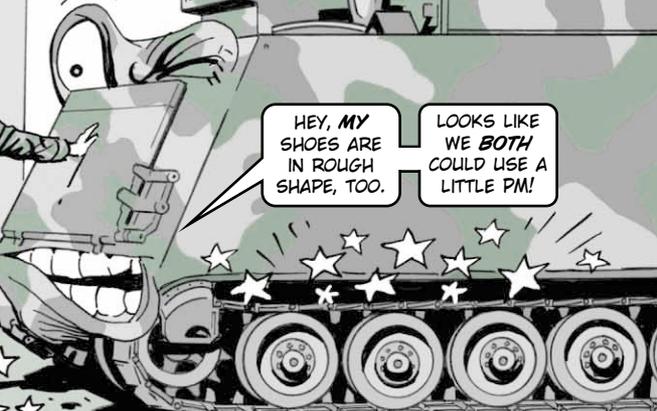


KEEP TRACK OF TRACK PM



DARN BOOTS!

OW! OUCH!

BOY, MY DOGS ARE BARKIN'!!

HEY, MY SHOES ARE IN ROUGH SHAPE, TOO.

LOOKS LIKE WE BOTH COULD USE A LITTLE PM!



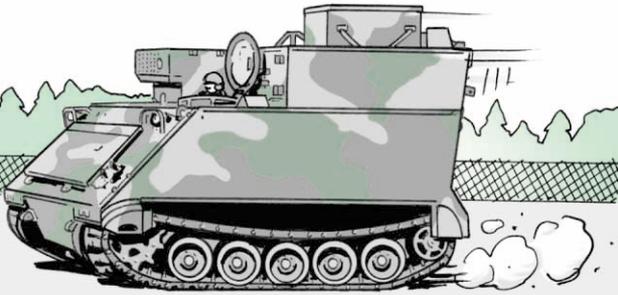
IF YOU WENT ON A MARCH IN BOOTS THAT WERE TOO LOOSE, TOO TIGHT OR FALLING APART, YOU WOULDN'T GET FAR.

THE SAME CAN BE SAID FOR THE TRACK SHOES ON YOUR M113-SERIES VEHICLE.

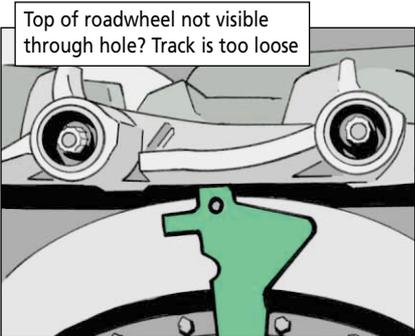
MAKE SURE YOUR VEHICLE COMPLETES ITS MISSION BY CHECKING TRACK TENSION AND INSPECTING TRACK CONDITION AS PART OF YOUR AFTER-OPERATION PMCS. HERE'S HOW...

Checking Track Tension

1 Coast the carrier to a stop on level ground. Shut off the engine.

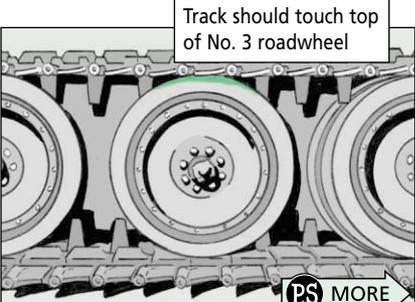


2 Try to insert the handle of a track pin punch between the top of the No. 2 roadwheel and the bottom of the track. If you don't have a track pin punch handy, place your track and sprocket gauge, NSN 5220-01-041-9920, flat against the side of the No. 2 roadwheel with the top touching the bottom of the track. You should be able to see the top of the roadwheel through the hole in the gauge.



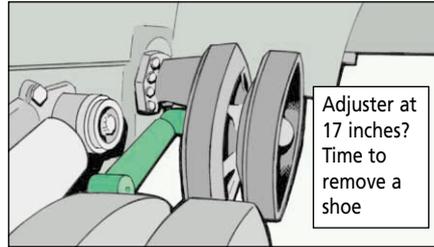
If the track pin punch doesn't move freely, or if you can't see the top of the roadwheel through the track gauge, the track is too loose.

3 Look at the No. 3 roadwheel. The bottom of the track should touch the top of the roadwheel. If not, the track is too tight.



