

TB 9-2855-7 TO 19-75CFBA-7

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN
DEPARTMENT OF THE AIR FORCE TECHNICAL ORDER

INSTRUCTIONS FOR THE INSTALLATION OF HARD-TOP CLOSURE KIT FOR 3/4- TON 4 x 4 CARGO TRUCK M37; COM- MAND TRUCK M42; AND TELEPHONE MAINTENANCE TRUCK V41 ()/GT

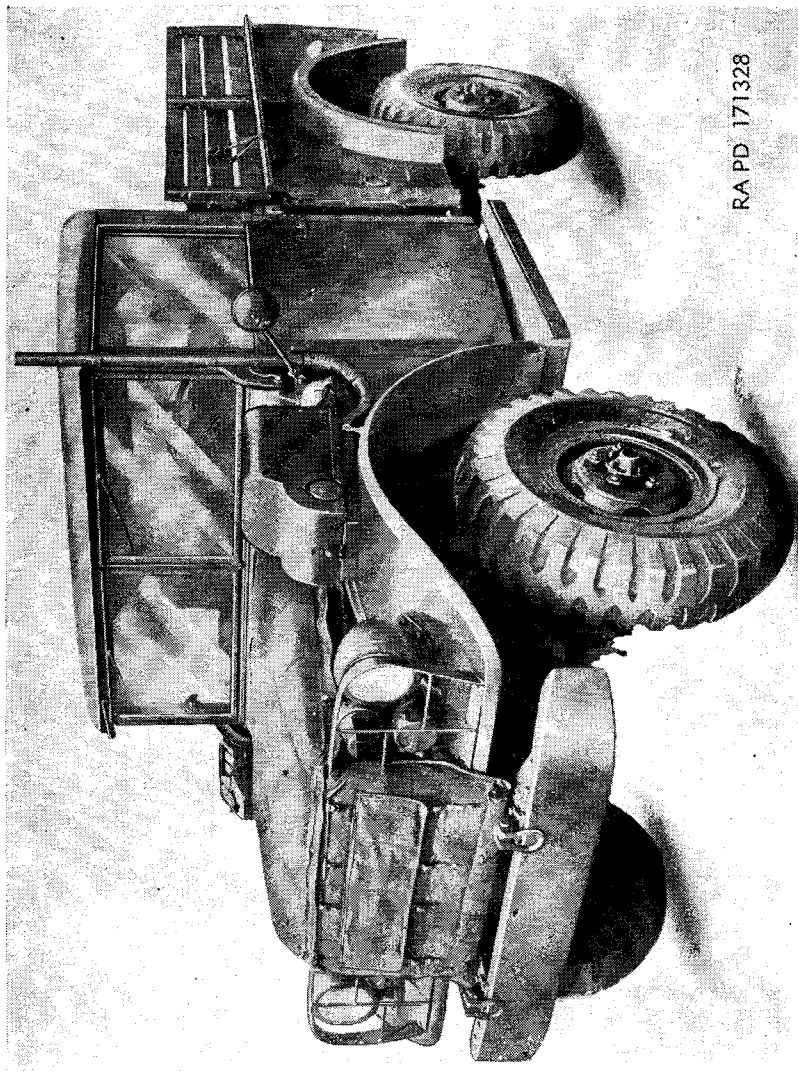
Departments of the Army and the Air Force, Washington 25, D. C.
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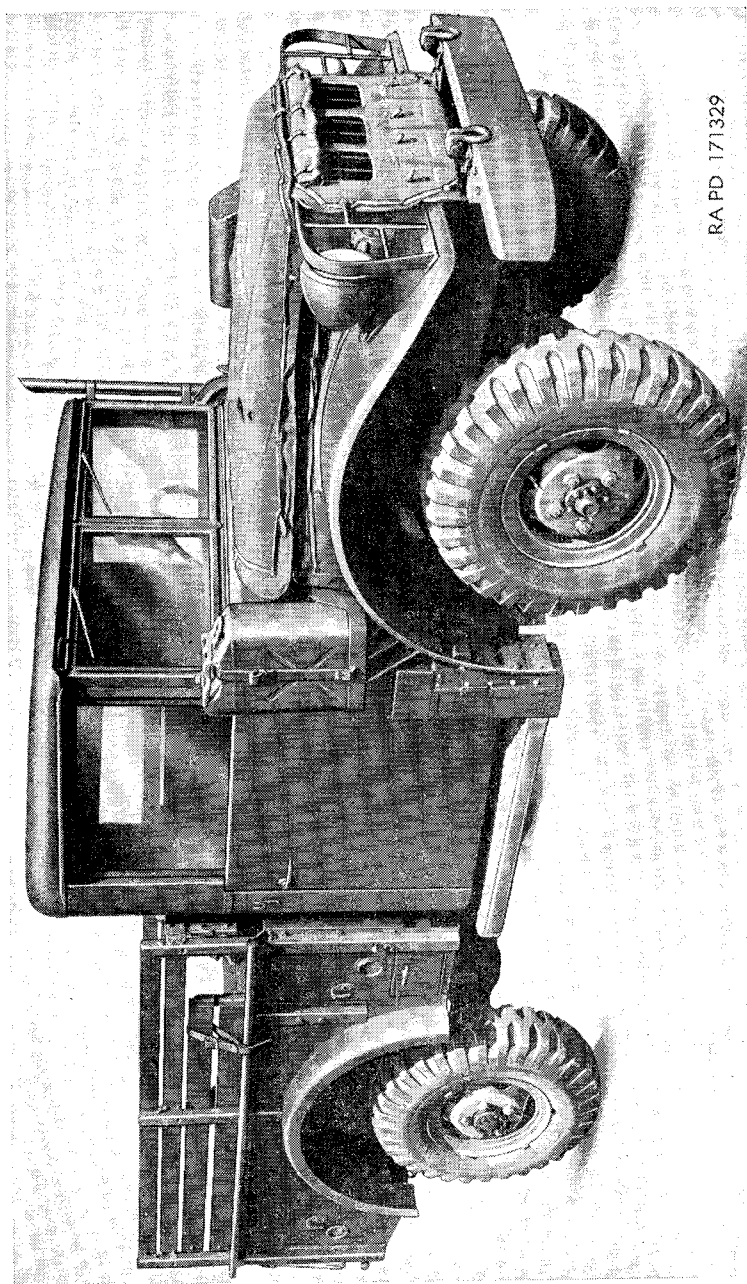
1. SCOPE AND CONTENTS. *a. Scope.*

