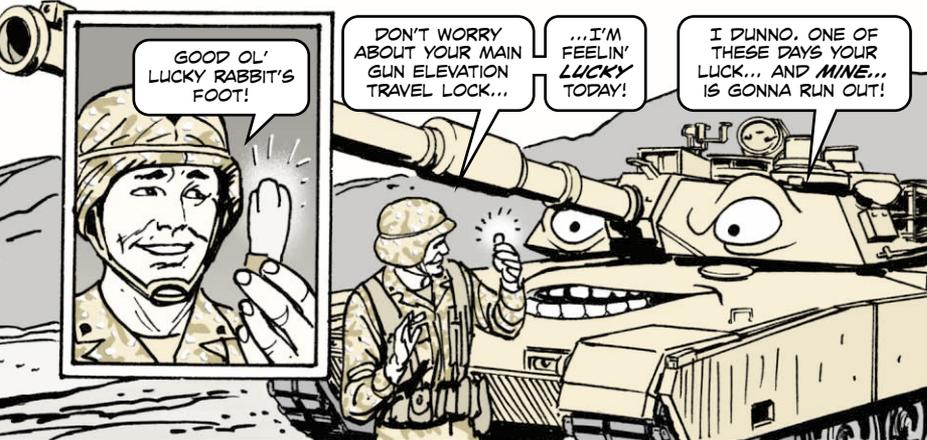


HOW LUCKY ARE YOU FEELIN'?



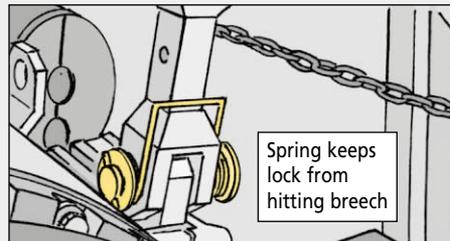
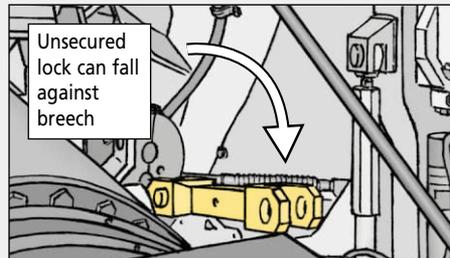
For careless tankers, pure luck is the only difference between a main gun elevation lock that works and one that creates an unsafe tank.

Careless tankers don't pin the lock to the gun mount assembly bracket after releasing the cannon from the stowed position.

If you're lucky, the lock will fall forward out of the way. As luck would have it, though, it often falls back against the breech ring when the main gun is fired. As the main gun moves back into battery, the breech ring hits the travel lock and shears the mounting bracket from the main gun cradle.

When that happens, safety is jeopardized for both the crew and mechanics. Several maintenance functions rely on this lock to keep crewmen and mechanics out of harm's way.

That little slip up will cost you a lot of down time since a depot-certified welder will have to come to the tank to make repairs. But even worse, your unit has to fork over \$30,000 for a new main gun cradle.



Mechanics, you can install a very low cost insurance policy by adding a spring to the lock. The spring forces the lock to the stowed position, keeping it away from the breech ring.

Here are the parts you'll need:

Size	NSN
Spring	5360-01-384-5338
Washer	5310-01-384-4231
Pin	5315-01-385-7871
Cotter pin	5315-01-378-7858

Here's how to put the parts together:

1. Remove the old cotter pin and straight-headed pin.
2. Place the new spring over the elevation lock.
3. Slip a washer over the new pin and slide the pin through the spring and lock.
4. Place another washer over the open end of the pin.
5. Secure the pin in place with the new cotter pin.

When you're finished, make sure the chain attached to the lock's quick-release pin is short enough to keep the pin from getting caught under the lock. Remove a few links if necessary.

Plates and Plugs in Place?



The air filters on your recovery vehicle and AVLB won't be worth a hill of beans if the vehicle's hull access plates and drain plugs aren't installed properly.

A loose or missing plate or plug lets the vehicle's fans pull dust directly into the engine compartment. That's a near certain death sentence for the engine and transmission, especially for vehicles deployed to Southwest Asia.

Before leaving on the next mission, take a close look under your vehicle. If any of the access plates or drain plugs are loose or missing, report 'em. If a drain plug is just open, close it!

