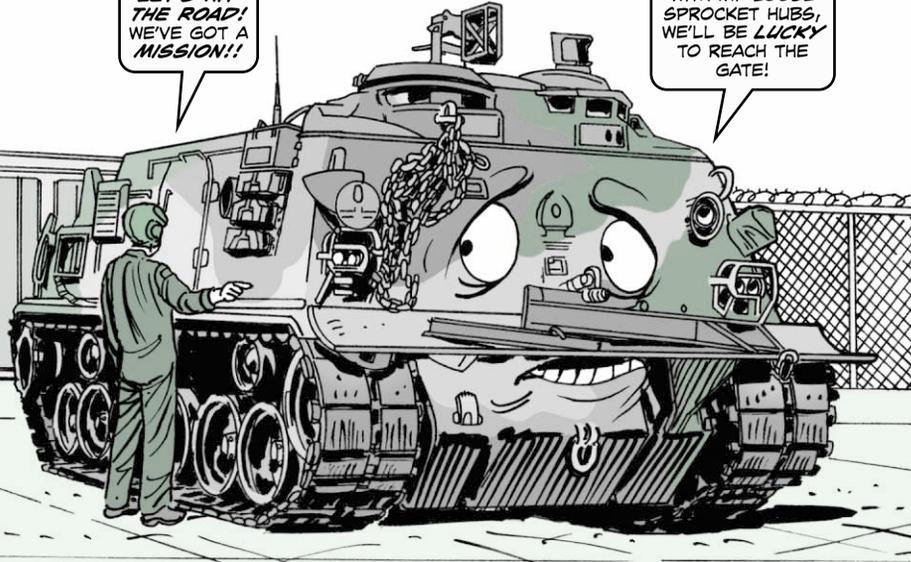


Nice and Tight Is Right

LET'S HIT THE ROAD! WE'VE GOT A MISSION!!

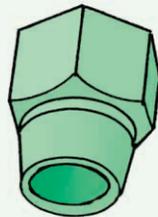
WITH MY LOOSE SPROCKET HUBS, WE'LL BE LUCKY TO REACH THE GATE!



Sprocket hubs work much better when they're **attached** to your M88A1 recovery vehicle, AVLB or armored vehicle-launched MICLIC. Keeping those hubs in place means making sure the mounting hardware stays nice and tight.

One way to keep the hubs tight is to replace the two-piece nut and bushing setup with dowels, NSN 5310-01-123-6782. Since the dowels are one-piece instead of two, there's less chance of their loosening.

One-piece dowels keep sprockets in place



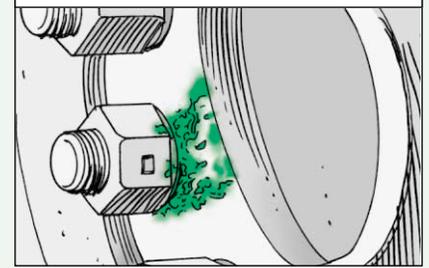
It's OK to use bushings on one sprocket and two-piece hardware on the other, but **never** mix the two on the same sprocket. The nuts will loosen and you'll lose the sprocket.

Switching over to the one-piece dowel eliminates another problem, too. You'll never have to worry about how to get a stuck bushing out of the sprocket again.

Right now, most mechanics remove all the hardware and let the weight of the sprocket pull the stuck bushings out. That's dangerous and hard on the sprocket.

Regardless of which type mounting hardware you use, be on the lookout for shiny spots or rust around the nuts. That signals loose fasteners. If you find any, tell your mechanic.

Look for shiny spots or rust around nuts



Combat Vehicles...

CAP OFF GREASE FITTINGS

WHAT A MESS! I'LL NEVER BE ABLE TO GET CLEAN LUBE INTO YOUR ROADWHEEL ARMS!

YEAH, IF ONLY YOU'D USED GREASE FITTING CAPS!



Getting all the dirt, mud, and sand off your combat vehicle's grease fittings before lubing is important, crewmen. Lubing a dirty grease fitting just forces dirt and sand in along with the grease.

Contaminated lube not only won't do its job, but the sand and grit can actually damage bearings and other components.

One way to keep dirt out of fittings is to keep 'em covered. Protective caps, NSN 4730-00-289-8148, do a great job of keeping grease fittings unclogged and dirt-free. So keep plenty on hand and use 'em when doing PMCS.

Even capped fittings should be wiped off before lubing, though. That provides extra insurance against contaminated grease.