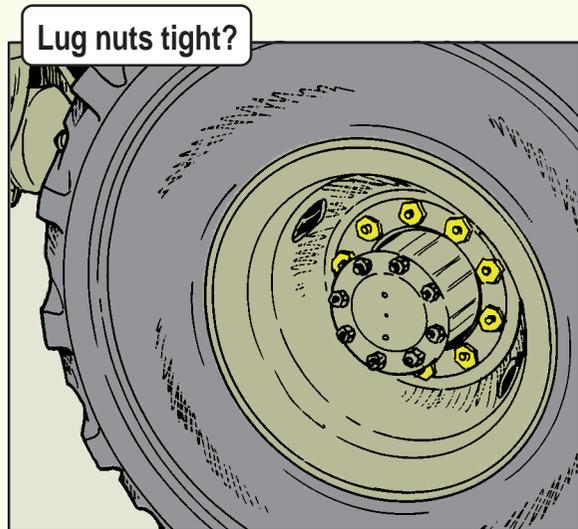


Before heading out, take a look at the nuts on each wheel. Look for chipped paint, shiny spots or rust around a nut. If you see any signs of loose nuts, grab your tools. Back off the nut, then retighten it.



During the next scheduled service, your mechanic will torque nuts to:

Vehicle	Front (lb-ft)	Rear (lb-ft)
All (except M984E1)	575–625	450–500
M984E1	575–625	575–625



HEMTT Wreckers ...

## Wrap Hoses Against Heat

**Y**ou HEMTT wrecker operators and mechanics know well that the hydraulic fluid inside the system hoses and lines gets very hot when you're recovering another vehicle.

What you may not know is that there's a bigger heat danger from outside the hydraulic system—the power take-off (PTO) assembly. Heat from the PTO can weaken hydraulic hoses enough to cause a rupture, spraying hot fluid over everything and everybody.

So, eyeball the outlet and inlet hoses that crisscross above the PTO assembly. If the hoses touch it, you need to isolate them so there's extra protection against heat and wear.

Take pieces of battery matting, NSN 6160-01-389-1966, and install them with worm-type clamps wherever a hose rests against the PTO. You can get worm clamps with NSN 4730-01-273-3671.