- (1) This bulletin is published for the information and guidance of all personnel concerned in the installation of the hard-top closure for the 3/4-ton 4 x 4 cargo truck M37; command truck M42; and telephone maintenance truck V41 ()/GT.
- (2) This bulletin augments current technical manuals pertaining to these vehicles. Data appearing in this bulletin, when in conflict with that appearing in publications already published, will govern.



RA PD 171328

Figure 1. Left front view of 3/4-ton 4 x 4 cargo truck M37 with arctic winterization kit installed.



RA PD 171329

Figure 2. Right front view of 3/4-ton 4 x 4 cargo truck M37 with arctic winterization kit installed.

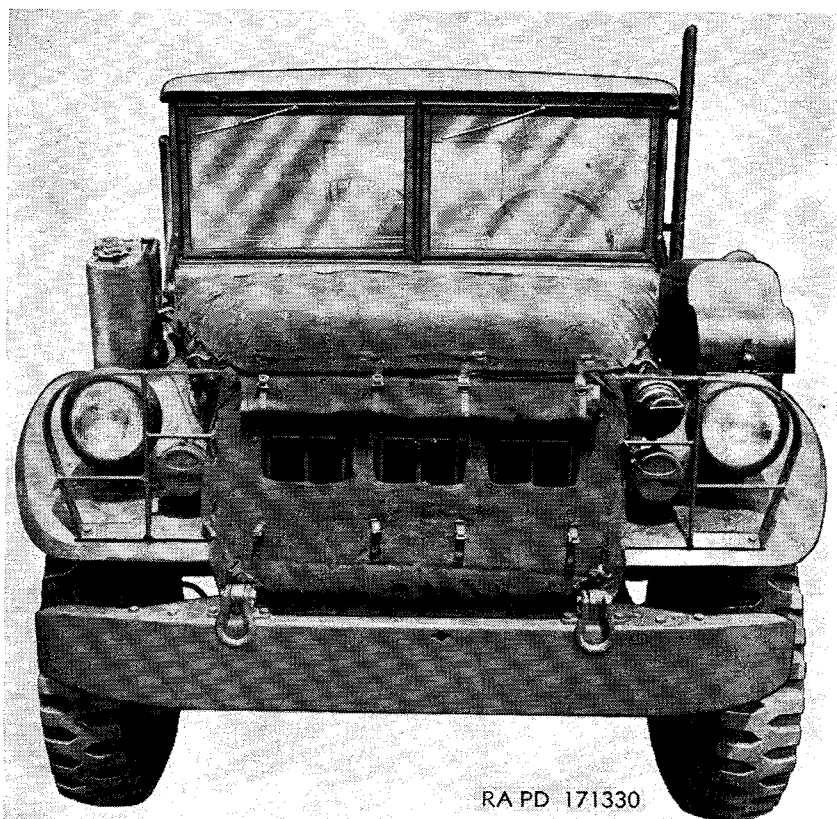


Figure 3. Front view of 3/4-ton 4 x 4 cargo truck M37 with arctic winterization kit installed.

