

REASSEMBLY OPERATIONS MANUAL

TWIN-UNIT PACK

**2½ TON • 6X6 AND 2½ - 5 TON • 6X4
MILITARY TRUCKS**

1 MAY 1944

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STUDEBAKER

MODEL US6 2½ TON • 6X6
162" Wheelbase Cargo

MODEL US6X4 2½-5 TON • 6X4
162" Wheelbase Cargo • 148" Wheelbase Tractor

BUILT BY
THE STUDEBAKER CORPORATION
South Bend, Indiana

— and —

REO
MODEL US6 2½ TON • 6X6
162" Wheelbase Cargo

BUILT BY
REO MOTORS, INC.
Lansing, Michigan

PREPARED BY
GENERAL SERVICE DEPARTMENT
THE STUDEBAKER CORPORATION
SOUTH BEND INDIANA U.S.A.

CONTENTS

CHAPTER 1

	Paragraph	Page
Introduction	1	3

CHAPTER 2

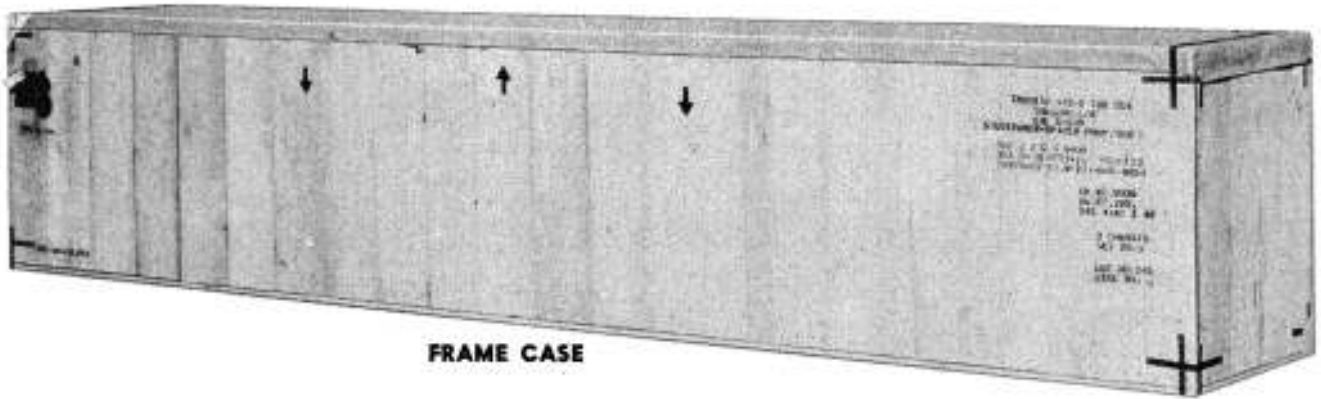
Unpacking Operations	2-7	3
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CHAPTER 3

Reassembly Operations	8-34	11
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CHAPTER 4

Preparing Vehicle for Service	35-43	92
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FRAME CASE



CAB CASE



**FIFTH WHEEL CASE
(TRACTOR TRUCKS ONLY)**



WINCH CASE



AXLE CASE

Figure 1—Twin-Unit Pack Arrangement of Vehicles Boxed for Shipment

CHAPTER 1

INTRODUCTION

	Paragraph
Scope	1

1. SCOPE.

a. The instructions contained in this manual are for the information and guidance of personnel charged with the reassembly of 2½-Ton 6x6 Truck and 2½- to 5-Ton 6x4 Truck (Studebaker Models US6 and US6x4).



