

BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY)

0097 01

THIS WORK PACKAGE COVERS:

Disassembly (page 0097 01-2).
 Assembly (page 0097 01-9).

INITIAL SETUP:

Maintenance Level

Operator

Tools and Special Tools

- Crowbar (WP 0116 00, Item 8)
- Hammer, 2 pound (WP 0116 00, Item 25)
- Handle, socket wrench, ratchet, 1/2 inch drive (WP 0116 00, Item 28)
- Impact wrench kit (WP 0116 00, Item 32)
- Lubricating gun (WP 0116 00, Item 35)
- ~~Mechanical Puller (WP 0116 00, Item 48.1)~~
- Open end wrench, 5/8 inch (WP 0116 00, Item 72)
- Open end wrench, 1 3/8 inch (WP 0116 00, Item 74)
- Rule, 6 inch (WP 0116 00, Item 49)
- Socket, socket wrench, 1/2 inch drive, 15/16 inch (WP 0116 00, Item)
- Track fixture (2) (WP 0116 00, Item 21)
- Drift pin (WP 0116 00, Item 15)
- Sledge hammer (WP 0016 00, Item 26)

Materials/Parts

- Goggles, industrial (WP 0118 00, Item 4)
- Grease, GAA (WP 0117 00, Item 2)
- Wiping rag (WP 0118 00, Item 10)

Personnel Required

- Driver
- Crew

References

- WP 0024 00
- WP 0028 00
- WP 0030 00
- WP 0094 00

Equipment Condition

- Vehicle on level surface
- Engine stopped (WP 0030 00)
- Hand brake set (WP 0004 00)

BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

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DISASSEMBLY

WARNING



Worn or damaged track components can cause track failure and loss of vehicle control. Soldiers can be killed or injured.

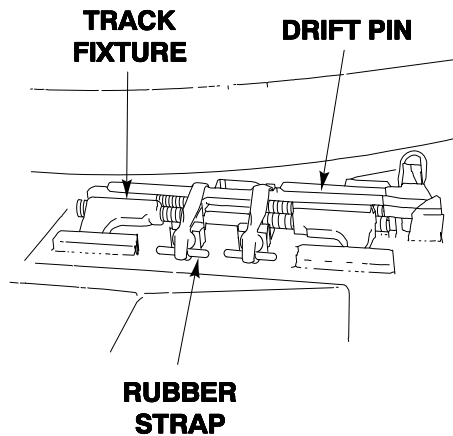
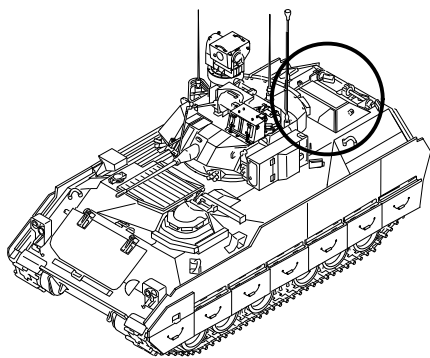
If track components are not in satisfactory condition, do not operate vehicle.

NOTE

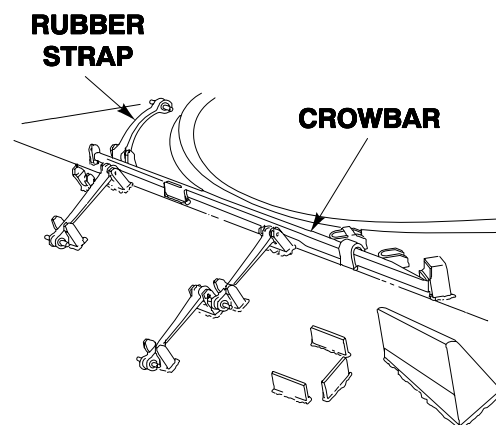
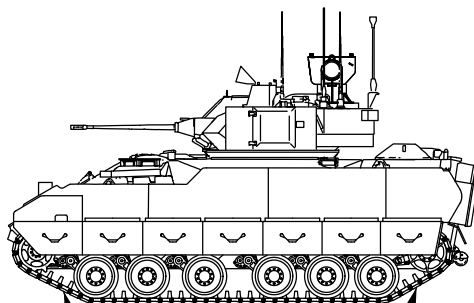
This procedure tells how to break and join left and right tracks.

1. UNSTOW TWO TRACK FIXTURES AND CROWBAR.

- a. Pull out and lift up two rubber straps. DRIFT PIN
- b. Remove two track fixtures. and drift pin.



- c. Pull out and lift up rubber strap.
- d. Remove crowbar.



