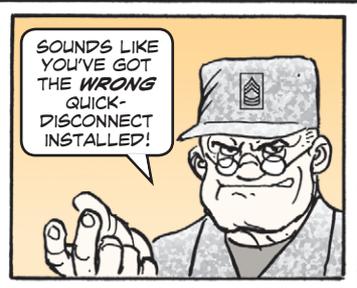


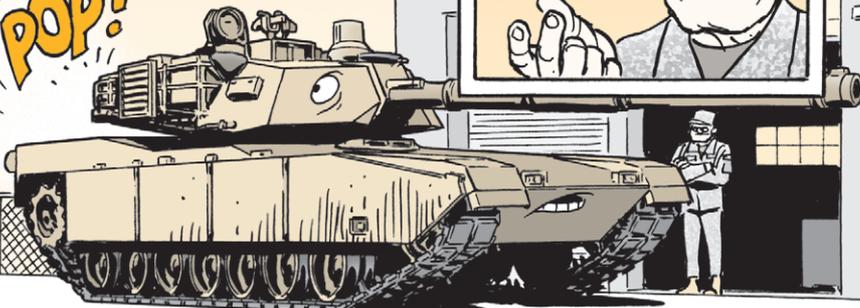
NOT SO QUICK ON THE DISCONNECT

UH-OH!

THERE GOES MY CASE DRAIN LINE QUICK-DISCONNECT AGAIN!



POP!

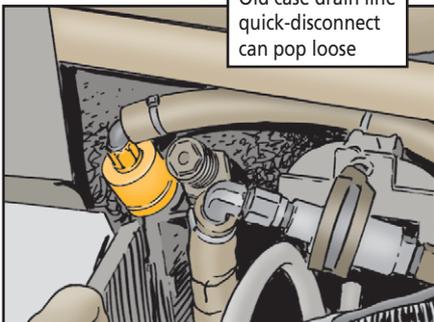


Reconnecting the main hydraulic pump's pretty easy, right mechanics? After all, the supply and return lines have bolt-down couplers and the case drain line has a quick-disconnect (QD) that makes the job pretty straightforward.

W-e-e-ll, maybe not.

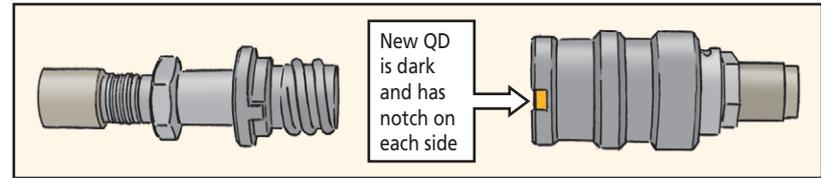
The case drain line sits back in a corner, so if you still have an old QD, NSN 4730-01-081-2106, installed, things can be a little tricky. Those old QDs may seem to be securely attached only to pop loose later. And a loose connection increases the chance of an engine fire and increases hydraulic pressure and temperature that could ruin the hydraulic pump.

That problem has been fixed with a replacement QD, NSN 4730-01-509-1330. This "sure lock" QD provides a one-way only connect feature that ensures a positive lock.



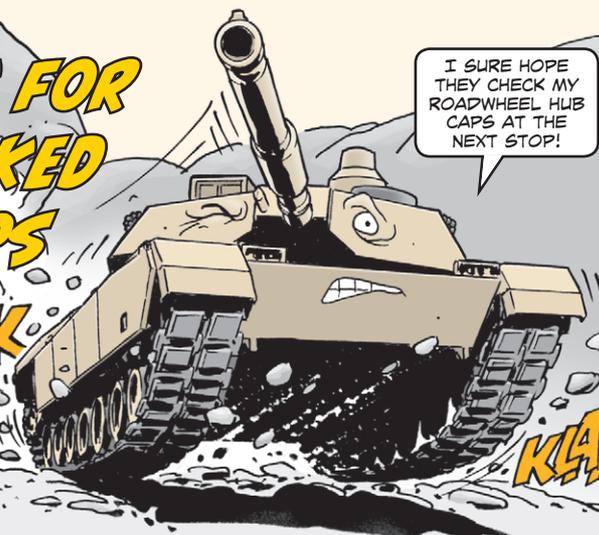
If you're having trouble keeping the case drain line QD connected, it could be that your tank still has the old one installed. If your QD is orange in color, it's the old one. Get your mechanic to change out the old unserviceable QD at the next scheduled service or when the powerpack is pulled for non-scheduled maintenance.

The new QD will be a dark color and have two notches at the opening end.

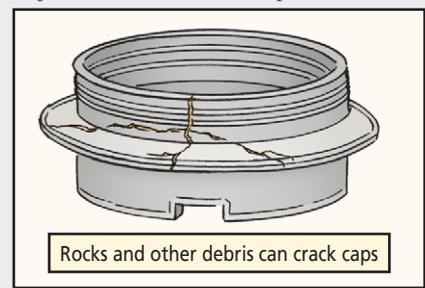


CHECK FOR CRACKED CAPS

KLANK
KLACK



Crewmen, the tracks on your M1-series tank throw up a lot of rocks and debris during cross-country operation. It only takes one thrown at the right angle and speed to put a crack in one of the plastic roadwheel hub caps.



Oil leaks out of the cap and eventually the hub bearings seize up. That's an expensive and time-consuming repair.

You can help prevent that problem by checking the hub caps frequently during stops. If you notice an oil leak, tell your mechanic.

He'll install a new cap, NSN 2530-01-063-5862, and torque it to 40-60 lb-ft like it says in the -20-1-4 TMs.