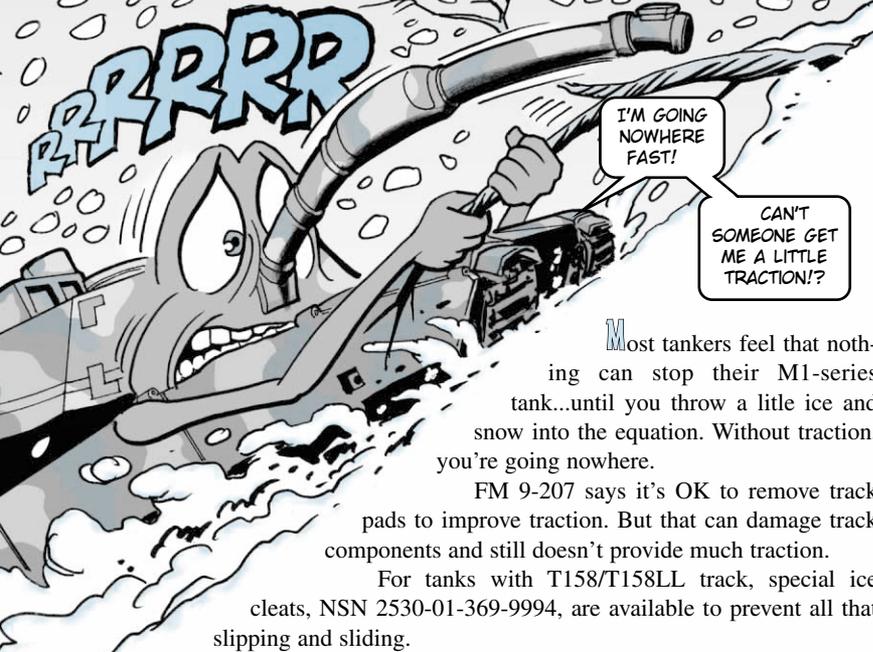


CLEATS LET YOU GO IN ICE AND SNOW



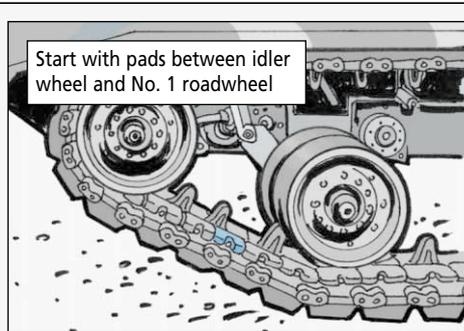
Most tankers feel that nothing can stop their M1-series tank...until you throw a little ice and snow into the equation. Without traction, you're going nowhere.

FM 9-207 says it's OK to remove track pads to improve traction. But that can damage track components and still doesn't provide much traction.

For tanks with T158/T158LL track, special ice cleats, NSN 2530-01-369-9994, are available to prevent all that slipping and sliding.

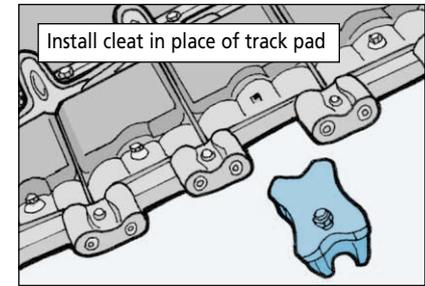


1. Clean the left and right track to remove all dirt and debris.
2. Position the first track shoe between the compensating idler wheel and the number one roadwheel.



3. Remove the track shoe's inner and outer pad and self-locking nut.

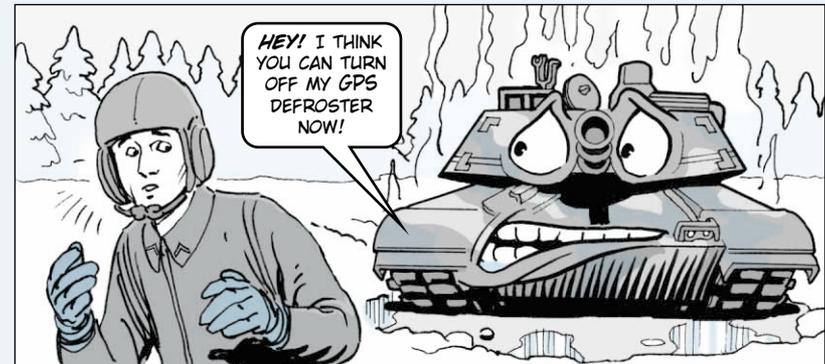
4. Install two ice cleats on the track shoe in place of the removed pads.
5. Lock each cleat in place with a new self-locking nut, NSN 5310-01-102-2711. Torque the nuts to 260-300 lb-ft.
6. Follow steps 3-5 for the track on the other side of the tank.
7. Move the tank forward to position the next track shoe needing cleats.



For best performance, put a set of cleats on every fifth shoe. That means you'll need a total of 60 cleats for each vehicle (30 per track).

Remember, these cleats are for T158/T158LL track only. They will not work with T156 track.

TURN THE DEFROSTER OFF



Got a problem with frost on the eyepiece of your gunner's primary sight (GPS)? Just flip on the GPS defroster. In a few minutes your problem clears up.

But if you forget to turn off the defroster, you have a new problem.

The defroster doesn't turn itself off when the frost is gone. It keeps right on running.

A long-running defroster will overheat and crack the daylight window on the GPS.

So when the frost is gone, turn off the defroster.