BREAK TRACK HERE **OR** **BREAK TRACK HERE**

- e. ~~Remove end connector remover from vehicle tool bag.~~

BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

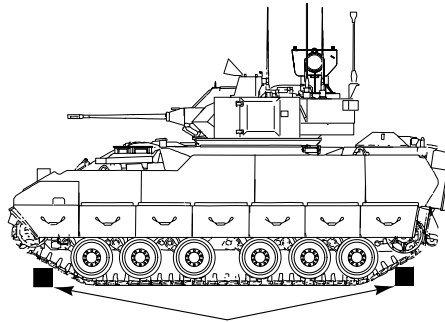
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2. START ENGINE/WARM UP TRANSMISSION (WP 0024 00).
3. RELEASE HAND BRAKE AND DRIVE VEHICLE SLOWLY UNTIL TRACK BREAK POINT IS REACHED. LET VEHICLE COAST TO A STOP. DO NOT PRESS BRAKE PEDAL.
4. STOP ENGINE AND SET HAND BRAKE (WP 0030 00).

NOTE

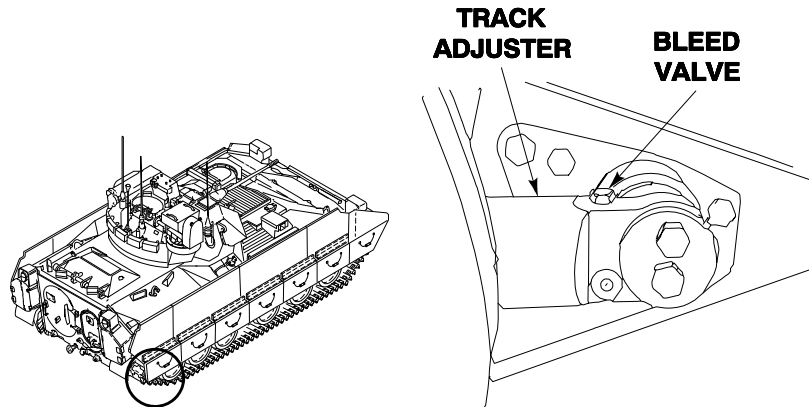
Use chock block to block track.

5. BLOCK END OF TRACK THAT IS NOT BEING BROKEN.



WOOD BLOCK

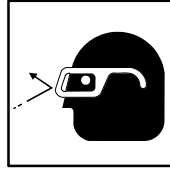
6. RELEASE TRACK TENSION.
 - a. Loosen, but do not remove bleed valve on track adjuster. Use 5/8 open end wrench.
 - b. Let grease flow out.
 - c. Tighten bleed valve. Use 5/8 inch open end wrench.
 - d. Wipe away spilled grease. Use wiping rag.



BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

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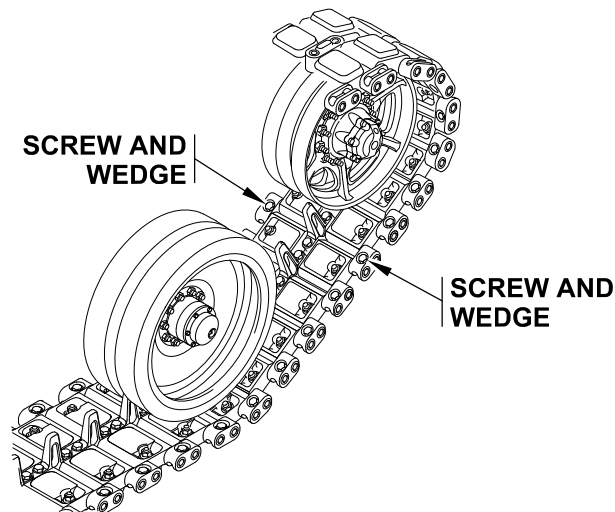
WARNING



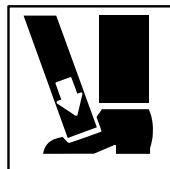
Metal fragments can fly out when hammering on metal parts with a metal hammer. Fragments can impact with your eyes and seriously injure or blind you.

Always wear safety goggles when hammering bearing races and spacer.

- LOOSEN**
7. ~~REMOVE~~ TWO SCREWS AND WEDGES FROM INSIDE AND OUTSIDE END CONNECTORS AT THE BREAK POINT. USE RATCHET HANDLE AND SOCKET.
- Loosen screw on end connector.
 - Strike screw with hammer to loosen wedge.
 - ~~Remove screw and wedge.~~



WARNING



Track can swing out and strike you.

Stand to the side of track when being broken. Do not stand in front of track being broken.

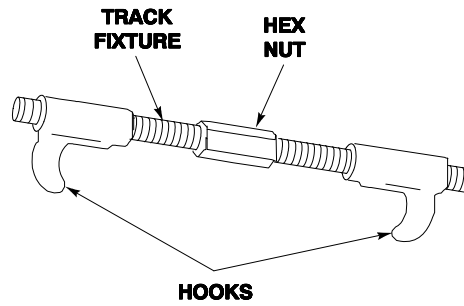
8. INSTALL TWO TRACK FIXTURES.

