

CORRECT M998 Oil Pan Torque

Dear Half-Mast,

One of our mechanics was replacing an M998 oil pan following instructions in the HMMWV IETM, TM 9-2320-280-14&P (EM 0254, Jul 05). But he found a problem. The torque values listed for an oil pan bolt caused the bolt to snap.

What torque should we use?

CW4 B.B.

Dear Chief B.B.,

The solution is a snap, Sir.

Mechanics should tighten the two studs, NSN 5307-01-196-4717, and 20 capscrews, NSN 5305-01-150-9781, to 48-120 lb-in. Torque the two large capscrews, NSN 5306-01-230-3354, to 156-240 lb-in.

You can find the correct torque info on Page 3-8 of TM 9-2320-280-20-2 (Jan 96, w/Ch 3, Jul 04) and Page 2-166 of TM 9-2815-237-34 (Jan 96, w/Ch 2, Jul 04).

We recommend you make a note in the -14&P IETM until the updated manual is released.

Half-Mast

Dear Editor,

On Page 13 of PS 694 (Sep 10), you advised SSG J.C.J. to get seat covers directly from a vendor, but I have a better idea. Why not go to the fabric repair facility on post and have the fabric repairer make a new seat cover in the shop?

I was a fabric repairman, and we could turn out seat covers and other custom products by the roll.

Back then, Soldiers at Ft. Wainwright, AK, could go to the installation maintenance facility. They would remove the old cover and use it as a template. A new one could be sewn up in 2-3 days max. This would cut shipping costs, reduce required logistical support and take a huge chunk out of the turnaround time.

I appreciate your continued support for our troops.

Dan Johnsen
DA Civilian
USAG Humphreys,
Korea

Editor's note: Mr. Johnsen, thanks for sharing this fab option with us. Readers, if you don't have access to a fabric shop that can help you with this, you'll need to order a new seat from your TM. The seat cover vendor, Isringhausen, Inc., no longer sells individual seat covers.

Seat Cover Repair Option