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The Chieftain main battle tank entered service in 1963. It carried a crew of 4 – the driver in the hull, and the commander, gunner and loader situated in the turret. The main armament was a 120mm rifled gun, a 7.62mm GPMG and a separate, dismantlable, 7.62mm GPMG used for anti-aircraft and general defence. A .50in ranging machine gun is mounted coaxially. The Chieftain was powered by a Leyland L60 19 litre 6 cylinder vertically opposed multi-fuel engine driving an electro-hydraulic gearbox.

The Chieftain saw service with various countries including Iran, Iraq, Jordan, Kuwait and UK.

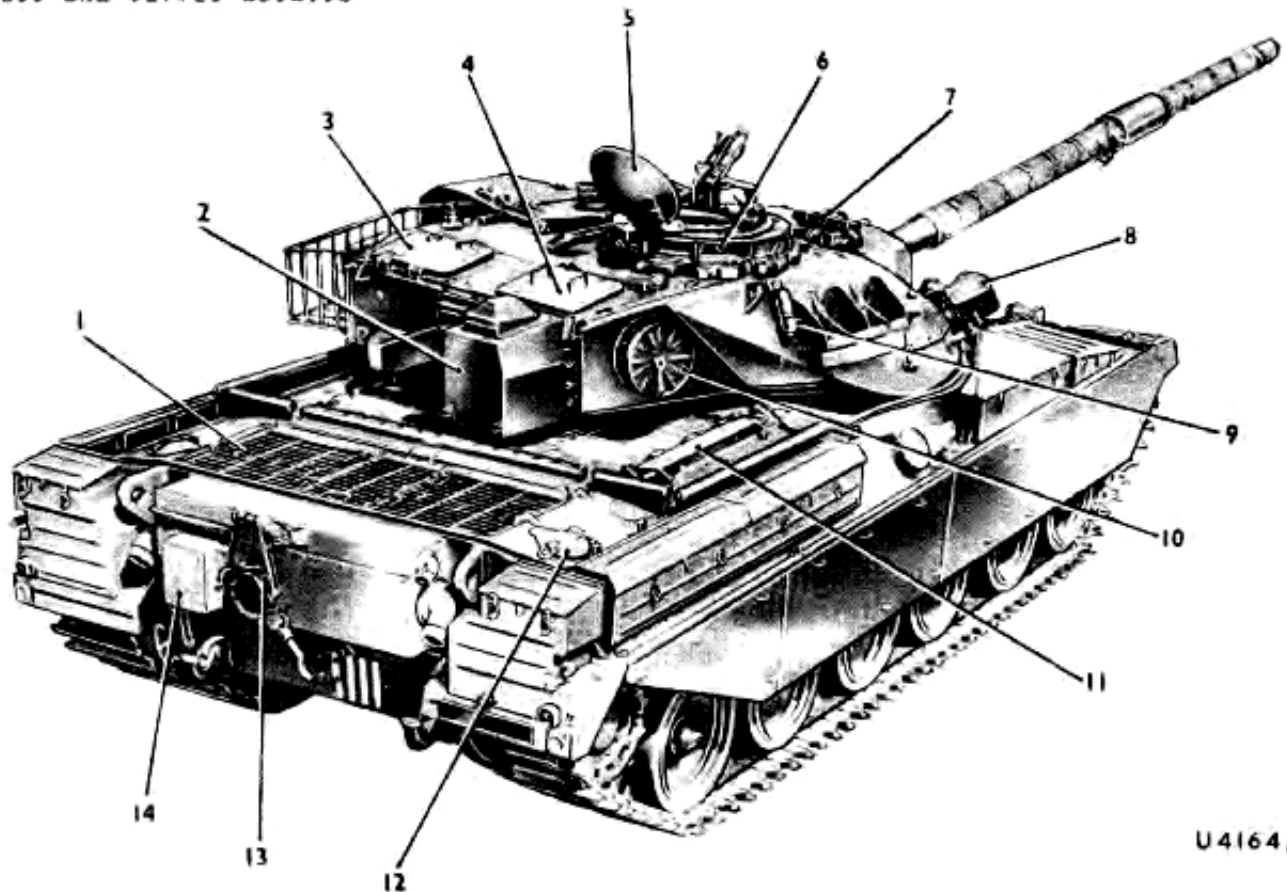


The User Handbook is in English and comprises 396 pages covering all aspects of operation, maintenance and fault diagnosis. There are over 103 colour and monochrome illustrations including stowage diagrams.

## Contents

1. Introduction and Data
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- |                                   |                           |                                  |
|-----------------------------------|---------------------------|----------------------------------|
| 1 Transmission compartment covers | 5 Commander's access door | 10 Cable reel                    |
| 2 Filter housing                  | 6 Cupola                  | 11 Main engine air cleaner inlet |
| 3 Battery access door             | 7 Gunner's sight          | 12 Fuel filler cover             |
| 4 Metadyne access cover           | 8 Smoke grenade discharge | 13 Gun crutch                    |
|                                   | 9 Fire extinguisher       | 14 Infantry telephone            |

Fig 23 Chieftain Mk 2, plan view rear right

#### To replace the driver's seat

- 87B. (1) Ensure seat guides are fitted to seat.  
 (2) Replace in the reverse order of removal, guiding seat backrest through driver's hatch first.  
 (3) Locate rear end of each seat guide correctly then fit securing bolts ( $\frac{1}{2}$  in. A.F. spanner).  
 (4) Check operation of seat (para 15 - 20).