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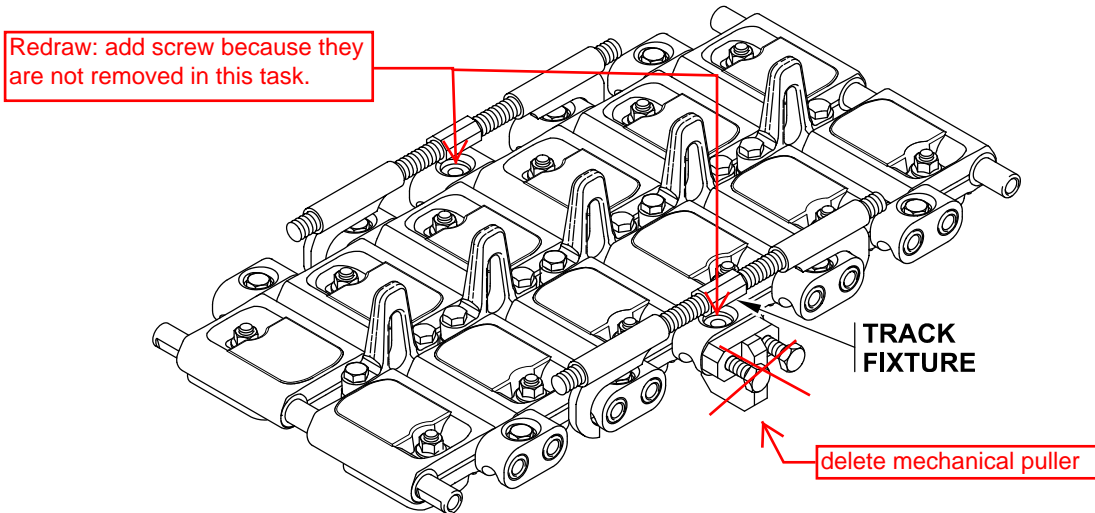
BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

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- a. Position hooks same distance apart at ends of two track fixtures. Turn hex nuts to position hooks.



- b. Place hooks of one of the track fixtures on the two connectors adjacent to the break point on the outside of the track. Repeat this step for the inside of the track.
- c. Tighten two track fixtures evenly to reduce tension on connectors at break point. Use 1 3/8 inch open end wrench. Turn each hex nut about four turns at a time.



BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

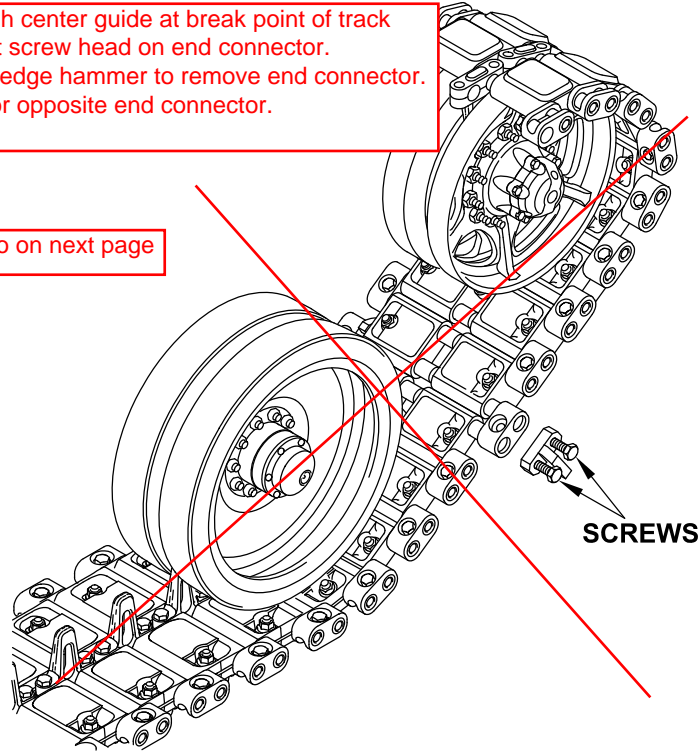
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9. ~~PARTIALLY REMOVE TWO END CONNECTORS AT BREAK POINT OF TRACK.~~

- ~~a. Install mechanical puller on outside track end connector and tighten two screws against ends of track link pins.~~
- ~~b. Repeat Step 9a for inside of track.~~

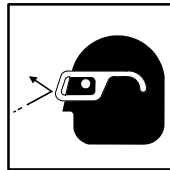
- a. Insert drift pin through center guide at break point of track and set drift pin against screw head on end connector.
- c. Strike drift pin with sledge hammer to remove end connector.
- d. Repeat steps a - c for opposite end connector.