CHAPTER 2

UNPACKING OPERATIONS

	Paragraph
General.....	2
Frame case	3
Axle case	4
Cab case	5
Winch case (for vehicles equipped with winch).....	6
Fifth wheel case (tractor truck)	7

2. GENERAL.

a. **Case Identification.** The cases of the Twin Unit Pack have all pertinent information such as: wheelbase, type, with or without winch, weight, and the U. S. registration number, stenciled on one side and one end (fig. 1). The packing date is also stenciled on each case. The name plate for each vehicle is removed from cab and packed with the frame so it is not necessary to match the cab cases to the axle and frame cases.

b. **Packing Lists.** Each case is furnished with packing lists which are fastened outside and within the case. The packing list itemizes each part and its approximate location and will be helpful when reassembling the vehicle.

c. **Reassembly Operations Manual.** The sequence of operations as outlined in this Reassembly Operations Manual is based on a logical order. If it is followed as closely as possible, no difficulty will be experienced in assembling these vehicles in the least amount of time.

d. Technical Manual. Various adjustment and maintenance operations referred to in this Reassembly Operations Manual are fully explained in the Technical Manual (TM 9-807). For further identification of parts the assemblers may refer to the Parts Catalog (TM 10-1564). These manuals are furnished with each vehicle in the package compartment of the cab. Frequent reference to the packing lists, Reassembly Operations Manual, Technical Manual, and Parts Catalog will materially assist in the preparation of these vehicles for service.

e. Facilities and Space Required.

(1) **Hoists.** Overhead hoists and adequate lifting devices will greatly facilitate the operations. A maximum of 4 various size hoists may be used to advantage while a minimum of one 5 ton hoist will assist greatly. Various special lifting devices will assist in moving and shifting parts and cases to speed the work. Provide enough space to give uncrowded working room. If hoists and lifts are available, at least three times as much floor space is required as the area covered by the cases.

(2) **Supports.** If no hoists or lifting devices are available it is possible to assemble the vehicles with sufficient manpower and suitable supports. The heaviest lifting is required in removing the upper frame from frame case while the highest lifting is encountered when installing cab. However, this method will require many more man-hours to complete re-assembly of vehicles.

3. FRAME CASE (fig. 1).

a. Contents. The frame case contains the following parts for two vehicles: frame with engine, transmission, brake master and power cylinders, frame brake tubes and frame wiring harness attached, ten wheels with tires, springs, shock absorbers, brake tubes, radiator core and support, tow hooks, frame brackets, steering gear, muffler, exhaust pipe, transfer case, transmission case cover, control pedals and levers, radiator guard, rear bumpers, pintle hook, hood side panels, fender aprons, running boards, battery box and strap assembly, oil filter with base, carburetor air cleaner, cans of brake fluid and winch lubricant, fan bracket and fan assembly, tool kit, transmission cover plate, electrolyte kit, and various boxes and packages of small parts. In addition to above items, the tractor truck frame case has the semi-trailer brake vacuum hoses and the tool boxes.

b. Opening Case. Cut the corner straps at the top of the case and pry off top boards. Be careful in opening cases so no parts are damaged. The packing list is fastened to inside on one end of case and should be removed as soon as possible. Check all items against list while unpacking. Cut all remaining corner straps and remove the sides and ends (fig. 2). Unfasten and remove any boxes, parts, or packages, mounted on the inside of case sides or ends. Then place the sides and ends conveniently to serve as platforms for parts and work space if needed.

c. Removing Contents.

(1) **Wheels and Tires.** Lift the wheel and tire assemblies off the upper frame and place them in a suitable location to eliminate double handling (fig. 3).

(2) **Parts, Boxes, and Packages in Upper Frame.** Cut wires and bands holding parts to frames and case; bend over all sharp ends and corners on fasteners to avoid injury. Remove various parts, boxes, and packages checking each against packing list for identification and contents. Place these articles conveniently but do not open packages or boxes until contents are required during the reassembly procedure.

