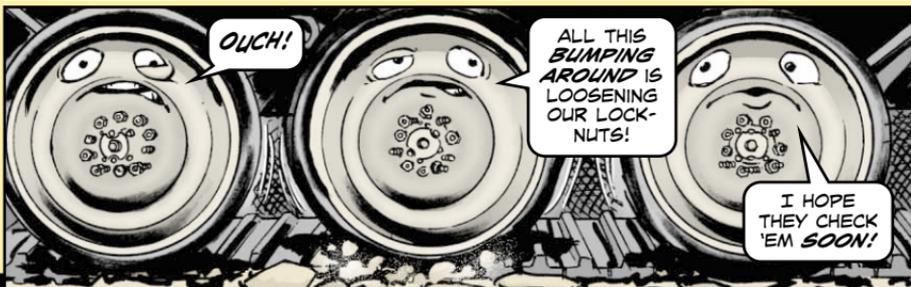


M2/M3-Series  
Bradleys...

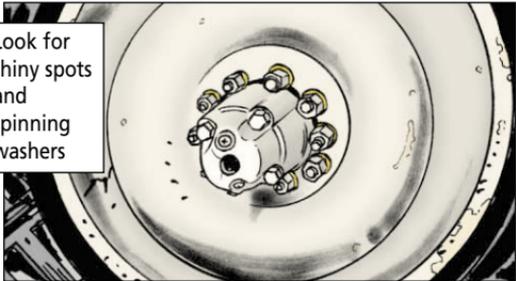


## GET LOOSE LOCKNUTS REPLACED

Traveling over Iraq's rocky and sandy terrain is rough on your Bradley, crewmen. It's especially tough on roadwheel locknuts.

The constant pounding and vibration loosens the locknuts. Just one loose locknut puts pressure on the surrounding ones until they start to slip. That results in wallowed out holes on the roadwheels, stripped threads and sheared studs. You may even have a roadwheel take off on an unauthorized trip of its own!

Check the roadwheel locknuts regularly. Look for shiny areas under the locknuts and washers that indicate movement. Feel the washer itself. If it moves, the locknut's loose.



Look for shiny spots and spinning washers

ON A MISSION? RE-TIGHTEN THE LOOSE LOCKNUTS TO KEEP THE ROADWHEELS IN PLACE.

JUST MAKE SURE YOU MARK THE LOOSE LOCKNUTS WITH A DAB OF PAINT OR BY SCRIBING SO YOU CAN IDENTIFY WHICH ONES WERE LOOSE WHEN YOU GET BACK.

THEN, WHEN THE MISSION'S COMPLETE, TELL YOUR MECHANIC.

HE'LL REPLACE THE LOOSE LOCKNUTS, NSN 5310-00-175-2710, AND TORQUE 'EM TO 171-189 LB-FT.