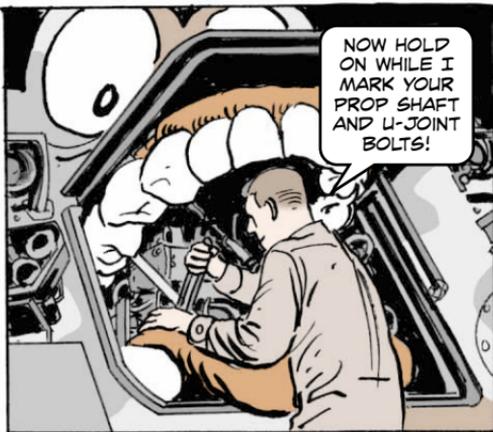
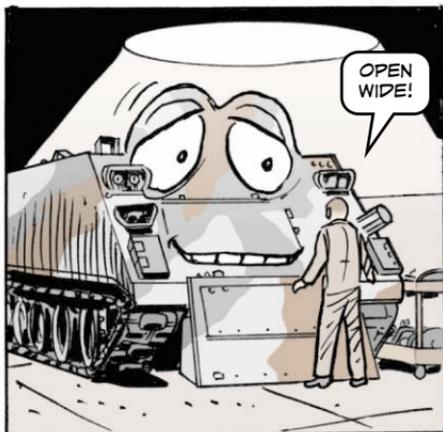


# Keep Prop Shaft Bolts Tight

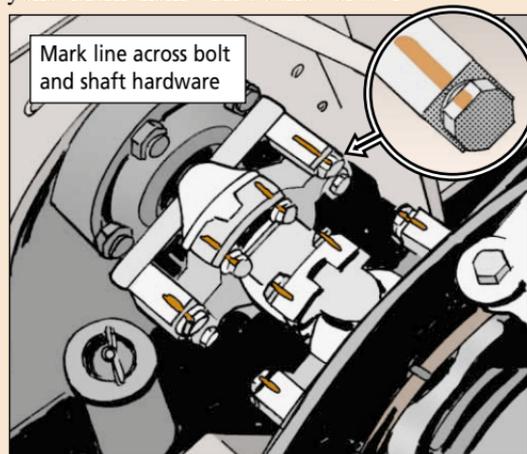


**O**ne of the most important things you crewmen and mechanics can do is check for loose or missing propeller shaft and U-joint bolts on M113 carriers.

If the shaft comes loose, it flails around, damaging the vehicle. If it crashes through the floorboard, the shaft could injure or kill the driver.

Spotting a missing bolt is simple enough, but how do you check for a loose one?

That's where you mechanics come in. When you pull semiannual PMCS, torque all the bolts. Then make alignment marks on the bolt heads and prop shaft or U-joint yoke. Mark them with a scribe or awl.



That makes it easy for crewmen to double-check them during PMCS. If the marks don't line up, the bolt has loosened.

Of course, the best solution is to keep the bolts from coming loose in the first place. That means torquing the bolts right.

After torquing the bolts the first time, drive the vehicle forward about 100 feet and then back. Re-check the torque and tighten if necessary. The initial stress of operation sometimes loosens the bolts.