replace art with photo on next page



10. REMOVE CENTER GUIDE ~~AND END CONNECTORS.~~

WARNING



~~Metal fragments can fly out when hammering on metal parts with a metal hammer. Fragments can impact with your eyes and seriously injure or blind you.~~

~~Always wear safety goggles when hammering bearing races and spacer.~~

- ~~a. Remove end connectors from break point of track. Use mechanical puller.~~

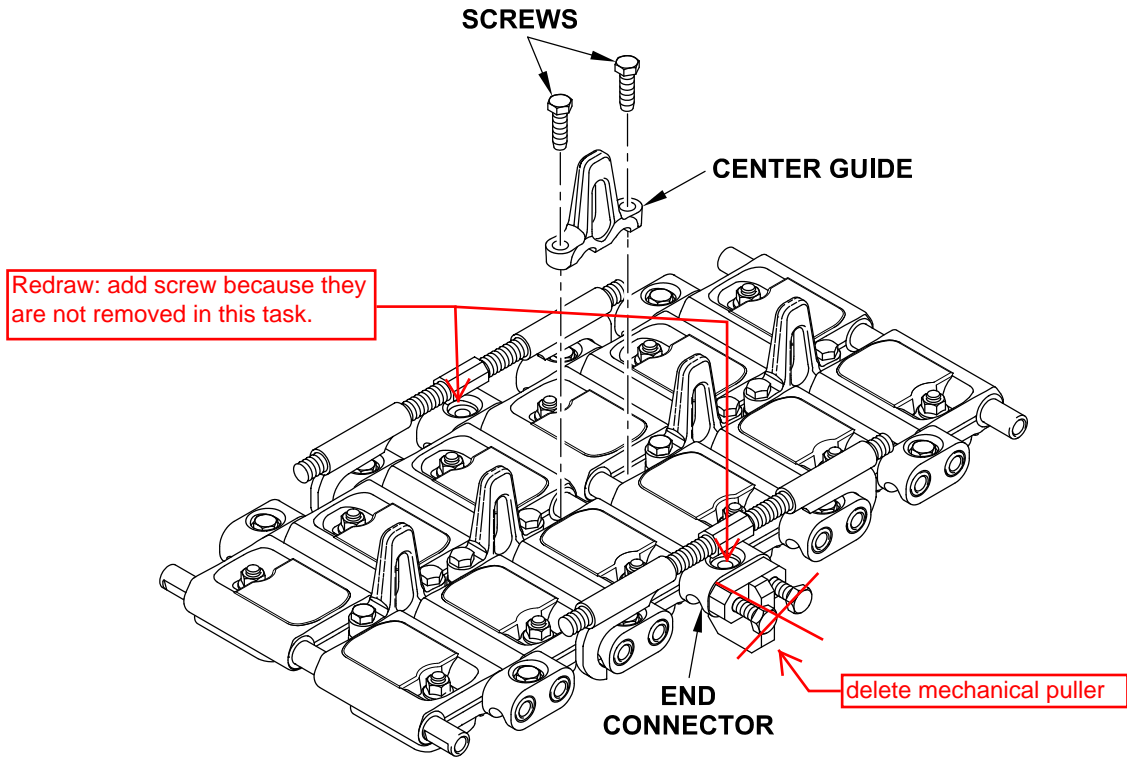
add new art fro removal step 9

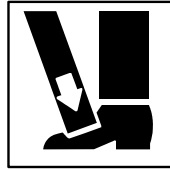


BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

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- a. b. Remove two screws, center guide, and cap from break point of track.



WARNING

Track can swing out and strike you.

