

HMMWVs... **Find a New Memory Jogger**



MOMS ARE GREAT AT REMINDING US TO DO STUFF.

BUT NOW THAT YOU'RE IN THE ARMY, IT'S UP TO **YOU** TO **REMEMBER** THINGS LIKE TURNING OFF SPECIAL EQUIPMENT IN YOUR HMMWV.



IS YOUR VEHICLE EQUIPPED WITH A REAR-MOUNTED RADIO, A COMMO SHELTER OR IS IT AN AMBULANCE OR AN ARCTIC PERSONNEL CARRIER?

YES, IT IS.



THEN **LISTEN UP!**

TURNING OFF THE MASTER SWITCH ON THE DASHBOARD DOES NOT TURN OFF THE BATTERY POWER TO THE EQUIPMENT IN THE BACK!

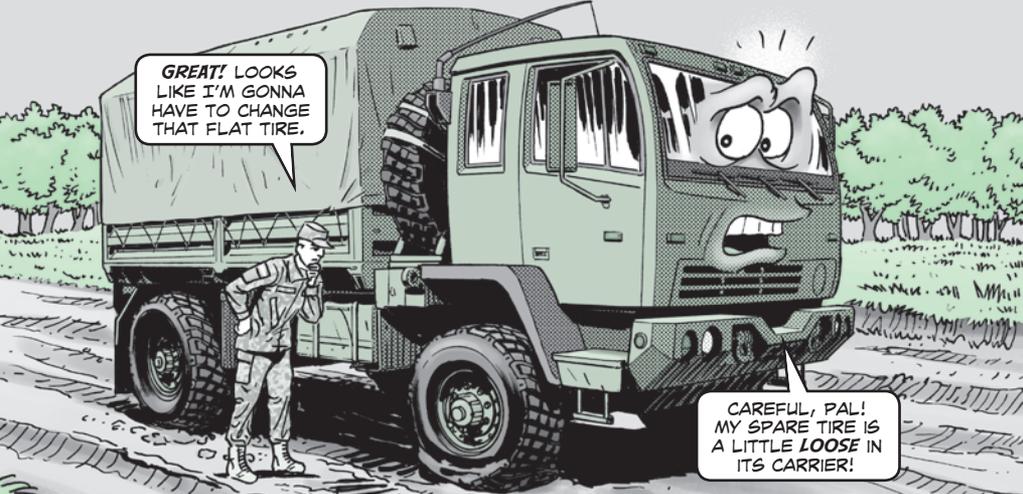


YOU HAVE TO MAKE SURE ALL THOSE ELECTRICAL SWITCHES ARE **OFF** BEFORE YOU LEAVE THE TRUCK.



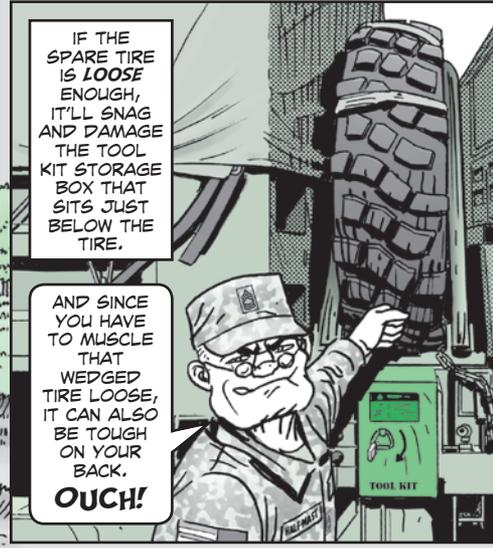
PS MORE

FMTV... **Snug Up Spare Tire Carrier**



THE FMTV'S SPARE TIRE WEIGHS IN AT A HEFTY 350 POUNDS.

SO WHEN YOU'RE MOVING IT FROM THE STOWED POSITION, THE LAST THING YOU NEED IS THE TIRE MOVING AROUND IN ITS CARRIER.



IF THE SPARE TIRE IS **LOOSE** ENOUGH, IT'LL SNAG AND DAMAGE THE TOOL KIT STORAGE BOX THAT SITS JUST BELOW THE TIRE.

