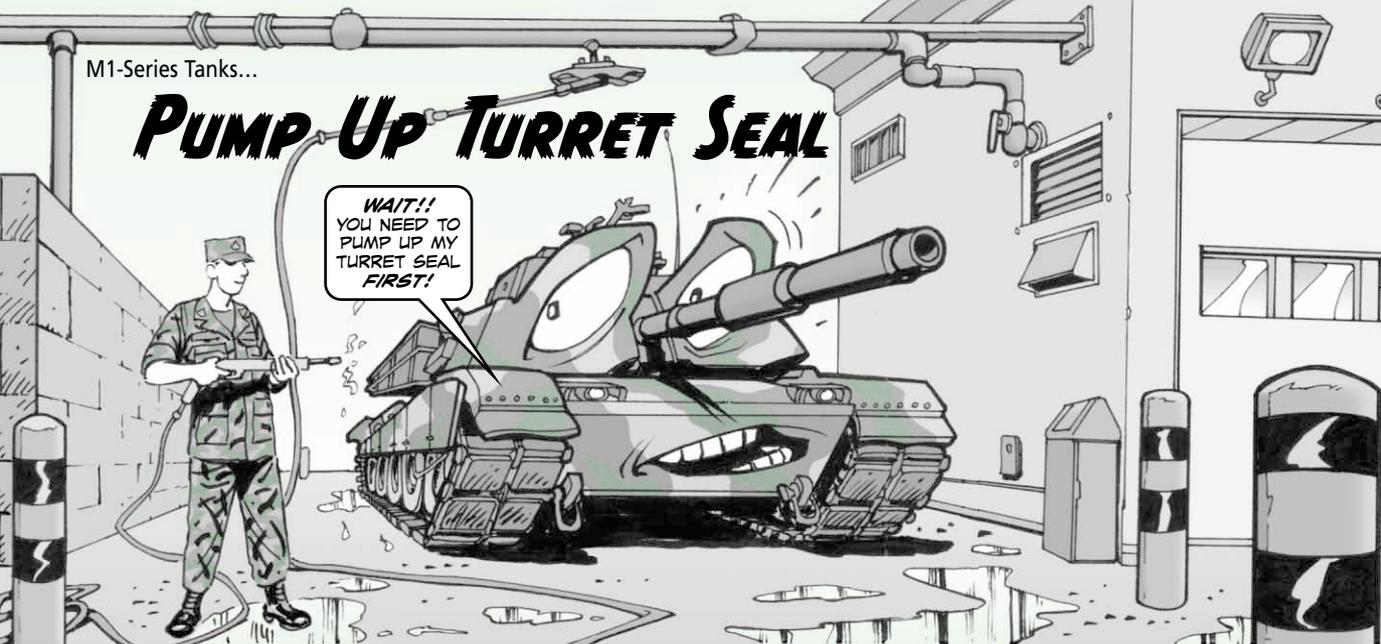


M1-Series Tanks...

# PUMP UP TURRET SEAL

WAIT!! YOU NEED TO PUMP UP MY TURRET SEAL FIRST!



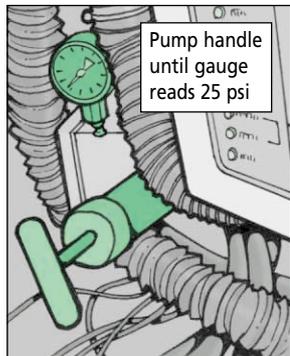
WHEN IT'S TIME TO TAKE YOUR TANK TO THE WASH RACK FOR A GOOD CLEANING, YOU'D BETTER REMEMBER TO PROTECT THE TURRET RACE RING, DRIVERS.



When water is forced inside the race ring, grease is washed away. Dirt gets inside and corrosion starts. That leads to damage to the springs, ball bearings, and the race itself. Eventually the turret will lock up and no longer traverse.

Fixing the damage is difficult and costly, so avoid it by using the turret's inflatable seal to keep wash water out. You'll find the inflatable seal on all M1, M1A1 and some M1A2 tanks.

Engage the turret traverse lock mechanism, close the bleed cock below the inflatable seal's pressure gauge and pump the handle until the gauge reads 25 psi. If the seal won't inflate to 25 psi, let your mechanic know. The seal could be damaged.

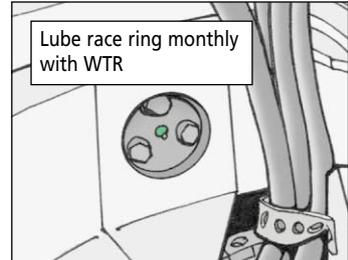


Pump handle until gauge reads 25 psi

**Do not** try to traverse the turret with the seal inflated. That damages the seal.

After washing the tank, deflate the seal by opening the bleed cock under the gauge and allowing the pressure to drop to 0 psi. Then disengage the turret lock mechanism.

Don't forget to grease the turret race ring monthly with WTR, too. That keeps corrosion away and the race ring turning smoothly.



Lube race ring monthly with WTR

M1A1 Tanks...

# SHEDDING A LITTLE LIGHT

DIDN'T YOU SEE AN NBC WARNING LIGHT!?

SURE, BUT IT WAS JUST A CAUTION LIGHT!

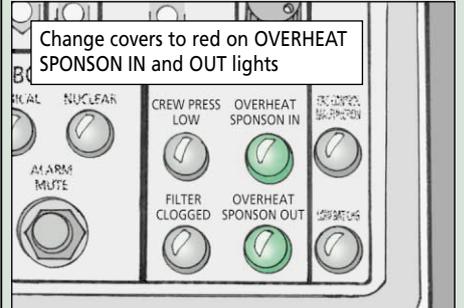
I DIDN'T KNOW IT WAS THAT SERIOUS!



**B**oth the OVERHEAT SPONSON IN and OVERHEAT SPONSON OUT warning lights on the tank commander's panel are yellow.

They should be red. They're supposed to be warning lights, not caution lights. Ignoring the lights could result in an NBC filter fire.

If you've not yet made the switch, get your mechanic to replace those yellow covers with red ones, NSN 6210-00-176-4954.



Change covers to red on OVERHEAT SPONSON IN and OUT lights