Dear Half-Mast,

I am currently deployed in Iraq and drive a HMMWV on a daily basis.

When we come under attack, the engine governor in my vehicle will only allow me to go 55-60 mph. Trust me, that doesn't seem very fast in the middle of an ambush.

Can you provide me instructions and a list of special tools needed to remove the governor? A little extra speed would be very appreciated.

SPC J.R.T.

Removing the engine governor on your HMMWV is **not** a good idea.

The engine governor is designed to help control engine speed and prevent engine runaway. Not only will removing the governor not result in higher speeds, but it will also damage the engine's bearings, piston rods, and pistons.

It can also have a bad effect on belt-driven accessories such as the alternator, power steering pump, and air conditioner.

A speed of 55-60 mph may seem slow when the bullets are flying, but it's a whole lot faster than a HMMWV that won't move at all.

Half-Mast

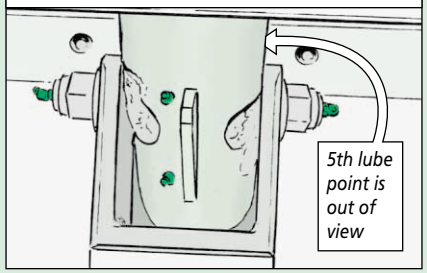
M989A1 HEMAT Trailer...

Belly Up to the Towbar

Operators, when was the last time you bellied up to the towbar and ordered a shot of grease for your HEMAT trailer's towbar pivot?

Without regular lube, the old grease solidifies and loses its lubricating properties. That leads to gouging, scoring and rust on the towbar pivot cylinder. Eventually, the towbar won't raise, lower or pivot at all.

Once a week—daily if you're in a dusty or sandy environment—lube all five grease fittings on the towbar pivot with GAA. Continue pumping until you see clean grease seeping out of the assembly. Then wipe off the excess to keep from attracting sand and dirt.

If the towbar pivot won't take any grease, call your mechanic. He'll take apart the assembly and clean out the old, hard grease that's plugging up the works.

Lube towbar pivot at least weekly with GAA