

TRACK ADJUSTMENT



Operators, the well-being of the light flail's undercarriage components hinge on good track adjustment.

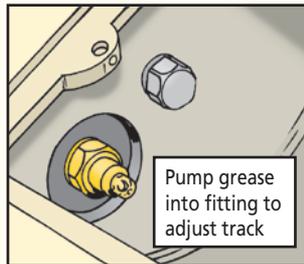
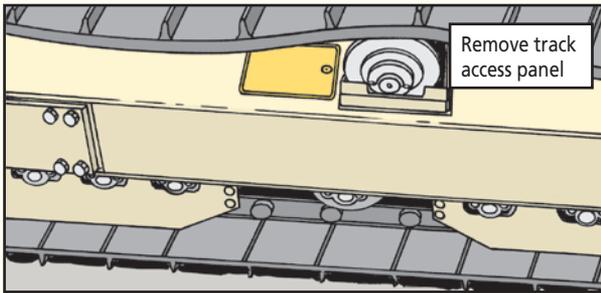
If the track's too tight, it puts a lot of stress on undercarriage and drive train components. If it's too loose, the track flaps, wearing out roller flanges and sprocket teeth.

So, take a sag measurement in the middle of the track. If the track sags more than 4 inches or less than 3 inches, it's time for an adjustment.

Here's what to do:

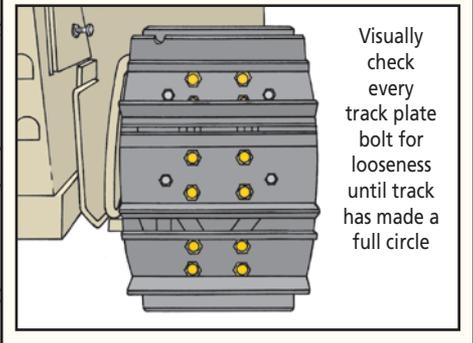
1. Make sure the light flail is on level ground.
2. Shut down the engine.
3. Remove the access panel.
4. Use a grease gun to pump grease into the grease fitting until you have the right track tension. That's between 3 and 4 inches from the bottom of the hull to the flat portion of the track shoe.
5. Reinstall the access panel. You'll want to do this same procedure for the track on the other side of the vehicle.

If the track is too tight, follow the procedure shown in WP 0028-5 in TM 9-2350-392-10 (Sep 11) to loosen it.



ONCE YOUR LIGHT FLAIL IS BACK ON THE JOB, FOLLOW THIS CHECKLIST FOR A LONGER UNDERCARRIAGE LIFE...

- Slow down, especially in reverse.
- Clean mud and debris from the undercarriage.
- Never spin the track.
- Check for loose or missing hardware. Make sure all hardware is properly torqued.



DEUCE...

LUBE SWING SHAFT ARM

Operators, two grease fittings on the excavator can mean the difference between productive construction operations—or serious downtime.

Without lube, a swing arm seizes, causing the suspension to break apart.

The swing arm grease fitting is a little tricky to find. It's located behind the bogie cylinder accumulator on the swing arm, facing toward the front of the vehicle. There's one on each side of the vehicle.

So, lube each swing arm weekly or every 50 hours of operation. You'll find this info on Page 125 in TM 5-2430-200-10 (Mar 01, w/Ch 1, May 08). The complete lube chart is on Page 104.

