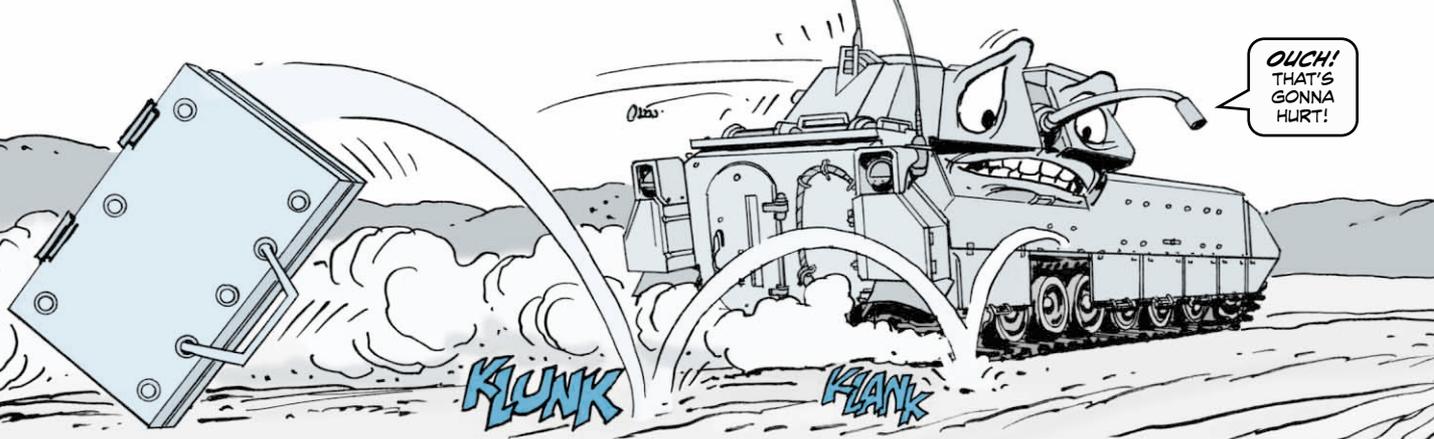


M2/M3-Series Bradleys...

REMOVE BROKEN SKIRT BOLTS WITH EASE



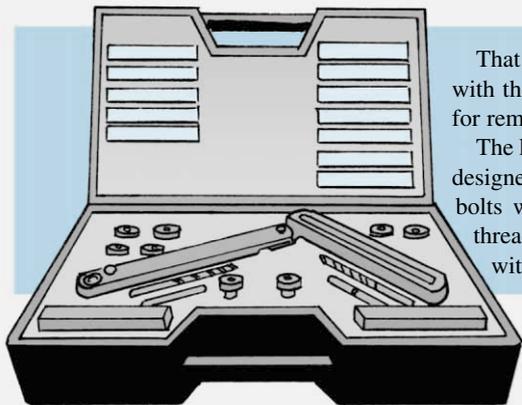
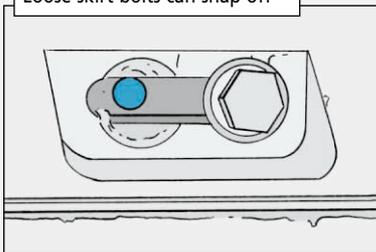
Crewmen, don't underestimate the importance of the skirt bracket bolts, NSN 5305-00-724-7222, on your Bradley.

Those skirts are **very** heavy. So if even one of the bolts vibrates loose, a lot of pressure is put on the remaining ones. They can snap and leave you with no bolts and a missing skirt.

Eyeball the skirt bracket bolts before and after every operation. If any are loose or missing, tell your mechanic. He'll replace and torque 'em to 151-166 lb-ft.

Mechanics, despite the crew's best efforts, sometimes those bolts are going to snap. That leaves you with the miserable job of drilling them out so they can be replaced.

Loose skirt bolts can snap off



That job just got a whole lot easier with the addition of a special tool kit for removing broken bolts.

The kit, NSN 5180-01-518-6883, is designed to remove 1/2- to 3/4-in bolts without damaging the existing threads. Detailed instructions come with the kit.

You can also get a smaller kit for 1/4- to 7/16-in bolts with NSN 5180-01-508-6036. That kit will remove 7mm to 10mm metric bolts as well.

For more information on the tool kits, including step-by-step bolt removal instructions, check out the manufacturer's web site at:

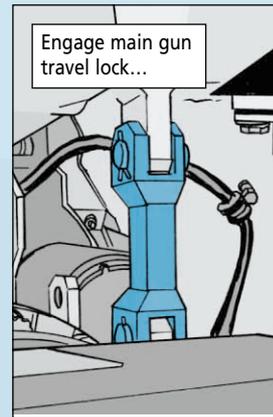
<http://www.brokenbolt.com/>

M1-Series Tanks...

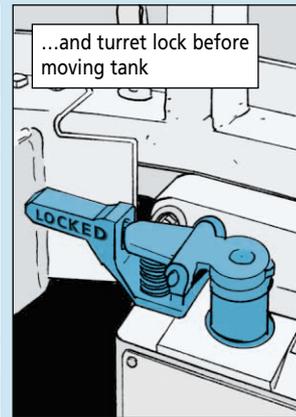
Move 'em Out... After Lockup

TANKERS, UNLESS YOU'RE ON A FIRE MISSION, **MAKE SURE YOU LOCK THE TURRET AND MAIN GUN FIRST BEFORE MOVING OUT.**

Engage main gun travel lock...



...and turret lock before moving tank



ALL THE BOUNCING AND VIBRATION CAN DAMAGE THE TRAVERSING MECHANISM AND THE ELEVATION MECHANISM IF THEY AREN'T LOCKED DOWN FOR TRAVEL. THAT'LL BE A REAL LOAD ON YOUR UNIT'S MAINTENANCE BUDGET.

