

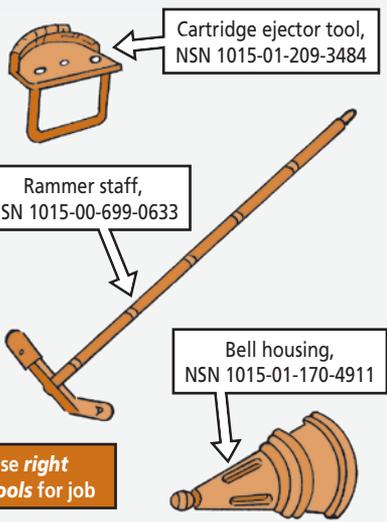


TOOLS FOR STICKY SITUATIONS

Using the wrong tool when extracting a stub base or stuck round from your tank's 120mm cannon tube can increase the danger of flareback. That'll ruin your day in a hurry.

If a stub base doesn't extract from the chamber after firing, don't use just any ol' tool. Make sure to use the cartridge ejector tool, NSN 1015-01-209-3484. It's listed as Item 22 in WP 499-14 of TM 9-2350-264-10-3 (Sep 11, w/Ch 3, Jan 15) and Item 25 in WP 0601-32 of TM 9-2350-388-10-3 (Dec 12).

A stuck round should be removed with the M5 cleaning and loading rammer (bell housing), NSN 1015-01-170-4911, and rammer staff, NSN 1015-00-699-0633. These tools are listed as Items 65 and 80 in WP 0499 of the -264-10-3 TM and Items 70 and 82 in WP 0601 of the -388-10-3 TM.

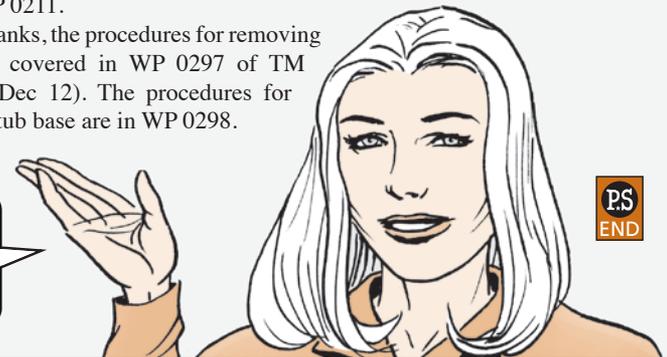


Now that you've got the right tools, make sure you use them the right way. It is very important that all CAUTIONS and WARNINGS be strictly followed during these procedures.

For M1A1 tanks, the procedures for removing a stuck round are in WP 0210 of TM 9-2350-264-10-2 (Sep 11, w/Ch 3, Jan 15). The procedures for removing a stuck stub base are in WP 0211.

For M1A2 SEP tanks, the procedures for removing a stuck round are covered in WP 0297 of TM 9-2350-388-10-2 (Dec 12). The procedures for removing a stuck stub base are in WP 0298.

FOR MORE INFORMATION ON PREVENTING FLAREBACK, SEE PAGES 3-6 OF THIS ISSUE.

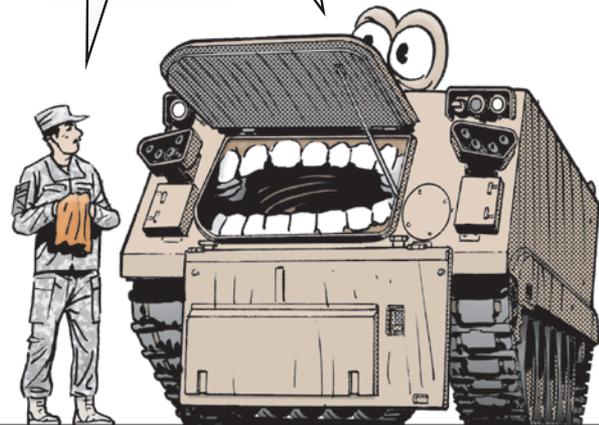


PS END

CHECK OIL LEVELS BEFORE AND AFTER

YOUR ENGINE AND TRANSMISSION OIL LEVELS LOOK GOOD.

A COLD CHECK IS NICE, BUT **DON'T FORGET** THAT I NEED A **HOT CHECK**, TOO!



ARE YOU CONFUSED ABOUT CHECKING THE ENGINE AND TRANSMISSION OIL LEVELS FOR YOUR M113-SERIES CARRIER? **READ ON!**

