under each bank of cylinders and is exhausted forward through openings in front of the body box. The rate of engine cooling is regulated by a bellows-type thermostat, mounted in each exhaust duct, which controls the duct door opening. The engine oil cooler is located in this cooling air stream. Exhaust gases are expelled through two exhaust manifolds located inside the air exit ducts. Two mufflers are mounted in duct work on the front of the body box. The transmission is cooled by a mechanically powered blower on the rear of the transmission. Air from the blower is ducted through a transmission oil cooler and directed under the engine oil pan and exits at the top right side of the engine hood. Carburetor air is filtered by a dry-type air cleaner mounted between the console structure and the front of the body box.

k. Tracks and Suspension. The front and rear unit tracks and suspension systems are identical. Each consists of eight torsion-bar supported, rubber-tired road wheels, two drive sprockets, two adjusting idler wheels and two track support wheels. The forward road wheels of the front unit are equipped with shock absorbers. The adjusting idler wheels are mounted on eccentric spindles to permit track adjustment. Each track consists of five sections for ease of repair and replacement. Aluminum grousers are riveted to rubber belts and each grouser has two rubber pads to protect road surfaces and to minimize wear on the grousers.

l. Materiel Used in Conjunction with Major Item.

(1) Fire Extinguishers. Two fire extinguishers are installed on the vehicle: a portable Freon-type mounted on the transmission cover, and a fixed CO_2 type located under the drivers seat. Operating handles for the fixed system are located on the right side of the drivers seat and an outside handle is located on the left side of the body box. When either handle is pulled, the charge is released into the hull of the vehicle and the engine ignition is switched off.

Note: Cable must be reset before engine can be restarted. See figure 14.

(2) Bilge Pumps. Two electrically driven bilge pumps are installed, one in the front unit and one in the rear unit. Each pump is mounted in the hull. The pumps are independently operated by toggle switches located on the instrument panel.

(3) Winch. A geared winch with a 5000-pound pulling capacity is installed in a recess on the front of the vehicle, and is driven by a drive-shaft connected to the transmission assembly. The winch drum carries 100 feet of 5/16-inch cable, and is engaged by a clutch lever on the right side of the winch.

m. Kits and Accessories.

(1) Inclosure Kit, General Purpose, Front and Rear Units. The inclosure kit consists of a windshield assembly and two inclosures, one for the rear unit and one for the front. Each inclosure utilizes a steel framework welded together for rigidity and pinned to the body boxes for rapid removal and installation. The frame is covered by an all purpose cover laced to the framework. Door openings are provided on each side of the front unit and at the back of the rear unit. Screen or window inserts are provided, depending on climatic conditions. The kit can be completely assembled off the vehicle and used as a shelter for equipment or personnel if desired.

(a) Arctic Accessories. Arctic accessories for the inclosure kit consist of a 30,000 BTU multi-fuel heater for each unit. One heater is mounted in the front unit, forward of the right-hand crew seat and the other on the forward wall of the rear inclosure. The heaters are independently controlled and the front unit heater can be used for engine pre-heat, battery warm-up, and windshield defrosting.

(b) Tropic Accessories. Tropic accessories for the inclosure kit consist of an electrically powered ventilating blower for each unit. Both blowers are mounted on the front of the roof of each inclosure at the centerline and incorporate filters to remove impurities from the air.