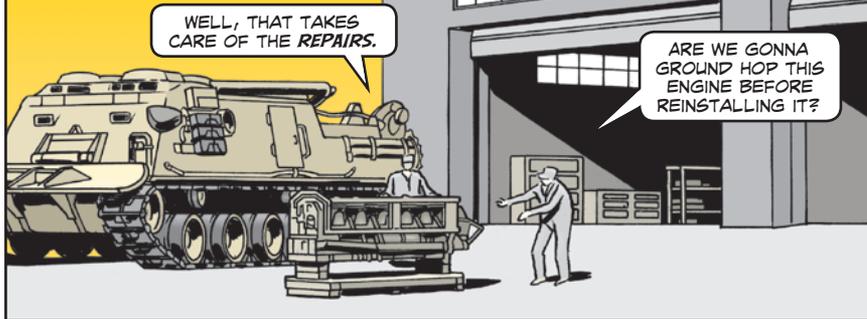


GROUND-HOPPING YOUR M88A1



WELL, THAT TAKES CARE OF THE REPAIRS.

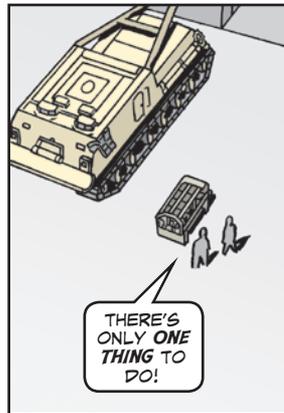
ARE WE GONNA GROUND HOP THIS ENGINE BEFORE REINSTALLING IT?



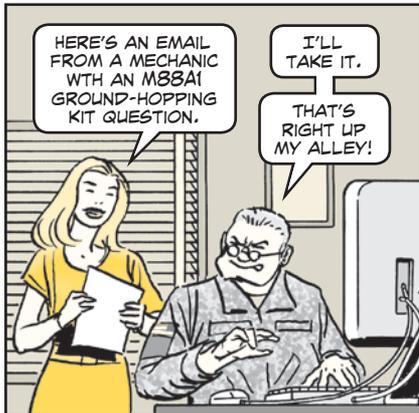
THAT WOULD SAVE A LOT OF TIME IF THERE'S STILL A PROBLEM...



...BUT WE DON'T HAVE A GROUND HOP KIT!



THERE'S ONLY ONE THING TO DO!



HERE'S AN EMAIL FROM A MECHANIC WITH AN M88A1 GROUND-HOPPING KIT QUESTION.

I'LL TAKE IT.

THAT'S RIGHT UP MY ALLEY!



Dear Half-Mast,
I'm trying to find an NSN for the M88A1 recovery vehicle's ground hop kit. Seems I remember being able to order this a few years ago. Also, I'm having trouble finding the transmission caps to use when ground-hopping. Can you help me out?

SFC F.J.M.

Dear Sergeant F.J.M.,

You bet! At one time there was a single NSN for the ground hop kit. Unfortunately, it was discontinued. Now you have to order the kit by its individual components:

Component	NSN/PN
Accessories cable assembly	6150-00-615-8737
Generator cable assembly	2920-00-614-7203
Starter cable assembly	6150-00-614-7543
Ground cable assembly	6150-00-674-8738
Engine primer (purge pump) hose assembly	4720-01-044-8393
Main and return fuel line hose assembly	4720-01-041-3375
Ground hop air filtration kit	2815-01-334-3270

You'll find these components listed in WP 0488 00-32 of TM 9-2350-256-20-2 (Jun 05).

The transmission caps are a little tougher to find. They're in TM 9-2520-215-34P, Cross-drive Transmission Assembly. You'll find them listed as Item 2 in Fig 36 of WP 0038 00-2. A set of caps plus the storage case come with NSN 2590-00-330-8642.

Half-Mast

M2/M3-Series Bradleys...

Push the AZ Knob First!

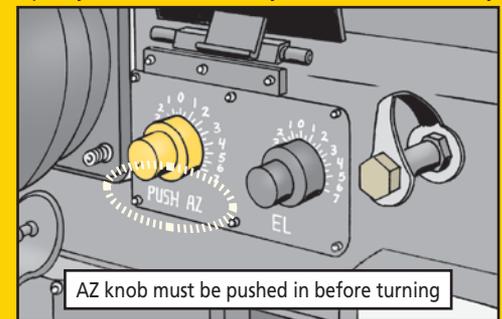
Crewmen, the integrated sight unit (ISU) on your Bradley has elevation and azimuth knobs to adjust the gun reticle up and down and left and right. Couldn't be simpler, huh?

Not so fast. Though the knobs look pretty much the same, they work a little differently.

The elevation knob works by simply turning it. But to adjust the azimuth, **you have to first push in the knob** and then turn it. Look carefully and you'll notice there's even a small PUSH label right beside the AZ under the knob.

Problem is, some crewmen are forgetting this extra step for the azimuth knob. They try forcing the knob without pushing it in and it snaps.

So remember: It's turn for elevation and push and turn for azimuth.



AZ knob must be pushed in before turning