b. Contents. This bulletin contains detailed instructions for the mounting of the hard-top closure to replace the standard soft-top closure with side curtains and canvas doors and all necessary weather-strip adjustments. For instructions for the installation of personnel heater kit and power plant heater kits, refer to TB 9-2855-5 and TB 9-2855-6, respectively.

2. USE. The hard-top closure (fig. 5) is installed, when the power plant heater kit is installed, for use in areas where ambient air temperatures as low as -65° F. are anticipated.

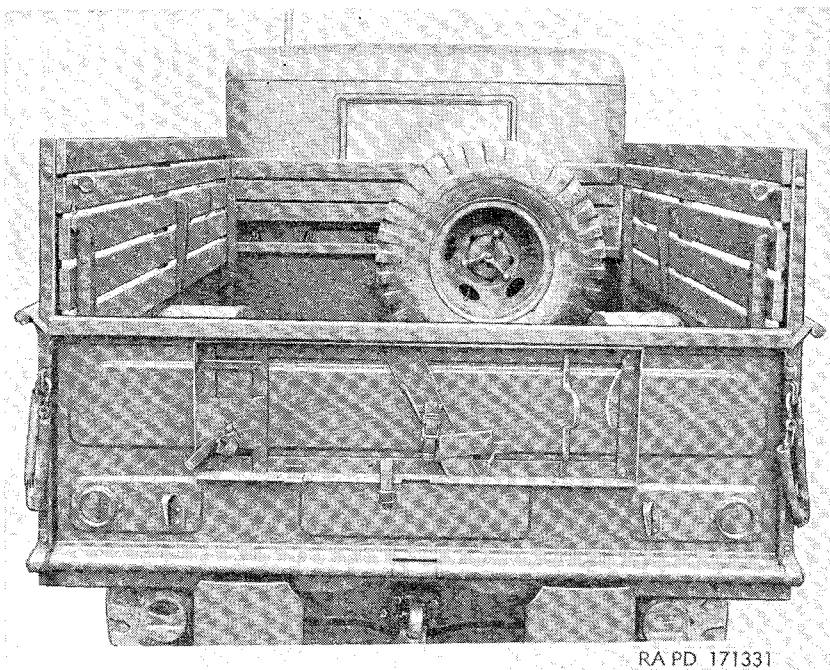


Figure 4. Rear view of $\frac{3}{4}$ -ton 4 x 4 cargo truck M37 with arctic winterization kit installed.

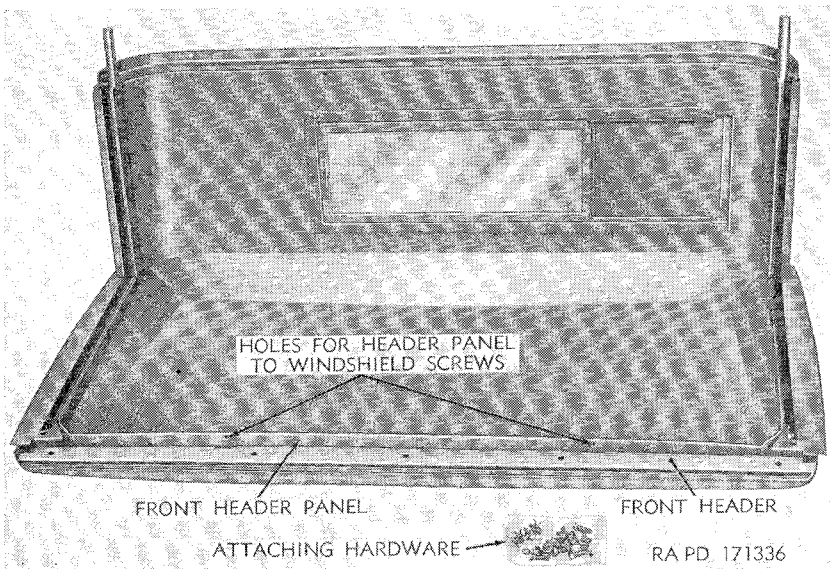


Figure 5. Components of hard-top closure kit.