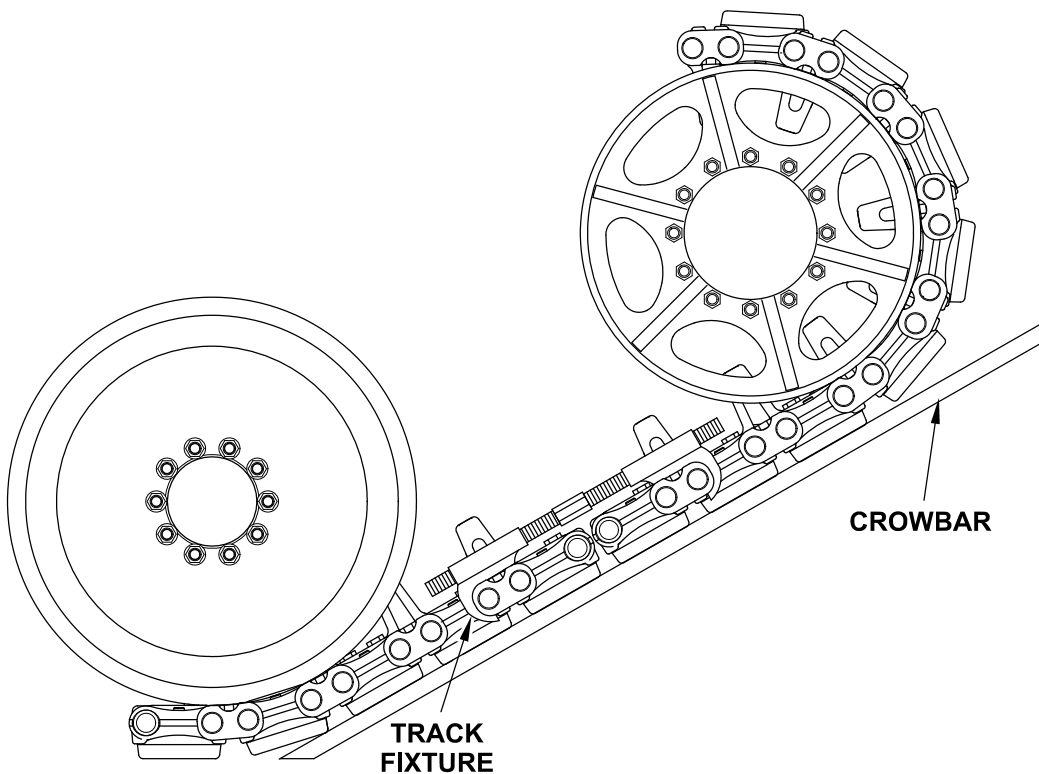
Stand to the side of track when being broken. Do not stand in front of track being broken.

NOTE

Inside track fixture is removed first.

11. REMOVE TWO TRACK FIXTURES.

- a. Have helper hold forward track end to keep track from swinging out. Use crowbar.
- b. Loosen inside track fixture. Use 1 3/8 inch open end wrench. Remove track fixture.
- c. Loosen outside track fixture. Use 1 3/8 inch open end wrench. Remove track fixture.



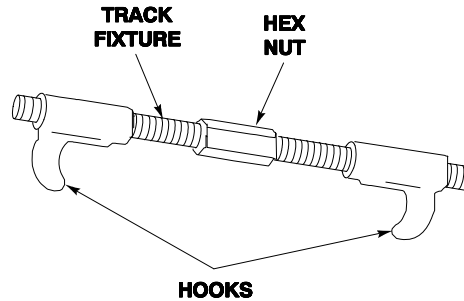
ASSEMBLY

CAUTION

Do not use electric or pneumatic impact wrenches to tighten track shoe connector and guide screws. Electric and pneumatic impact wrenches produce excessive torque and will damage the track shoe connector and guide screws.

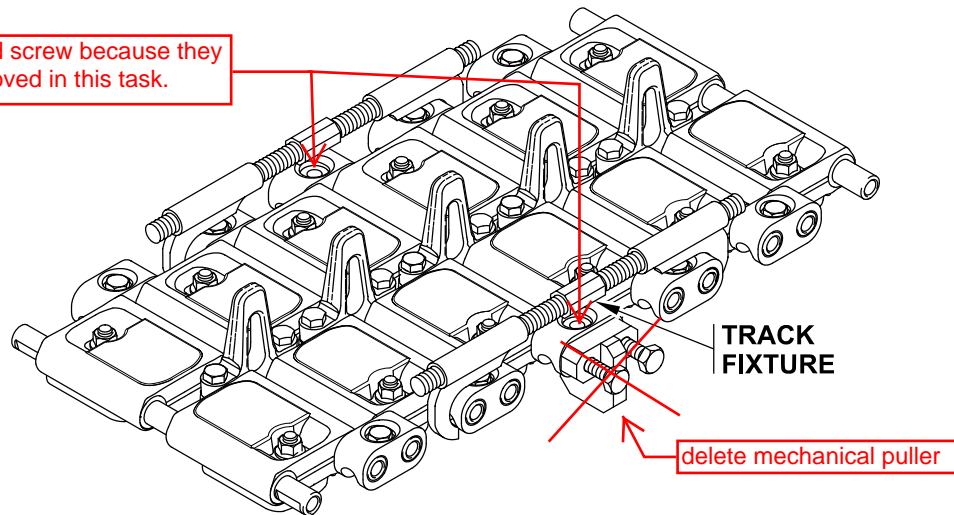
1. INSTALL TWO TRACK FIXTURES.

- a. Position hooks same distance apart at ends of two track fixtures. Turn hex nuts to position hooks.



- b. Move ends of track together with crowbar.
- c. Install track fixture on outside of track. Place hooks of track fixture on the two end connectors adjacent to the break point of the track.
- d. Install track fixture on inside of track. Place hooks of track fixture on the two end connectors adjacent to the break point of the track.
- e. Tighten two track fixtures evenly. Use 1 3/8 inch open end wrench. Turn two hex nuts until the free pins of the two ends of the track are close enough to install the end connectors.

