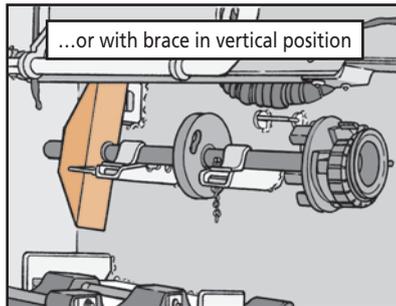
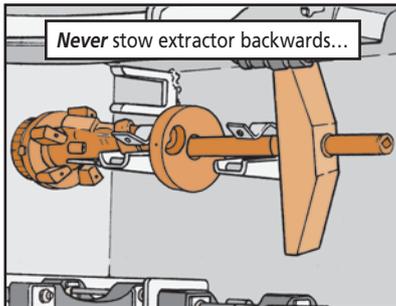


# COPPERHEAD EXTRACTOR STORAGE



Crewmen, if you get careless with how you store the Copperhead extractor, NSN 1025-01-082-3586, in your M109-series howitzer, it could come back to bite you!

If you store the extractor backwards, or with the brace in the vertical position, the brace bangs into the wiring harness that powers the slip ring contact arms. That banging wears away the harness cover and leads to arcing and electrical failure.

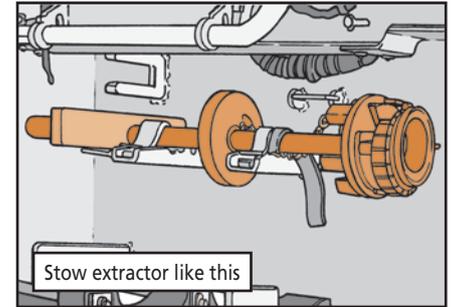


The same problems occur when the brace isn't tightened in place, even if the extractor is stowed properly. Vibration shifts the brace around until it snags the wiring harness.



Slide the brace forward on the extractor shaft until it touches the end of the ratchet handle. Turn the drive nut on the shaft end counterclockwise until the brace is held firmly against the ratchet handle.

Then, turn the extractor so that the brace is horizontal and facing away from the rear door when it's stored in the cab rack. That way, you avoid harness damage altogether.



AVLB...

## Cable Stew

Drivers, there are a lot of important cables that run along the bottom of your AVLB's hull. The brake, primer, accelerator, tachometer and manual fuel shutoff cables, to name a few, all run under the floor plates in the hull.

Trouble is, so does water from rain, fording and washing. The cables sit there marinating in the water, sometimes for days at a time. Damaged cables are the result.

So, when you return from a mission, open the engine and crew compartment drain valves to drain hull HAZMAT issues.

