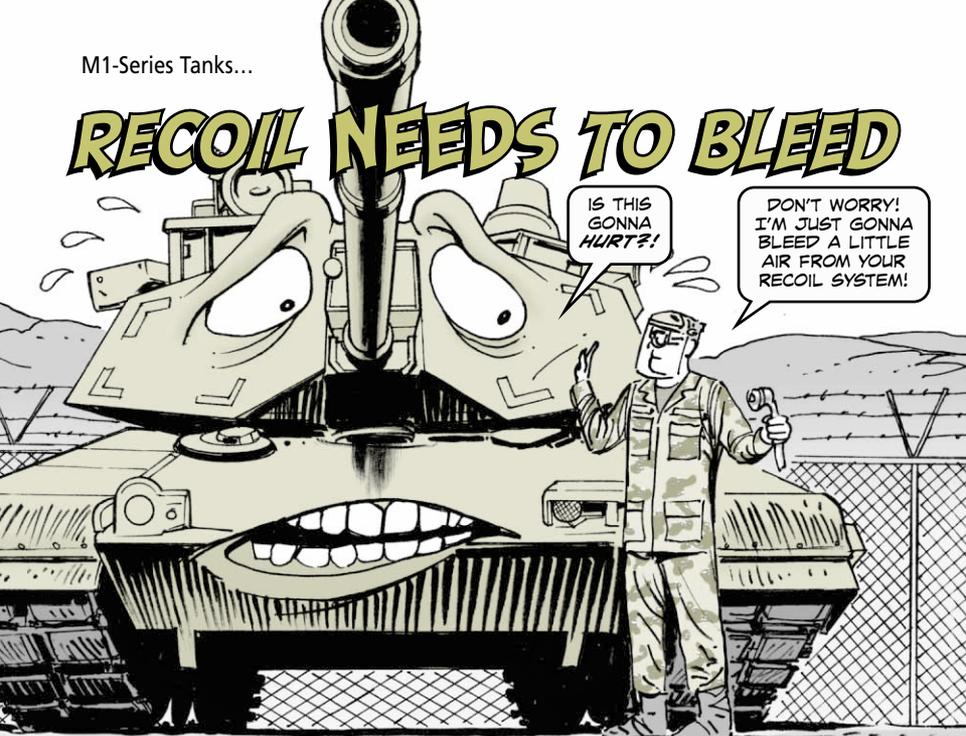


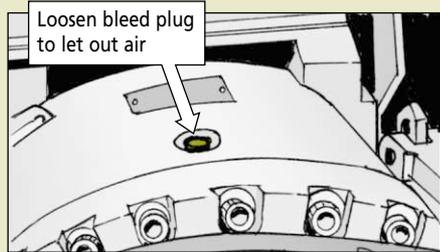
RECOIL NEEDS TO BLEED



When's the best time to bleed your tank's recoil system, crewmen? Unless you like living dangerously, you'd better do it prior to firing exercises and every time the recoil system is drained and refilled.

If the FRH level is low it could be because of air bubbles or debris in the replenisher that stops the flow. This could cause the main gun to recoil too far. When that happens, the cannon shears its retaining bolts and slams into the ammo compartment. Bleed the recoil system like this:

1. Make sure you're wearing long sleeves, gloves, goggles and a face shield. FRH contains a chemical that can cause paralysis if it's ingested. FRH can also be absorbed through the skin, so wash thoroughly with soap and water if you get any on you.
2. Ensure replenisher is full.
3. With turret power off and the system hydraulic pressure reduced to zero, manually depress the gun tube below level.
4. Loosen, but don't remove, the bleed plug below the gun mount ID plate.



The -10-1 TMs tell you to use a 15mm socket, but that's not quite the right size. Use the 9/16 inch socket, NSN 5120-00-189-7932, listed in the BII instead. The 15mm socket will be removed from the BII during a future update.

5. Allow all the air to escape until you see FRH starting to flow from around the bleed plug.
6. Retighten the bleed plug. Wipe off any FRH with a rag and dispose of it properly. Recheck the replenisher level and refill if necessary.

TM Note

The diagram on Page 2-496 of TM 9-2350-264-10-1 and Page 2-480 of TM 9-2350-367-10-1 shows the wrong location for the recoil system bleed plug. This will be corrected in a future update to the TMs.

MATCH FUEL PUMP TO ENGINE



Some mechanics don't pay attention to the usable on codes (UOC) when ordering a new fuel pump for a Bradley or MLRS.

Since there are four different pumps available, they have only a one-in-four chance of picking the right one—not the best odds. Choose wrong and your vehicle has fuel flow problems.

Even if you **think** you've ordered the right pump, you should always double-check the engine configuration to make sure before installing it. Here's the correct match-up:

Vehicle	Engine	Pump NSN
MLRS A0, Bradley A0	500 HP	2910-01-217-8309
MLRS A1	500 HP Centry	2910-01-479-2471
Bradley A2, A2 ODS, Linebacker, BFIST	600 HP	2910-01-384-5304
Bradley A2, A2 ODS, A3, Linebacker, BFIST	600 HP WSR	2910-01-432-0373