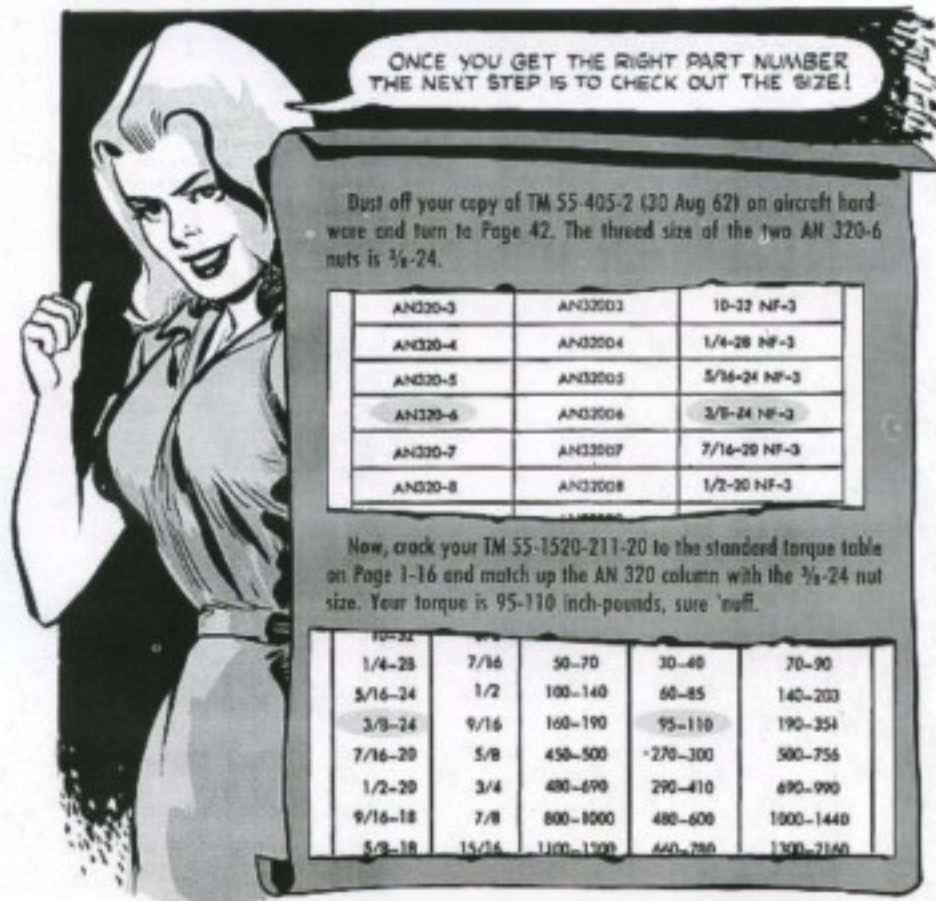


Figure 176, index numbers 7, 26 and 30 of the parts pub calls for nut, AN 310-4, for the A Model . . . no sweat since this baby has the special torque. For the B Model the three nuts are AN 320-6 and AN 310-6.



ONCE YOU GET THE RIGHT PART NUMBER THE NEXT STEP IS TO CHECK OUT THE SIZE!

Dust off your copy of TM 55-405-2 (30 Aug 62) on aircraft hardware and turn to Page 42. The thread size of the two AN 320-6 nuts is 3/8-24.

AN320-3	AN32003	10-32 NF-3
AN320-4	AN32004	1/4-28 NF-3
AN320-5	AN32005	5/16-24 NF-3
AN320-6	AN32006	3/8-24 NF-3
AN320-7	AN32007	7/16-20 NF-3
AN320-8	AN32008	1/2-20 NF-3

Now, crack your TM 55-1520-211-20 to the standard torque table on Page 1-16 and match up the AN 320 column with the 3/8-24 nut size. Your torque is 95-110 inch-pounds, sure 'nuff.

10-32	7/16	50-70	30-40	70-90
1/4-28	1/2	100-140	60-85	140-200
5/16-24	9/16	160-190	95-110	190-354
7/16-20	5/8	450-500	270-300	500-756
1/2-20	3/4	480-690	290-410	690-990
9/16-18	7/8	800-1000	480-600	1000-1440
5/8-18	1 1/16	1100-1300	660-780	1300-2160

You follow the same set-up for the AN 310-6 nut . . . TM 55-405-2, Page 37. Match up the AN 310 column with the 3/8-24 nut size in the torque table and your torque is 160-190 inch-pounds.

Yessir, getting real familiar with the torque wrenches in your general mechanic's and organizational maintenance A, B and C tool kits is a sure sign that you're pulling top-drawer maintenance.

So-o-o-o . . . the next time you put a part on your bird be sure your bird's in the triangle of safety. Using the right nut (a new one at all control and other critical places), a torque wrench and the proper cotter pin or safety wire is all it takes.