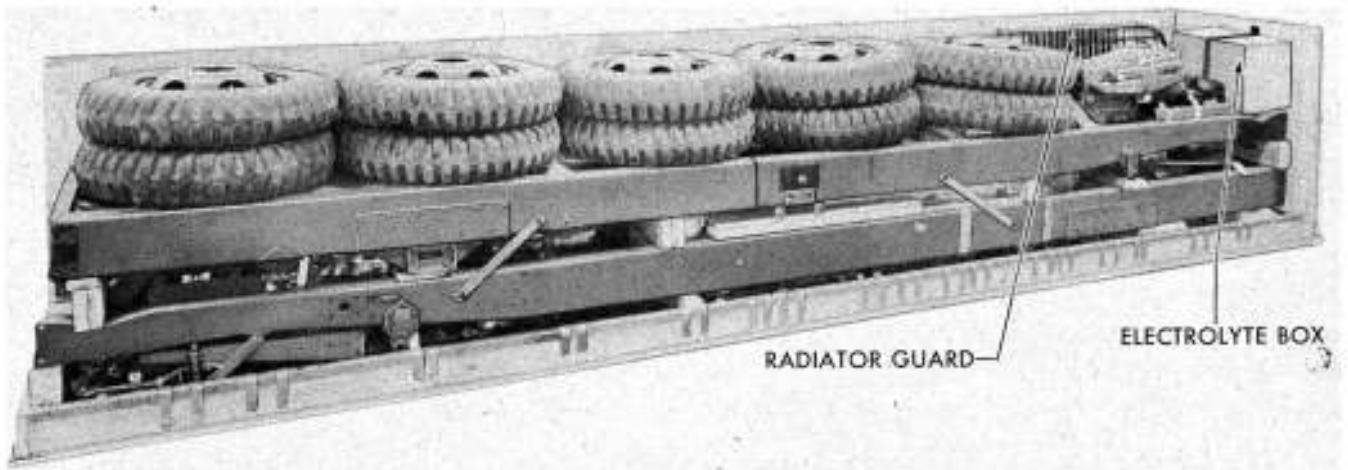


Figure 2—Frame Case with One Side, Top, and One End Removed

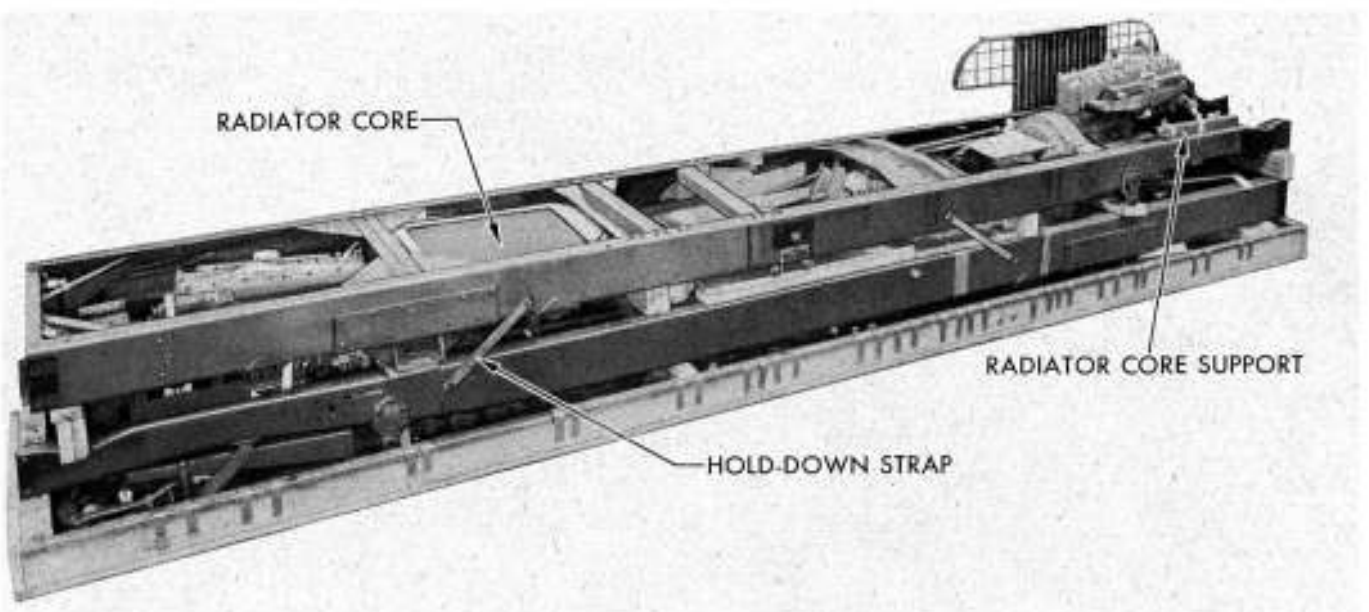


Figure 3—Frame Case with Wheels Removed (Cargo Models)

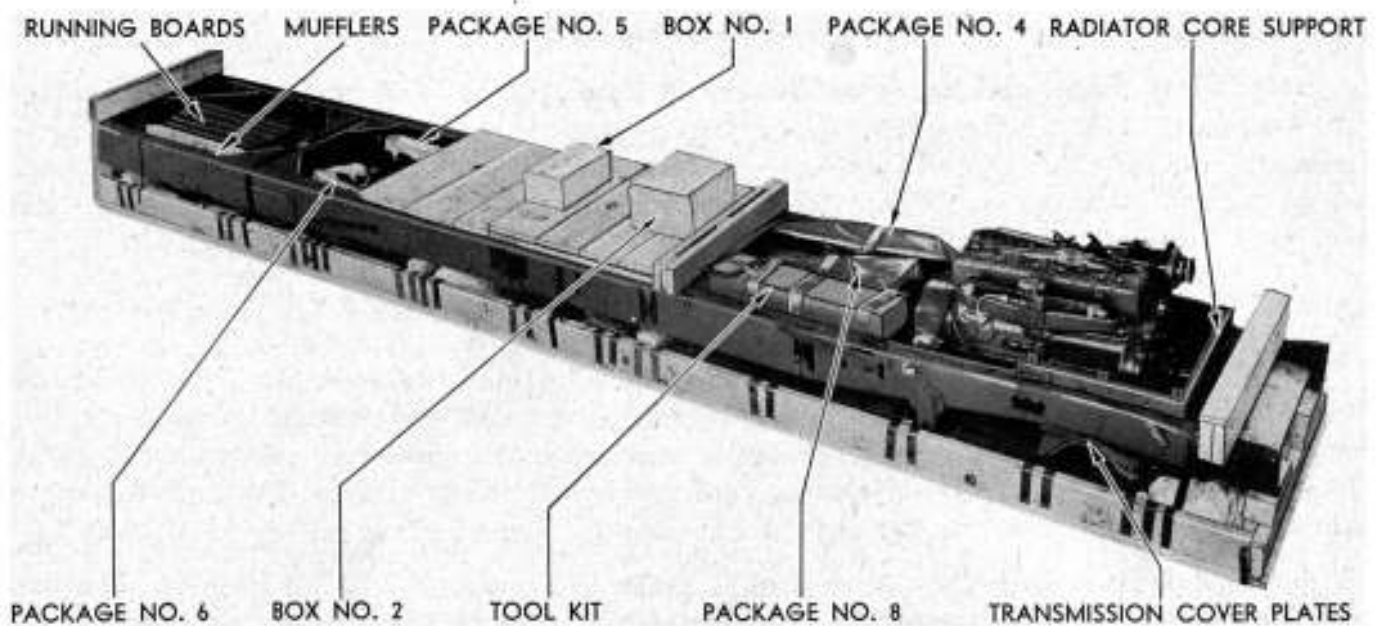


Figure 4—Frame Case After Removal of Upper Frame

(3) **Upper Frame.** Cut bands holding the frame to case and bend over corners and edges. Remove bolts and nuts from hold-down straps between the two frame assemblies. Be sure all bands and fastenings are loose, lift upper frame off the lower frame, and place in a location that is convenient for reassembly (fig. 4).

