

IT TAKES LUBE TO WIN THE RACE

WHAT'S GOING ON?

CREAK

SQUEEEK

GROAN

I JUST LUBED YOUR RACE RING!

OUCH! YEAH, BUT YOU DIDN'T INSPECT IT FOR CONTAMINATION!

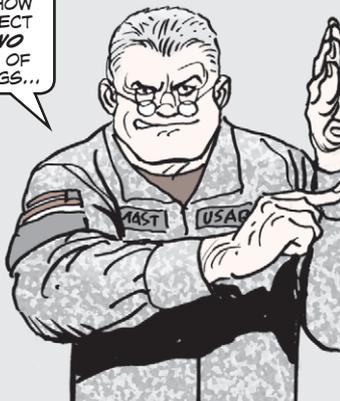
Crewmen, contaminated or skimpy lube means your tank turret's race ring assembly will soon come to a grinding halt.

Why?

Sometimes the race ring just doesn't get lubed monthly like it's supposed to. At other times, grease gets washed away and dirt is forced in when high pressure water or steam is used for cleaning.

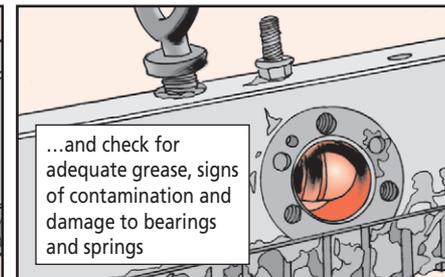
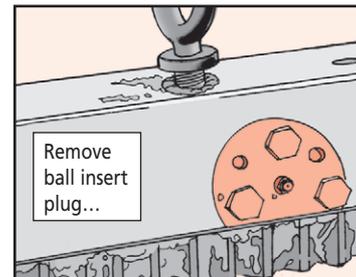
No matter what the reason, too much dirt or too little lube leads to damage to the springs, ball bearings and the race ring itself. Pretty soon, your tank is out of commission.

HERE'S HOW TO INSPECT THE TWO TYPES OF RACE RINGS...



Ball Bearing Race Ring

1. Remove the ball insert plug, NSN 2530-01-364-4956. Look for contamination, unserviceable grease, damaged ball bearings and damaged or turned springs.



2. Reinstall the ball insert plug and traverse the race ring 90°. **Never traverse the turret without the plug in place or the springs will jam up and the bearings will fall out.**

3. Remove the plug at the new position and inspect again. Continue until you've inspected the race ring at four separate 90° positions. Reinstall the plug after the final inspection.

If you find any contamination or damage, tell your mechanic. He'll contact support maintenance so they can perform the race assembly ball and spring replacement procedure listed in the -34-2-2 TMs.

One more thing: Make sure the ball insert plug that comes with your tank, stays with your tank. The race ring assembly and ball insert plug are a matched set and have to stay together.

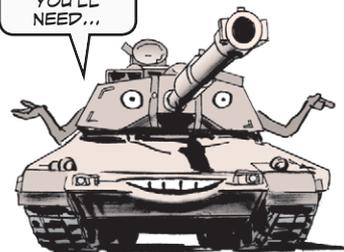
Wire Race Ring

There are no inspection criteria for tanks equipped with the wire race ring, NSN 1015-01-433-7999. You'll still need to lube it monthly, though.

Trouble is, those race rings don't have easy access to the lubrication fittings. The harder the fittings are to reach, the less likely they are to be lubed.

With your unit commander's permission, you can now fix that problem by having your mechanic install a modified shield and guard with new lube fittings. The modification makes lubing the race ring during PMCS much easier.

HERE ARE THE PARTS YOU'LL NEED...



Item	NSN	Qty
Lubrication fitting	4730-00-050-4208	3
Shield assembly	5340-01-495-4274	1
Elastic cord assembly	4020-01-072-4558	1
Guard	5340-01-505-2887	1

For detailed instructions on how to install the modified shield and guard, contact TACOM-Rock Island at DSN 793-2777 or (309) 782-2777. His email address is:

[@ria.army.mil](mailto:ria.army.mil)