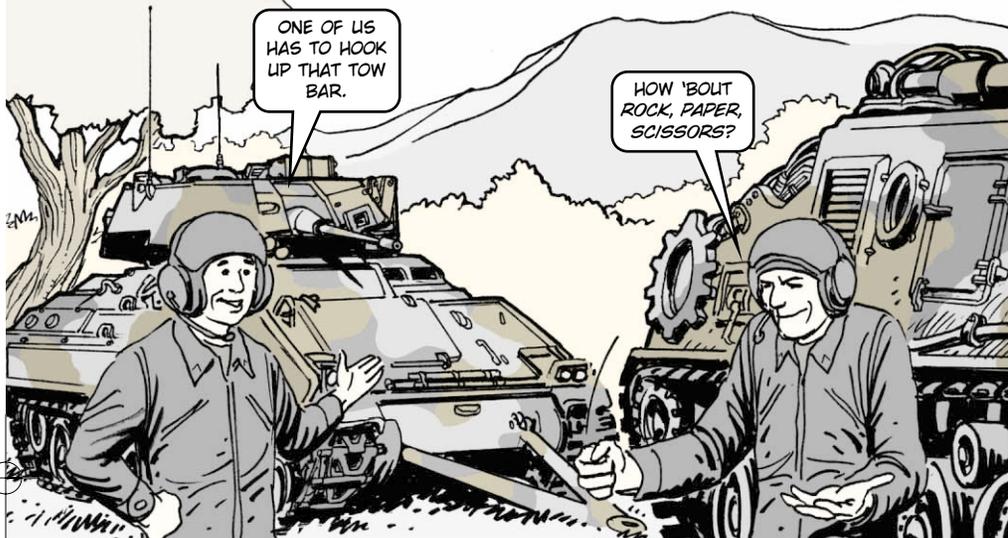


Recovery Vehicles...

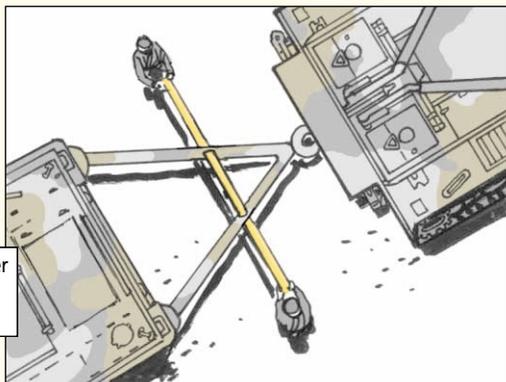
A LIFT FOR TOW BAR HOOKUPS



Hooking up the tow bar when recovering a disabled combat vehicle is one of the most difficult—and dangerous—jobs you have to do, mechanics.

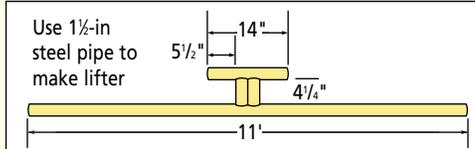
Not only is that tow bar pretty darn heavy, but who wants to stand between several tons of metal that might move suddenly?

The solution is a home-made tow bar lifter. It makes your job a lot easier and safer. You won't have to stand between vehicles to hook up the tow bar. And, with two people lifting, the load is a lot lighter.



Two person lift is easier and keeps both out of danger zone

The 11-ft long lifter is made of 1½-in diameter steel pipe that is ⅝ inch thick. It has a 14-in long tee made from the same pipe and fits in the V-shaped end of the tow bar.



After attaching the tow bar to the disabled vehicle, two people use the lifter to hold the tow bar up. The recovery vehicle driver makes the hookup with the help of the ground guides.

The lifter is designed to work with all Army tow bars and recovery vehicles, including the 5-ton wrecker.

M88A1 Recovery Vehicle...

No Room For Boom Doom

Do you leave the boom on your M88A1 up or down after operation? If you leave it up, the boom may go **BOOM!** the next time it's used.

When the boom is left up, gravity drains the hydraulic fluid into its reservoir, leaving behind an air pocket. The next time the boom is lowered, the air pocket can let the boom fall suddenly. That spells doom for equipment or personnel that happen to be in the way.

Follow the information in Item 14 of TM 9-2350-256-10's PMCS tables. **Always** keep the boom in the stowed (travel lock) position when it's not in use.

