



OK, let's try it one more time.

PS 322, page 53, and other pubs say the only way you can torque, retorquer or check torque is to back off the fastener and run 'er up with a torque wrench.

So far, so good.

But, as Para 2-82Bg in Ch 26 to TM 55-1500-204-25/1 points out, in aircraft torquing there are some exceptions.

In some few cases, to tighten an

already torqued fastener that may have lost some of its original torque through the seating of components during operation, you do not back off the fastener. If you back off and torque again, you set up a new torque situation that will have to be verified again and again...and there'd never be an end to it.

These special situations are spelled out in your aircraft's TM's, so follow the specific book for your bird.