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**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
<b>GROUP 1. FRONT AXLE</b>											
<b>TRACK WIDTH</b>	<b>61-3/8</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>64-3/4</b>	<b>62</b>	<b>64-3/4</b>
<b>Axle Differential Carrier Assembly Gasket</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Differential Carrier Assembly Oil Seal</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Differential Carrier Assembly-3<sup>rd</sup> Member</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Differential Locker – LockRight <a href="#">Part Source</a></b>		<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>	<b>1210</b>
<b>Axle Drive Flange</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Drive Flange Gasket – Fel-Pro J26288</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Housing Oil Seal</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Locking Hub – Selectro <a href="#">Part Source</a></b>	<b>11027-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>	<b>11022-01</b>
<b>Axle Locking Hub – Superwinch <a href="#">Part Source</a></b>	<b>N/A</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>	<b>400508</b>
<b>Warn M13 Style New Production Hubs <a href="#">Part Source</a></b>		<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Shaft Inner</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>
<b>Axle Shaft Outer</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Shaft UJ</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle Steering Arm</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>
<b>Axle Steering Arm Ball</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>
<b>Axle Trunnion Pin</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Axle/Steering Knuckle Bronze Bushing</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Drag Link Tube</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Dust Cover Package – Axle End	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Dust Cover Package – Steering End	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Felt Pressure Spring-Retainer	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Knuckle Felt Seal-Joint	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Knuckle Felt Seal-Retainer	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Knuckle Flange Bronze Upper Cone	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Knuckle Flange Lower Cup	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Knuckle Flange	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Link Package	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Pinion Yoke <a href="#">Speedi-Sleeve# 99187</a> <a href="#">Part Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Steering Knuckle <a href="#">Speedi-Sleeve# 99281</a> <a href="#">Part Source</a>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Steering Knuckle Bushing	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tie Rod Ends	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tie Rod End Right – GMC CCKW 2.5 Ton	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**1940 TO 1978 THIRD MEMBER PART INTERCHANGE**

	<b>1940 (1 TON) VD20, VD21</b>	<b>41-47 (1 Ton) WD20, WD21</b>	<b>41-43 WC (3/4 Ton), 2<sup>nd</sup> Series</b>	<b>48-56 (1-1/2 Ton) Route Van, EU Series</b>	<b>54-56 (1 Ton) C1D6, C1D8, C3D6, C3D8, Route Van – DU Models</b>	<b>46-78 (1 Ton) WDX-WM300</b>
Housing	Yes	Yes	No	No	Yes	No
Differential Case – 8-3/4 Ring Gear (4.30)	No	No	No	No	Yes	No
Differential Case – 8-3/4 Ring Gear (4.88)	No	No	No	No	Yes	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Ring & Pinion, 4.30 Ratio			Yes		Yes		No		No	Yes	No
Ring & Pinion, 4.88 Ratio			Yes		Yes		No		No	Yes	No
Pinion Shaft (Long)			Yes		Yes		Yes		Yes	Yes	Yes
Pinion Shaft (Short)			Yes		Yes		Yes		Yes	Yes	Yes
Side Gear (2), 16 Splines			Yes		Yes		Yes		Yes	Yes	Yes
Side Pinion (4)			Yes		Yes		Yes		Yes	Yes	Yes
Side Gear Thrust Washers (2)			Yes		Yes		Yes		Yes	Yes	Yes
Side Pinion Thrust Washers (4)			Yes		Yes		Yes		Yes	Yes	Yes
Housing			No		No		Yes		Yes	No	Yes
Differential Case – 9-5/8 Ring Gear			No		No		Yes		Yes	No	Yes
Ring & Pinion, 4.89 Ratio			No		No		Yes		Yes	No	Yes
Ring & Pinion, 5.83 Ratio			No		No		Yes		Yes	No	Yes
Model-Chrysler F-375 - Full Floating Front Axle – WDX to WM300 Truck											
Dana 44, 3,000 Pound Front Axle – 1957 to 1971, W100 & W200 Trucks			Identified by 8 Bolt Ball Seals								
Dana 44, 3,500 Pound HD Front Axle – 1957 to 1971, W100 & W200 Trucks			Identified by 12 Bolt Ball Seals								<a href="#">Part Source</a>
Dana 60 – 1 <sup>st</sup> Generation			Identified by its straight axle tubes, passenger side differential drop, 10 bolt asymmetrical cover, a "60" cast in to the housing, and 30 spline axles.								
Dana 70 – 4,500 Pound Front Axle – 1958 to 1974, W300 Truck											
<b>GROUP 2. REAR AXLE</b>											
Axle Shaft Long Left	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Axle Shaft Short Right	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Pinion Yoke <a href="#">Speedi-Sleeve# 99187</a> <a href="#">Part Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Model-Chrysler R-65 - Full Floating Rear Axle – WDX to WM300 Truck											
Dana 60, 1959 to 1971 Trucks											
Dana 70, 1957 to 1971 Trucks											
<b>GROUP 3. HAND BRAKE</b>											
Hand Brake Band	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hand Brake Band	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hand Brake Drum	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hand Brake Drum Yoke <a href="#">Speedi-Sleeve# 99212</a> <a href="#">Part Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hand Brake Lever Assembly	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Pawl Rod Assembly	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
<b>GROUP 4. HYDRAULIC BRAKES</b>											
Brake Hose Front – Raybestos BH4900 <a href="#">Part Source</a>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brake Hose Rear – Raybestos BH4900	Yes	No	No	No	No	No	No	No	No	No	No
Brake Hose Rear – Raybestos BH8116 <a href="#">Part Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



**DODGE CIVILIAN and MILITARY TRUCK MODELS**

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Brake Shoes – Raybestos 89 (Discontinued)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Master Cylinder – Raybestos 22976 <a href="#">Part Source</a>	No	No	No	No	No	No	No	Yes	Yes	No	No
Master Cylinder – Raybestos 544 <a href="#">Part Source</a>	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes
Master Cylinder – Raybestos 785	No	No	No	No	No	No	Yes	No	No	No	No
Master Cylinder Kit – Raybestos MK1 <a href="#">Part Source</a>	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes
Master Cylinder Kit – Raybestos MK199 <a href="#">Part Source</a>	No	No	No	No	No	No	No	Yes	Yes	No	No
Master Cylinder Kit – Raybestos MK71 <a href="#">Part Source</a>	No	No	No	No	No	No	Yes	No	No	No	No
Wheel Cylinder – Front Left – 3597 (Discontinued)	Yes	No	No	No	No	No	No	No	No	No	No
Wheel Cylinder – Front Right – 3598 (Discontinued)	Yes	No	No	No	No	No	No	No	No	No	No
Wheel Cylinder – Rear Left – 3595 <a href="#">Part Source</a>	Yes	No	No	No	No	No	No	No	No	No	No
Wheel Cylinder – Rear Right – 3596 <a href="#">Part Source</a>	Yes	No	No	No	No	No	No	No	No	No	No
Wheel Cylinder – Front/Rear Left – 9375 <a href="#">Part Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

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Wheel Cylinder – Front/Rear Right – 9376 <a href="#">Part Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Wheel Cylinder Repair Kit, Front – Raybestos WK7 (Discontinued)	Yes	No	No	No	No	No	No	No	No	No	No	
Wheel Cylinder Repair Kit, Rear – Raybestos WK6 <a href="#">Part Source</a>	Yes	No	No	No	No	No	No	No	No	No	No	
Wheel Cylinder Repair Kit – Raybestos WK6 <a href="#">Parts Source</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Pre-bent Stainless-Steel Brake Tubes – <a href="#">Part Source</a>	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
Brake Booster Rebuild Company	Power Brake X-Change, Inc., 336 Lamont Place, Pittsburgh, PA, 15232, (412) 441-5729 or 800-580-5729									<a href="#">Part Source</a>		
Adjustment of Brake Shoes	<p>1. With the wheel off the ground and the inspection covers removed, turn the cam adjusters so that a 0.006-inch feeler gauge is a snug fit between the upper end (toe) of each brake shoe lining and drum.</p> <p>2. Turn the anchor bolts (bottom bolts) inward (towards axle) to decrease the clearance between the lower end (heel) of the brake shoe lining and the drum to 0.006-inch. This will cause the brake shoe to move down and out, increasing the clearance at the toe of the lining to approximately 0.012-inch, resulting in proper centralization of the brake shoe.</p> <p>3. Hold the anchor bolts and tighten both anchor bolt nuts to 90-110 pound-feet of torque after completing the adjustment.</p> <p>NOTE: FFPW Inside diameter of new brake drum is 14.155 to 14.165, max wear limit is 14.220</p>											
Disk Brake Conversion Kits										<a href="#">DC Truck Parts - Job Rated &amp; Vintage Power Wagons Midwest Military</a>		
New 14" Brake Drums												

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
<b>GROUP 5. CLUTCH</b>											
10/10.5 Clutch Disk/Cover (10 Splines x 1 inch)	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Bearing Sleeve	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Pedal Rod	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Clutch Pedal Shaft Lever	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Pedal Shaft/Bushing (Early 56)	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Clutch Pedal Shaft/Bushing (Late 56)	No	No	No	No	No	No	Yes	Yes	Yes	No	Yes
Clutch Release Bearing	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Release Fork (Right End - .753 to .755) [Wear Limit - .750] (Left End - .748 to .750) [Wear Limit - .745]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Clutch Release Fork Flange	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Release Fork Flange Bushing	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Release Fork Lever	Yes	No	No	No	No	No	No	No	No	Yes	No
Clutch Sleeve Tension Spring	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Housing (Late 56)	No	No	No	No	No	No	Yes	Yes	Yes	No	Yes
Housing (Up-to early 56)	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Clutch Kit (10", 10 splines, 1"D) (Discontinued)	1477, 1728										
Clutch Disk Alignment Tool (1" Dia.)	Pioneer# TAT5349										<a href="#">Part Source</a>

