

TM 9-1767B

WAR DEPARTMENT

MANUAL

ORDNANCE MAINTENANCE

Power Train for Tractor Truck
M26, Component of 40-Ton
Tank Transporter Trailer
Truck M25

ORDNANCE MAINTENANCE

Power Train for Tractor Truck M26,
Component of 40-Ton Tank
Transporter Trailer Truck M25



WAR DEPARTMENT
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TM 9-1767B—Ordnance Maintenance: Power Train for Tractor Truck M26, Component of 40-Ton Tank Transporter Trailer Truck M25, is published for the information and guidance of all concerned.

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(For explanation of symbols, see FM 21-6.)

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CHAPTER 1

INTRODUCTION

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1. SCOPE.

a. The instructions contained in this manual are for the information and guidance of personnel charged with the maintenance and repair of the power train for the 40-ton Tank Transporter Tractor Truck M26. These instructions are supplementary to those in the field and technical manuals prepared for the using arm, since such information is available to ordnance maintenance personnel in 100-series TM's or FM's.

b. This manual contains a description of, and procedure for, removal, disassembly, cleaning, inspection, repair, assembly, testing and adjustment, and installation of the power train components. Components of the power train treated in this manual are transmission, auxiliary transmission, transfer case, declutch assembly for front axle, power take-off for rear winch, power take-off for front winch, propeller shafts and universal joints, front axle assembly, rear axle assembly, wheels, hubs, and tires (fig. 1).

c. TM 9-1767A contains description and maintenance information as outlined in subparagraph b, above for the engine, engine accessories, ignition system, cooling system, engine lubrication system, and clutch.

d. TM 9-1767C contains description and maintenance information as outlined in subparagraph b, above for the service brakes, parking brakes, frame, springs, and shock absorbers, steering system, vertical lifting device, winches, and cab and sheet metal.

e. Complete maintenance information on air brake system, carburetor, fuel pump, and electrical equipment is contained in the following manuals:

TM 9-1825B—Electrical equipment.

TM 9-1826C—Carburetors.

TM 9-1827A—Power brake systems.