AND SINCE YOU HAVE TO MUSCLE THAT WEDGED TIRE LOOSE, IT CAN ALSO BE TOUGH ON YOUR BACK.

OUCH!

LEAVING THE SWITCHES ON **DRAINS** THE BATTERIES. BY THE NEXT DAY, THEY'LL BE TOO **WEAK** TO START YOUR TRUCK.

NOW PICTURE YOURSELF OUT THERE UNTANGLING THE SLAVE CABLES AS YOU WORK TO GET YOUR VEHICLE RUNNING AGAIN!

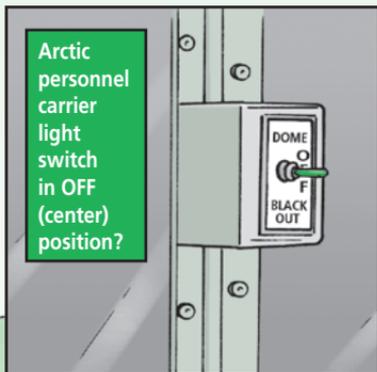
NOOOOOO!!



ONE SWITCH THAT OFTEN GETS LEFT ON IS THE ONE FOR THE REAR OVERHEAD LIGHTS IN THE ARCTIC PERSONNEL CARRIER.

IT HAS THREE POSITIONS, BUT ONLY ONE—THE CENTER POSITION—TURNS THE LIGHTS OUT WHEN THE REAR DOOR IS CLOSED.

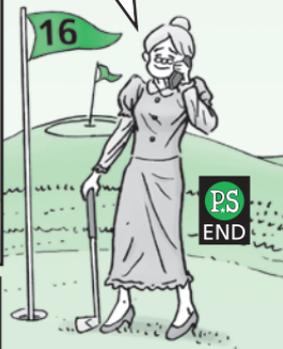
Arctic personnel carrier light switch in OFF (center) position?



SO MAKE **ALL** OF THOSE SWITCHES YOUR **LAST CHECK** BEFORE BUTTONING UP YOUR HMMVV FOR THE NIGHT.

AND LEAVE MOM ALONE. SHE'S PUTTING FOR A BIRDIE ON THE BACK NINE!

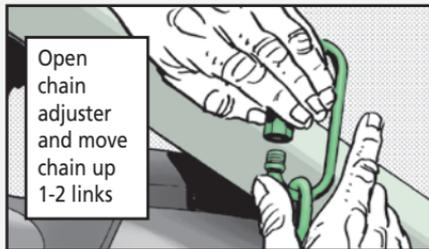
LEMME GUESS, DEAR. YOU **FORGOT** TO TURN OFF THE SPECIAL EQUIPMENT AGAIN, DIDN'T YOU?



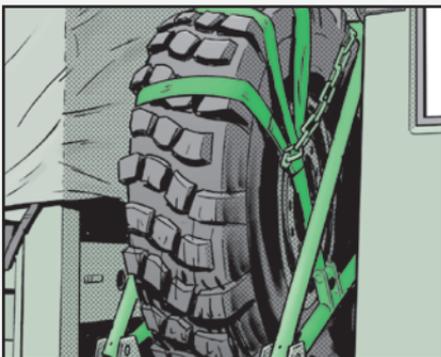
TAKE THE SLACK OUT OF TIRE MOVEMENT WITH A **SIMPLE ADJUSTMENT** TO THE CARRIER'S CHAIN.

OPEN THE CHAIN ADJUSTER AND MOVE THE CHAIN UP A LINK OR TWO. YOU'LL NEED TO MAKE THIS ADJUSTMENT TO **BOTH** THE TOP AND BOTTOM CHAINS.

Open chain adjuster and move chain up 1-2 links



WITH THE SPARE TIRE SNUG IN ITS CARRIER, YOU WON'T HAVE TO WORRY ABOUT SNAGGING THE STORAGE BOX THE NEXT TIME YOU NEED TO CHANGE A FLAT.



JUST REMEMBER THAT THE CARRIER'S CHAIN WILL NEED TO BE TIGHTENED A LITTLE MORE WHEN PUTTING A **FLAT TIRE** IN THE CARRIER.

PS
END