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Clutch Pilot Bearing (Crankshaft)	SKF# B286, BCA# PB286HD										<a href="#">Part Source</a>
Clutch Release Bearing	SKF# N1087, Timken# 2065, NAPA# 1087										<a href="#">Part Source</a>
Flywheel Ring Gear (146 teeth)	Pioneer# FRG146XF (6V & 12V), NAPA# 6003010										<a href="#">Part Source</a>
<b>GROUP 6. COOLING</b>											
Desert Water Bag	CANVAS SPECIALTY, PO Box 22268, Los Angeles, CA 90022-0268 – (323)-722-1156										<a href="#">Part Source</a>
Fan Belt (M37)	[CC# 1268843] Gates# TR24562 (Military Spec. Belt) or NAPA# NBH2524562 (56 O.D. x 3/4W), U.S. Army Tank Automotive Command# 8699828, Gates# 7565 (Military Spec. Belt - multiple belt application)										<a href="#">Part Source</a>
Fan Belt (WC ½ Ton 6V)	[CC# 617171] Gates# TR24515 (Radio Body)										<a href="#">Part Source</a>
	[CC# 614966] Gates# TR24489 (All except Radio Body)										<a href="#">Part Source</a>
Fan Belt (WC ¾ Ton 12V)	[CC# 965923] U.S. Army Tank Automotive Command# 8699828, Gates# TR24530 (Military Spec. Belt) or NAPA# NBH2524530 (53-5/8 O.D. x 3/4W) [3/4 Ton Carryall and Command]										<a href="#">Part Source</a>
	[CC# 617171] Gates# TR24515 (Military Spec. Belt) or NAPA# NBH2524515 (52 O.D. x 3/4W) [3/4 Ton Carryall, Command and Weapon Carrier]										<a href="#">Part Source</a>
	[CC# 614966] Gates# TR24489 (Military Spec. Belt) or NAPA# NBH2524489 (49-1/2 O.D. x 3/4W) [3/4 Ton Weapon Carrier, Weapon Carrier w/Winch, Ambulances, Gun Motor Carriage]										<a href="#">Part Source</a>
Fan Belt (WC ¾ Ton 6V)	[CC# 1191449] Gates# TR24476 (Military Spec. Belt) or NAPA# NBH2524476 (48-1/4 O.D. x 3/4W) [3/4 Ton]										<a href="#">Part Source</a>
Fan Belt (WC 1.5 Ton 6V)	[CC# 928408] Gates# TR24489 (Fan & Generator)										<a href="#">Part Source</a>
Fan Belt (WDX – WM300 1960)	[CC# 1191449] Gates# TR24476 (Military Spec. Belt) or NAPA# NBH2524476 (48-1/4 O.D. x 3/4W)										<a href="#">Part Source</a>
Fan Belt (WM300 1961 – 1971)	[CC# 4173458] Gates# 7570 or NAPA# NBH259570 (57-5/8 O.D. x 3/8W)										<a href="#">Part Source</a>
Governor Belt - <b>King Seeley Governor</b>	Gates# 6839 or industry# 6839 (39 O.D. x 1/2W) [Grounds Maintenance Equipment]										<a href="#">Part Source</a>
Radiator Cap (Early ½ Ton, Non-Pressure)	[CC# 776379] Gasket – Unknown, Models - T-202, T-203 & T-207 (early ½ ton's)										
Radiator Cap (Early ¾ Tons, Pressure)	[CC# 923006] -- NSN# 2930-00-734-9034, Gasket - CC# 920746, Models - T-214 (early ¾ ton with deep filler neck). To use the later ¾ ton cap you must use a ½ inch spacer.										
Radiator Cap (Later ½ Ton, Pressure)	[CC# 919077] Gasket -CC# 920746 -- NSN# 5330-00-424-3475, Models - T-211 & T-215 (later ½ ton's)										

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Radiator Cap (Later ¾, 1.5 Tons, Pressure)	[CC# 927692] -- NSN# 2930-00-734-2405 [Stant# AAH0801], Gasket - CC# 920746, Models - T-214 (later ¾ ton) & T223 1.5 Ton. This cap will work with all 1/2 ton's and later 3/4 tons. The gasket fits in the bottom of the filler neck and is separate from the cap unless stated.										
Radiator Cap (WDX to Early 56, Non-Pressure)	[CC# 1501880], Gasket - In Cap, Models - WDX to C3 PW Models (47-56)										
Radiator Caps	These are the various caps used on MV & PW Dodge Trucks since 01/01/40 through the fifties. The third cap for a radiator with a 1-1/4 deep filler neck is the only non-standard cap used. The later ¾ ton radiator corrected the problem and the fourth cap become the standard interchangeable cap except for the early 3/4 ton.										
Radiator Filler Neck	NAPA			STANT							
	2-1/4 O.D. Neck Non-Pressure Cap 7031400			10203							
	NAPA			STANT							
Radiator Water Hose	2-11/16 O.D. Neck Non-Pressure Cap 7031475			10232							
	The 7031475 cap requires modification (narrowing of the engagement lugs) to match the radiator filler neck.										
	2-11/16 O.D. Neck Pressurized 4lbs Cap 7031419(four ear design).			10281(four ear design)							
Thermostat 160 Degrees	Upper radiator hose used with water outlet elbow (requires a 7" stick hose) - Gates# 24032, NAPA# 613 (2" I.D. sold in 12" lengths)										
	Upper Radiator Hose used with straight outlet – Flexible hose, Gates# 26504 (1-3/4"x2"x16-1/2") - NAPA# FM77										
	Lower Radiator Hose - Stick Hose, Gates# 24024 (1-1/2 I.D.) 12" length - NAPA# 609 (cut - 4" upper, 8" lower)										
Thermostat 180 Degrees	Gates# 33036, NAPA# 91, Stant# 13476 or 35476 (all 63MM base)										
	"Job Rated" era up to engine T137-21560, M37										
Water Distribution Tube	Gates# 33038, NAPA# 191, Stant# 13478 or 35478										
	"Job Rated" era up to engine T137-21560, M37 - AutoZone# 3928, NAPA# 155 (all 63MM base)										
Water Outlet Gasket	1935-60 218/230 Engine - Pioneer# PC753A (23 inches long) or Dorman# 593-001										
Water Pump 230/265	218/230/237/251/265 Engine, Fel-Pro# 33625, NAPA# 1040ST										
Water Pump Body Housing Mounting Gasket to Engine Block	NAPA# 58459 (230 Early pump w/grease Cap tapped holes, rear plate. Identical to Original)										
	NAPA# 598134 (requires switching out the square hole back plate and replacing it with the crescent hole back plate)										
Water Pump Body Cover Plate Gasket	NAPA# 598558, BOSCH# 98002, AutoZone# P47-3										
Water Pump 251	Fel-Pro# 4267										
	CC# 1326324										
	NAPA# 58175, AutoZone# 120-1060										

[Part Source](#)

[Part Source](#)

[Part Source](#)

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**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Water Pump Body Housing Mounting Gasket to Engine Block	Fel-Pro# 4267										<a href="#">Part Source</a>
Water Pump to Body Gasket	Circular w/4 bolt holes -- CC# 1674702										<a href="#">Part Source</a>
Heater Unit, Model 61, 12V Replacement Motor	Comfort Temp, by Four Seasons #35576. The motor's shaft requires shortening and it has studs at both ends of the motor. You will need to cut off the ones at the shaft end. It is reversable, but use the orange wire for hot, black for ground.										<a href="#">Part Source</a>
6V Motors											<a href="#">Part Source</a>
<b>GROUP 7. ELECTRICAL</b>											
Batteries	Military Type# 2H 2HN	Volts 6 12	Length 10-3/8 10-1/4	Width 7-1/8 5-5/16	Height 9-3/8 9	Civilian Group Equivalent 2 22NF				MFT-Delco 417A 351	
Battery Life Extender											<a href="#">Part Source</a>
Voltage Regulators (Generators)	<b>40-41</b> SMP# (V.R.Y.-4202A) (6V, 30 Amp.) (Discontinued)										
			<b>42-49</b> SMP# VR-2 (6V, 35 Amp.) VR-25 (12V, 35 Amp.)								<a href="#">Part Source</a>
					<b>49-55</b> SMP# VR-4 (6V, Amp.)						<a href="#">Part Source</a>
							<b>56-62</b> SMP# VR-15 (12V, 35-45 Amp.) or VR-17 (12V, 40 Amp.)				<a href="#">Part Source</a> Or <a href="#">Part Source</a>
Voltage Regulators (Delco Alternator)	<b>63-68</b> SMP# VR-119 (12V, 55 Amp.)										<a href="#">Part Source</a>
Voltage Regulators (Chrysler Alternator)	<b>60-68</b> SMP# VR-101 (12V, 55 Amp.)										<a href="#">Part Source</a>
Generator (1/2 Ton, 6 Volt)	Autolite# AL-GEW4806										
Generator (3/4 Ton, 6 Volt)	Autolite# AL-GEG5002, Up-to-Engine# 154156 -- 6 Volt -- Brush Set - NAPA# R419										<a href="#">Part Source</a>
	Front Ball Bearing NAPA# 62032ZJ										<a href="#">Part Source</a>
	Rear Bushing NAPA# 4278										<a href="#">Part Source</a>

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Generator (3/4 Ton, 6 Volt)	Autolite# AL-GEG5101, After-Engine# 154156 -- 6 Volt -- Brush Set - NAPA# R419, Front Ball Bearing NAPA# 62032ZJ, Rear Bushing NAPA# 4278										
Generator (3/4 Ton, 12 Volt)	Autolite# AL-GDJ4808, CARRYALL/COMMAND# -- 12 Volt -- Brush Set - NAPA# A419 (Discontinued)										
	EX-57, EX-59 (2 sets)										
	Front Ball Bearing NAPA# 305J										
Generator (FFPW 1 Ton, 6 Volt)	Rear Bearing NAPA# 6205ZJ										
	Up-to-Serial# 83921061, 32-amps -- Brush Set - NAPA#, N/A, Front Ball Bearing NAPA# 6203J										
Generator (FFPW 1 Ton, 6 Volt)	Rear Bushing NAPA# 4264										
	After-Engine# T137-16311, 45-amps -- Brush Set - NAPA# A410 or A430										
Generator (FFPW 1 Ton, 6 Volt)	Front Ball Bearing NAPA# 6203J, Rear Bushing NAPA# 4347										
	Up-to-Engine# T137-16311, 35-amps -- Brush Set - NAPA# A410 or A430, Front Ball Bearing NAPA# 6203J, Rear Bushing NAPA# 4278										
Generator (FFPW 1 Ton, 6 Volt)	After-Serial# 83921061, 35-amps -- Brush Set - NAPA# A410 or A430, Front Ball Bearing NAPA# 6203J, Rear Bushing NAPA# 4347										
Generator (FFPW 1 Ton, 6 Volt)	After-Serial# 83921061, 50-amps -- Brush Set - NAPA# A410 or A430, Front Ball Bearing NAPA# 6204J, Rear Bushing NAPA# 4347										
Generator (FFPW 1 Ton, 6 Volt)	After-Serial# 83921061, 55-amps -- Brush Set - NAPA#, N/A, Front Ball Bearing NAPA# 6203J, Rear Bearing NAPA# 6303J										
Generator (FFPW 1 Ton, 6 Volt)	After-Serial# 83921061, 55-amps -- Brush Set - NAPA#, N/A, Front Ball Bearing NAPA# 6203J, Rear Bearing NAPA# 6303J										
Generator (FFPW 1 Ton, 12 Volt)	After-Serial# 83921061, 30-amps -- Brush Set - NAPA# A434, Front Ball Bearing NAPA# 6203J, Rear Bushing NAPA# 4264										
Generator (FFPW 1 Ton, 12 Volt)	After-Serial# 83921061, 40-amps) -- Brush Set - NAPA# SD707, Front Ball Bearing NAPA# 6203J, Rear Bushing NAPA# 4264										
Generator (M37 3/4 Ton, 24 Volt)	AL-GHA4802UT, 24 Volt -- Brush Set - NAPA# N/A, Front Ball Bearing NAPA# 63032RSJ, Rear Bearing NAPA# BR87503 (Discontinued)										
Starter (6 Volt)	Autolite# MAW-3132, Prestolite# MAW-4032										
Starter (12 Volt)	Prestolite# MDG-6003										
Starter (3/4 Ton, 6 Volt)	(AL-MAW4029) -- Brush Set - NAPA# A505, Front Bushing NAPA# 4264, Rear Bushing NAPA# 4264										
Starter (3/4 Ton, 12 Volt)	(AL-MAWUNKNOWN) -- Brush Set - NAPA# N/A, Front Bushing NAPA# 4264, Rear Bushing NAPA# 4264										
Starter (FFPW 1 Ton, 6 Volt)	(Up-to-Engine# T137-21240) -- Brush Set - NAPA# A514, Front Bushing NAPA# 4264, Rear Bushing NAPA# 4264										
Starter (FFPW 1 Ton, 6 Volt)	(After-Engine# T137-21240) -- Brush Set - NAPA# A514, Front Bushing NAPA# 4264, Rear Bushing NAPA# 4264										
Starter (FFPW 1 Ton, 12 Volt)	Brush Set - NAPA# N/A, Front Bushing NAPA# 4264, Rear Bushing NAPA# 4264										
Starter (M37, 24 Volt)	(AL-MCS4301UT) -- Brush Set - NAPA# N/A, Front Bushing NAPA# 4264, Rear Bearing NAPA# 4264										

