

TRUCK, CARGO, WITH CRANE, HEAVY, MC3 (MACK)
SPARE WHEEL CARRIER - CROSS TUBE RETENTION COLLARS

MODIFICATION INSTRUCTION

Issue of this instruction is authorized by CONMEA

Introduction

1. This instruction details the work necessary to provide a more positive method of securing the spare wheel carrier cross tube retention collars.

Note:

1. NSN and Designation used in this instruction were current at the date of issue. If twelve months or more have expired since issue, the NSN should be checked for supersession.

General

2. Estimated Manhours to Perform. 0.2 (initial planning only).
3. Priority. Group 2.
4. Modification to be Applied to. All subject vehicles that have not had the cross tube retention collars modified.
5. Item Affected. Spare wheel carrier cross tube.
6. Action Required. By RAEME units authorized to carry out unit, field and base repairs in accordance with WKSP A 850.

TABLE 1 - STORES REQUIRED (To be demanded through normal supply channels)

Item	NSN	Designation	Qty per Equip
1.	5306-66-019-3755	BOLT, MACHINE, UNF, 2A, SAE, GRADE 5 STEEL, HEX HD, ZINC COATED, 1/4 INCH BY 1 INCH LONG	2
2.	5310-66-010-7828	NUT, SELF-LOCKING, HEXAGON, UNF, 2B, "P" STEEL, TYPE P, ZINC COATED, 1/4 INCH, WITH NYLON INSERT	2

Detail

7. To carry out the modification refer to Fig 1 and proceed as follows:
 - a. Remove the two lock screws from each retention collar.
 - b. Ensure that the spare wheel carrier cross tube is correctly positioned to allow the wheel to enter its cradle without fouling.
 - c. Position the retention collars to allow a 1 mm clearance between the collars and the cross tube support bracket. Lock each collar in position using one of the original lockscrews.
 - d. Drill a 7 mm hole through both the collar and the cross tube using the other lock screw hole as a pilot.

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- e. Drill the remaining collar in the same manner.
- f. Lock both collars firmly in position using items 1 and 2 from Table 1.

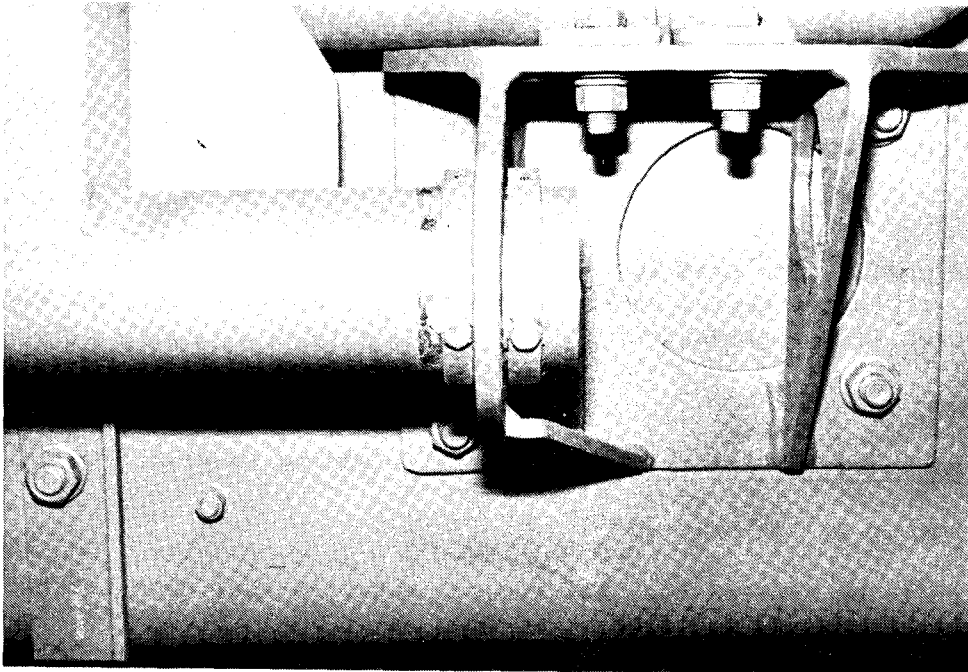


FIG 1 - COMPLETED MODIFICATION

- 8. Modification Record Plate. Deface the numeral 8 on the modification record plate mounted on the spare wheel carrier, adjacent to the operator's warning plate.

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