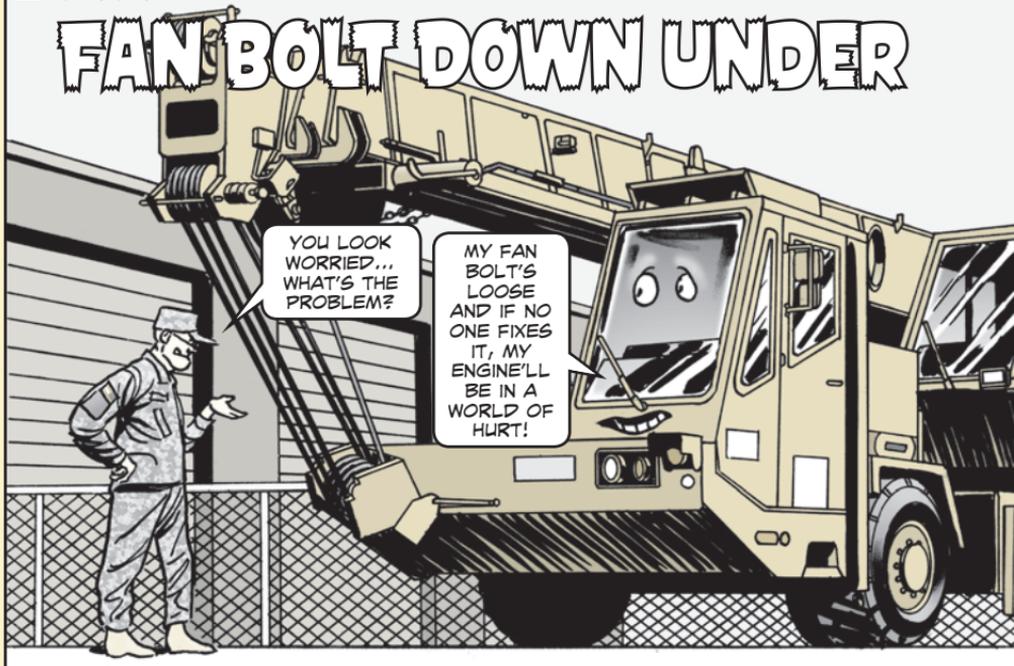
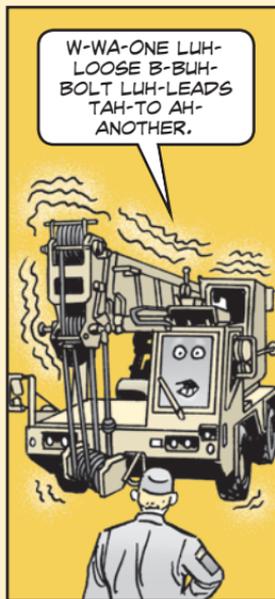


# FAN BOLT DOWN UNDER

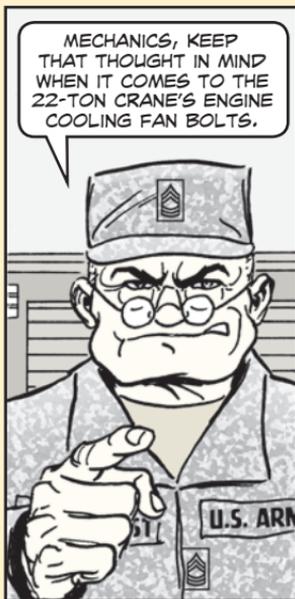


YOU LOOK WORRIED... WHAT'S THE PROBLEM?

MY FAN BOLT'S LOOSE AND IF NO ONE FIXES IT, MY ENGINE'LL BE IN A WORLD OF HURT!



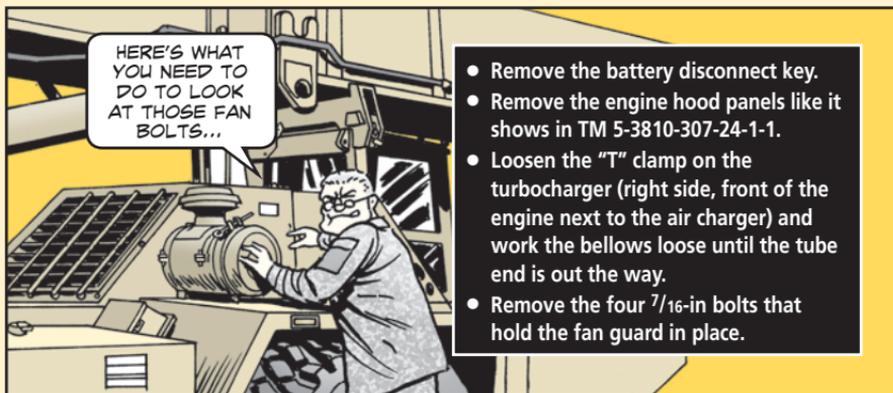
W-WA-ONE LUH-LOOSE B-BUH-BOLT LUH-LEADS TAH-TO AH-ANOTHER.



MECHANICS, KEEP THAT THOUGHT IN MIND WHEN IT COMES TO THE 22-TON CRANE'S ENGINE COOLING FAN BOLTS.

These bolts are known to come loose from vehicle vibration. One loose bolt causes the other fan bolts to come loose. Eventually, the bolts shear off and the fan is propelled into the radiator, fan shroud and coolant or hydraulic lines. A busted coolant or hydraulic line means a loss of fluid, causing extensive damage to the crane's engine.





- Remove the battery disconnect key.
- Remove the engine hood panels like it shows in TM 5-3810-307-24-1-1.
- Loosen the "T" clamp on the turbocharger (right side, front of the engine next to the air charger) and work the bellows loose until the tube end is out the way.
- Remove the four  $\frac{7}{16}$ -in bolts that hold the fan guard in place.

You have to place your hand and arm through the fan blades to get at the fan bolts. Use the mechanics mirror, NSN 5120-01-435-6719, from the general mechanic's tool kit (GMTK), to see the position of the fan bolt heads. The mirror will help you align the torque wrench with the head of each fan bolt.

Because of the tight space, use torque wrench, NSN 5120-01-355-1734, and a 16mm socket from the GMTK.

Check each bolt with the torque wrench to see if it's less than 32 lb-ft of torque. Less than 32 lb-ft means the bolt is loose.

If any bolt is loose, remove it with a wrench, but not a torque wrench. Clean the bolt's threads with a wire brush. Use sealing compound, NSN 8030-01-025-1692, on the bolt threads before you re-install the bolt. Then torque the bolt to 32 lb-ft.