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

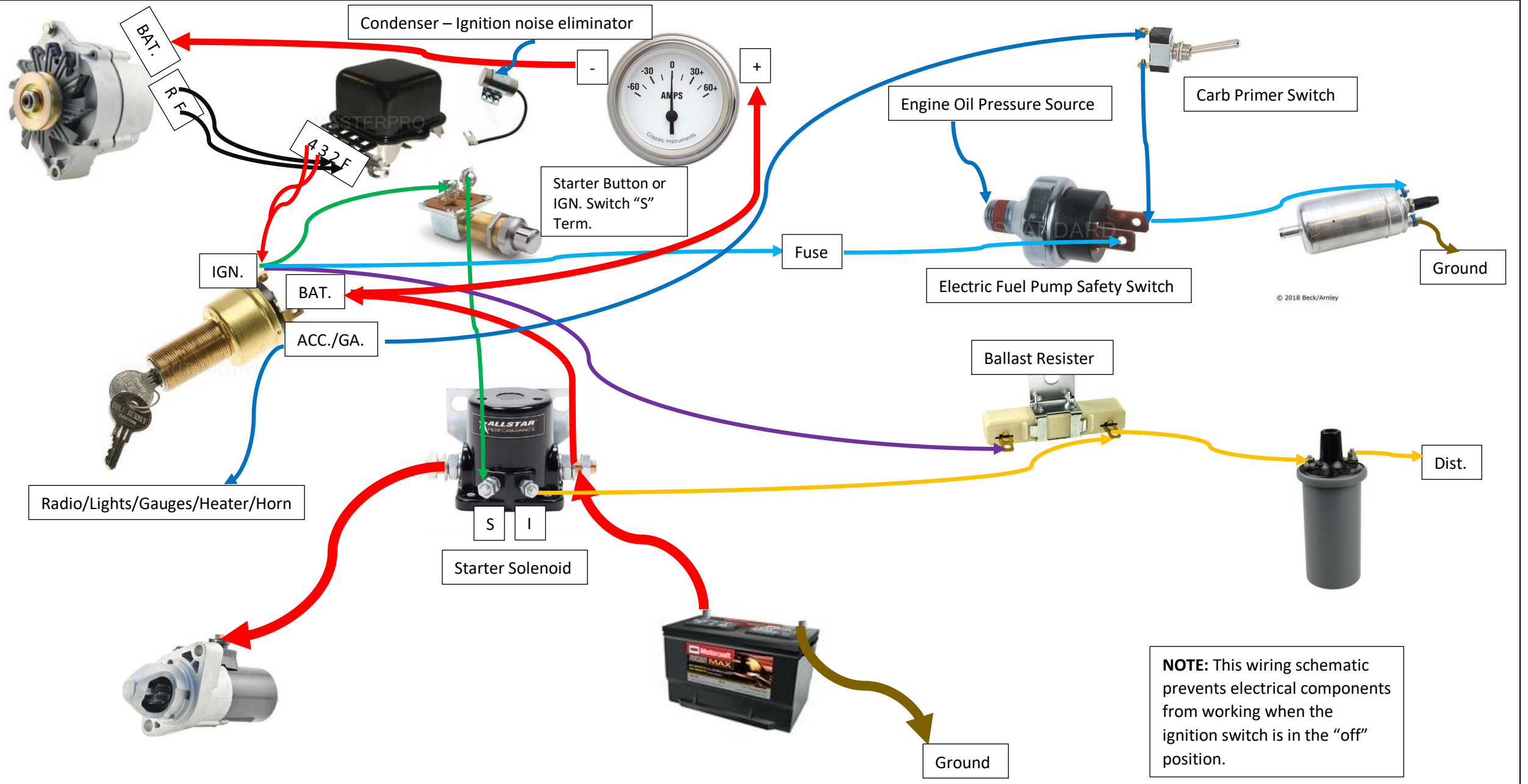
<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Cap (6 Volt)	(1940-41) Distributor-IGC -- SMP# AL-96										<a href="#">Part Source</a>
Cap (6 Volt)	(1941-56) Distributors-IGC, IGS -- SMP# AL-96										
Cap (6 Volt)	(1941-56) Distributors-IAY -- SMP# AL-138										<a href="#">Part Source</a>
Cap (12 Volt)	(1955-?) Distributors-IAP, IAD, IAO -- SMP# AL-130										<a href="#">Part Source</a>
Cap (12 Volt)	(1956-68) Distributors-IAY, IAT, IBR -- SMP# AL-138										
Cap (24 Volt)	Autolite# IAU-1055										
Coil (6 Volt)	SMP# UC-14X										<a href="#">Part Source</a>
Coil (12 Volt)	External Resistor – SMP# UC-12X										<a href="#">Part Source</a>
	External Resistor -- SMP# RU-11										<a href="#">Part Source</a>
Coil (24 Volt)	Autolite# CT4002										
Condenser (6 Volt)	(1940-41) Distributor-IGC -- SMP# AL-118X										<a href="#">Part Source</a>
Condenser (6 Volt)	(1941-44) Distributors-IAP, IGS -- SMP# AL-118X										<a href="#">Part Source</a>
Condenser (6 Volt)	(1945-56) Distributors-IGC, IA0, IAD, IAY, IGC -- SMP# AL-106X										<a href="#">Part Source</a>
Distributor											
Points (6 Volts)	Distributors-IAT-4004A, IAT-4011, IAT-4012A, IAT-4101B, C -- SMP# AL-4652XP, GAP=.020										<a href="#">Part Source</a>
Points (6 Volts)	Distributors-IA0, IAD, IAP, IAY, IAT, IGC, IGS -- SMP# AL-4556XP, GAP=.020										<a href="#">Part Source</a>
Points (12 Volts)	Distributors-IAT, IBR -- SMP# AL-4652XP, GAP=.020										
Points (12 Volts)	Distributors-IAY -- SMP# AL-4556XP, GAP=.020										
Points (24 Volts)	Distributors? -- SMP# AL-4556XP, GAP=.020										
Rotor (6 Volts)	(1941-55) Distributors-IGC, IGS, IAP, IAD, IAO -- SMP# AL-98										<a href="#">Part Source</a>
Rotor (6 Volts)	(1941-55) Distributors-IAY -- SMP# AL-151										<a href="#">Part Source</a>
Rotor (12 Volts)	(1955-68) Distributors-IAY, IAT, IBR -- SMP# AL-151										<a href="#">Part Source</a>
Rotor (24 Volts)	SMP# AL-150										<a href="#">Part Source</a>
Reducer	12v to 6v -- SMP# RU-100										<a href="#">Part Source</a>
Reducer	24v to 12v – SMP# RU-101 (Rated to 28 watts which is 2 amps draw)										<a href="#">Part Source</a>
Reducer	24v to 12v – SMP# RU-102 SMP# RU-102 (Rated to 52 watts or 4.3 amps continuous, 6.5 amps peak)										<a href="#">Part Source</a>
Reducer	External Ballast Resister -- SMP# RU-10 (Ignition Coil 12v to 9v)										<a href="#">Part Source</a>
Wire Set (6 & 12 Volt Ignition)	Universal -- SMP# 3600										<a href="#">Part Source</a>
Spark Plug	Autolite# 295, AC Delco# R45										<a href="#">Part Source</a>
Spark Plug – M37	Autolite# 2225										<a href="#">Part Source</a>
Switch (Headlight Dimmer)	47-56 -- SMP# DS-52, 57-68 – SMP# DS-66 (Discontinued)										<a href="#">Part Source</a>



