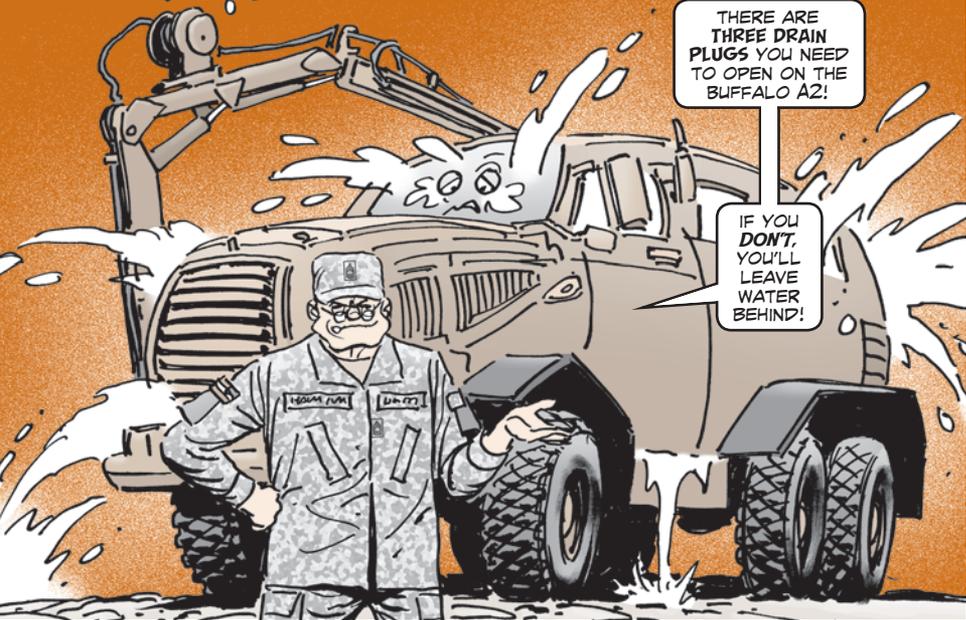


DRAIN WATER OUT



THERE ARE **THREE DRAIN PLUGS** YOU NEED TO OPEN ON THE BUFFALO A2!

IF YOU **DON'T**, YOU'LL LEAVE WATER BEHIND!

Crewman, water collects in the hull of your Buffalo A2 like a rain barrel at the side of a barn.

Water drips off wet boots and uniforms, trickles in from the top of the vehicle, comes in from the wash rack, or seeps in through loose drain plugs during fording.

Here's the Problem

WATER TAKES ON **THREE FORMS** - **SOLID, LIQUID AND GAS.**

ALL THREE CREATE PROBLEMS IN YOUR A2.



Solid: If you're in a cold-weather region of Afghanistan, the water in the hull and under the floor plates will freeze. Since water expands as it freezes, lines and fittings are ruptured, causing all kinds of damage.

Liquid: Water under the floor plates will rust the vehicle's air brake valves and just about anything made of metal.

Gas: As temperatures go up, the water evaporates and condenses on radios and electronic gear. Enough moisture can short out electronic equipment.

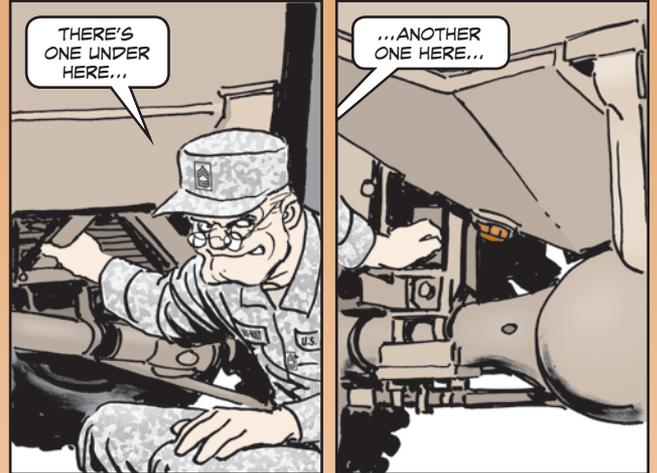
Here's the Solution!

OPEN THE HULL'S DRAIN PLUGS ON THE BOTTOM OF YOUR A2.

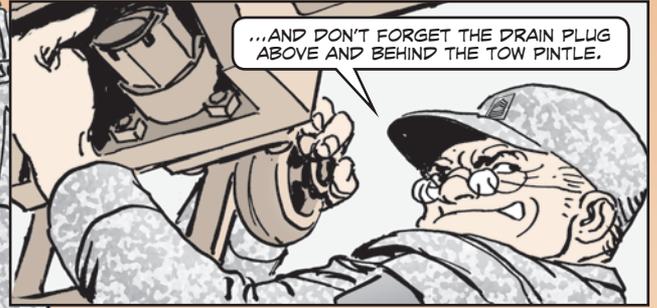
THERE ARE **THREE** OF THEM, SO MAKE SURE YOU OPEN 'EM OR YOU'LL LEAVE WATER BEHIND.

THERE'S ONE UNDER HERE...

...ANOTHER ONE HERE...



...AND DON'T FORGET THE DRAIN PLUG ABOVE AND BEHIND THE TOW PINTLE.



By the way, make sure any water drained from the hull goes into a drip pan and is disposed of according to your unit's SOP. That's because any fluid leaks, like coolant, oil or power steering fluid, can end up in the vehicle's hull. So, **never** dump contaminated water down a drain or let it run on the ground.

Also, you don't want water to get back in through the drain plug openings. Make sure you reinstall 'em before operation—and do it right. Plugs that are too loose will vibrate free. And plugs that are too tight are hard to open and more likely to be left closed when draining is needed.

So, apply a little anti-seize compound, NSN 8030-01-087-8254, to the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to open next time.

Just make sure you put the compound on each plug's threads and the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.