

DOORS ON VEHICLES HELP KEEP YOU SAFE, BUT THAT SAFETY IS **COMPROMISED** IF YOU REMOVE THE DOOR LATCH STRIKER ON YOUR M1114.

REMOVING THE DOOR LATCH STRIKER IS **NOT** AUTHORIZED, SO

DON'T REMOVE THE DOOR LATCH STRIKER!

WHY NOT? BECAUSE *WITHOUT* THE LATCH:

- THE ENTIRE DOOR WEIGHT RESTS ON THE HINGES, WHICH COULD CAUSE THE DOOR TO SAG.
- THE DOOR CAN'T BE PROPERLY SECURED WHEN YOU EXIT THE VEHICLE, BECAUSE THE COMBAT LOCK CAN'T BE ENGAGED FROM OUTSIDE THE VEHICLE.
- EXTRA FORCE IS PLACED ON THE COMBAT LOCK NUTS, WHICH COULD LOOSEN ON ROUGH TERRAIN, LEAVING YOU WITH LESS PROTECTION.

BE SAFE!
KEEP THE DOOR LATCH STRIKER IN PLACE.

Tire Cage NSNs

If your under-inflated tire has a split rim wheel, you **must** inflate it using a tire cage. That'll keep you safe if the split rim flies off. For HEMTT, PLS, and other smaller tires, use tire cage NSN 4910-01-373-0267.

For tires on most construction and material handling equipment, use NSN 4910-00-025-0623. In FED LOG, it's listed as a terminal item. But you can still order it through direct purchase from the vendors.

These approved vendors require a lead time to construct these non-stocked tire cages, which aren't cheap. For information on tire cage pricing and lead-time, contact the following manufacturers:

D & D Machinery & Sales Inc.
Comm (830) 438-2309
email: dmartinez@ddmach.com

or

Sunbelt Design & Development, Inc.
Comm (210) 227-9162
email: sddi@aol.com