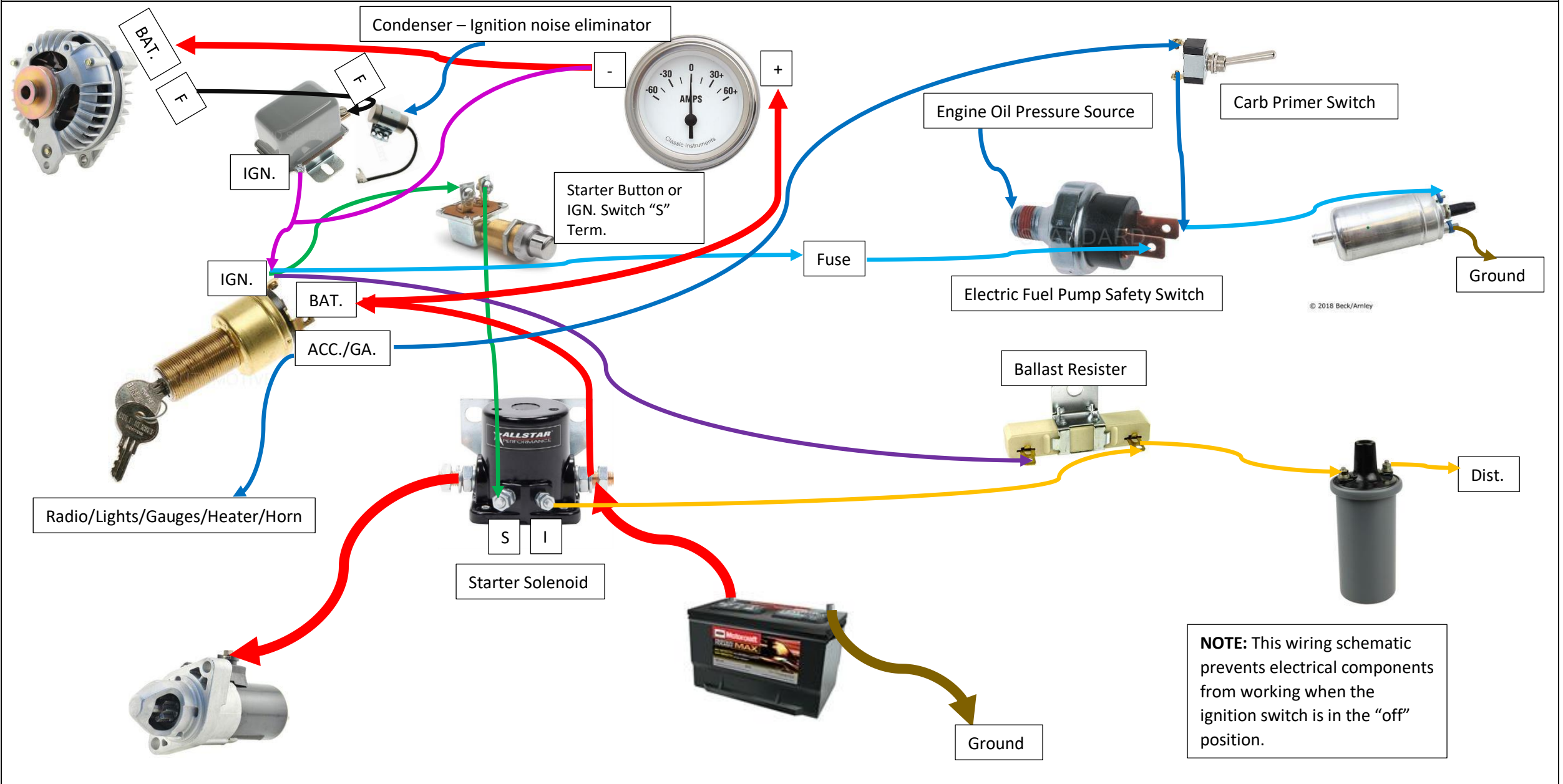
**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Switch (Ignition)	Universal -- SMP# US-129 ("ACC"- "OFF"-IGN&ACC"- "START"). Mounting stem is 13/16" diameter, 1-7/32" long. Switch will require a3/32"Wallx1.0"L sleeve. Original switch is 1.0"Dx1.0"L, 3 spade terminals (nut size 10x32)										<a href="#">Part Source</a>
Switch (Ignition Cylinder Key)	ILCO# 1125H										<a href="#">Part Source</a>
Switch (Starter Motor)	6 & 12 Volts (mounts to starter housing) -- SMP# SS-529										<a href="#">Part Source</a>
Switch (Stoplight)	38-53 SMP# SLS-25										<a href="#">Part Source</a>
	54-68 SMP# SLS-28										<a href="#">Part Source</a>
Switch (Heater)	Universal, 6 Volt -- SMP# HS-92										<a href="#">Part Source</a>
	Universal, 12 Volts -- SMP# HS-98										<a href="#">Part Source</a>
Switch (Horn Button)	Universal, 6 & 12 Volt -- SMP# HB-6										<a href="#">Part Source</a>
Switch (Headlight/ Taillight)	Universal, 6 Volt -- SMP# DS-121										<a href="#">Part Source</a>
	Universal, 12 Volts -- SMP# DS-135										<a href="#">Part Source</a>
Switch (Panel Lights)	Universal, 6 & 12 Volt -- SMP# DS-234										<a href="#">Part Source</a>
Switch (Solenoid)	Universal, 6 Volt -- SMP# SS-544A (3 posts)										<a href="#">Part Source</a>
	Universal, 12 Volt -- SMP# SS-567 (4 posts)										<a href="#">Part Source</a>

a. ELECTRICAL WIRING - Generator to Alternator Conversion (Ignition/Charging/Fuel Pump Safety & Carb Primer Switch Circuit; GM 55 amp. Alternator, 12 Volt, 1965 Chevy Impala)



b. ELECTRICAL WIRING – Generator to Alternator Conversion (Ignition/Charging/Fuel Pump Safety & Carb Primer Switch Circuit; Mopar 55 amp. Alternator, 12 Volt, 1965 Chrysler Imperial)



**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
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**c. GENERATOR to ALTERNATOR CONVERSION PARTS**

<b>5/8 Wide Pulley</b>		<a href="#"><u>Part Source</u></a>
<b>Generator to Alternator Mounting Bracket (Mounts alternator to generator bracket)</b>		<a href="#"><u>Part Source</u></a>
<b>Belt Adjustment Bracket – Some Mod required.</b>		<a href="#"><u>Part Source</u></a>
<b>Voltage Regulator Connector - Chevy</b>		<a href="#"><u>Part Source</u></a>
<b>Voltage Regulator Connector - Chrysler</b>		<a href="#"><u>Part Source</u></a>
<b>Conversion Kit</b>		<a href="#"><u>Part Source</u></a>

**d. ELECTRICAL WIRING – Generator Charging Circuit Testing**

<b>Polarizing the Generator charging system</b>	<ol style="list-style-type: none"> <li>1. Use a piece of wire 1/16 thick (minimum) and 8 inches long.</li> <li>2. Hold one end of wire against screw head in regulator "BAT" terminal.</li> <li>3. Touch other end of wire to screw head in regulator terminal marked "ARM" for a maximum of 2 seconds. CAUTION do not touch the "FLD" or and metal part with the wire.</li> </ol>
<b>Determine if generator is working</b>	With the engine at a fast idle, and using a piece of 1/16 inch wire, hold one end on the "A" terminal of the generator and touch the other end to a ground. There show be a spark, if not generator is not working.
<b>To determine if regulator is working</b>	Test with engine at a fast idle. Disconnect the wire from the "BAT" terminal and connect in an ammeter that will read 0-50 amps.
<b>Grounded Field Circuit</b>	Disconnect the "F" terminal wire from the regulator. This opens the field circuit and the output should normally drop to zero. If the output does not drop to zero, the generator field circuit is grounded either inside the generator frame or the wiring harness. To determine where the ground is, remove the lead from the generator field terminal. If the output fails to drop to zero, the field coils are grounded. If the output drops off, the ground is in the wiring harness.
<b>Poor Ground at Regulator</b>	With all wires in normal connected condition, and using the ammeter, connect one lead between the regulator base and one lead on the generator frame. If output changes, there is a ground between the generator frame and regulator base.

**e. ELECTRICAL WIRING – Fuse Guide**

	<b>Light Switch</b>	<b>30 Amp</b>	<b>If adding more lights than standard lights, increase fuse amp.</b>	<a href="#"><u>Part Source</u></a>
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**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
	From Ignition Switch ACC Terminal or Terminal Fuse Block	Radio	5+ AMP	Follow manufacturer's instructions.							<a href="#">Part Source</a>
Heater		10 Amp								<a href="#">Part Source</a>	
Wiper Motors		10 Amp									
From Light Switch	Tail Lights	10 Amp									
	Park Lights	10 AMP									
	Panel Lights	10 Amp									
	Headlights	15 AMP								<a href="#">Part Source</a>	
From Ignition Switch Terminal	Fuel Pump Safety Switch	10 Amp									
f. ELECTRICAL WIRING – Bulb Guide											
Bulb	Candle Power	6V					12V				
Dome Light											
Headlight – 5-3/4” Round – PAR-46, 4020 (WW2 Motor Cycles Only)		LMP4020 <a href="#">Part Source</a>									
Headlight – 5-3/4” Round – PAR-46, 4031 (Jeep & WC Trucks)		4031 (Higher Candlepower) <a href="#">Part Source</a>					LMP4431N <a href="#">Part Source</a>				
Headlight – 7” Round – PAR-56, 6006,		H6006 <a href="#">Part Source</a>					H6024 <a href="#">Part Source</a>				
Instrument Panel	1 Original	LMP51 <a href="#">Part Source</a>					LMP 53 <a href="#">Part Source</a>				
	2	LMP55 <a href="#">Part Source</a>					LMP 57 <a href="#">Part Source</a>				
Parking Light	3	LMP 63 <a href="#">Part Source</a>					LMP 67 <a href="#">Part Source</a>				
	4	N/A					LMP 97 <a href="#">Part Source</a>				
	6	LMP 81					LMP 631				

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
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<b>Turn Signal</b>	15	<a href="#">Part Source</a> LMP 87					<a href="#">Part Source</a> LMP 1003					
	21	<a href="#">Part Source</a> LMP 1129N					<a href="#">Part Source</a> LMP 1141					
	32	N/A					<a href="#">Part Source</a> LMP 1156					
<b>Stop Light</b>		<a href="#">Part Source</a> LMP 1154N					<a href="#">Part Source</a> LMP 1157					

**g. STARTERS – Product Guide**

<b>Dixie-Electric</b>	6V	1942 – 1955, Product - S-5001									<a href="#">Part Source</a>
	12V	1956 – 1960, Product – S-5013									<a href="#">Part Source</a>
	12V	1961 – 1968, Product – S-5013									
	24V										

**GROUP 8. ENGINE**

<b>Rubber Insulator (Front) Pioneer# 602018</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No
<b>Rubber Insulator (Rear Upper) Pioneer# 602014</b>	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>218(3.6L)/230(3.8L) Engine</b>												
<b>Air Cleaner Mount Gasket, 1942-1960 (230), Square Top 1 Barrel Carburetor</b>										Victor Reinz# G26540		
<b>Block Expansion Plug -- Cylinder Block, 1 5/8", Brass</b>												<a href="#">Part Source</a>
<b>Block Expansion Plug -- Cylinder Block, 1-5/8", Stainless Steel</b>												<a href="#">Part Source</a>
<b>Block Expansion Plug -- Cylinder Block, 1-5/8", Steel</b>												<a href="#">Part Source</a>
<b>Block Expansion Plug -- Rear of Camshaft, 1-3/8", Brass</b>												<a href="#">Part Source</a>
<b>Block Expansion Plug -- Rear of Camshaft, 1-3/8", Steel</b>												<a href="#">Part Source</a>
<b>Cam Bearing Set</b>												<a href="#">Part Source</a>
<b>Crankshaft Main Bearing Set</b>										Clevite# MS523P, MS523P10, 20, 30, 40, 50, 60		
<b>Crankshaft Rod Bearing</b>										Clevite# CB60G, CB60G10, 20, 30, 40		

