

# INFLATE DEFLATED AIR SPRINGS

DRIVERS, YOU'RE IN FOR A ROUGH RIDE IN YOUR 2 1/2- OR 5-TON FMTV IF YOU DON'T KEEP THE VEHICULAR AIR SPRINGS INFLATED.

IF THE CAB GETS DOWN TO METAL-TO-METAL CONTACT, PAIN WON'T BE A STRANGER TO YOU.



Some operators think they have to deflate both air springs before tilting the cab. Then they forget to re-inflate them when they finish their work.

With no air, the cab isn't level. Bumps and jars during operation can make the springs pinch the bag. A damaged bag won't hold air so your backside suffers big time on a bumpy road.

The only time you need to deflate the air springs is when you're preparing for air transport. So leave 'em alone at all other times.

If the air springs on your truck are flat, re-inflate 'em. The panel's a little misleading. Just **press and turn to the right** the CAB knob on the hydraulic manifold control panel.

And if you have to replace the air springs, order them using NSN 2510-01-481-7663 and NSN 2510-01-481-7651. Use your parts manual as a guide.

Or both air springs on basic and -A1 model FMTVs (serial numbers under 100,000) can be repaired by replacing the air bag. To order the air bag, use PN PP997900 with CAGE 26952. An NSN will be assigned later. Cab air bags aren't on -AIR model FMTVs (serial numbers 100,001 and higher).