3. PREPARATION FOR MOUNTING THE HARD-TOP CLOSURE. *a. Remove spare wheel.* Turn lock nut counterclockwise and remove. Lift off lock plate. Roll wheel to rear of body.

b. Remove body front rack. Lift the body front rack from the vehicle.

c. Remove cab cover (fig. 6). Untie lashing ropes from lashing hooks on back of cab. Disconnect cover at sides by pulling it away from side rails until metal retainers are disengaged from slots in side rails. Disconnect two straps from rear top bow to top-holding brackets on windshield frame and pull rear portion of cab cover up and out of metal retainers on rear supports. Fold cab cover forward and pull from right side of vehicle until cover is disengaged from the metal retainer on the front of the windshield top support rail.

d. Remove top side rails (fig. 6). Remove the cap screws from the front and rear of the right and left top side rails. Lift the side rails from the vehicle and discard.

e. Remove top-bow strap brackets (fig. 6). Remove the cap screw and lock washer which secure each of the brackets to the windshield. Remove the two brackets.

f. Remove top bow (fig. 6). Lift up on top bow, disengaging it from each of the top side-rail rear supports.

g. Remove top side-rail rear supports (figs. 6 and 9). Loosen the "J" bolts and "U" bolts located at the upper inside portions of the door-lock pillar. These bolts secure the tubular portion of the top side-rail rear supports. Lift the two supports from the body lower rear side panels.

4. PREPARATION OF THE HARD-TOP CLOSURE. Remove the screws fastening the inside header front panel (fig. 5) to the closure header. Remove the panel.

5. INSTALLATION OF THE HARD-TOP CLOSURE. *a.* Apply a quantity of sealing compound across the top of the windshield frame and to the windshield frame side supports.

b. Position the hard-top closure on the cab, making certain that the two tubular supports are properly positioned in holes in the door-lock pillars (fig. 9) and that the filler is properly seated over the edge of the cab rear and side panels. Make certain that the top of the closure is positioned over the windshield frame before rear of closure is forced down over the edge of the cab rear panel.

Note. It may be necessary to pry the bottom of the closure over the cab rear panel if these parts are not in alignment.

