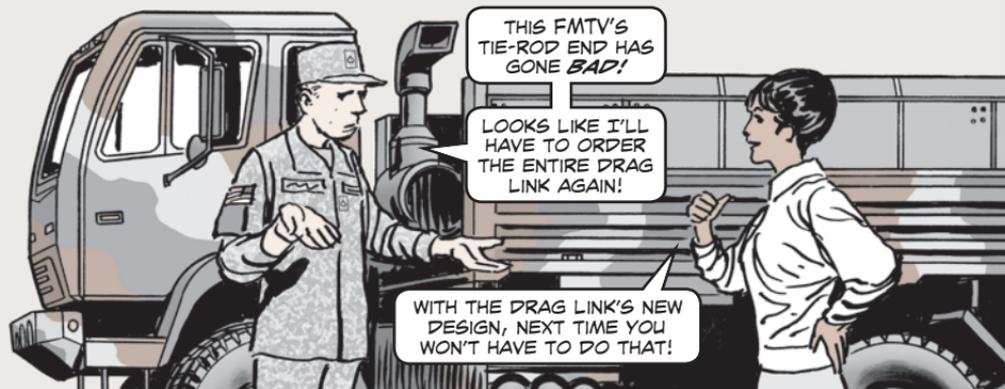


DRAG LINK DESIGN CHANGE

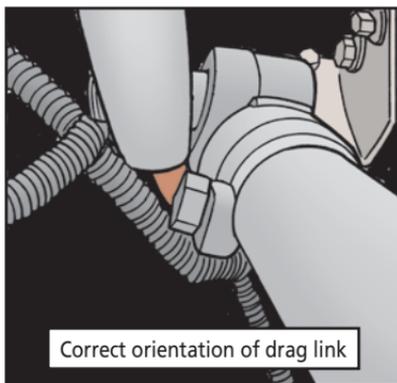


Change is good, if something positive comes out of it. And the engineers at TACOM decided that a design change was good for the drag link in your 2¹/₂- and 5-ton FMTV trucks. The new design stops you from having to order the entire drag link when a tie-rod end goes bad.

The next time you order the drag link, NSN 2530-01-377-3127, PN 12418103-002, you'll see that it looks different. But the only difference is that there is an adjustable tie-rod end with a clamp on both ends now.

Your maintenance TMs need to be changed to give you the proper instructions for the new design. And the artwork in the parts manuals need to be changed to match the new design.

When you get the drag link with the new design, go ahead and adjust the tie-rod ends to match the same length of the drag link being replaced. Turn the steering wheel fully to the left, too. The drag link must be installed with the bend turning to the left to fit correctly. The clamp on the pitman arm side must have the bolt adjusted to the bottom side of the drag link with the bolt entering from left to right and the clamp 1 centimeter to the rear of the pitman arm. Then you won't have interference while turning the wheel.



There's a CAUTION in the work package that tells you the tie-rod end must be installed toward the rear of the vehicle. Ignore that because now both ends have a tie-rod end. This caution will be deleted in a future TM change.