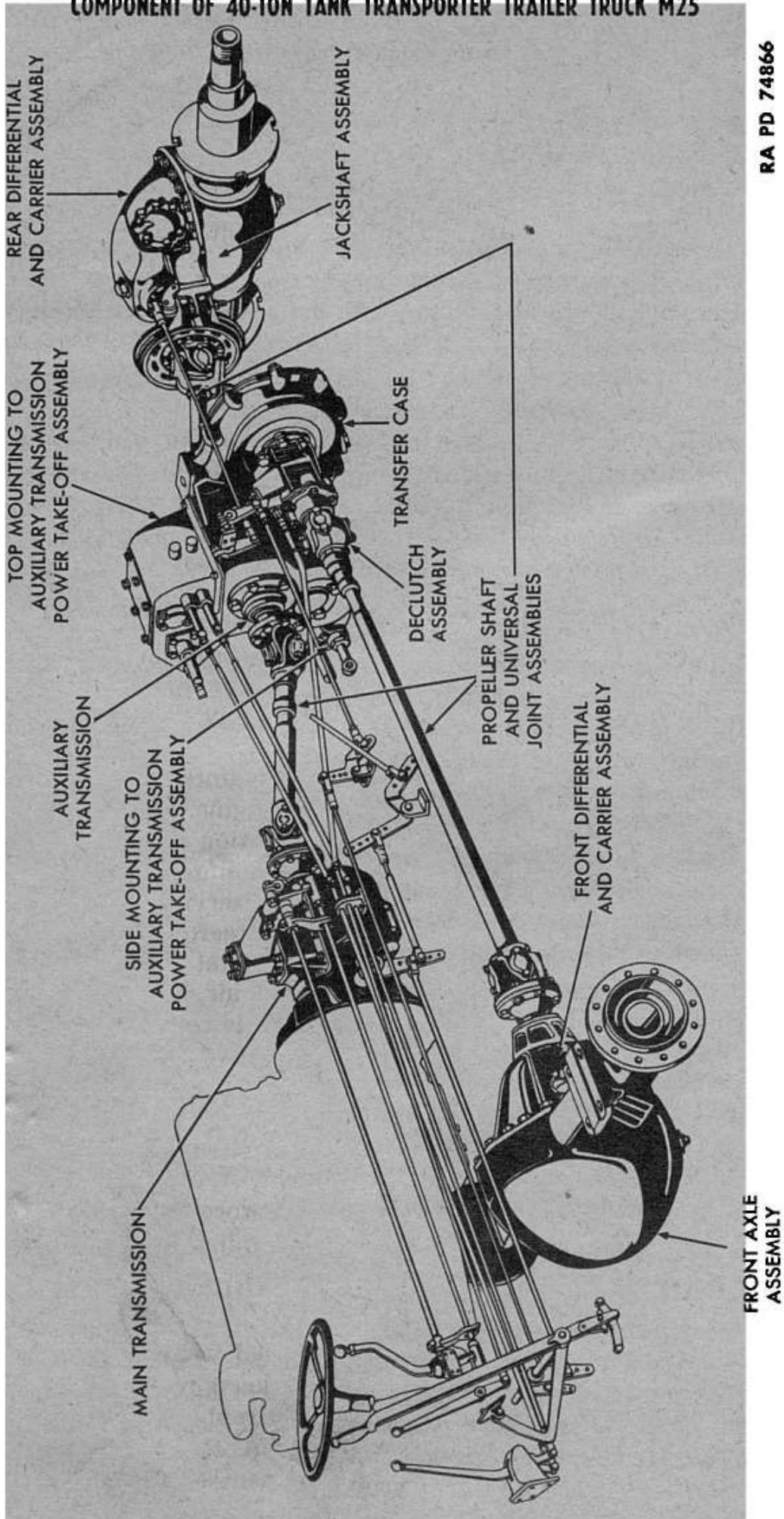
TM 9-1828A—Fuel pumps.

f. TM 9-1767D contains descriptive and procedure information as outlined in subparagraph b above for the Semitrailer M15.

2. FSMWO AND MAJOR UNIT ASSEMBLY REPLACEMENT RECORD.

a. **Description.** Every vehicle is supplied with a copy of AGO Form No. 478 which provides a means of keeping a record of each FSMWO completed or major unit assembly replaced. This form includes spaces for the vehicle name and U.S.A. Registration Number, instructions for use, and information pertinent to the work accom-

ORDNANCE MAINTENANCE POWER TRAIN FOR TRACTOR TRUCK M26,
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RA PD 74866

Figure 1 — Power Train

INTRODUCTION

plished. It is very important that the form be used as directed and that it remain with the vehicle until the vehicle is removed from service.

b. Instructions for Use. Personnel performing modifications or major unit assembly replacements must record clearly on the form a description of the work completed and must initial the form in the columns provided. When each modification is completed, record the date, hours and/or mileage, and FSMWO number. When major unit assemblies, such as engines, transmissions, transfer cases, are replaced, record the date, hours and/or mileage and nomenclature of the unit assembly. Minor repairs and minor parts and accessory replacements need not be recorded.

c. Early Modifications. Upon receipt by a third or fourth echelon repair facility of a vehicle for modification or repair, maintenance personnel will record the FSMWO numbers of modifications applied prior to the date of AGO Form No. 478.

