

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 capscrew

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!*



PS MORE



MOST SMALL TRAILER PARKING BRAKE ADJUSTMENTS ARE SIMPLE.

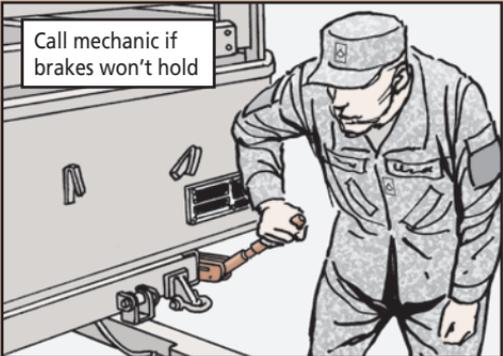
ALL YOU HAVE TO DO IS TURN THE ADJUSTMENT KNOB ON THE END OF THE HANDLE CLOCKWISE UNTIL THE TRAILER WHEELS NO LONGER ROTATE FREELY WHEN THE HANDBRAKE IS APPLIED.

But service brake adjustments for M101- and M116-series trailers are not so simple. Some operators tried to make adjustments, overdid it, and made things worse! Improper service brake adjustment can cause serious damage to the brake shoes, brake drums, and other key components. So get your mechanic on the job to make the necessary adjustments using TM 9-2330-202-14&P.

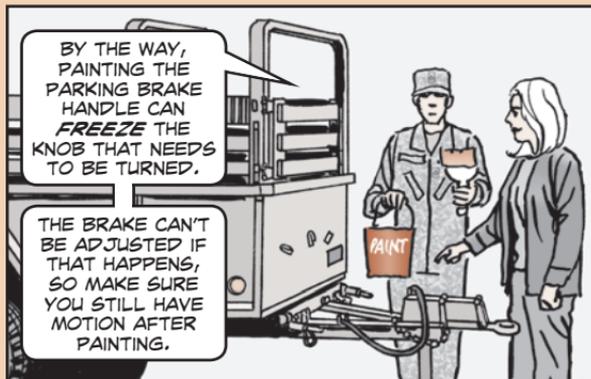
Never drive off with your trailer unless the service brake and parking brake work. Test 'em! After you hook up the trailer to the prime mover, apply the brakes and move slightly to see if the service brakes hold the trailer wheels. And the parking brake should keep the trailer from moving when it is not hooked up to the prime mover.

Properly adjusted brakes should create a drag on the forward movement of the prime mover. The trailer wheels might also rotate in a restricted manner. If they do this, the brakes are adjusted properly, so go ahead and complete your mission.

If the brakes don't hold—or there's no prime mover drag—ask your mechanic to put the “brake” back into your brakes.



Call mechanic if brakes won't hold



BY THE WAY, PAINTING THE PARKING BRAKE HANDLE CAN **FREEZE** THE KNOB THAT NEEDS TO BE TURNED.

THE BRAKE CAN'T BE ADJUSTED IF THAT HAPPENS, SO MAKE SURE YOU STILL HAVE MOTION AFTER PAINTING.



AND KEEP THE CABLE AND HAND ASSEMBLY LUBRICATED LIKE APPENDIX I IN THE TM SAYS.

PS  
END