(4) **Parts, Packages, and Boxes in Lower Frame.** Remove or cut all band straps and fastenings that hold parts, packages, and boxes in place and lift out articles. Bend over or remove any sharp edges or corners on fastenings to avoid injury. Identify each item from the packing list and place them conveniently for reassembly operations. Do not open boxes or packages until contents are needed for reassembly.

(5) **Lower Frame.** Cut hold-down bands and remove all blocking that holds the frame to case. Check to see that all fastenings are loose, lift frame out of case, and place in a location so it will not interfere with the reassembly operations of the frame previously removed.

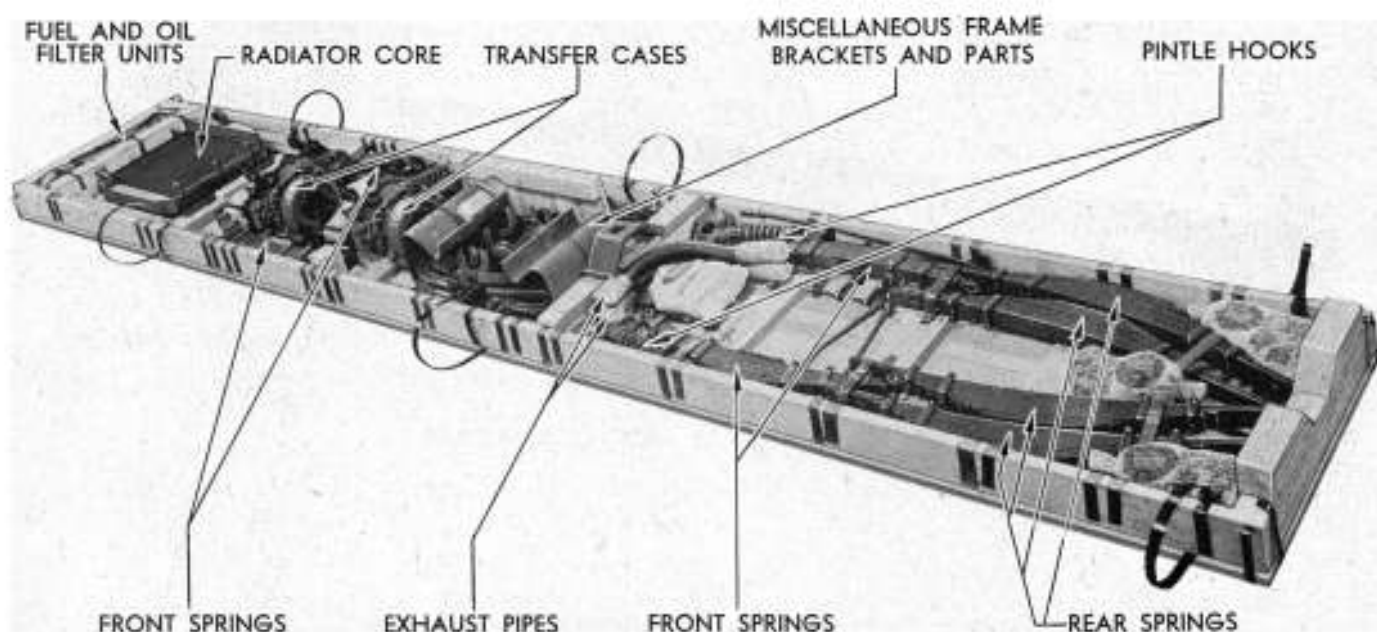


Figure 5—Bottom of Frame Case

(6) **Parts, Bags, and Boxes on Bottom of Case** (fig. 5). Cut or remove all fastenings that hold parts to case bottom, bend over all sharp corners and edges to avoid injury and to facilitate removal. Be sure all items are loose but do not remove from case. Do not open boxes, bags, or packages until contents are required for reassembly. Check all articles against packing list for identification purposes.

