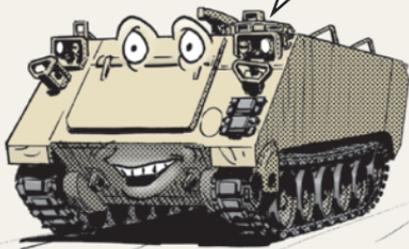


# USE GAUGE TO GET TRACK TENSION RIGHT

YOU WERE **RIGHT!** USING YOUR TRACK GAUGE INSTEAD OF MY FINGERS MADE THAT JOB A LOT **EASIER.**

YEP! AND NOW MY TRACK FITS **JUST RIGHT!**



Dear Editor,

Some crewmen have the wrong idea when it comes to checking the track tension on their M113s during PMCS.

The "two finger" method—putting two fingers between the track and the center road wheel—is the wrong way to check tension. You have to use a track-tension gauge just like it says in the -10 TM.

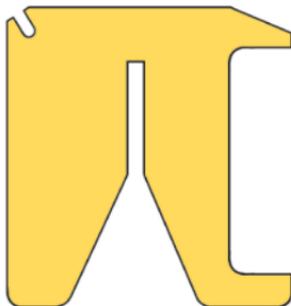
Getting the track tension right is important because it makes it easier to spot defective parts during PMCS.

Checking the tension is easy. Park the vehicle by letting it coast to a stop on level ground. Then place the T150 track gauge, NSN 5220-01-496-3692, between the bottom of the track and the top of the third road wheel.

If the gauge fits between the track and the roadwheel without touching both at the same time, tension is too tight. If the gauge won't fit at all, tension is too loose.

SGT Andrew Evers  
Ft Hood, TX

T150 track requires gauge,  
NSN 5220-01-496-3692



**Editor's note:** Thanks for the reminder, Sergeant. Complete instructions for inspecting T150 track are in WP 0077 of TM 9-2350-261-10 (Aug 05) for the M113A2-series and WP 0097 of TM 9-2350-277-10 (Mar 12, w/Ch 1, Dec 13) for the M113A3. If your carrier is still using T130 track, you'll need to use the T130 track gauge, NSN 5120-01-041-9920. T130 track tension instructions are in WP 0076 of the -261-10 TM and WP 0096 in the -277-10 TM.

T130 track requires gauge,  
NSN 5120-01-041-9920

