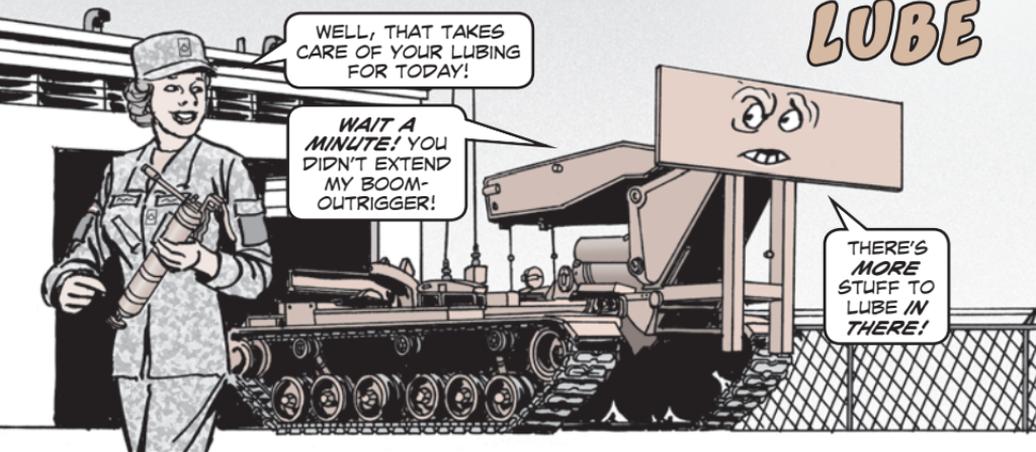


# BOOM-OUTRIGGER PINS NEED LUBE



Dear Editor,

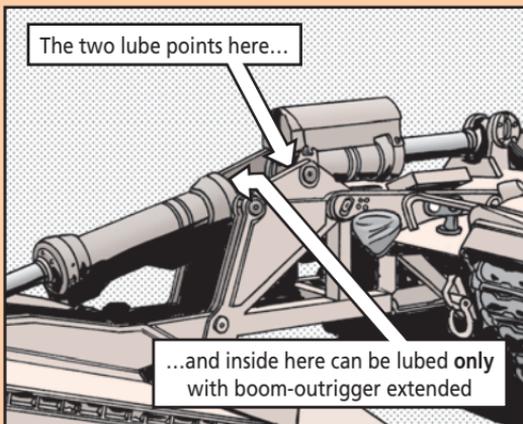
During overhaul of AVLBs at Anniston Army Depot, we're finding that the overhead cylinder cap pin and the tongue cylinder cap pin on the boom-outrigger aren't being lubed.

Most of the pins we see have seized up in the cylinders. They're not only hard to remove, but by the time we get them out, both pins are damaged and have to be replaced.

The overhead cylinder cap pin, NSN 5340-01-120-8562, costs nearly \$650. The tongue cylinder cap pin, NSN 3040-01-120-8561, is another \$400. So replacing them gets pretty expensive.

A lot of cost and hard work could be avoided if crewmen would remember to lube the pins quarterly with GAA. The four grease fittings (two for each pin) are hidden by the armor covers when the boom-outrigger is retracted. That's why they're so often overlooked.

Can you remind crews to extend the boom-outrigger and lube all four of the fittings during PMCS?



Gunny Waters  
HME Mechanic  
Anniston Army Depot, AL

*Editor's note: You bet, Mr. Waters. Consider them reminded!*