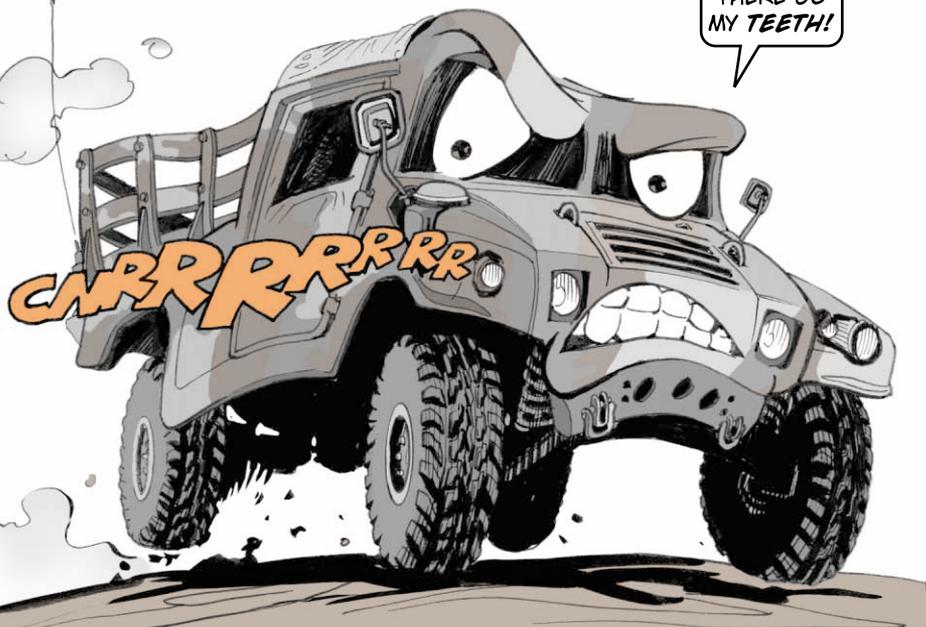


HMMWV...

TRANSFER·R·R GEAR·R·R



Ground your own teeth long enough, drivers, and your friendly dentist will have a field day with you in the chair.

So, you'll understand that grinding is not good when you try to shift transfer gears with the engine running on your HMMWV. It means that someday a mechanic may have to repair gear damage.



G·G·G·GNASHING

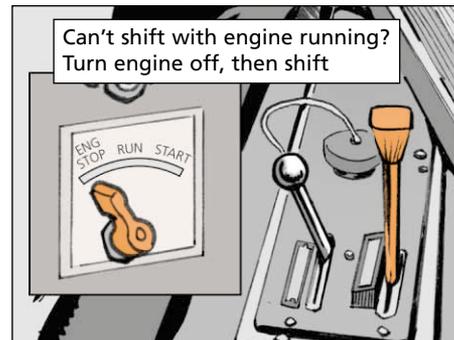
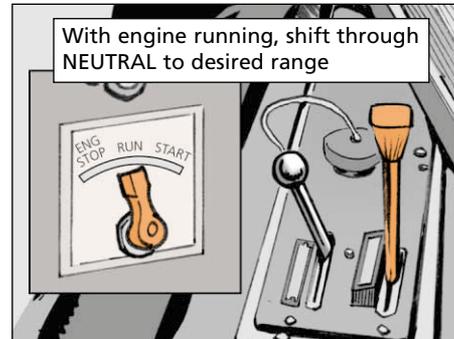
For Drivers

⇨ When a transfer range change is necessary with the engine running, stop the truck and shift the transmission to neutral. Never shift on the fly. That'll tear up driveline parts.

Shift the transfer shifter forcefully through neutral to the desired range. Some gear clash may occur and is normal, but you should be able to make the shift easily. However, the longer you leave the shifter in neutral, the more gear clash will occur. That's because even in neutral, engine rotation spins the transmission output shaft.

⇨ If you can't shift easily, turn the engine off and then shift the transfer. Restart the engine and continue the mission.

⇨ When your mission is complete, let your mechanic know that you had to stop the engine to shift the transfer.



For Mechanics

When transfer shifting problems are reported, check the engine idle rpm before troubleshooting. The correct idle speed for 6.2-liter engines is 650 rpm. For 6.5-liter engines, it's 750 rpm.

The amount of gear clash is related to engine speed and to the length of time the transfer is left in neutral with the engine running.

Engine idle adjustment procedures are on Page 3-83 of TM 9-2320-280-20-2. Once the idle is adjusted, shift the transfer to see if the adjustment made any difference. If not, troubleshoot the transfer.

After troubleshooting, if you find no problems with the transfer, return the truck to service.