#### ENGINE AND TRANSMISSION COVERS

88. The engine and transmission cover hinges and catches should be lubricated, using an oil can.

#### COMMANDER'S SEAT

##### To check and top up the reservoir

89. Equipment required:-

Oil OM-13

Clean cloth

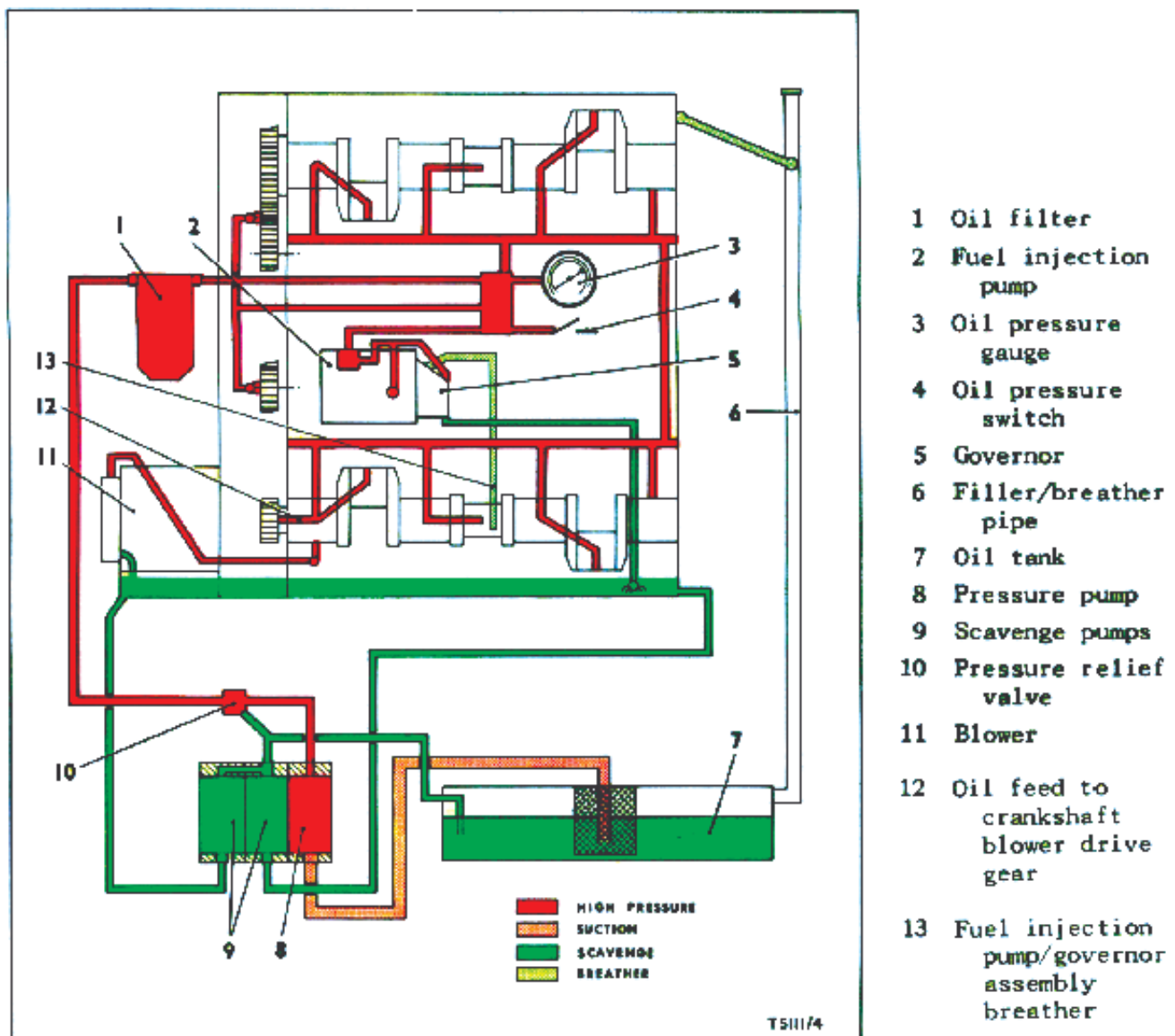


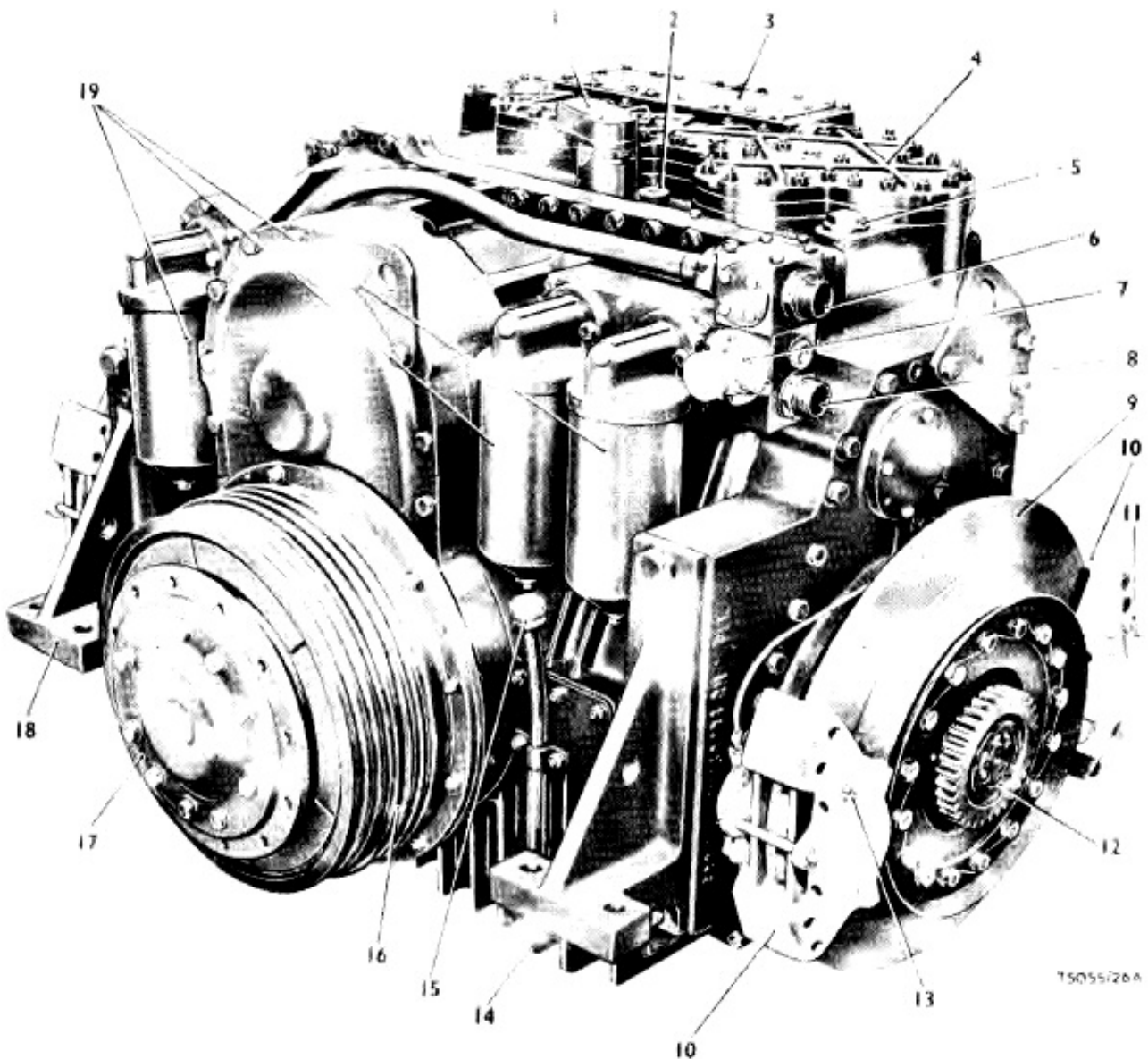
Fig 54 Generating unit engine oil circuit (diagrammatic)

#### THE AIR CLEANER

15. The air cleaner (Fig 53(7)) is positioned in front of the generating unit engine and is accessible after raising the left front engine compartment cover. It is a cylindrical assembly embodying a two-stage method of air cleaning. The first stage is a cyclone filter which channels the heavier dust particles to a hopper in the base of the assembly and the second stage is a paper element filter which finally filters the air before it passes to the engine.

16. The paper element is contained in the upper part of the filter assembly and can be removed for cleaning after removing the filter cover (1). The cover is secured by three clips (8).

17. A restriction indicator (2) of similar action to that fitted to the main engine air cleaner is fitted in the cover.



- |                                       |                                    |
|---------------------------------------|------------------------------------|
| 1 Governor                            | 10 Steering brake caliper assembly |
| 2 Breather                            | 11 Adaptor                         |
| 3 Solenoid valve assembly             | 12 Output coupling                 |
| 4 Brake cylinder top cover            | 13 Bleed nipple                    |
| 5 Filler plug                         | 14 Mounting foot                   |
| 6 Temperature switch connecting block | 15 Dipstick                        |
| 7 Pressure switch                     | 16 Clutch drum                     |
| 8 Pressure switch connecting block    | 17 Input flange                    |
| 9 Steering brake disc                 | 18 Mounting foot                   |
|                                       | 19 Oil filters                     |

Fig 72 Gearbox, three-quarter front view