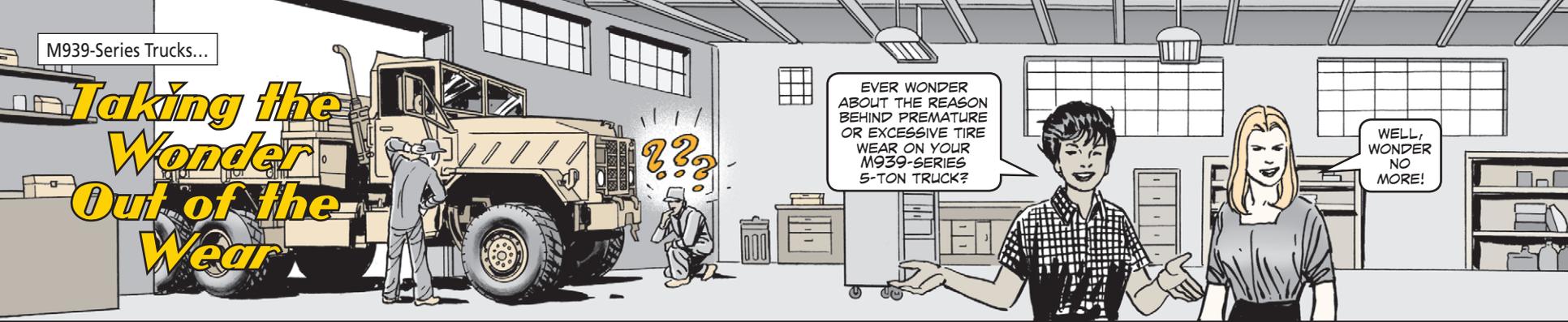


Taking the Wonder Out of the Wear



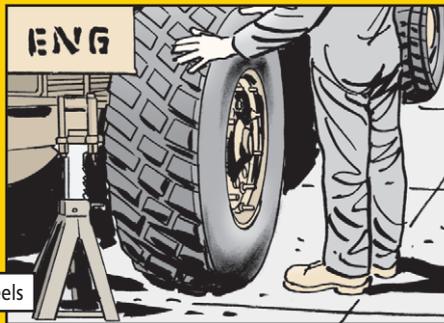
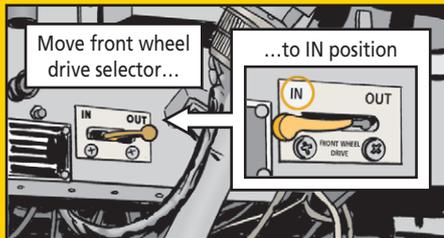
If you've noticed premature or excessive wear on the front tires of your 5-ton trucks, here's some help for you.

Abnormal cupping of the front tires sometimes happens if you're not able to disengage front wheel drive. The linear valve, NSN 4820-01-329-3245, located on the outside of the transfer case is often the problem. This linear valve is shown as Item 14 in Fig 212 of TM 9-2320-272-24P. Here are a couple of troubleshooting tips.

Front Axle Check

To determine if the front axles are properly engaging, do the following:

1. Chock the vehicle's rear wheels.
2. Set the parking brake, start up the truck, and build up the air tank pressure to a minimum of 90 psi.
3. Turn the engine and the battery switches to the OFF position.
4. Raise the front end of the truck and place the front axles on jack stands.
5. Move the front wheel drive selector lever located inside the cab to the IN position.
6. Standing outside the front tires, manually rotate the front wheels. The front axles should be engaged, and the wheels should not spin freely. If they do, the linear valve is probably defective, so replace it.



EVER WONDER ABOUT THE REASON BEHIND PREMATURE OR EXCESSIVE TIRE WEAR ON YOUR M939-SERIES 5-TON TRUCK?

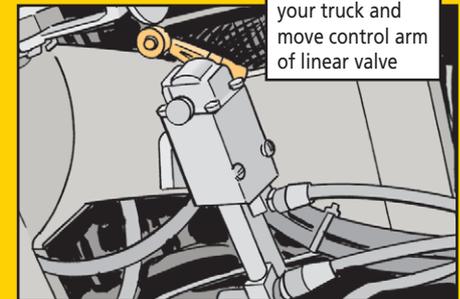
WELL, WONDER NO MORE!

7. Move the front wheel drive selector lever to the OUT position.
8. Standing outside the front tires, manually rotate the front wheels. The wheels should turn freely. If the front axle is locked up, then the linear valve is probably defective, so replace it.

Valve Movement Check

There's a PMCS check that you can do underneath your truck. But first do the following:

1. Chock the vehicle's wheels.
2. Set the parking brake, start your truck, and build up the air tank pressure to a minimum of 90 psi.
3. Turn the engine and the battery selector switch to OFF.
4. Now go underneath your vehicle and manually move the control arm of the linear valve located on the transfer case. The linear valve is working properly if a clunk sound is heard when you manually move the valve, if slight movement is seen in the front driveshaft, or **both**. If that doesn't happen, replace the linear valve.



Valve Movement Prevents Corrosion

Note that the longer the control arm of the linear valve stays in one position, the more likely it is that internal valve components will become corroded in place.

Now that the wonder's been taken out of the wear, use this info to keep your unit from wasting time changing tires unnecessarily.