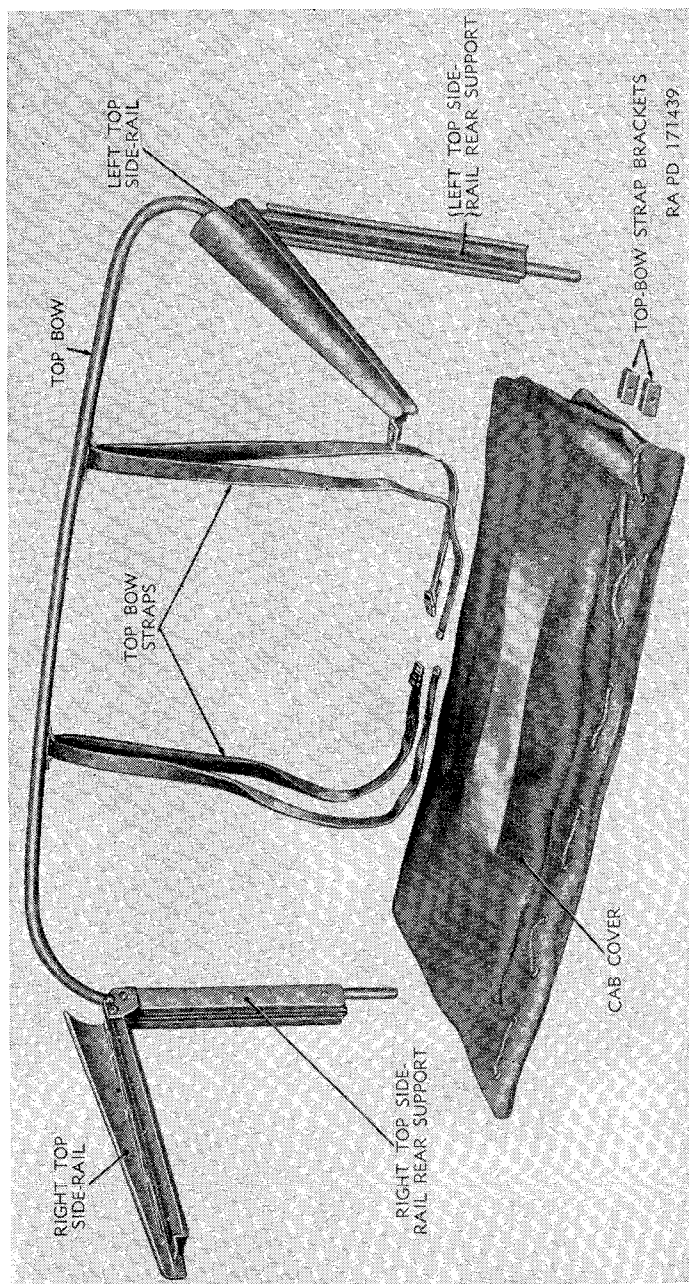


Figure 6. Items removed before installation of hard-top closure.

c. Loosely install two cap screws and washers at each corner of the windshield (fig. 9).

Note. Before these cap screws are tightened securely, make certain that the door openings are exactly square with each glass when raised. Adjustments are provided at both the header plate and at the "J" and "U" bolts, which are the clamp bolts for the two tubular supports of the closure. Use a square at the door-glass opening during this adjustment.

d. Using the five holes across the lower part of the closure rear panel as a template, drill five $\frac{3}{8}$ -inch holes through the lower body panel (fig. 9). Install five $\frac{5}{16}$ -inch cap screws in these holes so that the heads remain inside the cab (fig. 7). Install five lock washers and nuts.

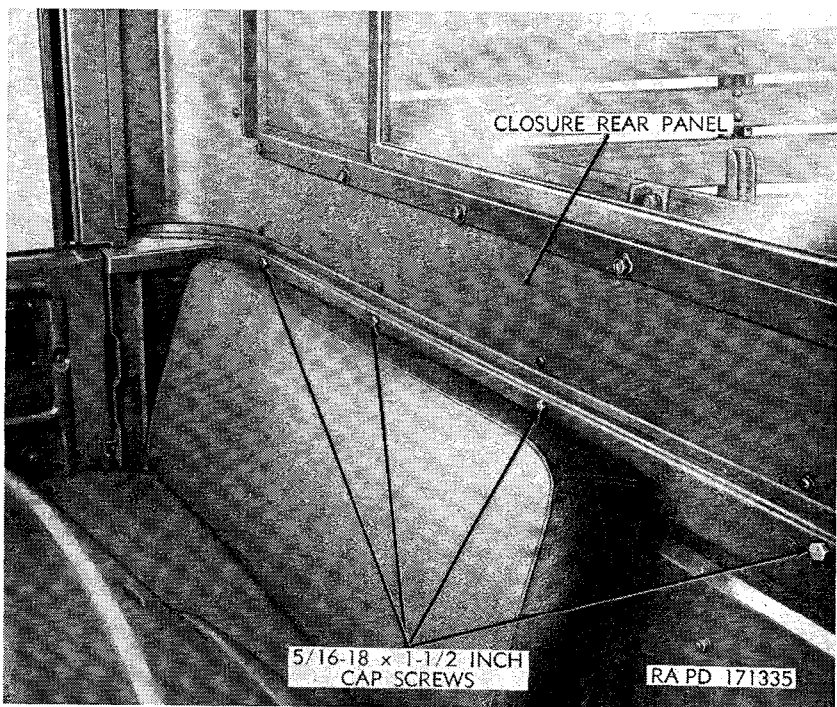


Figure 7. Right rear interior view of hard-top closure installed.

e. Position the inside header front panel, which was previously removed (par. 4), in the roof of the closure (fig. 8), so as to permit access to the attaching screws on top of windshield. Fasten the panel to the roof of the closure by installing the five retaining screws and lock washers in the holes provided.

Note. The inside header front panel holes may no longer line up with the closure roof panel holes. If this occurs, use the header panel as a template and drill a new set of holes into the roof panel.

f. Drill a 0.159-inch hole (No. 21 drill) through each of the top-holding brackets at top of windshield, as laid out from the two front holes in the inside header front panel (fig. 8). Install the two pan-head screws.

Note. Test each window to see that it does not bind. Trim off bottom of door-glass weatherstrips if they protrude below top of door. If the door glass is not in proper alignment with the weatherstrips when the closure is installed, it will be necessary to perform some or all of the door and glass adjustments outlined in paragraph 6.

