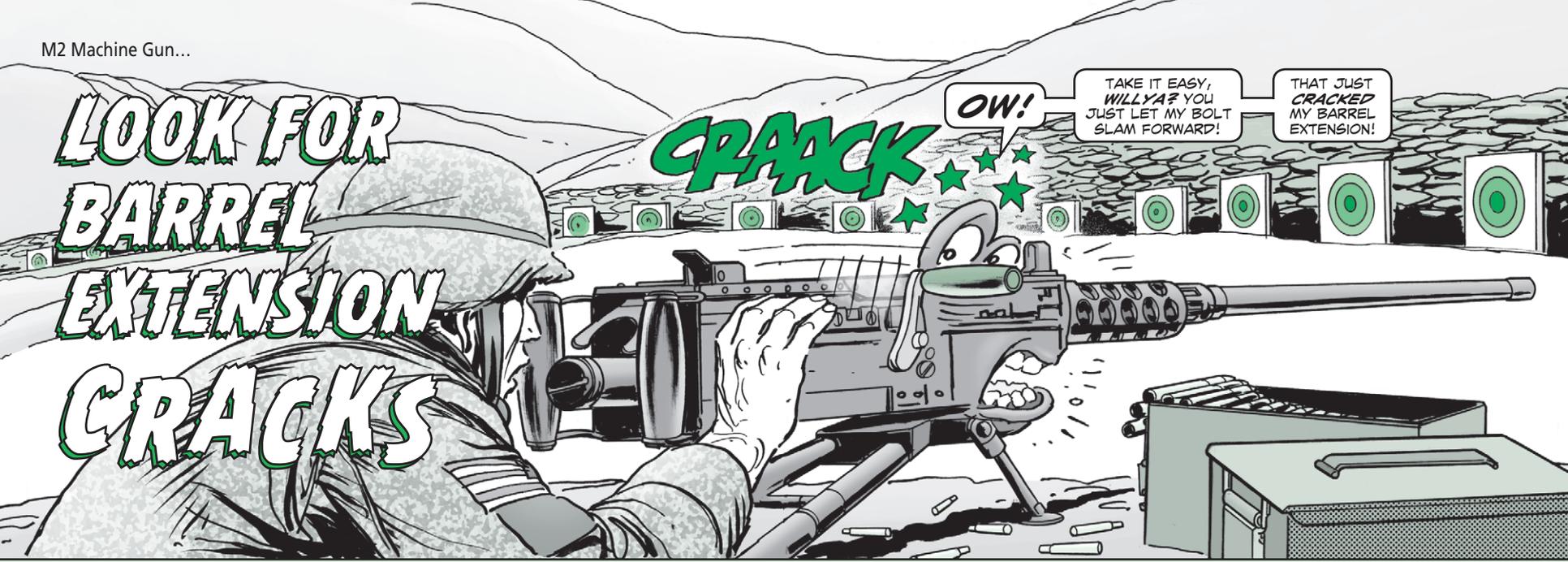


LOOK FOR BARREL EXTENSION CRACKS



OW!

TAKE IT EASY, WILL YA? YOU JUST LET MY BOLT SLAM FORWARD!

THAT JUST CRACKED MY BARREL EXTENSION!

CRACK

A CRACKED BARREL EXTENSION ON YOUR M2 MACHINE GUN CAN LEAD TO DAMAGE TO BOTH THE WEAPON AND, MORE IMPORTANTLY, TO YOU.

THAT'S WHY IT'S **CRITICAL** THAT YOU SPOT BARREL EXTENSION CRACKS ASAP.

OF COURSE, THE BEST COURSE IS TO OPERATE YOUR M2 SO YOU DON'T CAUSE CRACKS.



HOW DO YOU DO THAT?

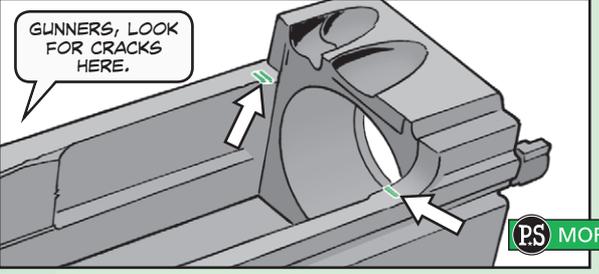
DON'T LET THE BOLT SLAM FORWARD ON AN EMPTY CHAMBER OR WITH THE BARREL NOT INSTALLED.

THAT DAMAGES NOT ONLY THE EXTENSION, BUT ALSO THE BARREL AND BOLT.



Before headspacing, make sure the barrel is completely screwed in the barrel extension so that the breech end of the barrel protrudes through the barrel extension. This is a **must** before headspacing because if the barrel isn't completely screwed in you'll get bad headspacing. If the barrel can't be screwed in completely, tell your repairman. He can inspect the barrel extension threads for damage as shown in Step 3 of WP 0010 of TM 9-1005-213-23&P.

Another **before firing** check gunners need to do is look for cracks in the barrel extension. Lift the feed tray and eyeball the barrel extension side rails for cracks around the forward corners. If you spot cracks, tell your repairman. Any M2 with cracks should not be fired.



PS MORE

Repairmen, when M2s come back from the field you should check the barrel extension side rails for cracks, particularly in the forward corners. Use a magnifying glass, NSN 6650-00-133-7743. If you detect or even suspect cracks, send the M2 to the next level of maintenance. They can use the dye penetrant kit, NSN 6850-00-826-0981, to make a thorough inspection of the barrel extension.

Top view

Inspect for cracks on rails, wrapping to inside of barrel extension

Inspect for cracks at rear of breech lock slot

Repairmen, use magnifying glass to check for cracks

HERE ARE THE INSTRUCTIONS FOR USING THE KIT...

1. The area to be inspected must be free of all substances like oil and solid film lubricant. Spray a small amount of the kit's cleaner/remover on the area and allow the cleaner/remover to dry. Wipe off the area with a clean cloth.
2. Spray on only enough penetrant to wet the area. Let the penetrant set for 10 minutes, but no longer. You don't want the penetrant to dry.
3. Wipe off the penetrant with a dry, clean cloth. If some of the penetrant has dried, spray cleaner/remover on a clean cloth and wipe off the dried penetrant. Don't flush the surface with cleaner/remover—that spoils the test.
4. Shake the developer can well and spray a thin, even coat of developer over the area being inspected. Give the developer a few minutes to work. Any cracks will show up as a change in color. Cracks make the M2 unserviceable and it should be turned in.
5. If there are no cracks, spray cleaner/remover on the area. Let it dry and wipe off the area with a clean cloth. Then apply solid film lubricant.

SEE TACOM
MAINTENANCE ADVISORY
09-017 FOR MORE INFO.