

HMMWV...

DON'T HALF STEP ON HALFSHAFT CHECK

ALL IT TAKES TO LOOSEN SCREWS AND BOLTS ON YOUR HMMWV'S HALFSHAFT IS A LITTLE **VIBRATION** OVER A PERIOD OF TIME.

YOU **DON'T** WANT A HALFSHAFT FLYING LOOSE!

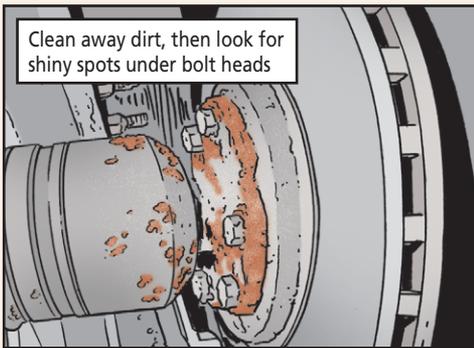
THAT'S WHY YOU SHOULD CHECK ALL HARDWARE HOLDING THE HALFSHAFTS IN PLACE, ESPECIALLY THE RETAINING CAPSCREW INSIDE EACH GEARED HUB.



If a halfshaft flies loose, it can take out the brake lines and coolant tube, and cause engine failure. So don't half step when checking halfshaft bolts for tightness.

Once you've cleaned away dirt and mud, it's easy to see if the bolts that hold the halfshaft to the rotor are loose. Just look for shiny spots under the bolt heads.

If you find a loose bolt, replace both the lock washer, NSN 5310-01-457-3292, and the bolt, NSN 5306-01-185-7048. Dip the bolt in sealing compound, NSN 8030-01-171-7628, before installing it to help keep it tight. Then torque the bolt to 51 lb-ft.



It's not so easy to check the cap screw in the hub. You must first remove an access plug to get to the screw, then use a torque wrench to tell if the screw is loose.

If the screw moves before you reach 37 lb-ft of torque, it's loose. Replace it with a new lock washer, NSN 5310-00-011-5093, and cap screw, NSN 5305-00-068-0511. Dip the new screw in the sealing compound and torque it to 37 lb-ft.

Check both ends of the halfshaft for tightness at every 6-month service.

By the way, when the halfshaft is on the vehicle, there shouldn't be any play in it. A halfshaft that's been tightened up shouldn't have this problem.

Don't forget hub's cap screw

MECHANICS, INSPECT HMMWV HALFSHAFTS WHEN THEY'RE REMOVED FROM THE VEHICLE.

MAKE SURE YOU FOLLOW THE GUIDANCE FOUND IN PARA 6-9 OF TM 9-2320-280-20-2 AND PARA 6-7 OF TM 9-2320-387-24-1.

M101/M116-Series Trailers...

ONLY Mechanics Should Adjust Brakes!

YOU'RE NOT ADJUSTING ME, UNLESS YOU FOLLOW TM 9-2320-202-14&P!