

FMTV...

YOUR DRIVESHAFT'S
TAKEN CARE OF. NOW
YOUR PMCS IS **DONE**.

THAT'S RIGHT! PMCS IS
ONLY TRULY DONE IF YOU...

**DON'T SHAFT THE
DRIVESHAFT!**

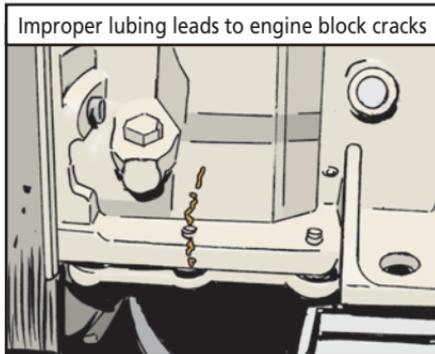


Proper driveshaft PMCS is important! Without it, your FMTV's driveshaft can be shafted.

Some early model FMTVs developed cracking on the rear section of the engine block. Product improvements, such as thicker engine blocks and new design driveshafts, were developed and used over the years to reduce cracking. But even with improvements, this problem hasn't completely gone away.

Here's where you come in. Giving poor PM the shaft can help save the driveshaft and engine.

Inadequate lubrication of the driveshaft universal joints leads to premature wear. Over time, vibrations in the driveline can occur as the universal joints begin to wear out. Left unchecked, these vibrations can continue traveling to the rear portion of the engine block and cause cracks near the oil pan housing area and starter motor mounting flange. Also, lack of lubrication in the driveshaft's slip joint can lead to excessive end play in the driveshaft universal joints.



Put a stop to this by performing all of the PMCS and required lubrication for the driveshaft components. Refer to your FMTV's operators and maintenance tech manuals, and keep this in mind:

- Operators, every 30 days, lubricate the driveshaft universal slip joint and all universal joints with GAA grease.
- Mechanics, every 6 months or 6,000 miles, lubricate all the driveshaft universal joints with GAA. Then perform the driveshaft hinging inspection. No more than 0.006 inch of play is allowed. Also, perform the radial end play inspection. No more than 0.020 inch of play is allowed.

For more info, eyeball TACOM MAM 09-018 online:

https://aeps2.ria.army.mil/commodity/mam/tacom_wn/mam09-018.html