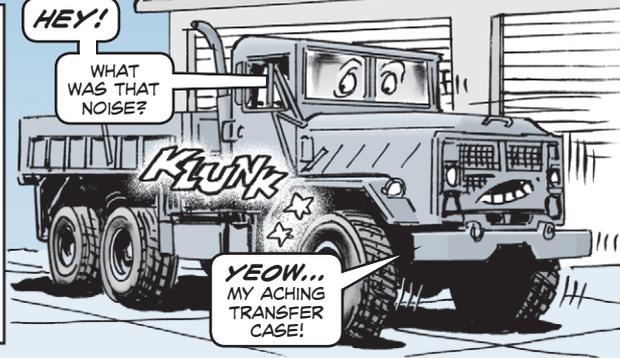


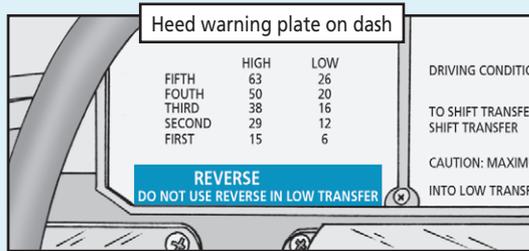
M939-Series Trucks...

# CRACK UP IN REVERSE!



Vehicle downtime, not to mention a big repair bill, is what happens when the 5-tonner is backed up with the transfer gear case in low range. Backing up in low range causes the gear case to crack—and that's unreparable damage!

Drivers—listen up! This is an on-going problem that doesn't seem to be going away. First, read the -10 TM about backing up in reverse. Second, there's a warning plate on the dash when you get behind the wheel.

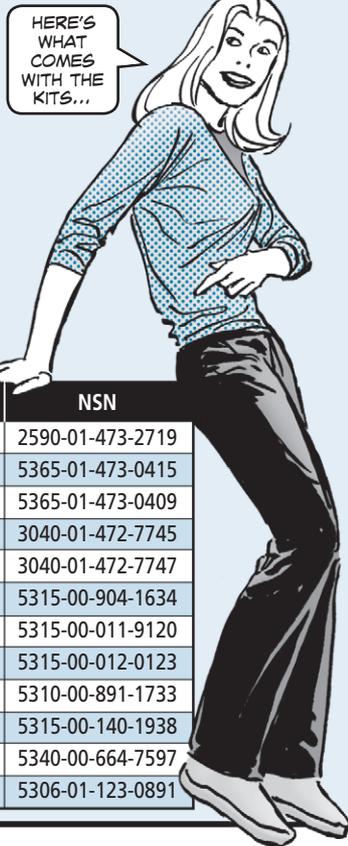


Unfortunately, some eager-beaver drivers are in a hurry when they hop in the cab and don't realize what's happened until the damage is done.

Now here's the good news.

Units can prevent this costly crack up by installing a lockout kit that won't let the driver put the transmission into reverse if the transfer is in low range.

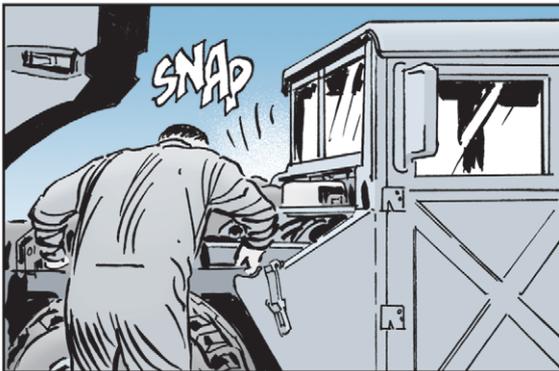
If you drive a basic M939-series or M939A1-series truck, have your mechanic install kit, NSN 2520-01-473-2742, PN 57K3622. M939A2-series trucks need kit, NSN 2520-01-473-2744, PN 57K3623.



Part	PN	NSN
Bracket assembly	12379841	2590-01-473-2719
Ring spacer	12379846-1	5365-01-473-0415
Ring spacer	12379846-2	5365-01-473-0409
Connecting link (M939A1 kit only)	12379847	3040-01-472-7745
Connecting link (M939A2 kit only)	12379848	3040-01-472-7747
Straight pin	MS20392-7C113	5315-00-904-1634
Cotter pin	MS24665-287	5315-00-011-9120
Cotter pin	MS24665-355	5315-00-012-0123
Plain hex nut (2)	MS35691-38	5310-00-891-1733
Straight pin	MS35810-6	5315-00-140-1938
Rod end clevis	MS35812-11	5340-00-664-7597
Machine bolt (2)	B1821BH050C150L	5306-01-123-0891

M1113,  
M1114  
HMMWVs...

# Don't Vent when Removing Fill Plug



Operators, when you need to add some fluid to your HMMWV's power steering reservoir, keep your cool and watch where you put that wrench.

You may be tempted to fit it to the upper nut on the reservoir's fill plug. Unfortunately, that's where the vent tube attaches to the plug. A wrench applied there can snap the connection between the tube and plug.

Instead, get a bigger wrench and use it on the lower portion of the filler plug. With the tube out of the way, you can get the job done with a minimum of muss and fuss—and no damage.