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>		
Cylinder Repair Sleeve												NAPA# 2268026	<a href="#">Part Source</a>
Exhaust Valve -- 1.13/32" HEAD DIA, .340-.341" STEM DIA, 0.0" O.A.L.												Clevite# 261351, 211-1591	<a href="#">Part Source</a>
Exhaust Valve Guide -- .0" ID, 0" O.A.L.												Clevite# 28420, 217-3337	<a href="#">Part Source</a>
Exhaust Valve Seat -- 0.0" OD, 0.0" ID, .0" DEPTH												Clevite# 2715161, 218-7487 (Discontinued)	
Exhaust Valve Spring w/ROTOCAP -- 0.0" FREE HEIGHT												Clevite# 24304, VS506, 212-1072	<a href="#">Part Source</a>
Exhaust Valve Spring w/o/ROTOCAP -- 0.0" FREE HEIGHT												Clevite# VS304, 212-1011	<a href="#">Part Source</a>
Gasket -- Air Cleaner Mount Gasket 1942-1954 (218), Except PW Series, 1 Barrel Carburetor												Victor Reinz# G26540	<a href="#">Part Source</a>
Gasket -- Air Cleaner Sleeve 1942-1954 (218/230), C Clamp Flange												Victor Reinz# G25936	<a href="#">Part Source</a>
Gasket -- Carb. Mount Gasket 1951-1954 (218/230)												Victor Reinz# G5349AD	<a href="#">Part Source</a>
Gasket -- Exhaust Pipe Gasket, 1942-1954 (Flange Type) (218/230)												Victor Reinz# F5438AK	<a href="#">Part Source</a>
Gasket -- Fuel Pump Bowl Gasket, 1948-1950 (218/230)												Victor Reinz# D35288	<a href="#">Part Source</a>
Gasket -- Full Set (Timing Cover and Rear Main Seal Sets Not Included)												Victor Reinz# FS1059C	<a href="#">Part Source</a>
Gasket -- Head Set												Victor Reinz# HS1059C	<a href="#">Part Source</a>
Gasket -- Manifold Set (Int./Exh.)												Victor Reinz# MS18005	<a href="#">Part Source</a>
Gasket -- Manifold, Between Exhaust/Intake Manifolds (4 bolt)												Victor Reinz# B17186	<a href="#">Part Source</a>
Gasket -- Oil Drain Plug Gasket, 1942-1960 (230) 22MM												NAPA# 7041966	<a href="#">Part Source</a>
Gasket -- Oil Pan Set												Victor Reinz# OS30893	<a href="#">Part Source</a>
Gasket -- Oil Pressure Relief Gasket 1942-1960 (230)												Fel-Pro# 3122	<a href="#">Part Source</a>
Gasket -- Push Rod Cover Set, 1942-1954 (218)												Victor Reinz# VS36054	<a href="#">Part Source</a>
Gasket -- Rear Main Seal Set 1942-1952 (218), 1942-1953 Up-To T137-25992 (230)												Victor Reinz# JV134-6	<a href="#">Part Source</a>
Gasket -- Rear Main Seal Set 1953-1954 (218), 1954-1960 After T137-25992 (230)												Victor Reinz# JV134-9	<a href="#">Part Source</a>
Gasket -- Timing Cover Dust Seal, 1953-1954 (218/230)												Victor Reinz# 42379	Discontinued, packaged in sets
Gasket -- Timing Cover Set, 1942-1946 (218), 1942-1946 (230)												Victor Reinz# JV755	
Gasket -- Timing Cover Set, 1947-1952 (218), 1947-1953 (230)												Victor Reinz# JV757	<a href="#">Part Source</a>
Gasket -- Timing Cover Set, 1953-1954 (218), 1954-1960 (230)												Victor Reinz# JV826	<a href="#">Part Source</a>
Gasket -- Water Outlet Gasket, 1942-1954 (218)												Victor Reinz# C24109	<a href="#">Part Source</a>
Gasket -- Water Outlet Gasket, 1942-1960 (230)												Victor Reinz# C25487	<a href="#">Part Source</a>
Gasket -- Water Pump Mount Gasket, 1942-1954 (218/230)												Victor Reinz# K25845	<a href="#">Part Source</a>
Intake Valve -- 1.17/32" HEAD DIA, .340-.341" STEM DIA, 0.0" O.A.L.												Clevite# 251416, 211-1226	<a href="#">Part Source</a>
Intake Valve Guide -- .0" ID, 0.0" O.A.L.												Clevite# 28420, 217-3338	<a href="#">Part Source</a>
Intake Valve Seat -- 0.0" OD, 0.0" ID, .0" DEPTH												Clevite# 218-7535 (.005, .010, .015 oversize)	<a href="#">Part Source</a>
Intake Valve Spring -- 0.0" FREE HEIGHT												Clevite# 24304, VS506, 212-1072	<a href="#">Part Source</a>
Intake Valve Spring w/o/ROTOCAP -- 0.0" FREE HEIGHT												Clevite# VS304, 212-1011	<a href="#">Part Source</a>

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Iron Cam Gear					UP TO Engine No. T137-48040, Clevite# S126 - AFTER Engine No. T137-48040, Clevite# S265				<a href="#">Part Source</a>		
Iron Crankshaft Gear					UP TO Engine No. T137-48040, Clevite# S127 - AFTER Engine No. T137-48040, Clevite# S266				<a href="#">Part Source</a>		
Oil Pump					Clevite# P37, 601-1065				<a href="#">Part Source</a>		
Piston					Sealed Power# 9128PT, 9128PT20, 30, 40, 50, 60, 80						
Piston Pin -- .0015" Oversize					NAPA# 2231356001, Clevite# 223-1356.001						
Piston Pin -- .003" Oversize					NAPA# 2231356003						
Piston Pin Bushing -- FULL ROUND - .0055" O/S BUSHING					Sealed Power# 8649XAS				<a href="#">Part Source</a>		
Piston Pin Bushing -- FULL ROUND BUSHING					Sealed Power# 8649XA				<a href="#">Part Source</a>		
Piston Pin Bushing -- SPLIT TYPE BUSHING					Clevite# 01051A				<a href="#">Part Source</a>		
Piston Pin Bushing -- SPLIT TYPE BUSHING - .020" EXTRA BORE STOCK					Sealed Power# 8649V20				<a href="#">Part Source</a>		
Piston Ring Sets -- BORE 3.438					Clevite PREMIUM# 439, 43920, 30, 40, 60 Clevite PLAIN CAST# 539, 53920, 30, 40, 60						
Timing Chain					UP TO Engine No. T137-48040, Clevite# C401, 9-401				<a href="#">Part Source</a>		
Timing Chain					AFTER Engine No. T137-48040, Clevite# C401, 9-490				<a href="#">Part Source</a>		
Valve Keeper/Lock					Clevite# 3463, 216-5081				<a href="#">Part Source</a>		
<b>251(4.1L)/265(4.3L)</b>											
Block Expansion Plug - Cylinder Block, 1 5/8", Brass									NAPA# 2196014 <a href="#">Part Source</a>		
Block Expansion Plug - Cylinder Block, 1 5/8", Stainless Steel									NAPA# 2195126 <a href="#">Part Source</a>		
Block Expansion Plug - Cylinder Block, 1 5/8", Steel									NAPA# 2191014 <a href="#">Part Source</a>		
Block Expansion Plug - Rear of Camshaft, 1 3/8", Brass									NAPA# 2196012 <a href="#">Part Source</a>		
Block Expansion Plug - Rear of Camshaft, 1 3/8", Steel									NAPA# 2191012 <a href="#">Part Source</a>		
Cam Bearing Set									Clevite# SH37S, SH37S10		
Crankshaft Main Bearing Set									Clevite# MS107P, MS107P10, 20, 30, 40		
Crankshaft Rod Bearing									Clevite# CB90P, CB90P10, 20, 30, 40, 50		



**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Distributor										NAPA# 483610, AutoZone# 30-3610 <a href="#">Part Source</a>	
Exhaust Valve 1.5010" HEAD DIA, .3400" STEM DIA, 4.8450" O.A.L.										Clevite# 261004, 211-1195 <a href="#">Part Source</a>	
Exhaust Valve Guide .3445" ID, 2.8130" O.A.L.										Clevite# 28419, 217-3337 <a href="#">Part Source</a>	
Exhaust Valve Guide .4370" ID, 2.1870" O.A.L.										Clevite# 28438	
Exhaust Valve Seat 1.6395" OD, 1.3750" ID, .2480" DEPTH										Clevite# 2716401, 2716401010, 2716401020 <a href="#">Part Source</a>	
Exhaust Valve Spring w/ROTOCAP - 1.8570" FREE HEIGHT										Clevite# 24506, 212-1011 <a href="#">Part Source</a>	
Exhaust Valve Spring w/o/ROTOCAP - 1.8570" FREE HEIGHT										Clevite# 24506, VS506, 212-1072 <a href="#">Part Source</a>	
Gasket -- Air Cleaner Mount Gasket, 1961-1962 (251/265)										Victor Reinz# G26540 <a href="#">Part Source</a>	
Gasket -- Air Cleaner Sleeve, 1963-1968 (251) (4 bolt gasket)										NAPA# 27717 <a href="#">Part Source</a>	
Gasket -- Cylinder Head Gasket, 1961-1968 (251)										Victor Reinz# 3029 Discontinued, packaged in sets	
Gasket -- Cylinder Head Gasket, 1961-1968 (265)										Victor Reinz# 4922 Discontinued, packaged in sets	
Gasket -- Exhaust Pipe Gasket, 1961-1968 (Flange Type) (251/265)										Victor Reinz# F7153 <a href="#">Part Source</a>	
Gasket -- Full Set, 1961-1968, (251) Timing Cover and Rear Main Seal Sets Not Included										Victor Reinz# FS3029X <a href="#">Part Source</a>	
Gasket -- Full Set, 1961-1968, (265) Timing Cover and Rear Main Seal Sets Not Included										Victor Reinz# FS4922 <a href="#">Part Source</a>	
Gasket -- Head Set, 1961-1960 (265)										Victor Reinz# HS4922 <a href="#">Part Source</a>	
Gasket -- Head Set, 1961-1968 (251)										Victor Reinz# HS3029	
Gasket -- Manifold Set (Int./Exh.), 1961-1968 (251/265)										Victor Reinz# MS15029 <a href="#">Part Source</a>	

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Gasket -- Oil Drain Plug Gasket (7/8" Rubber) (251/265)											Fel-Pro# 70822 <a href="#">Part Source</a>
Gasket -- Oil Pan Set, 1961-1968 (251/265)											Victor Reinz# OS30899 <a href="#">Part Source</a>
Gasket -- Oil Pressure Relief Gasket (251/265)											Fel-Pro# 3122 <a href="#">Part Source</a>
Gasket -- Push Rod Cover Set, 1961-1968 (251/265)											Victor Reinz# VS38219
Gasket -- Rear Main Seal Set, 1961-1968 (251/265)											Victor Reinz# JV134-9 <a href="#">Part Source</a>
Gasket -- Timing Cover Dust Seal, 1961-1962 (251)											Victor Reinz# 42379
Gasket -- Timing Cover Set, 1953 (265)											Victor Reinz# JV757 <a href="#">Part Source</a>
Gasket -- Timing Cover Set, 1961-1968 (251/265)											Victor Reinz# JV826 <a href="#">Part Source</a>
Gasket -- Water Outlet Gasket, 1961-1968 (251/265)											Victor Reinz# C25487 <a href="#">Part Source</a>
Gasket -- Water Pump Mounting Gasket (251)											NAPA# Discontinued, packaged in sets
Gasket -- Water Pump Mounting Gasket (265)											Victor Reinz# K25845 Discontinued, packaged in sets
Intake Valve 1.7180" HEAD DIA, .3410" STEM DIA, 4.8450" O.A.L.											Clevite# 251005, 211-1094 <a href="#">Part Source</a>
Intake Valve Guide .3425" ID, 2.1830" O.A.L.											Clevite# 28420, 217-3338 <a href="#">Part Source</a>
Intake Valve Seat 1.8175" OD, 1.5625" ID, .2480" DEPTH											Clevite# 2718121, 218-7651 <a href="#">Part Source</a>
Intake Valve Seat 1.8180" OD, 1.5625" ID, .2480" DEPTH											Clevite# 2718121N, 218-7537 <a href="#">Part Source</a>
Intake Valve Spring 2.0000" FREE HEIGHT, w/Rotorcap Assembly											Clevite# 24304, 212-1011 <a href="#">Part Source</a>
Intake Valve Spring 2.0000" FREE HEIGHT, w/o/Rotorcap Assembly											Clevite# 212-1012
Iron Cam Gear											Clevite# S302 <a href="#">Part Source</a>
Iron Crankshaft Gear											Clevite# S303
Oil Pump											Clevite# P37