Redraw: add screw because they are not removed in this task.



BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

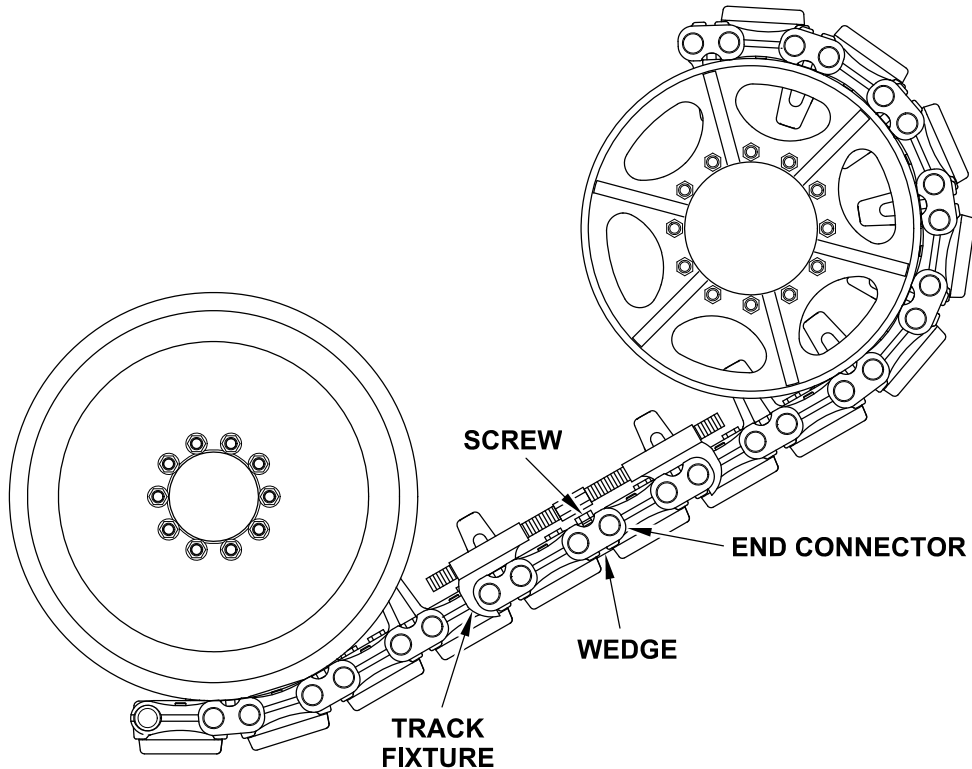
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NOTE

If track is difficult to join, Step 6 can be repeated to release more track tension. Track fixtures can be loosened or tightened to install end connectors

2. JOIN TRACK.

- a. While tightening or loosening track fixtures as necessary, install end connectors on the outside and inside pins. Track pins should be flush or protrude out of the outboard edge of the end connector. Do not tighten screws in end connectors.
- b. Remove track fixtures.
- ~~e. Install wedges and screws in end connectors, but do not tighten at this time.~~



- d. Start engine/warm up transmission (WP 0024 00).

NOTE

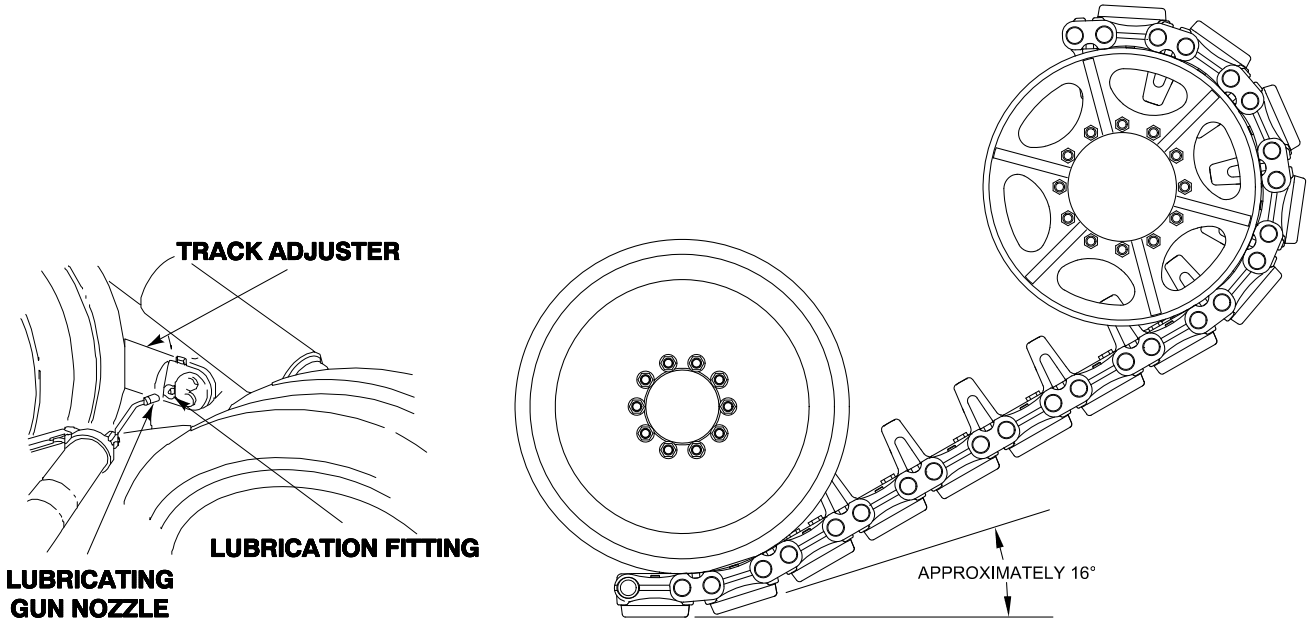
The following step is best accomplished with the joint centered on the number 1 roadwheel, or as the joint reaches the idler wheel.

