



AT 8684

Figure 1-6. M151 and M151A1, 4 x 4, ¼ ton, utility trucks, bottom view of vehicles.

1-12. Wheels and Tires

The wheels are made of steel alloy stampings and are secured to wheel spindle flanges by five nuts. All threads are right hand, and the retaining nuts are interchangeable from left to right sides. The tires are lightweight, low pressure type, with cross-country nondirectional tread design; size is 7.00 x 16.

1-13. Suspension

The vehicle is supported by individual coil springs at each wheel. An individual shock absorber is provided at each coil spring. The front shock absorbers pass through the coil springs. The front suspension is of the double arm type, while the rear is a single "A" shaped swing arm. The difference in suspension between the M151 vehicle and the M151-

A1, M151A1C and M718 vehicles is that on the latter vehicles rear suspension arms are constructed of stronger steel and are equipped with two rubber bump stops on each side instead of one. From a maintenance repair or replace standpoint, individual arms of the M151 and later models are not interchangeable, but the complete rear suspension assembly is interchangeable with the earlier model M151.

1-14. Differences Between Models

Differences, in abbreviated form, existing between vehicle models in the M151 series are tabulated in paragraph 1-16. Differences in models are also discussed in paragraph 1-6. It may be helpful to think of the M151A1 as a later and sturdier basic vehicle of the ori-