

Coasting Cures Track Tension Trouble



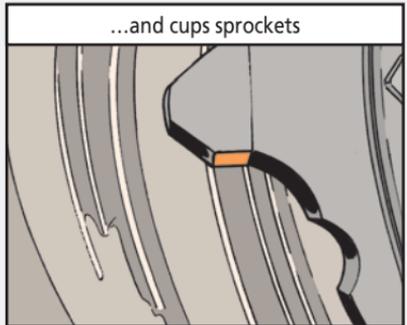
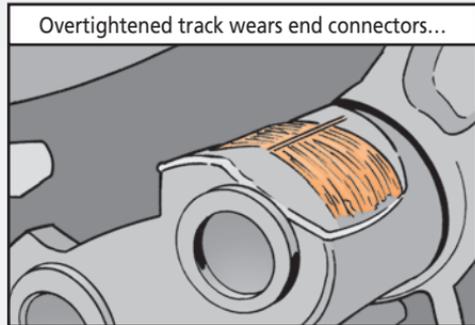
THERE YOU GO!
YOUR TRACK TENSION IS PERFECT!

IF IT'S SO PERFECT,
WHY DOES MY TRACK HURT SO MUCH?

If your tank has constant problems with worn end connectors and cupped sprocket teeth, the problem could be that you're not coasting when it comes to adjusting track tension.

Some crewmen think adjusting the tension means whipping out the 'ole grease gun and pumping grease into the track adjusting link till it comes out of the relief valve. That's partly right, but they're forgetting a small but very important step.

The TM says to move the tank backward 20 feet, then forward 20 feet on a level surface. But you need to **let it coast to a stop** before drawing your grease gun. That's so the track adjusting link is the only thing pressing against the track when you add grease.



If you use the brakes, the weight of the tank is thrown forward when you stop. That leaves some track tight and other track loose. Adjusting the track then usually results in overtightened track that wears out end connectors and cups sprockets.

So, don't think coasting is always a bad thing when it comes to your work. In this case, it's the only way to go.