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
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										<u>Part Source</u>		
Piston										Sealed Power# 32NP, 32NP20, 32NP30, 32NP40, 32NP50, 32NP60		
Piston Pin .0015" Oversize										NAPA# 2231360001		
Piston Pin .003" Oversize										NAPA# 2231360003		
Piston Pin Bushing FULL ROUND - .0055" O/S BUSHING										Sealed Power# 8649XAS <u>Part Source</u>		
Piston Pin Bushing FULL ROUND BUSHING										Sealed Power# 8649XA <u>Part Source</u>		
Piston Pin Bushing SPLIT TYPE BUSHING										Clevite# 01051A <u>Part Source</u>		
Piston Pin Bushing SPLIT TYPE BUSHING - .020" EXTRA BORE STOCK										Sealed Power# 8649V20 <u>Part Source</u>		
Piston Ring Set - BORE 3.438										Clevite PREMIUM# 433, 43320, 30, 40, 60 Clevite PLAIN CAST# 533, 53320, 30, 40, 60		
Timing Chain										Clevite# C494, 9-401 <u>Part Source</u>		
Valve Keeper/Lock										Clevite# 3463, 216-5081 <u>Part Source</u>		
EFI Conversion Kits – I6										<u>Part Source</u>		
V8 Conversion Kits		<u>DC Truck Parts - Job Rated</u>			<u>Vintage Power Wagons</u>							

**GROUP 9. ENGINE OILING**

<a href="#">Car Quest</a>	<a href="#">Baldwin</a>	<a href="#">WIX</a>	<a href="#">Fram</a>	<a href="#">NAPA</a>	<a href="#">Purolator</a>	<a href="#">Hastings</a>	<a href="#">Cummins</a>
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**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
1/2 Ton, Early WW2 Dodge [Can Type Replaceable Element w/Pull-Out Bail Handle]					P67						
1/2 Ton Late, 3/4 & 1.5 Ton, WW2 Dodge [Can Type Replaceable Element w/Pull-Out Bail Handle]					P53	51100	C4P	1100	L20051	LF373	
M37 - Purolator Cannister# 26708, Element# 38733						51100					
M37 - Deluxe Cannister# DX-1368-20, Element# 1271101						51100					
M37 - Fram Cannister# 5310-2, Element# 5625						51100					
1946-60 Civilian Power Wagon (230) [Can Type Replaceable Element w/Pull-Out Bail Handle]					P73	51080	C134PL	1080	L30001	LF128	
1946-60 Civilian Power Wagon (230) [Sock Type Replaceable Element w/Pull-Out Bail Handle]			85011	JC405		51011	C120E (Obsolete)	1011	(Obsolete)	LF501 (Obsolete)	LF505 <a href="#">Part Source</a>
1961-68 Civilian Power Wagon (251) [Can Type Replaceable Element w/Pull-Out Bail Handle]					P73	51080	C134PL	1080	L30001	LF128	
265 Engine -- [Can Type Replaceable Element w/Pull-Out Bail Handle]					P60	51062	CH192PL	1061	L40082	LF309	
Oil Pump Housing Mounting Paper Gasket to Engine Block, Gasket Part Number CC# 695442				Gasket Sources		<a href="#">Midwest Military</a>	<a href="#">Vintage Power Wagons</a>		<a href="#">Silke's Auto Parts</a>		
Early Pump, 6 Bolt Cover, Paper Gasket, Gasket Part Number CC# 50744				Gasket Sources		<a href="#">Midwest Military</a>	<a href="#">Vintage Power Wagons</a>		<a href="#">Deception Pass Motor Parts</a>		
Later Pump, 5 Bolt Cover, Rubber "O" Ring Gasket, Gasket Part Number CC# 1124984, Victor Reinz# B44458, NAPA# FPG 13338				Gasket Sources		<a href="#">Midwest Military</a>	<a href="#">Vintage Power Wagons</a>		<a href="#">NAPA</a>		
Custom Oil Gauge Hose for 61-68 Dodge Trucks									<a href="#">Part Source</a>		
<b>GROUP 10. EXHAUST (empty)</b>											
<b>GROUP 11. FENDERS and SHEET METAL</b>											
				1 <sup>st</sup> Series Bed 1946 – Early 50	2 <sup>nd</sup> Series Bed Late 1950 – Early 56 1954 – 80 Stepside Tailgate	3 <sup>rd</sup> Series Bed Late 1956 – 71 1954 – 80 Stepside Crossmember					
Fender – Front Support	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51						
Fender – Front Support Brace	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Fender – Rear Support	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Fenders - Front	No	Yes	Yes	No	No	No	No	No	No	No	No
Fenders - Front	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Fenders - Rear	No	No	No	Yes	Yes	No	No	No	No	No	No
Fenders - Rear	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
Shield - Engine	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Shield - Splash	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

**GROUP 12. FRAME**

Bumper – Mounting Brackets, Support/ Reinforcement	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Bumper – Non-Winch Model	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Bumperettes – Winch Model	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Crossmember - Rear	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Draw Bar	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Mounting Bracket – Spare Tire	No	Yes	Yes	No	No	No	No	No	No	No	No
Mounting Bracket – Spare Tire	No	No	No	Yes	Yes	No	No	No	No	No	No
Pintle Hook Assembly Pintle Hook# 380	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Tow Hooks - Non-Winch Models	No	Yes	Yes	No	No	No	No	No	No	No	No
Tow Hooks - Non-Winch Models	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Tow Hooks – Winch Models	No	Yes	Yes	No	No	No	No	No	No	No	No
Tow Hooks – Winch Models	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
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**GROUP 13. FUEL**

Carburetor Rebuilding Kit - SMP HYGRADE Kit# 101A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Carter B&B ETW1 - Kit# AFLA 2049M	No	No	No	No	No	No	No	No	No	Yes	No
Carburetor Rebuilding Service	<a href="#">Parts &amp; Service</a>										
Carburetor by Year & Model Truck	<a href="#">Parts &amp; Service - Several on the forum have used with positive results</a>										
Carburetor by Year & Model Truck	<a href="#">Information Source</a>										
Fuel Pump (218/230 Engine) Carter# M2090	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Fuel Pump (251/265 Engine) NAPA# M847	No	No	No	No	No	Yes	Yes	Yes	Yes	No	No
Electric Fuel Pump (12V) - AC# EP12S	No	No	No	No	No	Yes	Yes	Yes	Yes	No	No
Electric Pump Safety Switch - SMP#PS-135	No	No	No	No	No	Yes	Yes	Yes	Yes	No	No
Glass Bowl Paper Element Filter – NAPA# FIL 3943	<a href="#">Part Source</a>										
Gas Sealer	<a href="#">Part Source</a>										

**GROUP 14. HOOD**

Hood	No	Yes	Yes	No	No	No	No	No	No	No	No
Hood	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Handle	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
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**GROUP 15. PROPELLER SHAFTS and UNIVERSAL JOINTS**

T-203 – Precision# 414 (Obsolete) See Part Image Section	Yes	No	No	No	No	No	No	No	No	No	No
T-207, 211, & 215 – <a href="#">Dana-Spicer Part Source</a>	P534G	No	No	No	No	No	No	No	No	No	No
T-202, 207 & 211 <a href="#">Part Source</a>	305	305	305	305	305	305	305	305	305	305	305
305 Specs.	Inside Lock Up -- Length (In): 2 Inch, 50.8mm, Bearing Cap Type: 4 Grooved, Bearing Cap Diameter O.D.(In): 1.231 Inch, 31.242mm, Series: Detroit 5160 – Interchange w/Dodge 1 Ton, W300 60-74 (Neapco# 2-1400), (Spicer# 5-3251X) 2 Inch Yokes										
T-112 - <a href="#">Dana-Spicer Part Source</a>	5-2031X	No	No	No	No	No	No	No	No	No	No
Front Propeller Shaft		305	305	305	305	305	305	305	305	305	305
Intermediate Shaft <a href="#">Part Source</a>		304	304	304	304	304	304	304	304	304	304
304 Specs.	Inside Lock Up -- Length (In): 3.001 Inch, 75.413mm, Bearing Cap Type: 4 Grooved, Bearing Cap Diameter O.D.(In): 1.231 Inch, 31.242mm, Series: Detroit 5380 – Interchange w/Dodge 1 Ton, W3500, 83-89, Rear Shaft (Neapco# 3-0056), (Spicer# 5-1301X) 3 Inch Yokes										
Rear Propeller Shaft		305	305	305	305	305	305	305	305	305	305