ORDNANCE MAINTENANCE — POWER TRAIN FOR TRACTOR TRUCK M26,
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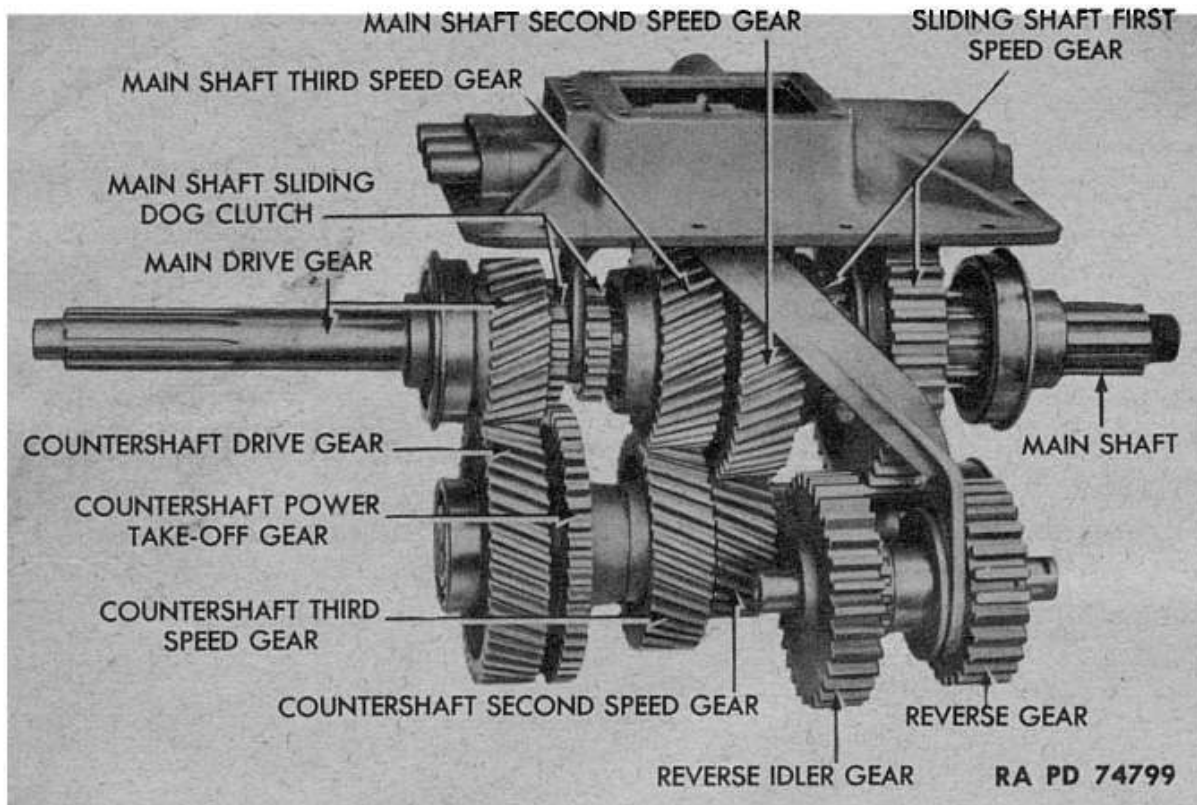


Figure 2 — Position of Transmission Gears — Neutral

CHAPTER 2

TRANSMISSION

Section I

DESCRIPTION AND DATA OF TRANSMISSION

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Data	4

3. DESCRIPTION AND OPERATION (figs. 2 and 3).

a. **Description.** The transmission transfer case is a special combination type with the transmission and transfer case assemblies bolted together to form one unit. The constant mesh, helical-gear type transmission has four forward speeds and one reverse speed. The transmission has a clutch bell housing mounted on the front end in which is installed the clutch release or throw-out mechanism. This clutch bell housing forms the rear half of the clutch housing and flywheel housing on the engine forms the front end. Handholes are provided on the top and bottom of the bell housing for access to the clutch and clutch release mechanism. The shifting mechanism, which is operated by the gearshift lever, is mounted on the shifting bar housing which is set on the top center of the transmission. The transmission main