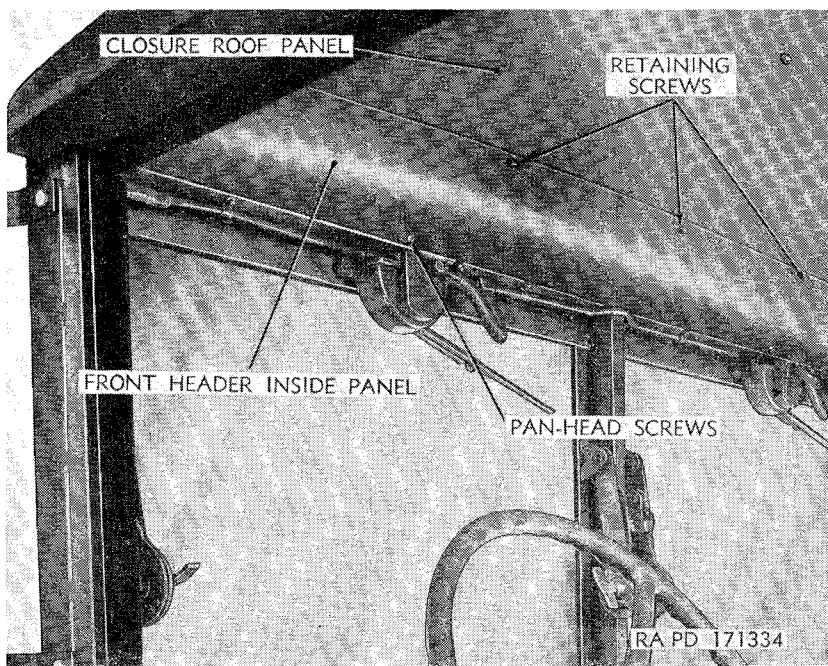
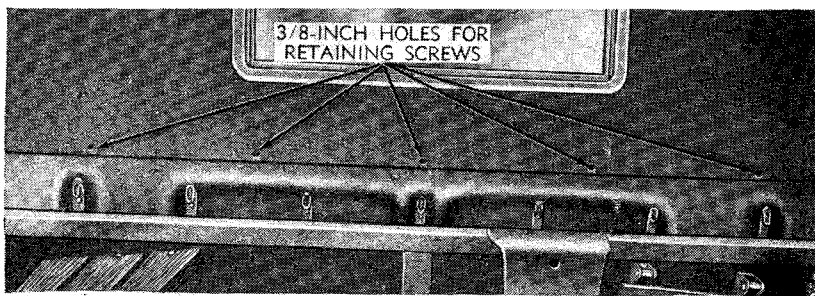
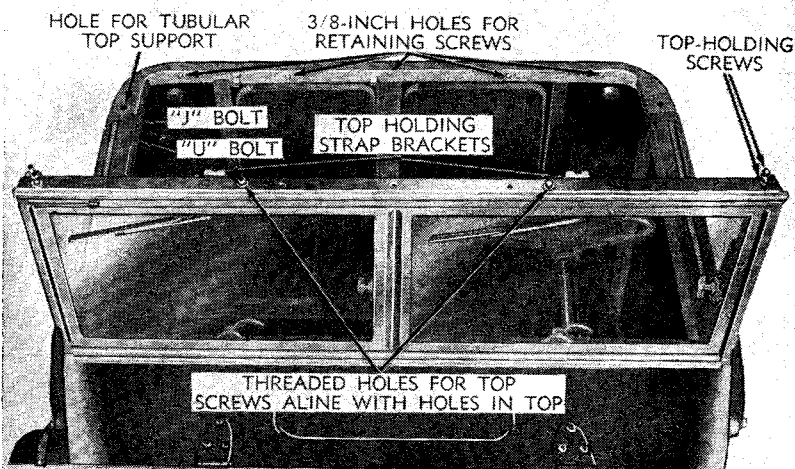


Figure 8. Left front interior view of cab with hard-top closure installed.

6. ADJUSTMENTS. The cab doors and weatherstrip retainers are designed so that a proper fit of the door-glass weatherstrips can be easily accomplished. Elongated holes are provided for the attaching screws in the door-glass weatherstrip retainers, door-glass frame lower channels, door-glass regulator support, and door hinges.

