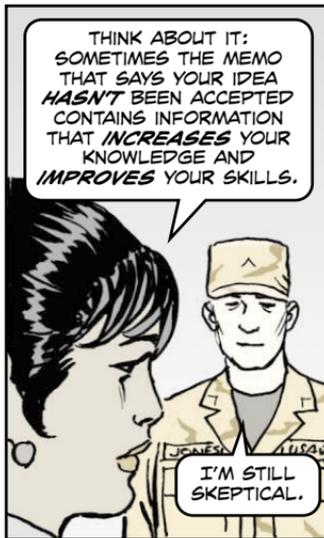


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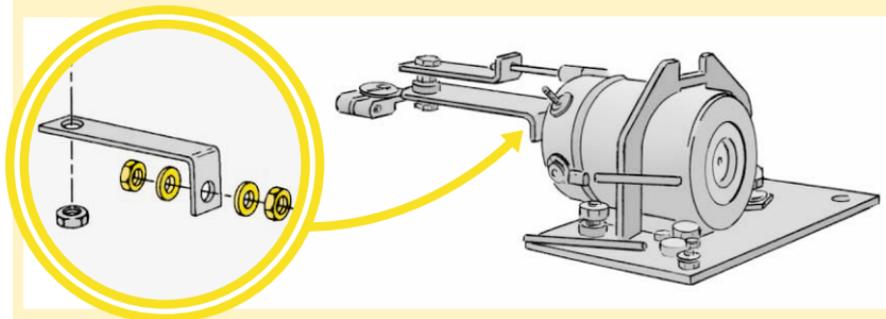


Problem

The HEMTT shutoff solenoid is constantly under vibration causing the nut to back off the threads or completely come off, forcing the shutoff not to work.

Recommended Solution

Double nut the engine shutoff solenoid actuation stud to the lever to prevent it from vibrating loose.



Evaluation

The design of this bracket and stud arrangement is already of the double nut fashion and should not vibrate loose when properly installed and torqued.

An engineer evaluated the hardness of the solenoid stud, bracket attaching nuts, and washers and found them to be correct. The bracket when properly installed with one nut and one washer on each side of the bracket as shown in the exploded view in the TM will provide the desired jam nut effect to prevent the nuts from working loose due to vibration. Check the exploded view of figure 47 in TM 9-2320-279-24P (see page 58) to be sure the bracket is installed on the solenoid stud with a nut and washer on each side of the bracket to produce the jam nut effect.

Make sure that the nuts and washers are the ones listed in the repair parts manual. It is possible that uninformed personnel may have replaced nuts and washers with inferior pieces.

Once the bracket is adjusted to the correct position for engine shut-off, torque the jam nuts against each other to 6 lb-ft as shown in Appendix E, Table E-1, for a grade-2 dry fastener 1/4-in by 28 threads per inch.

If the problem persists, loosen the nuts and apply a small amount of thread locking compound to the threads and re-torque. Note that the adhesive thread locking compound listed in the TM is obsolete. You will need to order sealing compound with NSN 8030-01-104-5392. The NSN gets you a box with ten 10cc bottles. This should solve the problem and the nuts can be easily loosened at a later time if another adjustment is necessary.