

FAB FABRICATION FOR WHEEL BEARING WRENCH



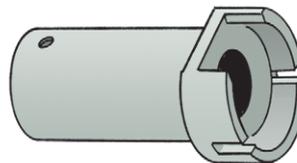
Dear Editor,

While performing wheel maintenance on our HEMTT, we discovered a problem. Paragraph 12-2 in TM 9-2320-279-20-2 covers the wheel and drum assembly wheel bearing and stud removal and installation for the number 1 and 2 axles. On Page 12-8, the TM says to tighten down the locknut to 100 lb-ft, loosen $\frac{1}{2}$ turn, and retighten to 50 lb-ft using the wheel bearing wrench.

Here's the question we had: How do you torque the locknut down when there is no place for a torque wrench to attach to the tool?

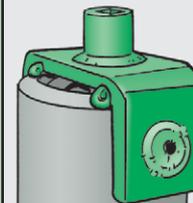
Our solution was to weld an adaptor to the end of the bearing nut socket, NSN 5120-01-279-4789. And use a $\frac{1}{2}$ drive torque wrench. Your readers can benefit from this tip.

Take bearing nut socket, NSN 5120-01-279-4789, and...

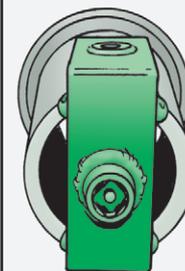


...weld an adaptor to the end of it so it looks similar to this

Side view



Top view



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Editor's note: Thanks for the tip, Sir. Readers, make a note of this. Also, Page F-33 in Appendix F of TM 9-2320-279-20-3, (Apr 87, w/ Ch8, Jul 05), gives fabrication instructions for the socket, which is a similar solution. The fabrication uses bearing nut wrench, NSN 5120-01-279-4789, and gives instructions to weld a plate with an opening for a torque wrench to the socket. TACOM says the current socket, PN 3335074 and NSN 5130-01-520-9330, has a square drive end.

M989A1 HEMAT Trailer...

DON'T BRUSH OFF AIR TANKS

Cross-country driving can have a bad effect on your M989A1 HEMAT trailer.

Brush smacks against the side of the trailer, hitting the air tank valves. That can actually knock open the valves and drain out the air. No air means no brakes or locked spring brakes on the rear wheels.

So when you hit the back country, take a quick look at the trailer's air tanks during stops to make sure the valves are still closed.