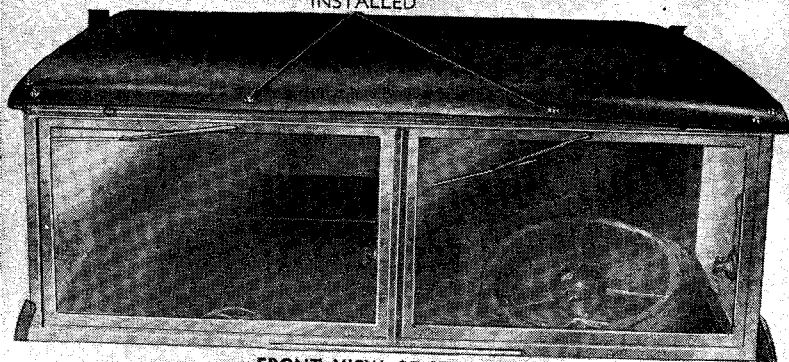


REAR INSIDE VIEW OF CLOSURE



**FRONT VIEW OF VEHICLE
WITH SOFT-TOP REMOVED**

TOP SCREWS
INSTALLED



**FRONT VIEW OF VEHICLE
WITH HARD-TOP INSTALLED**

RA PD 171506

Figure 9. Assembly of closure.

a. Door-lock striker plate. The striker plate can be adjusted inward and outward to provide a proper contact of the door with the weatherstrips. The striker plate can be easily moved to any desired position by loosening the two attaching screws.

Note. Always check the striker plate adjustment first, because any change in the position of the door will affect the fit of the door-glass frame side and upper weatherstrips.

b. Door-glass alinement. To check the alinement of the door glass in the cab opening, move the glass up within 1 inch of the top and note if the glass frame is square in the opening. If the glass is not in proper alinement, loosen the two regulator adjusting screws (fig. 11) and move either corner of the glass up or down. Tighten the two screws.

c. Door-glass frame to weatherstrip fit. There should be a complete contact between the door-glass frame and the weatherstrips. This is accomplished by moving the weatherstrips inward or outward, as required, using a hardwood block and small hammer.

d. Door-glass angle adjustment. If repositioning of the weatherstrips (*c* above) does not result in a satisfactory contact with the door-glass frame at the sides and top, a change in the glass angle may be necessary. This is done by loosening the channel attaching screws at inner and outer edges of the door (fig. 11) and moving the channels inward or outward to change the angle of the glass. Tighten the screws.

e. Door-glass frame to upper weatherstrip fit. If the contact between the door-glass frame and the upper channel is not uniform, loosen the two regulator screws (fig. 11) and aline the door glass as required. Tighten the screws.

f. Door-hinge adjustment. If the door-glass frame protrudes at the top and proper alinement cannot be accomplished by adjustment of the weatherstrip retainers or the lower channels, it may be necessary to reposition the door hinges (fig. 11). This is done by loosening the four hinge attaching screws on the cowl hinge pillar as the screw holes in the hinges are elongated. If it is necessary to tilt the door inward at the top, loosen the lower hinge screws, force the lower hinge outward the desired amount, and retighten the screws. Loosen the top hinge screws to correct any distortion that may have occurred at the top hinge. Tighten the screws.

