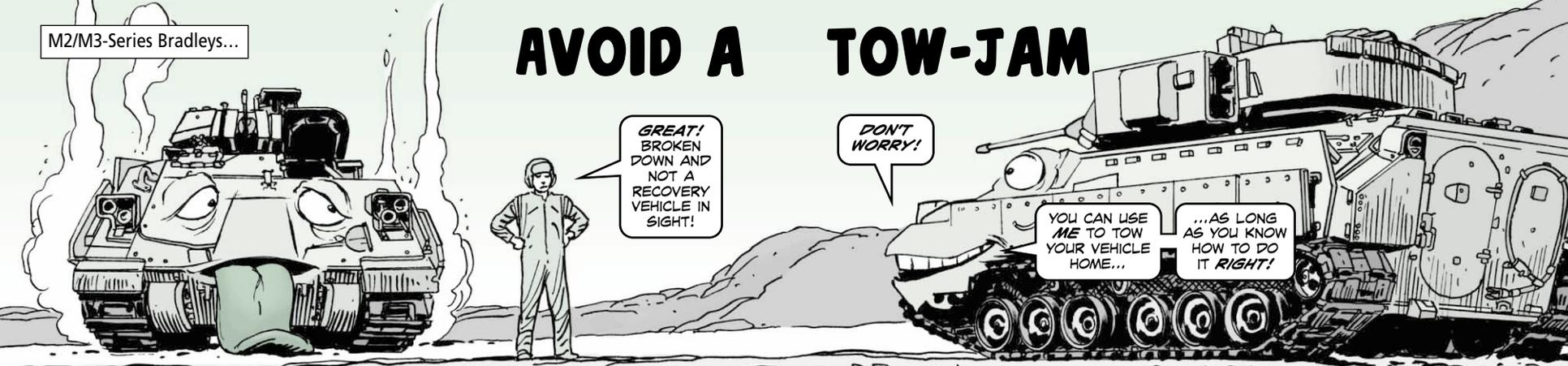


AVOID A TOW-JAM



If your Bradley breaks down and there's no recovery vehicle available, you can still tow it home—as long as you have another Bradley.

Course there are a few things you need to know before you tow. First, you'll have to decide whether to use a tow bar or tow cables. Then you'll have to know how to use 'em. Follow this info to keep yourself out of a tow-jam:

Using a Tow Bar

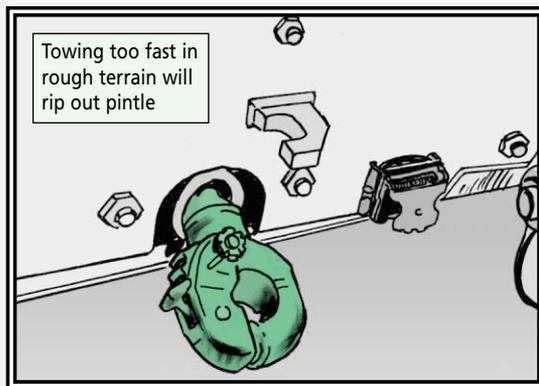
Towing a Bradley with a damaged transmission will completely ruin the final drives—and vice versa.

Your unit mechanic prevents that by removing the propeller shafts before towing. Unfortunately, that leaves the vehicle with no steering or braking control.

The tow bar gives you back some of that control. Since the bar is rigid, the vehicles won't collide every time you go down a slight hill. In fact, as long as you tow at slow, steady speeds, you should have no problems at all.

Faster speeds, especially over rough terrain, are another matter. That kind of treatment will bend and ruin the tow bar. It can even rip the tow pintle loose from the towing vehicle.

The maximum speed limit for smooth, even conditions is 15 mph. Never exceed 5 mph over rough terrain.



Using Tow Cables

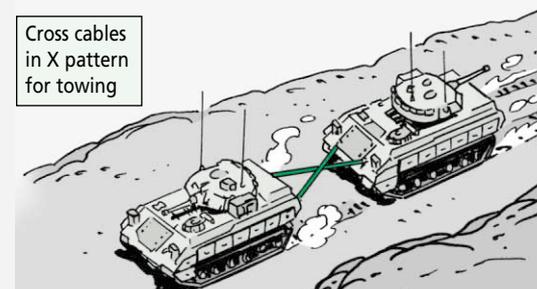
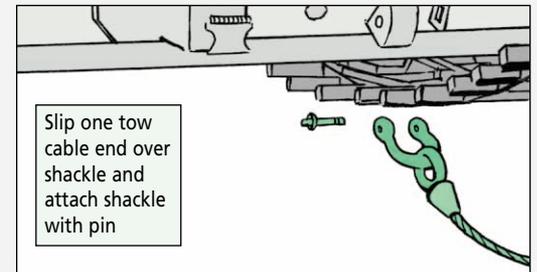
Unless the propeller shafts have been removed, the tow cables are the first choice for towing your Bradley.

Again, you need to take it slow and easy. The maximum speed limit for tow cables is 5 mph no matter what the terrain.

Also, because of the weight of what you're towing, it's possible for a tow cable to snap. It's a good idea to keep all hatches closed and make sure all soldiers are out of the immediate area before you start towing.

Make sure you hook the cables up right, too. Here's how:

1. Remove the four pins and shackles from the front of the disabled vehicle and the rear of the towing vehicle.
2. Loop one end of each tow cable through a shackle. Use the pins to connect the shackle to the towing eyes on the back of the towing vehicle.
3. Loop the opposite ends of each tow cable through the remaining two shackles. Before you hook the shackles to the front of the disabled Bradley, cross the cables into an X pattern.



That improves steering control and allows you to make turns without dragging the disabled Bradley.