4. AXLE CASE (fig. 1).

a. Contents. Packed in the axle case are ten wheel and tire assemblies, all axle assemblies, the rear axle spring seat and connecting bar assemblies, torque rods, tie rods, the fuel can brackets, front bumpers, propeller shafts, muffler outlet pipe, and various small parts. On winch equipped vehicles the power take-off and winch drive shaft are also included in the axle case. Consult the packing list and parts catalog for identification of individual parts.

b. Opening Case. Follow procedure as given in paragraph 3 b. **CAUTION: The box containing torque rods is fastened to side of case and must be pried loose before side is removed** (fig. 6).



Figure 6—Axle Case with Top and One End Removed

c. Removing Contents.

(1) **Wheels and Tires.** Remove wheels and tires from case and place them where they will be convenient for installation on the axles.

(2) **Connecting Bar Assemblies and Torque Rods.** Remove box containing torque rods from case. Remove blocking, cut all tie-down straps, bend over or remove sharp edges or corners, and lift out connecting bar and spring seat assemblies.

(3) **Axle Assemblies.** Cut all bands holding axle assemblies in place, bend over or remove sharp corners and edges, and lift assemblies out of the case bottom. Place axle assemblies conveniently so they may be assembled in the most efficient manner for installation under the frame.

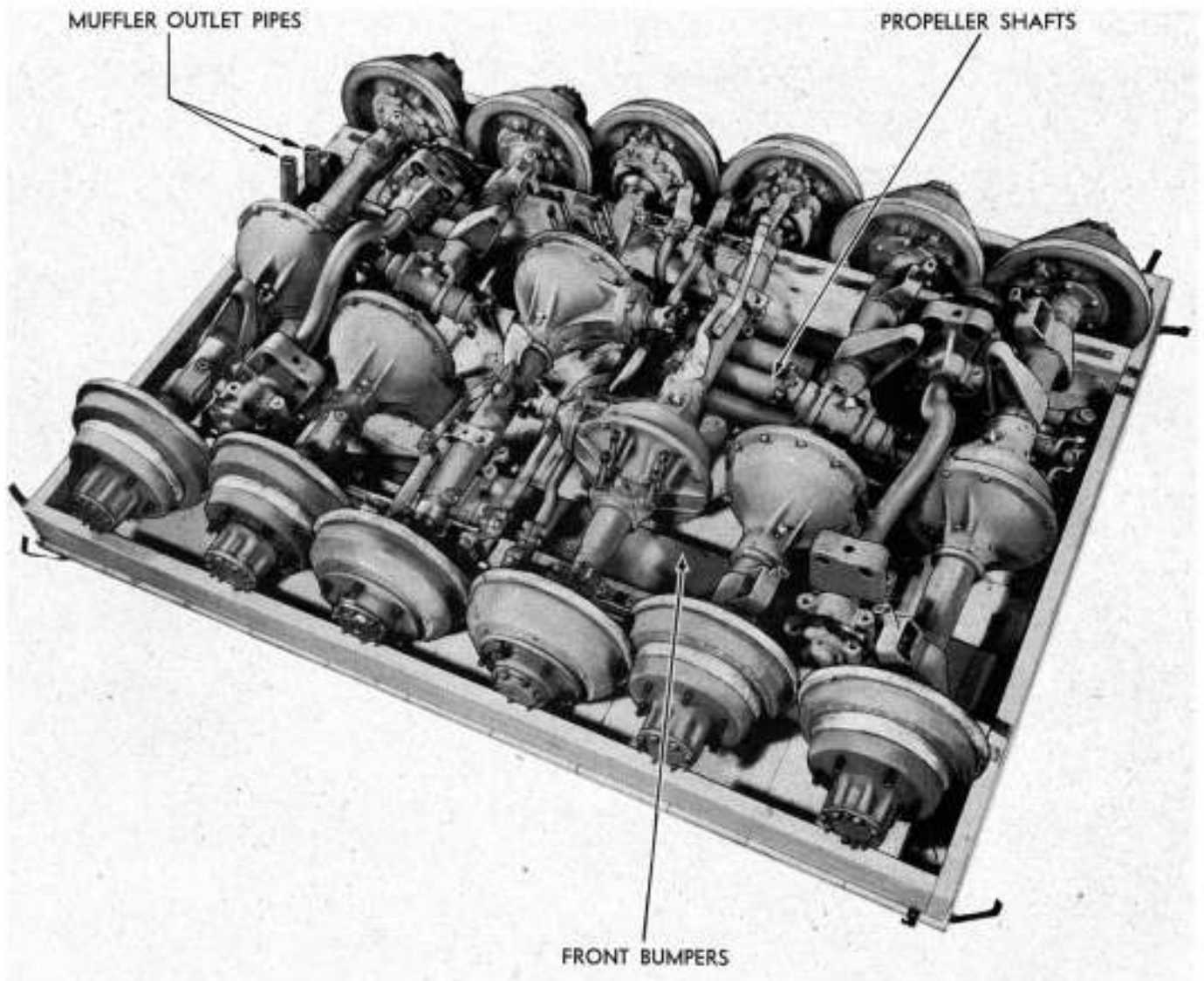


Figure 7—Base of Axle Case

(4) **Parts in Bottom of Case** (fig. 7). Remove or cut all bands and nails holding parts to bottom of case. Do not remove parts until needed in the reassembly operations. Refer to packing lists and parts catalog for individual part identification.

5. CAB CASE (fig. 1).

a. Contents. The cab case contains the cabs, fenders, two wheel and tire assemblies, fuel tanks, hood top assemblies, fuel tank straps, cargo body filler blocks (cargo trucks only), spare parts kits, and various boxes, bags, and packages of small parts and assemblies. The technical manual and parts catalog are found in the package compartment in instrument board.

b. Opening Case. See paragraph 3 b for instructions on opening cases. Be careful when opening cab case, to reduce the possibility of breaking any of the window glasses, or causing other damage (fig. 8).

c. Unpacking Cab (fig. 9). Cut band around back of each cab and through door windows. Remove seat cushion and padding from each cab. Unfasten the fuel tanks and remove from cabs. Remove hood top panel tie straps at windshield and floor of cabs and remove hoods; these tie straps are removed from cabs because they are not needed.