TRANSMISSION

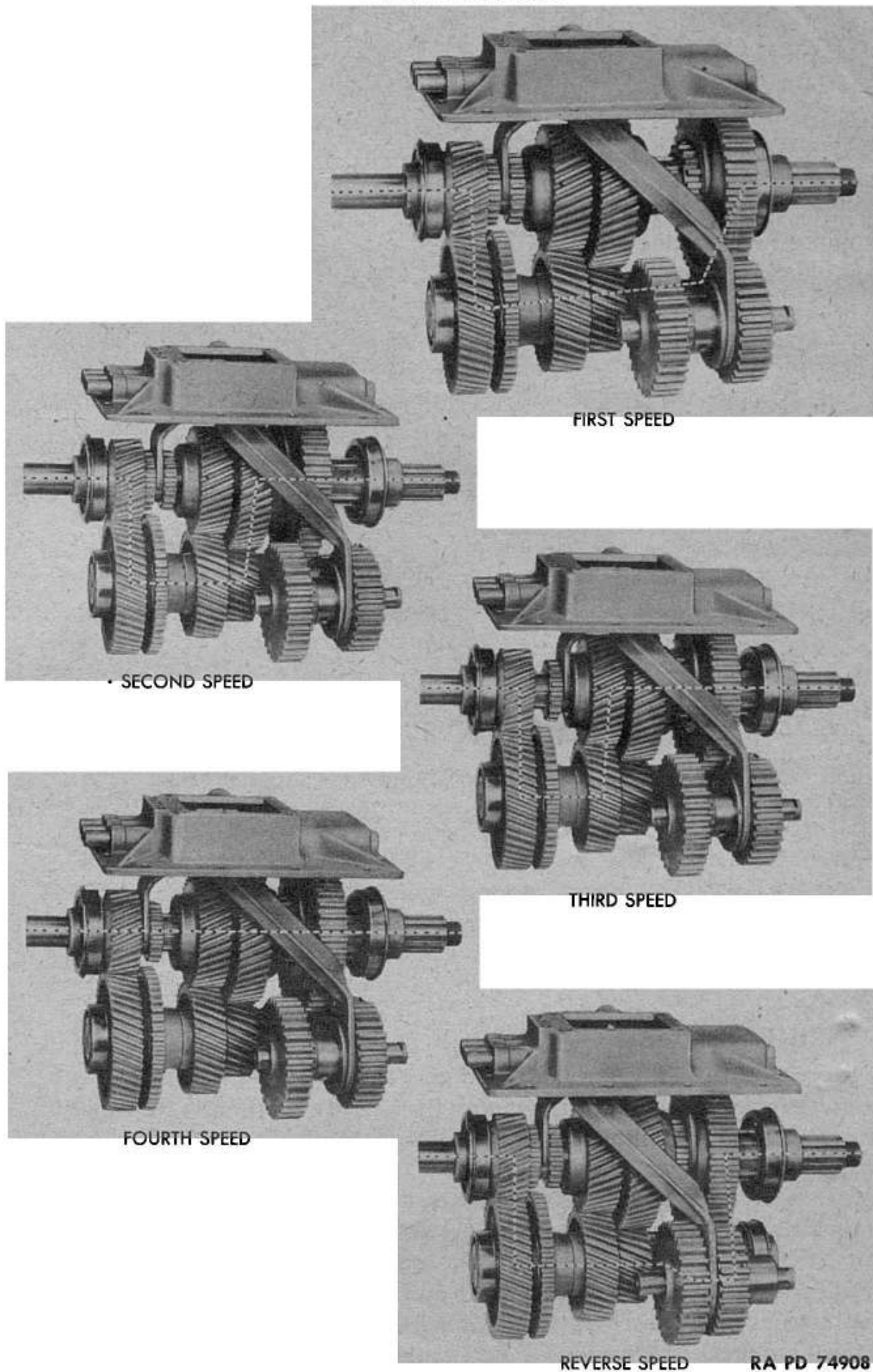


Figure 3 – Position of Transmission Gears for Various Speeds