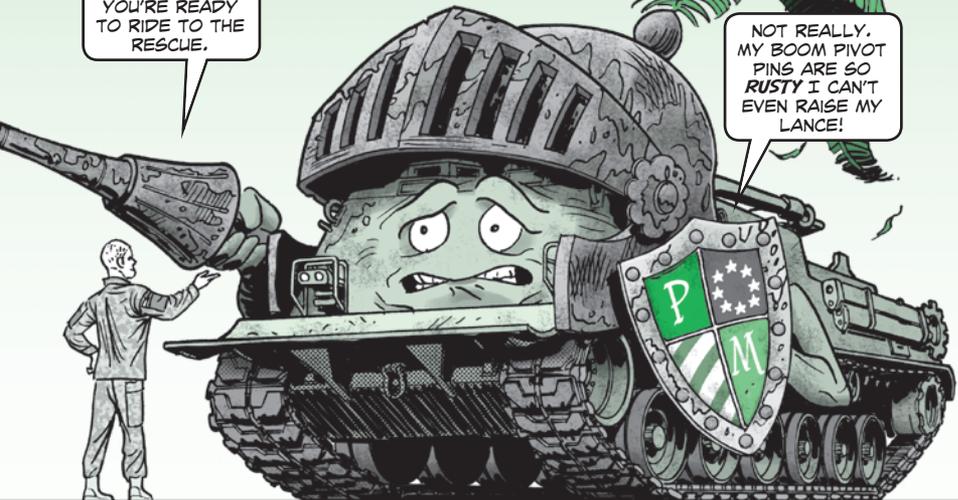


Don't Neglect BOOM PIVOT PINS

LOOKS LIKE YOU'RE READY TO RIDE TO THE RESCUE.

NOT REALLY. MY BOOM PIVOT PINS ARE SO RUSTY I CAN'T EVEN RAISE MY LANCE!



ALSO, ORDER A TARP TO COVER THE TOP OF YOUR VEHICLE, ESPECIALLY THE BOOM TUBES.

RAINWATER FALLS STRAIGHT DOWN THE BOOM TUBES AND FILLS THE HULL.

THAT MOISTURE DOESN'T HELP THE RUST SITUATION FOR THE BOOM PIVOT PINS, EITHER!

USE NSN 2540-01-330-8062 TO ORDER A 12X17-FT TAN TARP.

NSN 2540-00-653-7589 BRINGS THE OLIVE DRAB VERSION.

Tarp keeps rainwater out of boom tubes

EVEN IF YOU DRAIN THE HULL REGULARLY, SOME OF THAT WATER IS GOING TO **EVAPORATE AND CONDENSE** RIGHT ONTO THE MAIN WINCH AND THE HOIST WINCH DRUM. THAT GIVES RUST A FOOthOLD IN THOSE AREAS, SO USING A TARP IS **VITAL** TO KEEPING MOISTURE OUT.

MECHANICS, YOUR M88A1 RECOVERY VEHICLE IS THE KNIGHT IN SHINING ARMOR ON THE BATTLEFIELD, RUSHING IN TO TOW DISABLED VEHICLES TO SAFETY.

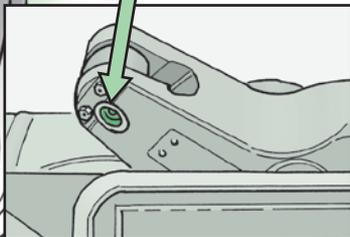
BUT YOUR M88A1 WILL BE A RUSTY KNIGHT IF YOU **DON'T** LUBE THE BOOM FOOT PIVOT PINS AND THE BOOM PIVOT PINS.

UNLUBED PINS EVENTUALLY RUST IN PLACE. YOU CAN TELL THAT'S HAPPENED WHEN THE BOOM PIVOT PIN ROTATES AS YOU RAISE OR LOWER THE BOOM.

BE SURE TO LUBE YOUR M88A1 RECOVERY VEHICLE'S BOOM FOOT PIVOT PINS AND BOOM PIVOT PINS QUARTERLY WITH GAA, JUST LIKE IT SAYS IN TM 9-2350-256-20-1.

Don't forget to lube boom foot pivot pins...

...and boom pivot pins



LATER ON...

YOU'RE ALL LUBED NOW. FEELING BETTER?

YOU BET! NOW THAT I'VE BEEN RESCUED, LET'S HEAD TO THE FIELD. IT'S TIME TO DO A LITTLE RESCUING MYSELF!

