

EASIER WHEEL END HUB ADJUSTMENT

WHASSA MATTER, BUDDY?

SHIGH! MY MECHANIC DIDN'T KNOW HOW TO ADJUST MY END HUB!



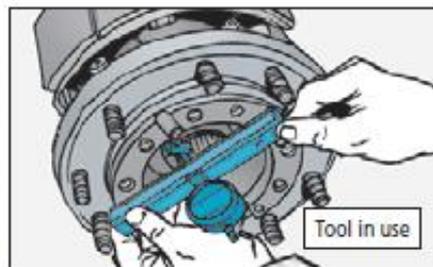
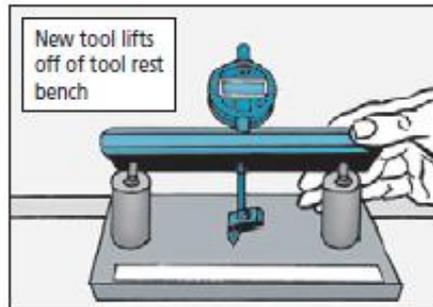
Dear Editor,

The current FMTV wheel end hub adjustment procedure in our manuals is hard to do correctly. This procedure sets the play for your wheel end spider gear. The TM calls for a measurement from the hub face to the wheel nut with only a 0.005-in variance.

Soldiers in the field must use a depth micrometer to correctly take and calculate the wheel end's shim thickness. Failing to shim the wheel hub correctly could result in premature hub and bearing failure, so you want to get this right. Troops have come up with different measurements, some even as far out as 0.030 of an inch!

Then one smart Soldier, with the help of a local machine shop, designed a tool that takes the micrometer reading and the math out of this procedure. The new tool consists of a digital dial indicator and a tool rest bench.

The tool rest bench is machine ground to the mean of the hub variance measurement. While on the rest, zero the dial, then align the tool on the hub face. The measurement on the indicator is the amount of shim required.



This tool—while on the rest—can also be used to measure the shims for proper thickness. Using this tool results in a quicker, more accurate procedure that requires less double checking by supervisors and is less confusing to users.

This tool is difficult to make, so we recommend units purchase it directly from the manufacturer:

Debolt Machine, Inc.
Attn: Paul Debolt
4208 West Pike
Zanesville, OH 43701

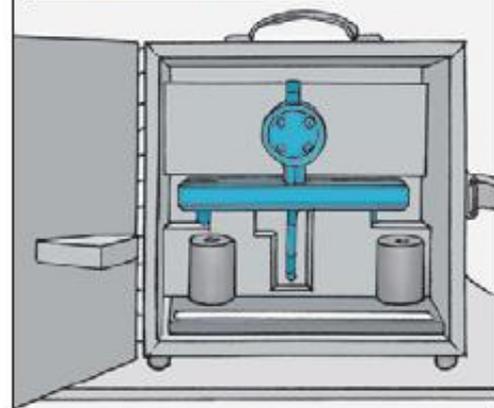
Email:

debolt@columbus.rr.com

Phone: 740-454-8082

The boxed and ready-to-use digital dial indicator and tool rest bench together cost about \$1,012. The tool is stored in a wooden container and it comes with operating instructions.

Tool comes in wooden container



Tom Tarrell
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Editor's note: Thanks for sharing that super shim solution, Tom.