

KEEP NUTS IN THEIR PLACE



Crewmen, nothing messes up your day like a broken track on your Bradley or MLRS. So it pays to do your part in making sure that doesn't happen—like keeping a close eye on the track pin nuts.

Eyeball the nuts after each operation. If there are two or more threads showing past the front edge of the nut, it's good to go. One thread or less means the nut's loose and your track is at risk.

Check for off-center track pin nuts. Worn bushings result in off-center nuts, which make it next to impossible to keep track tension set right.

Mark loose or off-center nuts and report 'em to your mechanic. He'll replace loose nuts, NSN 5310-01-140-4555, and torque them to 299-325 lb-ft. Don't let him retorque them, though. The nuts won't hold a second time.