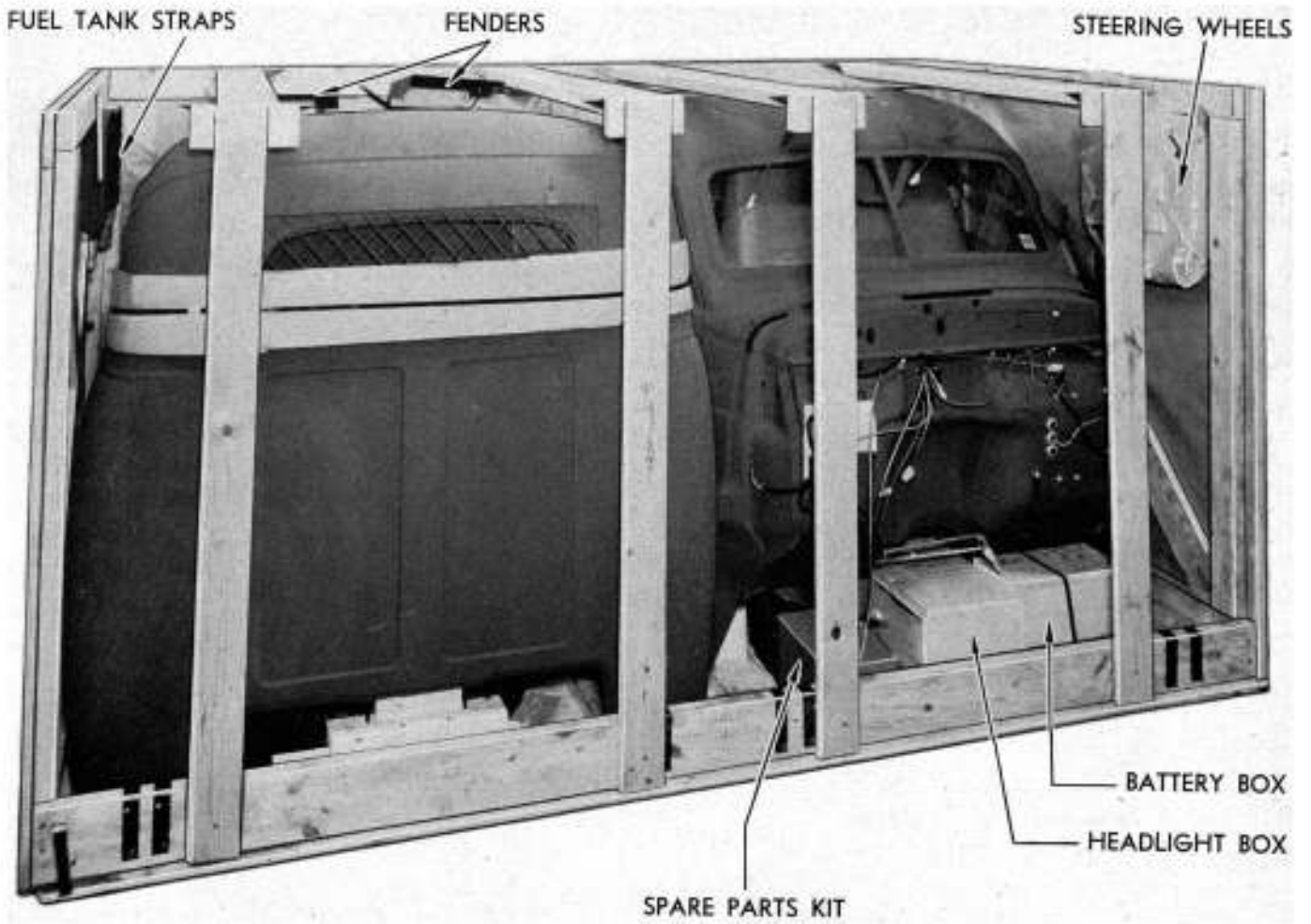


Figure 8—Cab Case with Top and Side Removed

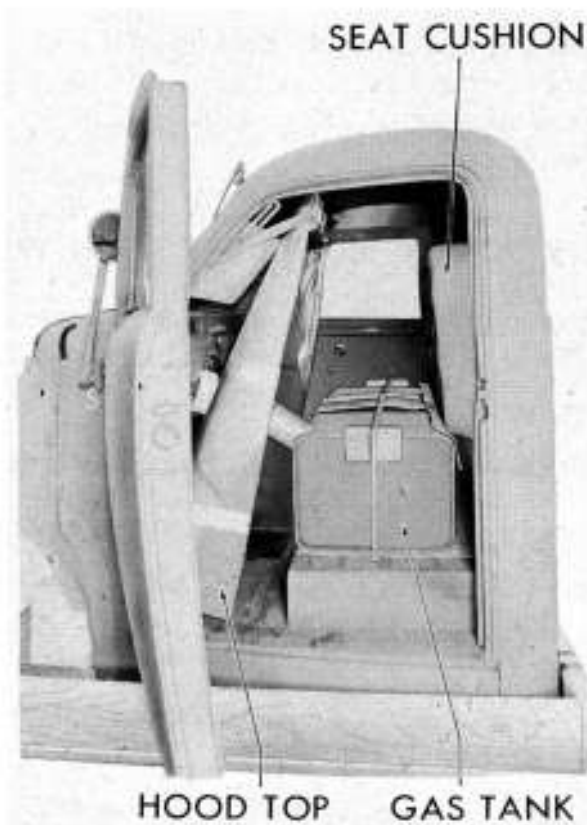


Figure 9—Cab Interior as Packed