



BROKEN DRIVESHAFT?

CHECK ROTORS WITH THIS TOOL!



DARN MY LUCK!

I SHOULD'VE KNOWN THAT NEW BLOWER HOUSING DRIVE SHAFT WAS GONNA BREAK!

KR UNNCH

SNAPPOP

Dear Editor,

A broken driveshaft, NSN 3040-00-903-0908, from the blower housing in an M113-series vehicle's 6V53 or 6V53T engine is a real pain.

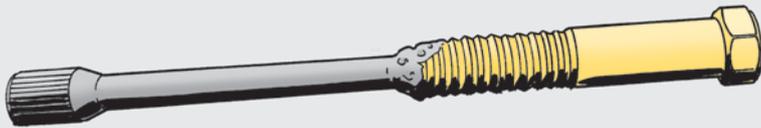
It can take a long time to get a stuck driveshaft out, so you really want to make sure the blower rotors will turn. Otherwise, the new driveshaft will snap and you have to start all over again.

Thing is, you can't check the rotors because your hands won't fit inside the housing. Most mechanics put in the new driveshaft and cross their fingers!

Not us! We've made a homemade tool that allows you to check the rotors before installing the new driveshaft.

Take the broken end of the driveshaft you just removed and weld a long bolt to the end of it. Insert the driveshaft end of the tool into the blower housing and try to turn the bolt, either by hand or using a socket wrench.

Weld bolt to end of broken driveshaft



If the rotors turn, you're in good shape for installing the new driveshaft. If not, you'll have to install a new motor rotor, NSN 6105-01-234-1037.

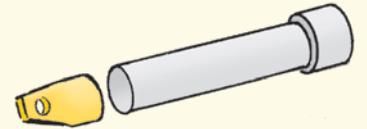
SGT Nickolus Brusco
D Troop, 5/4 Cav
Ft Riley, KS

Editor's note: An excellent idea, Sergeant! And to remove the broken driveshaft, you might want to try the idea we ran on Pages 6-7 of PS 615 (Feb 04):

https://www.logsa.army.mil/psmag/archives/PS2004/PS_615/615-06-07.pdf

Cut off the small end of a chem light and pour out the contents in an approved HAZMAT container. Push the open end of the chem light firmly onto the broken driveshaft and pull. The chem light fits snugly enough to create a vacuum so the driveshaft usually comes out.

Cut off end of chem light



You'll find instructions on how to make a similar tool in that article, as well.

Homemade tool can also be made with steel rod

