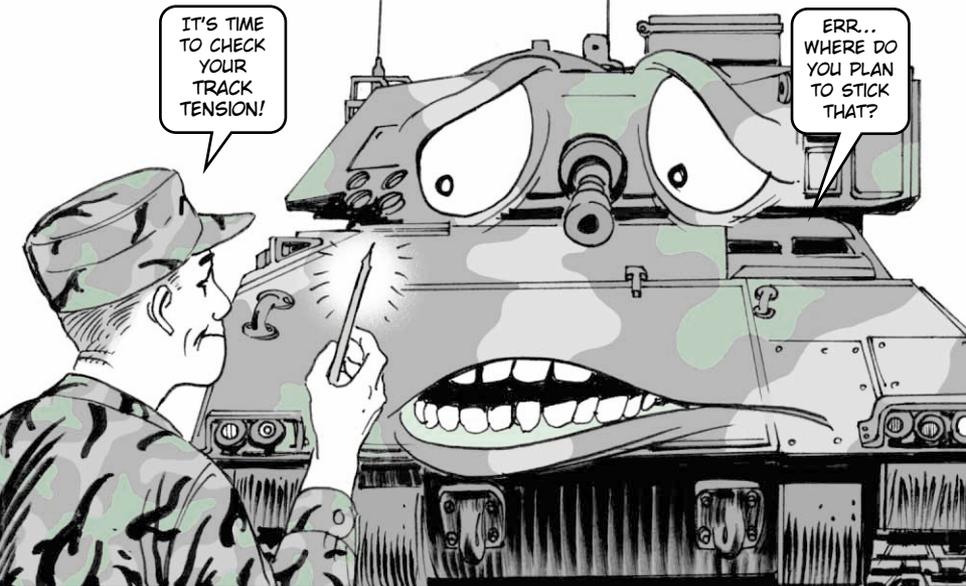


HANDLING TRACK TENSION



Crewmen, how you handle tension will determine just how healthy the track is on your Bradley or MLRS.

Track that's too tight wears out sprockets before their time. Track that's too loose gets thrown.

Keep track tension just right by checking it after every operation. All it takes is a pencil and a little know-how:

Let the vehicle roll to a complete stop on firm, level ground. Stop the engine and try turning the rear support roller with one hand.

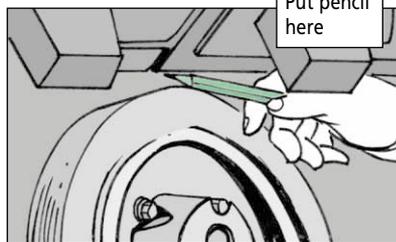
The roller should turn freely, but with only enough room between the track and roller for a pencil to pass through.

If there's more room than that, the track is too tight. If the roller won't turn at all, the track is too loose.

Either way, it's time to make some adjustments.

Tightening Track

1. Place a pencil between the track and the rear support roller.



2. Wipe the lube fitting with a clean cloth and pump grease into the track adjuster.



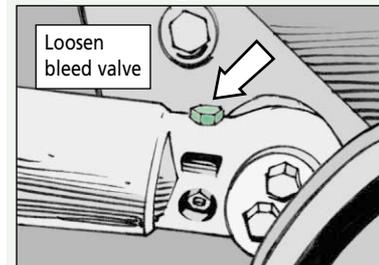
3. Watch the pencil. The tension is right when there's just enough room between the track and the rear support roller for the pencil to fit.

4. Keep an eye on the track adjuster piston, too. The maximum extension for the piston is 3½ inches. If you've reached that limit and the track is still too loose, you'll need to remove a track shoe and start over.



Loosening Track

1. Once again, place a pencil between the track and the rear support roller.
2. With a ½-in open-end wrench, loosen the track adjuster bleed valve just enough to allow grease to flow.



3. Watch the pencil. When there's just enough room between the track and the rear support roller for the pencil to fit, the tension is right.

4. Re-tighten the bleed valve and wipe away excess grease.

