

Tow Pintle



Needs PM, Too



FEW THINGS ARE MORE FRUSTRATING THAN A TOW PINTLE THAT WON'T OPEN OR CLOSE WHEN YOU NEED IT TO.

BUT THAT'S WHAT YOU HAVE TO LOOK FORWARD TO IF YOU DON'T APPLY A LITTLE PM NOW.

Lubing

Follow the lubrication order completely. The number of grease fittings on your tow pintle will vary depending on the vehicle.

Lube them all, not just the ones that are handy or in plain view. Miss a lube point and your pintle will come down with a severe case of lockjaw!

The proper amount and type of lube that's applied like the LO says will go a long way toward keeping the pintle ready to go when needed.

Lube all grease fittings!



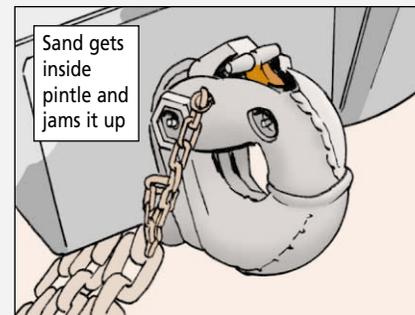
Keep the Dirt Out

If the tow pintle on your vehicle is covered in mud, dirt, corrosion or too much paint, clean it or report it to your mechanic.

Pay special attention to the tow pintle when driving your vehicle in dusty, sandy conditions. Sand thrown up by tracks or wheels will end up in the pintle's nooks and crannies. By the time you get where you're going, the pintle is jammed full and impossible to open.

Avoid that problem by turning the pintle upside down before you leave. Gravity will help dirt and sand fall out and keep the pintle clear.

Sand gets inside pintle and jams it up



M917 Pressure Valve

Use NSN 4820-01-132-0583 to get the airbag pressure valve for the M917 dump truck. This NSN replaces the one shown as Item 14, Fig 176 of TM 9-2320-273-24P.

Blackout Light Assembly

Use NSN 6220-01-088-5915 to get the blackout-tailight assembly for the M915A2, M916A1/A2 tractor trucks and the M917A1 dump truck. The NSN replaces the parts info shown as Item 19 in Fig 88 of TM 9-2320-363-24P.