**GROUP 16. SPRINGS**

Bronze Bushing – Front Frame Shackle Hanger [.628 I.D. x .752 O.D. x 2-1/4 lgh.]	CC# 576030 T202 - 1940, VC1, VC2, VC3, VC4, VC5, VC6, USA, ½ Ton T207 - 1940-41, WC1, WC3, WC4, WC5, WC6, WC7, WC8, WC9, WC10, WC11, ½ Ton T211 - 1941, WC12, WC13, WC14, WC15, WC16, WC17, WC18, C19, WC20, ½ Ton T214 – 1942-45, WC51, WC52, WC53, WC54, WC56, WC57, WC58, WC59, WC60, ¾ Ton T215 - 1941, WC21, WC22, WC23, WC24, WC25, WC26, WC27, WC40, WC41, ½ Ton T215 - 1942, WC21, WC23, WC24, WC25, WC26, WC27, WC41, WC43, ½ Ton WDX – WM300 (1946 – 1971)	No	Yes
Bronze Bushing – Front Spring Eye [.753 I.D. x 1.002 O.D. x 1-3/4 lgh.]	CC# 576042, NAPA# RPC35819 T112 – 1941, WC36, WC37, WC38, WC39, WC47, WC48, WC49, WC50, ½ Ton (front spring eye only) T201 – 1938-39, RE31-USA, 1-½ Ton (Front Spring, Front Eye Bushing Only) T202 - 1940, VC1, VC2, VC3, VC4, VC5, VC6, USA, ½ Ton	No	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>	
	T207 - 1940-41, WC1, WC3, WC4, WC5, WC6, WC7, WC8, WC9, WC10, WC11, ½ Ton T211 - 1941, WC12, WC13, WC14, WC15, WC16, WC17, WC18, C19, WC20, ½ Ton T214 - 1942-45, WC51, WC52, WC53, WC54, WC56, WC57, WC58, WC59, WC60, ¾ Ton T215 - 1941, WC21, WC22, WC23, WC24, WC25, WC26, WC27, WC40, WC41, ½ Ton T215 - 1942, WC21, WC23, WC24, WC25, WC26, WC27, WC41, WC43, ½ Ton WDX - WM300 (1946 - 1971)											
<b>Bronze Bushing – Rear Frame Shackle Hanger</b> [.7485 I.D. x .8755 O.D. x 1.730 lgh.]	CC# 576030 T202 - 1940, VC1, VC2, VC3, VC4, VC5, VC6, USA, ½ Ton T207 - 1940-41, WC1, WC3, WC4, WC5, WC6, WC7, WC8, WC9, WC10, WC11, ½ Ton T211 - 1941, WC12, WC13, WC14, WC15, WC16, WC17, WC18, C19, WC20, ½ Ton T214 - 1942-45, WC51, WC52, WC53, WC54, WC56, WC57, WC58, WC59, WC60, ¾ Ton T215 - 1941, WC21, WC22, WC23, WC24, WC25, WC26, WC27, WC40, WC41, ½ Ton T215 - 1942, WC21, WC23, WC24, WC25, WC26, WC27, WC41, WC43, ½ Ton WDX - WM300 (1946 - 1971)										No	Yes
<b>Bronze Bushing – Rear Spring Eye</b> [.753 I.D. x 1.002 O.D. x 1-3/4 lgh.]	CC# 576042, NAPA# RPC35819 T112 - 1941, WC36, WC37, WC38, WC39, WC47, WC48, WC49, WC50, ½ Ton (front spring eye only) T201 - 1938-39, RE31-USA, 1-½ Ton (Front Spring, Front Eye Bushing Only) T202 - 1940, VC1, VC2, VC3, VC4, VC5, VC6, USA, ½ Ton T207 - 1940-41, WC1, WC3, WC4, WC5, WC6, WC7, WC8, WC9, WC10, WC11, ½ Ton T211 - 1941, WC12, WC13, WC14, WC15, WC16, WC17, WC18, C19, WC20, ½ Ton T214 - 1942-45, WC51, WC52, WC53, WC54, WC56, WC57, WC58, WC59, WC60, ¾ Ton T215 - 1941, WC21, WC22, WC23, WC24, WC25, WC26, WC27, WC40, WC41, ½ Ton T215 - 1942, WC21, WC23, WC24, WC25, WC26, WC27, WC41, WC43, ½ Ton WDX - WM300 (1946 - 1971)										No	Yes
<b>Front Spring – Frame Spring Bumper</b>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
<b>Front Spring – Leaf Center Bolt</b>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
<b>Front Spring – Lower Shackle Bolt</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
<b>Front Spring – Rear Eye Bolt</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
<b>Front Spring – Upper Shackle Bolt</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	



**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Rear Spring – Frame Spring Bumper	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Rear Spring – Leaf Center Bolt	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Rear Spring – Upper Shackle Bolt, Lower Shackle Bolt, Rear Spring – Eye Bolt (McQuay Norris SK4640) <a href="#">Part Source</a>	CC# 590419, 925267, NAPA# NCP2744640 T112 – 1941, WC36, WC37, WC38, WC39, WC47, WC48, WC49, WC50, ½ Ton (front spring eye only) T202 - 1940, VC1, VC2, VC3, VC4, VC5, VC6, USA, ½ Ton T207 - 1940-41, WC1, WC3, WC4, WC5, WC6, WC7, WC8, WC9, WC10, WC11, ½ Ton T211 - 1941, WC12, WC13, WC14, WC15, WC16, WC17, WC18, C19, WC20, ½ Ton T214 – 1942-45, WC51, WC52, WC53, WC54, WC56, WC57, WC58, WC59, WC60, ¾ Ton T215 - 1941, WC21, WC22, WC23, WC24, WC25, WC26, WC27, WC40, WC41, ½ Ton T215 - 1942, WC21, WC23, WC24, WC25, WC26, WC27, WC41, WC43, ½ Ton WDX – WM300 (1946 – 1971) B1C, B1D, B2B, B2C, B2D, B3B, B3C, B3D, B4B, B4C, B4D, C1B, C1C, C1D, C3B, C3BL, C3C, C3CN, C3D, C3DN, C3DNL, C3DL, 1 Ton – (1948 – 1956) D200, W200, ¾ Ton – (1957-1958)									No	Yes
Shocks - Front – NAPA (Monroe Bus/Truck) - Front #66707 <a href="#">Part Source</a>	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Shocks – Rear – NAPA (Monroe Bus/Truck) - Rear #66707	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clips or U-Bolt Lengths	Thread lengths vary from 2.25 to 3 inches long. All widths are from inside of leg to inside of leg - 1.8125 inches. All lengths are measured from the underside flat of the saddle to the ends of the legs:  '47 WDX rear U-bolts - 9 inches long '51 B3PW rear U-bolts - 9.25 inches long  '47 WDX front driver side U-bolts - 8 inches long '51 B3PW front driver side U-bolts - 7.50 inches long										

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
	<p>'47 WDX front passenger side U-bolts - 8.25 inches long '51 B3PW front passenger side U-bolts - 8.25 inches long</p> <p>All U-bolts have cut threads. The non-threaded portions of the shanks measure from .560 to .566 in diameter. The thread major diameters measure from .554 to .558 diameter.</p> <p>Original NOS overload kit (uninstalled) includes 9/16-18 threaded U-bolts. They have rolled threads. The widths between the legs measure the same - 1.8125 inches, however the non-threaded shank portions measure .525 diameter. The thread major diameters are right at .558 inches.</p> <p>Different springs with different rates, U-bolts vary only slightly in length. It appears the parts lists also measure the overall length instead of from bottom flat on saddle.</p> <p>Courtesy of Clint Dixon</p>										

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**GROUP 17. STEERING**

Bronze Bushings - Bracket	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Gemmer 14000	Yes	No	No	No	No	No	No	No	No	No	No
Gemmer 17090	No	Yes	Yes	No	No	No	No	No	No	No	No
Gemmer 6113	No	No	No	No	No	No	No	No	No	Yes	No
Gemmer B6030	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Horn Button Assembly	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Steering Column Clamp Insulator	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Steering Gear Arm	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Steering Gear Seal – Metric (32x48x7) Timken# 324808XX	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Steering Gear Sector Shaft	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Steering Wheel	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Worm Shaft	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Cage, Upper Thrust Bearing, w/Rollers –	No	Yes	Yes	Yes	No	No	No	No	No	No	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
“Up-To” D-83900294, L.A. 88750006 & 88750027 (Timken# 15BA)											
Cage, Upper Thrust Bearing, w/Rollers – “After” D-83900294, L.A. 88750006 & 88750027 (Timken# 11BA)	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cage, Lower Thrust Bearing, w/Rollers – “Up-To” D-83900294, L.A. 88750006 & 88750027 (Timken# 15BA)	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Cage, Lower Thrust Bearing, w/Rollers – “After” D-83900294, L.A. 88750006 & 88750027 (Timken# 11BC)	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cup, Upper Thrust Bearing – “Up-To” D-83900294, L.A. 88750006 & 88750027 (Timken# )	No	Yes	Yes	Yes	No	No	No	No	No	No	No
Cup, Upper Thrust Bearing – “After” D-83900294, L.A. 88750006 & 88750027 (Timken# 16)	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cup, Lower Thrust Bearing – “Up-To” D-83900294, L.A. 88750006 & 88750027 (Timken# )	No	Yes	Yes	Yes	No	No	No	No	No	No	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Cup, Upper Thrust Bearing – “After” D-83900294, L.A. 88750006 & 88750027 (Timken# 14C)	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Power Steering Conversions	<a href="#">Part Source</a>										
<b>GROUP 18. TRANSMISSION</b>											
	<b>Up-to-Type Spur Gear to Early 52 (NP-35661, NP-38126, NP-39010)</b>					<b>After-Type to Early 56 (NP-38711) (NP420 Spur Gear)</b>	<b>NP420 Late 56 (NP-88671 (early), NP-93511 (late)) (NP420 Helical Gears-Synchronized)</b>				
1st Speed Stop Check Lock Nut	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
1st Speed Stop Plunger Spring	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Ball Cap	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Ball Friction Plate	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Gear - Cluster	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Gear - Cluster	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear - Cluster	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gear – Low & Second	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gear – Low & Second, Sliding	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Gear – Low & Second, Sliding	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear – Main Drive	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Gear – Main Drive	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear – Main Drive (Outside dia. Bushing end - .747 to .748) [Wear Limit - .745]	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gear – Second Speed	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51						
Gear – Second Speed	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear – Second Speed	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gear – Third & Direct	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gear – Third & Direct, Sliding	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Gear – Third & Direct, Sliding	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear – Third Speed	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Gear – Third Speed	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear – Third Speed	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gear Bearing Retainer	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Gear - Input Bearing Retainer Gasket (.011 thk.)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gear, Reverse [Bushing Wear Limit = .006]	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Gear, Reverse [Bushing Wear Limit = .006]	No	No	No	No	Yes	Yes	No	No	No	No	No
Gear, Reverse [Bushing Wear Limit = .006]	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Gearshift Cover – Rubber	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Gearshift Fork Reverse Shift	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Gearshift Lever Knob	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gearshift Rail Reverse Shift Ball	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Guide Pin Spring	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Interlock Pin	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Interlock Pin Stop	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Interlock Plug	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Interlock Plug	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51						
Interlock Plunger	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Interlock Plunger	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Main Drive Gear - Bearing	1209A	1209A	1209A	1209A	1209SL	1209SL	1209SL	1209SL	1209SL	1209SL	1209SL
Main Drive Gear Snap Ring	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Main Shaft Bearing Retainer Gasket	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Main Shaft Rear Bearing	307L	307L	307L	307L	1307SL	1307SL	1307SL	1307SL	1307SL	1307SL	1307SL
Main Shaft Rear Bearing Oil Seal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Main Shaft Rear Bearing Retainer	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Main Shaft Rear Bearing Retainer	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Main Shaft Rear Bearing Retainer Gasket (.011 thk.)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Reverse Shift End	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Reverse Shift Stop	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Reverse Shift Stop Plug	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Reverse Shift Stop Plunger Spring	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Reverse Shift Stop Plunger Washer	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
Shaft – Cluster Gear (.9995 to 1.0000 O.D.) [Wear Limit = .002]	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Shaft – Cluster Gear (1.134 O.D. to 1.1345 X 10-5/16 L.) [Wear Limit = .002]	No	No	No	No	Yes	Yes	No	No	No	No	No
Shaft – Reverse Gear (.987 O.D. x) [Wear Limit = .002]	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Shaft – Reverse Gear (.9872 to 9877 O.D. x 5-11/16 L.) [Wear Limit = .002]	No	No	No	No	Yes	Yes	No	No	No	No	No
Shaft – Reverse Gear (.9872 to 9877 O.D. x 5-6/16 L.) [Wear Limit = .002]	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Spacer (When Speedometer Gear Not Used) [1-11/16 O.D. X 14/16 L. X 1-7/16 I.D.]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yoke <a href="#">Speedi-Sleeve# 99212</a>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Transmission Case Number 35661	1941 to 1951 (WC's, FFPW), Main Drive Gear, 17 Teeth (CC583300)										
Heavy Duty Transmission Case Number 38711	1952 to Early 1956 (FFPW), Main Drive Gear, 17 Teeth (CC1189801)										
Transmission Case Number 38750	1940 to 1947, Main Drive Gear, 17 Teeth (CC1091489). Rest of Gears/Shafts same as 38711										
Transmission Case Number 38780	1954 to 1956, Main Drive Gear, 17 Teeth (CC1392824). Rest of Gears/Shafts same as 38711										