- e. Move vehicle so that the connection point is centered on the first roadwheel.

BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

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- f. Add grease to the track adjuster to remove the slack in the track between the roadwheel and sprocket. This will place the connection point at 16°.



NOTE

A hammer can help seat the wedges. After tightening, strike the leading or trailing edge of end connector one to three times and then retighten. Repeat the hammer/retightening sequence until the wedge screw stops turning during retightening.

- g. Tighten connector screws.

NOTE

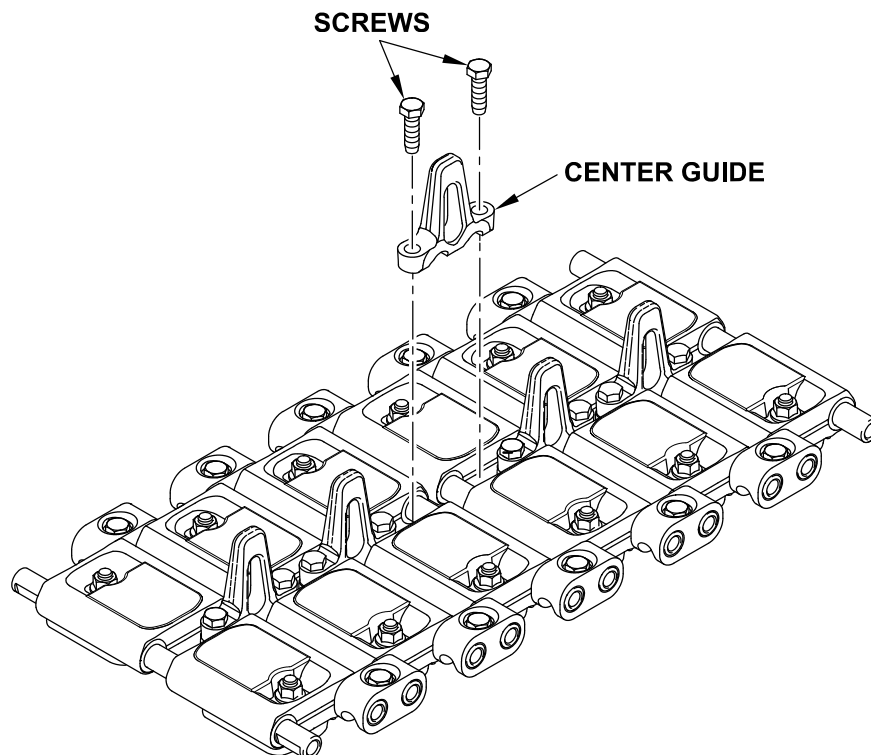
A properly seated wedge will have the same step height between the wedge and pin on both sides of the wedge, and the step height will be 0 to about 1/16 inch.

3. CHECK FOR PROPERLY SEATED WEDGE.
 - a. Check that wedges are properly seated.
 - b. If wedge is not properly seated, strike the leading or trailing edge of the end connector one to three times with a hammer and retighten. Repeat sequence until the wedge screw stops moving during retightening. Bolts should protrude through wedge.
 - c. Mark connectors for torquing and notify field maintenance.
 - d. Lower track back to the ground.
4. MOVE VEHICLE SO THAT CONNECTION POINT IS HALFWAY BETWEEN THE ROADWHEEL AND THE IDLER (OR ROADWHEEL AND DRIVE SPROCKET).