7. INSTALLATION OF BODY FRONT RACK AND SPARE WHEEL. *a. Rack board.* Place body front rack into position on vehicle.

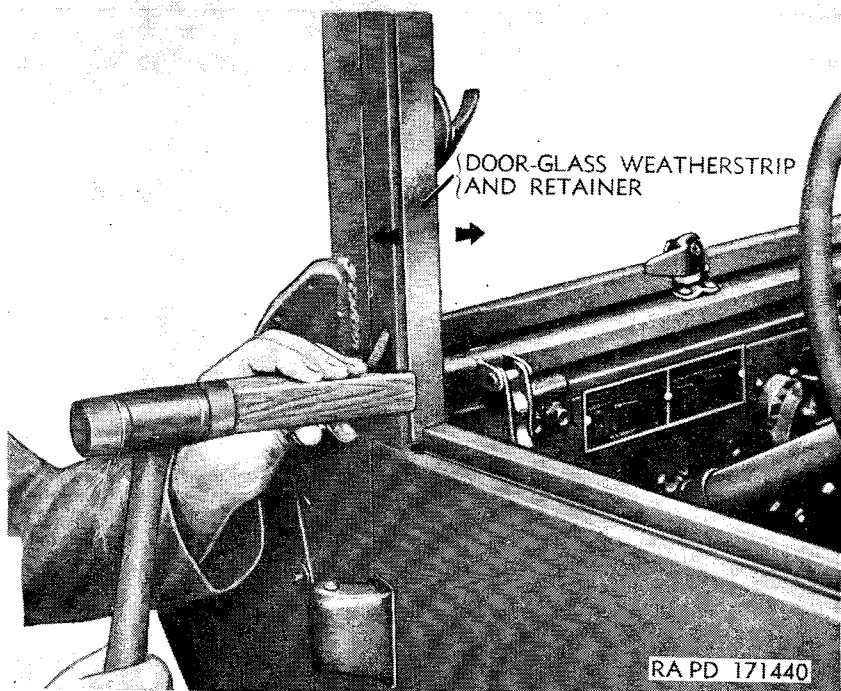
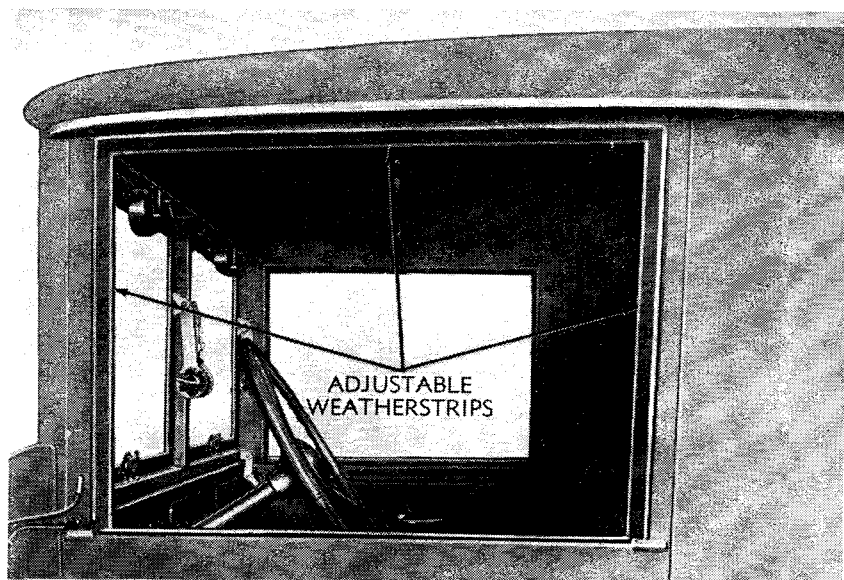


Figure 10. Left side view of closure.

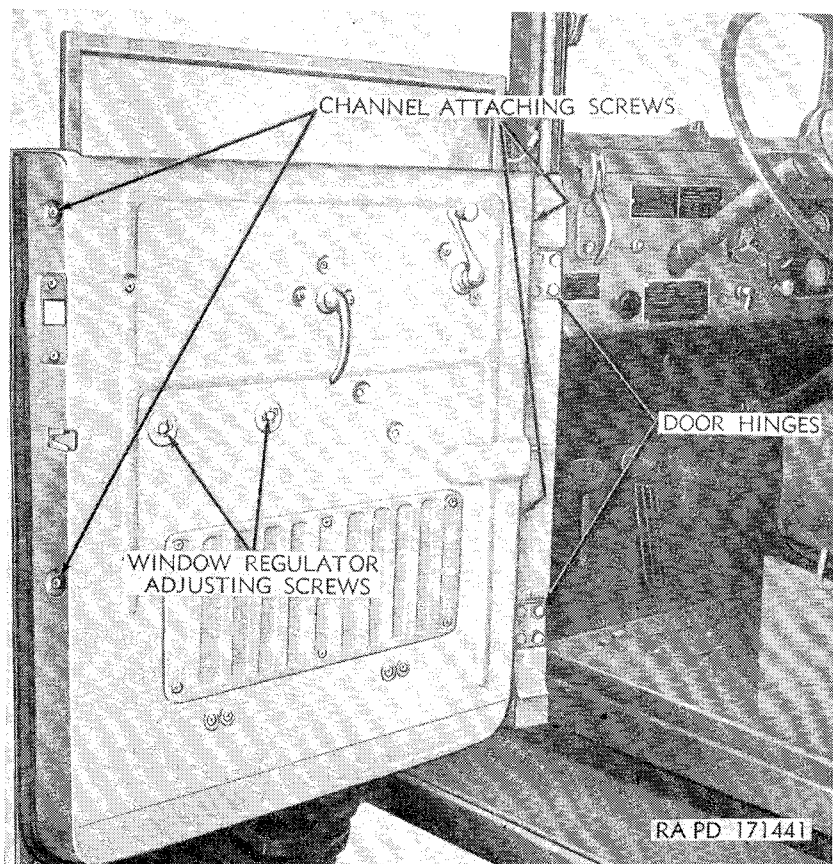


Figure 11. Left door open to show adjusting screws.

b. Spare wheel. Position spare wheel on carrier bracket and install the lock plate. Install lock nut and tighten securely.

[AG 451.21 (12 Nov 52)]