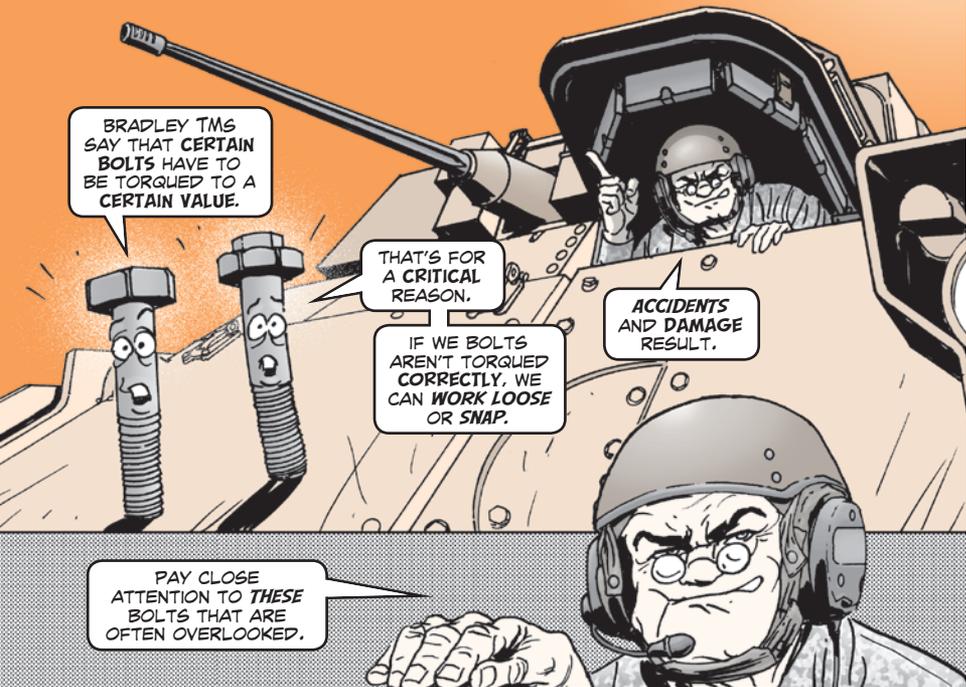
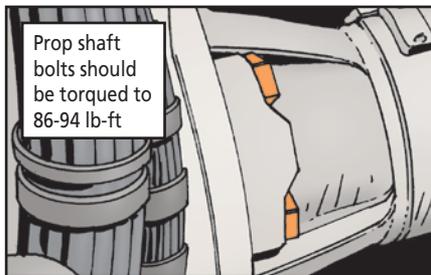


# BE TRUE TO THE TORQUE



## Prop shaft bolts

These bolts are a definite BEFORE PMCS check. If they work loose, one side of the prop shaft can swing free, causing all sorts of major damage and possibly an accident. Loose bolts should be replaced with NSN 5306-01-132-3369 and torqued by your mechanic. And remember, the Bradley has to be moved forward a few feet to check all 16 prop shaft bolts.



One other tip: Don't reuse prop shaft bolts. If you remove a bolt, put a new one back in. That's a cheap way to ensure the prop shaft doesn't work loose.

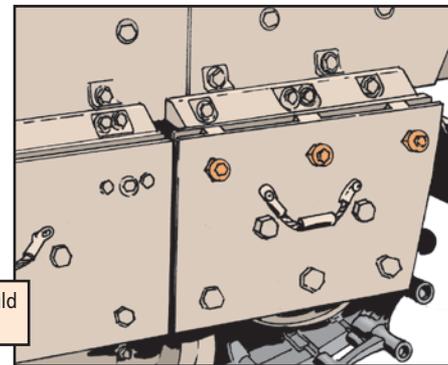
When you tow a Bradley, don't simply disconnect the prop shafts—remove them. If they are just disconnected, they can swing loose and tear up stuff like the transmission.

## Sideskirts

Crews sometimes don't realize how important the sideskirts are in a combat environment. The sideskirts deflect IED shrapnel and protect the track. So if the sideskirts aren't secure, your Bradley isn't as safe as it should be.

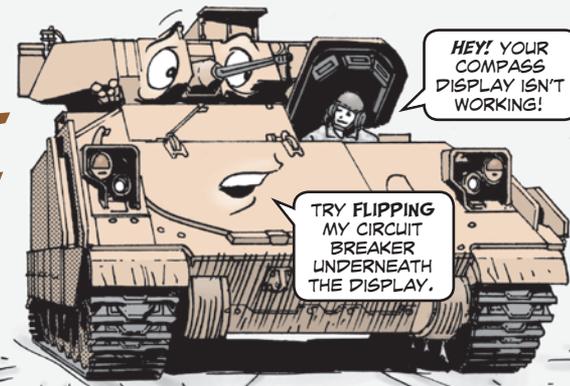
Before any mission, make sure all the sideskirt bolts are tight. If any are missing or broken, get them replaced BEFORE the mission.

When you do replace sideskirt bolts, it's a good idea to coat them with anti-seize compound, NSN 8030-00-597-5367. Otherwise, the bolts can be a bear to remove.



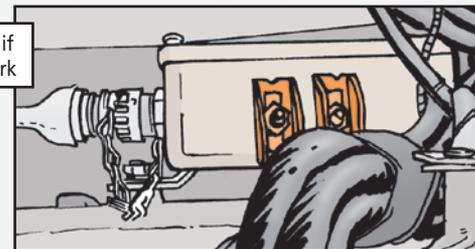
If sideskirt bolts are loose, you could lose a sideskirt AND increase risk

# FLIP SWITCH IF COMPASS LOSES ITS WAY



**I**f the driver's compass display on your Bradley isn't showing up, flip the circuit breaker on the right underneath the display unit. That may bring the display back.

Try flipping circuit breaker switch if driver's compass display won't work



The circuit breaker on the left is for the MRE heater. If the heater quits working, flip that switch. If that doesn't work, call your repairman.