4 Eyeball the track adjusters for damage or leaks. The vehicle is NMC if an adjuster is missing or has a Class II or Class III leak.

Never extend the track adjuster more than 17 inches as measured between the mounting screws. If the track is still too loose after the adjuster has reached 17 inches, release tension and remove a track shoe. The adjuster can buckle if you try to extend it past 17 inches.



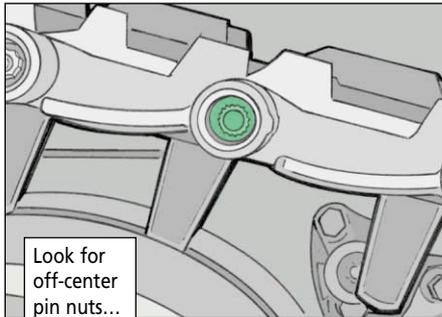
Adjuster at 17 inches? Time to remove a shoe

Track Inspection



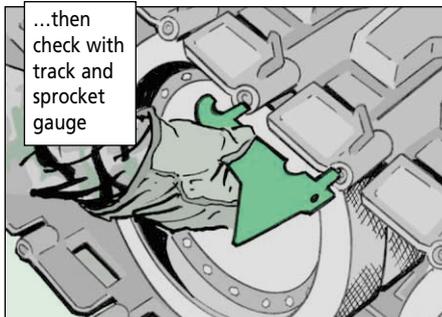
FOR ALL TRACK INSPECTION, MAKE SURE YOU CHECK THE **INSIDE** AS WELL AS THE **OUTSIDE** OF THE TRACK.

1 Eyeball the track shoes for worn bushings. A pin nut that is off-center, touching, or protruding from the bushing bore is a sure sign of a worn bushing.



Look for off-center pin nuts...

Double-check any suspect track shoes with the track and sprocket gauge. Both gauge pins should fully insert into the bushing bores between the pin nuts. Replace any unserviceable shoes.

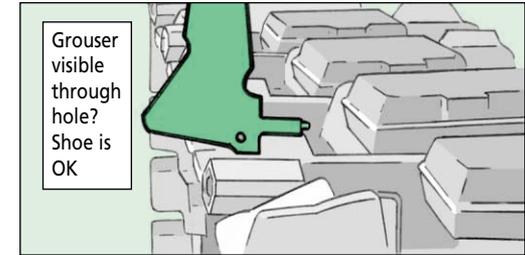


...then check with track and sprocket gauge

REPLACE UNSERVICABLE SHOES!?! BUT... BUT... HOLD ON! I'M NOT THAT BAD!



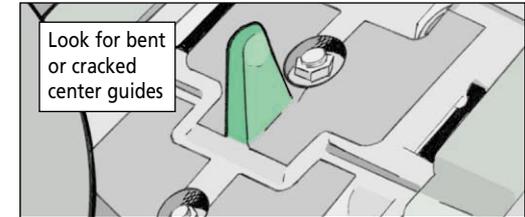
2 Use the track and sprocket gauge to check grouser height. Place the gauge against the grouser with the hole down. If you can see the grouser through the hole, it's OK. If the grouser is $\frac{1}{8}$ inch or less, replace the shoe.



Grouser visible through hole? Shoe is OK

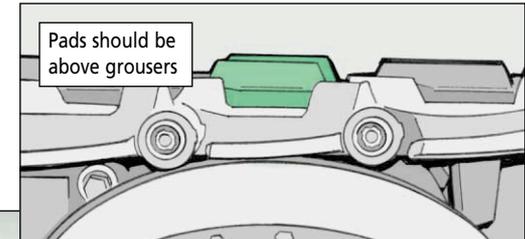
3 Check each of the shoes for cracks, bends and breaks. If you spot one, the carrier is NMC until the shoe is replaced.

4 Eyeball the center guides for cracks or bends that could damage the roadwheels. Replace any that are damaged or are $\frac{1}{8}$ inch thick or less.



Look for bent or cracked center guides

5 Inspect the track pads. Replace any pads that have $\frac{1}{16}$ inch or less showing above the grousers.



Pads should be above grousers

IT'S TOO LATE FOR ME TO BE REPAIRED. DON'T LET IT BE TOO LATE FOR THE TRACKS OF YOUR M113!

