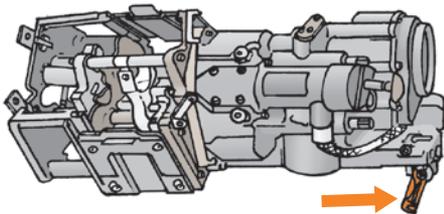


When you remove the feeder, make sure its handle is in the down position before you lay the feeder on the ground. That protects the connector.

Put feeder handle down before putting feeder on ground

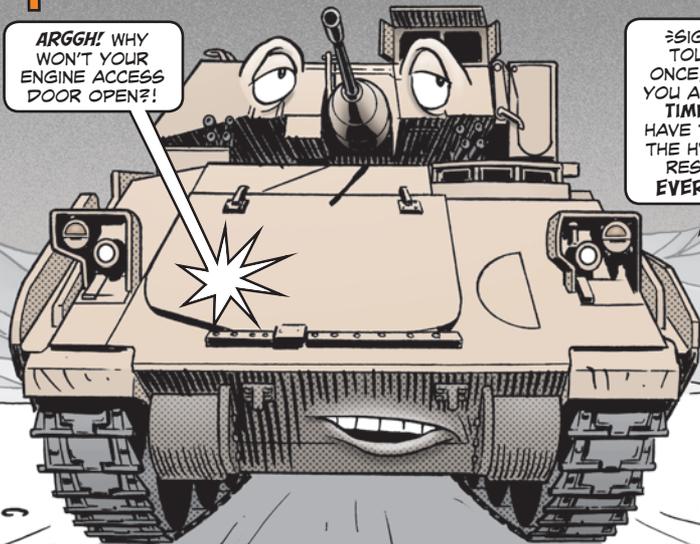


M2A2/M3A2, M2A2/M3A2 ODS, M2A3/M3A3 Bradleys, M3A3 FIST...

Open the Door to Reservoir PM

ARGGH! WHY WON'T YOUR ENGINE ACCESS DOOR OPEN?!

⚡ SIGH! IF I TOLD YOU ONCE, I TOLD YOU A HUNDRED TIMES! YOU HAVE TO CHECK THE HYDRAULIC RESERVOIR EVERY DAY!



HAVING **TROUBLE** OPENING YOUR BRADLEY'S POWER UNIT ACCESS DOOR?

YOU WILL IF YOU DON'T MAKE CHECKING THE HYDRAULIC RESERVOIR A PRIORITY.



YOUR ARMS WILL GET A **WORKOUT** BECAUSE YOU'LL END UP OPENING THE DOOR MANUALLY.

PS MORE



CHECKING THE RESERVOIR LEVEL IS A **DAILY TASK**. FOLLOW THESE **THREE STEPS** TO ENSURE THE RESERVOIR HAS THE **CORRECT AMOUNT OF FLUID**...

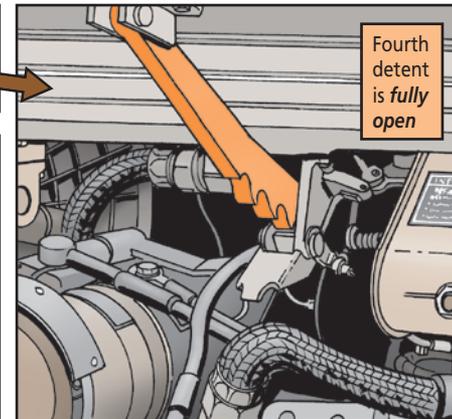
STEP 1
PARK THE VEHICLE ON LEVEL GROUND.

THE RESERVOIR SIGHT GLASS **WON'T** GIVE AN ACCURATE READING IF YOUR BRADLEY IS PARKED AT AN ANGLE.

STEP 2
OPEN THE ACCESS DOOR ALL THE WAY **BEFORE** CHECKING THE FLUID LEVEL.

WHEN THE DOOR IS ONLY PARTIALLY OPEN, YOU'LL GET A HIGH READING BECAUSE THE HYDRAULIC CYLINDERS AREN'T FULLY EXTENDED. IF YOU DRAIN FRH FROM THE RESERVOIR TO LOWER THAT HIGH READING, THE SYSTEM WILL BE UNDER-FILLED. THEN YOU CAN GET AIR IN THE SYSTEM THAT MAY KEEP THE DOOR FROM OPENING.

AVOID THIS PROBLEM BY OPENING THE ACCESS DOOR TO THE **FOURTH DETENT** ON THE SUPPORT LINK. THAT'S FULLY OPEN.

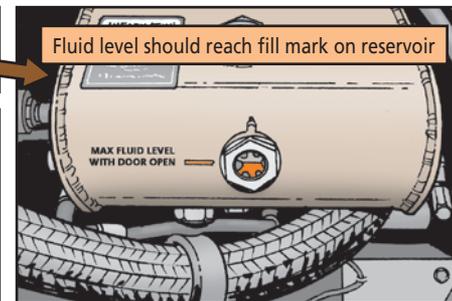


Fourth detent is fully open

STEP 3
EYEBALL THE FLUID LEVEL IN THE RESERVOIR.

THE LEVEL IN THE SIGHT GLASS SHOULD REACH THE FULL MARK LINE INSCRIBED ON THE RESERVOIR.

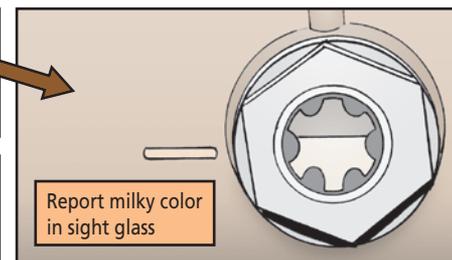
IF IT DOESN'T, ADD FRH UNTIL IT REACHES THE LINE. IF THE LEVEL PASSES THE MARK, DRAIN SOME OF THE FLUID. USE AN AOAP VAMPIRE PUMP, NSN 4930-01-119-4030, TO REMOVE THE EXCESS FLUID.



Fluid level should reach fill mark on reservoir

AN EXTRA STEP WHILE YOU'RE CHECKING THE SIGHT GLASS, PAY SPECIAL ATTENTION TO THE **COLOR** OF THE FLUID.

FLUID THAT IS MILKY IS PROBABLY CONTAMINATED WITH WATER. LET YOUR MECHANIC KNOW RIGHT AWAY BECAUSE CONTAMINATED FLUID WILL RUIN THE SEALS.



Report milky color in sight glass