NOTE

Guide screws must not be tightened until the wedges have been correctly installed and tightened. Track tension can cause the pins to deflect and prevent installation of the center guide. If this occurs, it can be overcome by using track fixtures to remove overloading of the pins where the guide assembly will be attached. Tighten track fixtures until pins are close enough to install the guide assembly.

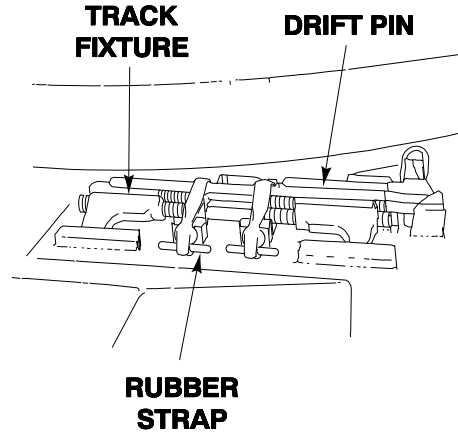
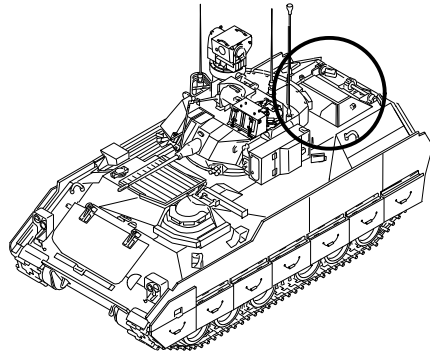
5. INSTALL CENTER GUIDE ASSEMBLY.
 - a. Install guide, cap, and two screws on track. Do not tighten screws.
 - b. Visually align the guide with the adjacent guides.
 - c. Tighten the guide screws.
 - d. Mark screws for torquing and notify field maintenance.



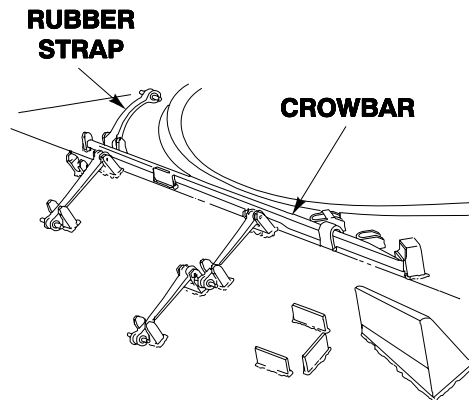
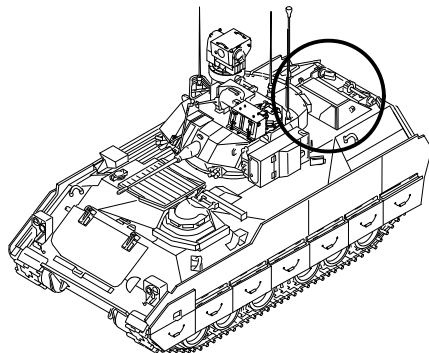
BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued

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6. ADJUST TRACK TENSION (WP 0094 00).
7. STOW TRACK FIXTURES AND CROWBAR.
 - a. Position two track fixtures on hull. , DRIFT PIN and drift pin
 - b. Secure track fixtures with rubber straps.



- c. Position crowbar under turret on left side of hull.
- d. Secure crowbar with rubber strap.



- e. ~~Place mechanical puller back in vehicle tool bag.~~

BREAK/JOIN TRACK (DOUBLE PIN TRACK ONLY) — Continued**0097 01**

8. START ENGINE/WARM UP TRANSMISSION (WP 0024 00).
9. DRIVE VEHICLE AT A SPEED NOT TO EXCEED 10 MPH FOR A SHORT DISTANCE (.1 to .5 MILES) USING ALTERNATING LEFT AND RIGHT STEERS.
10. STOP VEHICLE AND VISUALLY INSPECT FOR ANY UNSEATED WEDGES OR CONNECTORS THAT MAY HAVE SHIFTED.

NOTE**Do Step 11 if any connector has shifted.**

11. REPOSITION SHIFTED CONNECTOR.
 - a. Loosen wedge screw.
 - b. Reposition connector so that it is flush against or up to 1/16 inch away from the track block.
 - c. Repeat ASSEMBLY Steps 2 - 3 to reseal wedges.
12. RETIGHTEN ALL MARKED CONNECTOR SCREWS.
 - a. Repeat ASSEMBLY Steps 2 - 3 to reseal wedges on marked connector screws.
 - b. Have field maintenance torque marked connector screws.
 - c. If any screw requires more than half a turn to achieve torque, repeat Steps 8 - 12.

NOTE**If new track is being installed, do Step 13 .**

13. DRIVE VEHICLE 30-50 MILES. NOTIFY FIELD MAINTENANCE TO RETORQUE 100% ALL END CONNECTOR AND CENTER GUIDE SCREWS.

END OF TASK