

SMOOTHING OUT THE BUMPS

M-MY R-R-RIDE WUH-WOULD
 B-BE A L-LOT
 SM-SMOOTHER IF THEY...



...W-WOULD J-JUST CH-
 CHECK MUH-MY B-BUMP
 STOP BUH-BRACKETS!

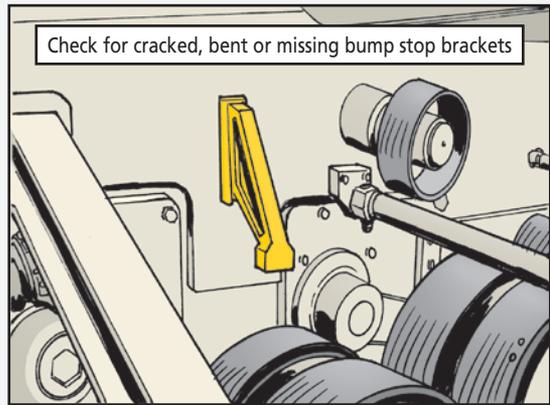
YOUR M1-SERIES TANK ISN'T EXACTLY A HIGH-PERFORMANCE SPORTS SEDAN, BUT YOU STILL WANT THE RIDE TO BE AS SMOOTH AS POSSIBLE.

THAT'S WHY IT'S IMPORTANT TO KEEP AN EYE ON THE ROADWHEEL ARM BUMP STOP BRACKETS!

The brackets are installed at the No. 1, 2 and 7 roadwheel arms to keep them from moving beyond their limits. If the brackets are damaged or missing, the roadwheel arms move too far and you end up with broken shocks and torsion bars.

So eyeball the bump stop brackets as part of your after-operation PMCS. Report any cracked, bent or missing brackets to your mechanic.

Check for cracked, bent or missing bump stop brackets



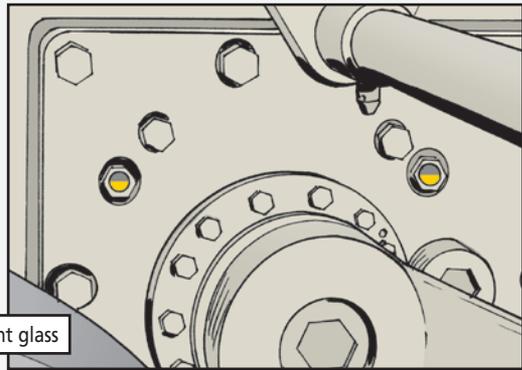
He'll replace the bump stop bracket behind the No. 1 roadwheel with NSN 5340-01-180-9847, behind the No. 2 roadwheel with NSN 5340-01-065-6143, and behind the No. 7 roadwheel with NSN 5340-01-180-9846.

Shock Inspection

While you're looking at the bump stops, check the shock absorbers for leaks. The oil level should be halfway up the sight glass on the shock housing.

After operation, check for cold shock housings. A housing that's colder than the rest may not be working. Tell your mechanic.

Oil level should be halfway in sight glass



Torsion Bars

IF YOUR TANK TILTS TO ONE SIDE OR THE NO. 1 OR NO. 7 ROADWHEELS ARE OFF THE GROUND, THE CULPRIT COULD BE A BROKEN TORSION BAR.

TRY LIFTING THE NO. 2 THROUGH NO. 6 ROADWHEELS USING A TANKER'S BAR.

IF THE ROADWHEEL LIFTS, REPORT THE BROKEN TORSION BAR TO YOUR MECHANIC.

HE'LL REPLACE A BROKEN TORSION BAR WITH THESE NSNs...

Vehicle	Left-side, NSN 2510-	Right-side, NSN 2510-
M1A1 SA	01-063-5838	01-063-5837
M1A2 SEP V2	01-345-8881	01-345-8882

