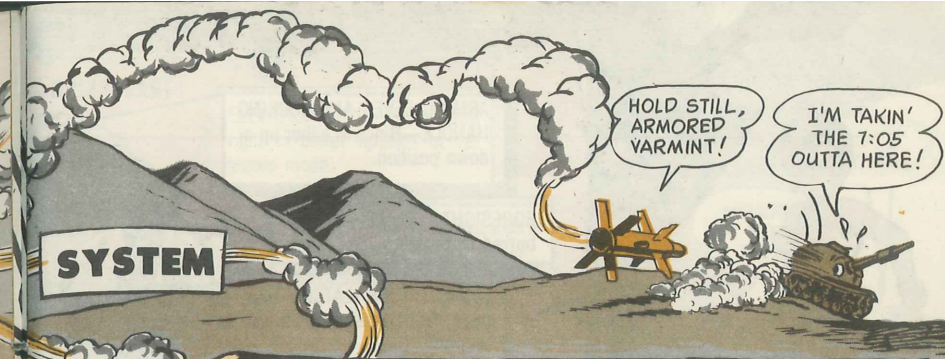




***Tube Launched, Optically-Tracked, Wire-Guided**



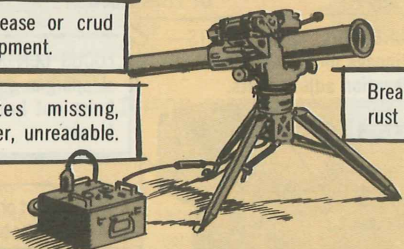
WEEKLY CHECK LIST

At least once a week set up your TOW and give it the Hairy Eye-ball. Look for:

Dirt, oil, grease or crud on the equipment.

Nameplates missing, painted over, unreadable.

Breaks, cracks, bulges, rust spots.



LAUNCH TUBE

Cracks, gouges or splits inside the bore.



Guide pins damaged, badly worn. Worn or frayed surfaces on muzzle or breech. Replace the tube if there are any.

Replace tube if any one of these things is true:

- Tube cracked or a visible raised area present.
- Scratches, gouges or worn spots of any length or depth sufficient to catch and stop a fingernail when drawn through the bore of the tube.

Direct support can repair cracks or chips in fiberglass, so turn in damaged launch tubes.

DIG THIS CHASE SCENE.

ARMING LEVER AND LOCKING HANDLE—Binds in either up or down position.

BORESIGHT PLATE—Nicked, burred or broken.

LAUNCH TUBE LATCH—Slippage, launch tube won't hold securely.

AZIMUTH LOCK SPRING—Won't hold securely in locked position.

OPTICAL SIGHT

BORESIGHT ADJUSTMENTS—Slippage on either azimuth or elevation adjustments.

FOCUS CONTROL—Slipping or skipping in adjustment; cross-hairs not brought into sharp focus.

LENS—Dirt or cloudy condition. Moisture between elements.

RETICLE LIGHT CONTROL STOP—Broken. When the control stop is working right there'll be a slight CLICK at the OFF position. Keep light OFF unless you need it.

EYE GUARD—Chunked, broken, not secure in place.

LATCH—Movement. Optical sight not held securely on traversing unit.

MOUNTING TRACKS FOR NIGHT SIGHT—Bent or burred.

TRAVERSING UNIT

ELEVATION LOCK—Won't work right in either applied or released mode.

TRIGGER—Binds. Guard slips in either open or closed position.

CONTROL & TRAVERSE KNOBS—Bind at any point.

CONNECTOR—Bent pins, trash or dirt.

TRIPOD ASSEMBLY

CLAMP—Coupling clamp not holding traversing unit securely. Adjusting lug to control tolerance of grooved coupling not secured by locking wire.

LEVELS—Either level unreadable, broken or clouded.

LEG LOCK HANDLE AND DETENT STOP LEVERS—Won't hold leg securely.

MARKINGS—Painted over or unreadable.

FEET—Anchor claws broken off.

NEVER! YR' NOT MY TYPE.

STOP! I LOVE YOU.

BEFORE YOU BORESIGHT, TURN THE FOCUS CONTROL ALL THE WAY COUNTER-CLOCK-WISE.

MISSILE GUIDANCE SET AND BATTERY

J1 CONNECTOR—Pin seats and connector threads damaged or gunked up.

SELF-TEST SWITCH—Missed positions. Won't stop in all 7 operating positions, moving from one position to the next with a click you can hear.

Note: To avoid draining the battery, do the self-test as quickly as possible. Hold test-operate switch to **TEST** while rotating **SELF-TEST** switch through positions 1 through 7. At the bottom of page 1-27 of your -12 TM it says to do it a different way but above is the latest info.

TEST-OPERATE SWITCH—Safety cover missing, not secure. Switch not clicking in both **TEST** and **OPERATE** positions.

Note: When you move the test-operate switch to **OPERATE**, you can fire regardless of which position the Self-Test switch is in.

NOTE: NEVER LOOSEN ANY SCREWS THAT COULD LET WATER ENTER THE SET.

Clean 'em with a toothpick if necessary. When coil cord is not attached, keep the cover on so water can't get in.

BATTERY—Not charged, bolts/fasteners missing. Battery connectors dirty. Before you pull out the battery make sure all 6 fasteners are unscrewed all the way. A lot of them have been broken because somebody used force to pull the battery out.

METERS—Needles in azimuth and elevation windows stuck, won't move during self-test, windows cracked, dirty or foggy.

If any water gets into the battery compartment, wipe it out with a rag.

Read TM 9-1425-470-12 (Mar 70) for all the good poop on taking care of this special TOW battery.



M79 GRENADE LAUNCHER TIP

Here's a tip to keep your M79 grenade launcher in good shape: Never let anybody tighten the rear sight base screw tighter than snug. (The DS/GS guy torques this screw with a special wrench at 15 in-lbs.). If it gets much tighter than that the barrel could deform, making it harder for a round to go through.

GENERATOR BOOT WARNING

A rubber boot with a big slit in it won't keep out the water.

Right?

This is true whether you're talking about trout-fishing boots or the generator air exhaust boot in your M60, M60A1, M48A3, M728 armored vehicles or AVLB.

Some mechanics have been cutting the generator boot to make generator removal easier.

This won't work too hot because you have to take off the clamps to get to the nuts even if there is a slit in the generator exhaust boot.

If the boot has been slit, water gets into the generator during fording. Even if you don't ford, dust, water, mud or (you name it) can get through the slit and ruin your generator.

So follow the generator removal poop in your TM manual. That is TM 9-2350-215-20 for the M60/M60A1; TM 9-2350-224-20 for the M48A3; TM 9-2350-222-20, for the M728 or TM 5-5420-202-20 for the AVLB. No need to cut the boot.

SLIT IN THE BOOT CAN RUIN THE GENERATOR

