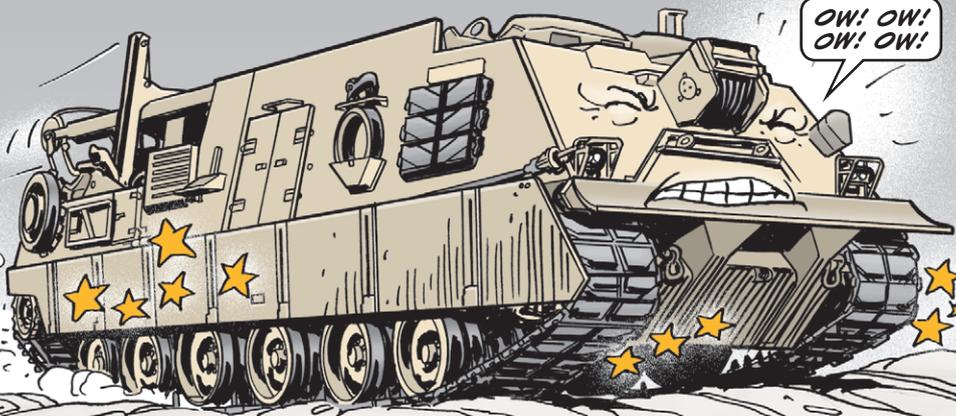


Timely Track Tips

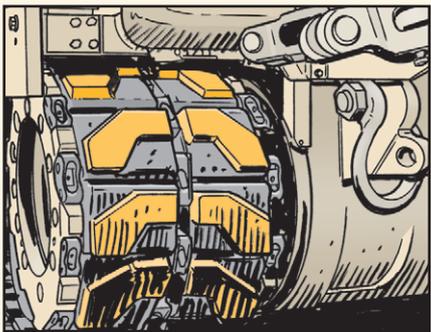


IN ORDER TO TAKE CARE OF THE T107 TRACK ON YOUR M88-SERIES RECOVERY VEHICLE, YOU'LL NEED TO KNOW WHEN IT'S WORN ENOUGH TO NEED REPLACEMENT.

FOLLOW THESE GUIDELINES...

Pad Height

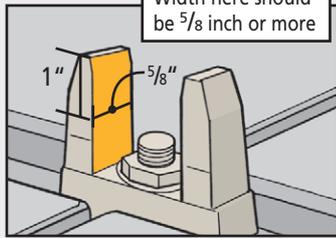
Replace the track shoe when its pad is less than $\frac{1}{2}$ inch in height.



Center Guides

Measure the thickness of the center guides one inch down from the tip. Replace any center guide that is less than $\frac{5}{8}$ inch thick at that point.

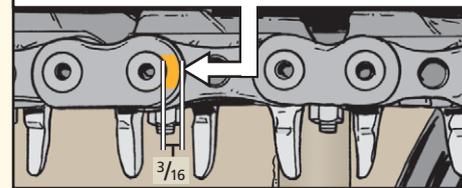
Width here should be $\frac{5}{8}$ inch or more



End Connectors

Always replace end connectors when they reach their wear limit of less than $\frac{3}{16}$ inch. Bad end connectors don't fit well on the sprocket teeth. That results in wear that can ruin even a new sprocket in short order.

Less than $\frac{3}{16}$ inch here? Replace end connector

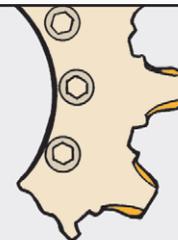


Sprocket Reversal

Speaking of sprockets, you should plan to reverse them annually. That evens out wear on the sprocket teeth.

However, if the sprocket is worn to the back edge of the wear mark before the year is up, go ahead and reverse the assembly. If the marks are reached on both sides, replace the sprocket.

Reverse sprocket when wear mark is no longer visible



Track Tension

Track tension is important when it comes to track component wear. Track that is too tight wears out end connectors and cups sprockets. Track that is too loose may result in thrown track.

Follow the instructions in your -10 TM to the letter. You'll find them starting on Page 3-21 of TM 9-2350-256-10 (Mar 98) and in WP 108 and WP 109 of TM 9-2350-292-10 (Nov 05).

Most important of all, make sure you drive the vehicle back and forth a few vehicle lengths over hard, level ground. Then **coast** to a stop. Using the brake to stop will throw off the tension adjustment and lead to sprocket cupping.