1941 – 1951 DODGE TRUCK PARTS INTERCHANGE BETWEEN THE 38711 HEAVY DUTY TRANSMISSION, 38750, AND 38780 AS INDICATED BY PART NUMBER

	<b>Year</b>	<b>Model</b>	<b>Capacity Rating (Tons)</b>	<b>Engine Displacement</b>	<b>Engine Symbol</b>	<b>Year</b>	<b>Model</b>	<b>Capacity Rating (Tons)</b>	<b>Engine Displacement</b>	<b>Engine Symbol</b>
	1941-47	WC	1/2	221	T112	1948-49	B-1-B	1/2	221	T142
	1941-47	WD15	3/4	221	T112/T114	1948-49	B-1-C	3/4	221	T142
	1941-47	WD20, 21	1	233	T116	1948-49	B-1-D	1	233	T146

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978			
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51									
					1941-47	WF30, 31, 32, 33, 34, 36	1-1/2	239	T118	1948-49	B-1-F, B-1-H, B-1-HH	1-1/2	239	T148
					1946-47	WFX31, 32, 34, 36	1-1/2	239	T118	1948-49	B-1-FM, B-1-HM, B-1-HHM	1-1/2	239	T152
					1941-47	WFM35, 37, 39	1-1/2	239	T128	1950	B-2-B	1/2	221	T172
					1946-47	WFMX35, 37, 38	1-1/2	239	T128	1950	B-2-C	3/4	221	T172
										1950	B-2-D	1	233	T176
										1950	B-2-F	1-1/2	233	T178
										1951	B-3-B	1/2	221	T306
										1951	B-3-C	3/4	221	T306
										1951	B-3-D	1	233	T310
										1951	B-3-F	1-1/2	239	T314
					WC AFTER NO. 81126289				B-1-B, B-1-C, B-1-D					
					WD15 AFTER NO. 83300001				B-1-F, B-1-FM, B-1-H,					
					WD20, WD21, AFTER NO. 81211001				B-1-HH, B-1-HM, B-1-HHM					
					WF AFTER NO. 81335001				B-2-B, B-2-C, B-2-D, B-2-F					
					WFX (ALL)				B-3-B, B-3-C, B-3-D, B-3-F					
					WFM AFTER NO. 83500001									
					WFMX (ALL)									
<b>Part Description</b>					<b>4 Speed Transmission Spur Gear 38750</b>				<b>4 Speed Transmission Spur Gear 38780</b>					
Transmission Gasket Package														1243622
Transmission Case and Gears														
Transmission Case														
Power Take-Off Cover							556875						556875	
Power Take-Off Cover Gasket							567500						567500	
Transmission Drive Pinion or Gear							1189801						1189801	
Bearing														
Retainer														
Gasket							1090121						1090121	
Snap Ring Gear - Front							556833						556833	



**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51						
Snap Ring Bearing - Front											
Snap Ring Bearing - Rear											1090125
Transmission Mainshaft											1091851
Sliding Gear (3 <sup>rd</sup> and 4 <sup>th</sup> )											1091490
Sliding Gear (1 <sup>st</sup> and 2 <sup>nd</sup> )											1090123
Mainshaft Pilot Bearing											1091903
Mainshaft Pilot Bearing Spacer											1091904
Mainshaft Rear Bearing											957846
Rear Bearing Retainer											
Rear Bearing Retainer Gasket											1090129
Rear Bearing Oil Seal											593596
Transmission Cluster Gears											1090132
Transmission Counter Shaft											1090133
Counter Shaft Rollers (88)											565291
Transmission Reverse Idler Gear											1090139
Idler Gear Shaft											1090141
Lock Plate											556888
Transmission Gear Shift Cover											1090144
Cover Gasket											1196668
Lever											
knob											42971
Spring											584309
Rail (1 <sup>st</sup> and 2 <sup>nd</sup> )											1090148
Rail (3 <sup>rd</sup> and 4 <sup>th</sup> )											1090146
Rail (Reverse Shift)											1090147
Rail (Reverse Fork)											1266022
Interlock Plunger											556882
Interlock Pin											556890
Poppet Ball											104920
Spring											
End, Reverse Shift											556902
Fork (1 <sup>st</sup> and 2 <sup>nd</sup> )											1090149
Fork (3 <sup>rd</sup> and 4 <sup>th</sup> )											1090150
Fork (Reverse)											556844

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
Lug Screw	517362					517362					
Speedometer Drive Cable and Housing											

**GROUP 19. TRANSFER CASE**

	C-37832 (Single Speed 1:1:1 Ratio)	NP-38145 (Single Speed 1:1:1 Ratio)	NP-38600/38620 (Two Speed 1:5:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)	NP-38631 (Two Speed 1:96:1 Ratio)
Rubber Insulators (Rubber, 1 x 3-1/8 x 1/8, 2 holes, 7/16 diam.)	No	Yes	No	No	No	No	No	No	No	No	No	No
Rubber Insulators	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Case, Complete	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yoke <a href="#">Speedi-Sleeve# 99212</a>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
NP203/205 Part Source												<a href="#">Part Source</a>

**GROUP 20. PTO**

	Up-to-Type to Early 52 (Detroit Harvester 6201A, 4100Q, 4100G)					After-Type to Early 56 - Housing# 12525	NP420 Late 56 (Housing# 12546, 12533 (M37))					
Bearings - Reverse Gear	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cover	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cover Gasket	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fork - Reverse Gear	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gear - Idler	No	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
Gear – Reverse (1.375 to 1.376) [Wear Limit = .002]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51						
Gear - Sliding	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Shaft – Drive (38-1/2” lgh.)	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Shaft - Idler Gear Shaft	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
Shaft - Idler Gear Shaft (1.0325 to 1.032 x) [Wear Limit = .0015]	No	No	No	No	No	Yes	No	No	No	No	No
Shaft - Reverse Gear (.8745 to .875 x 4.703) [Wear Limit = .0015]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Shaft - Shifter	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bearings – Reverse Gear Shaft	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bearings – Idler Gear Shaft	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No

**GROUP 21. WINCH**

	Braden MU	Braden MU-2									Braden LU-4	Braden MU-2
Bearing Leg Bushing - MU-133B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Cable Drum Retaining Ring - MU-139	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Clutch - MU-141	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Key - MU-141A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Shifter Fork Handle Stem - MU-143B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Shifter Fork Spring - MU-143S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Shifter Handle Knob - MU-143D	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch Shifter Pivot Pin - MU-143B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Drag Brake Block Assembly - MU-131-0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Drag Brake Link - MU-141L	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Drag Brake Link Pin - MU-131B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Drive Shaft – Front (38-1/4)	No	No	No	No	No	No	No	No	No	Yes	No
Drive Shaft – Front (40-13/16)	No	No	No	No	No	No	No	No	Yes	No	Yes
Drive Shaft – Front (41-1/2)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
MU2 Winch driveshaft grease fitting - 5/16-32 TPI, not NPT threads. Part# H-5163265 from SAE Products	<a href="#">Part Source</a>										
Drive Shaft – Front Rear (79-1/2 inches” long)	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A
Drive Shaft – Rear, Rear (44-5/8ths long) (WC ¾ Ton, except Ambulance, Carryall)	N/A	Yes	N/A	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A
Drive Shaft Universal Joint – Front/Front. See Part Image Section <a href="#">Part Source</a>	915848 [Rockwell 1FR], MOOG 853	996426 Rockwell 1FR, MOOG 853	915848 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853	1263955 Rockwell 1FR, MOOG 853
Drive Shaft Universal Joint – Front/Rear	915849 Rockwell 1FR, MOOG 853	996426 Rockwell 1FR, MOOG 853	915849 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853	1263958 Rockwell 1FR, MOOG 853
Drive Shaft Universal Joints – All Rear Shafts	N/A	N/A	N/A	305	305	305	305	305	305	N/A	N/A
Safety Brake Band Assembly - MU-152-0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

MODULE COMPONENTS	PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42	WWII (3/4 Ton 4x4) WC 51-60 1942-45	WWII (1.5 Ton 6x6) WC 62-63 1943-45	WDX (1 Ton 4x4) 1946-48	B1-B3 (1 Ton 4x4) 1948-53	C1-C4 (1 Ton 4x4) 1954-56	W300 (1 Ton 4x4) 1957	W300M (1 Ton 4x4) 1958-59	WM300 (1 Ton 4x4) 1960-1971	M37/M37B1/M43 (3/4 Ton 4x4) 1950-71	M601/M615 (1 Ton 4x4) 1958-1978
					F2PW, F3PW (1 Ton 4x4) Fargo 1950-51						
Safety Brake Band Spring - MU-156	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Safety Brake Drum - MU-151	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Safety Brake Housing - MU-248	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Splined Yoke – Rear Drive Shaft (1.125 Dia.)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm - MU-100R	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Bearing Container - MU-149	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Worm Bearing Container Gasket - MU-149G	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Gear - MU-101R	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Worm Grease Seal - MU-149A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Worm Housing Bushing - MU-134B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Housing Cover & Bushing - MU-144-0	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Worm Housing Cover Gasket - MU-144G	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Shaft Key - MU-100A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Shaft Spacer - MU-102S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Thrust Bearing Cone - MU-103A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Worm Thrust Bearing Cup - MU-103B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yoke – Front Drive Shaft	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yoke – PTO Front - Caps	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4)  Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Yoke – PTO Front - Clips	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yoke – PTO Rear Shafts	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes
Yoke – Winch Worm Shaft	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rebuilding Instructions											<a href="#">Instructions</a>
<b>GROUP 22. BELT PULLEY</b>											
Input Shaft <a href="#">Speedi-Sleeve# 99210</a>	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A
Pulley <a href="#">Speedi-Sleeve# 99180</a>	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A
<b>GROUP 23. WHEELS</b>											
LUG NUTS – NAPA# 641-2006 (LH), 641-2007 (RH)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
WHEEL STUDS - NAPA# 641-1047 (RH), NAPA# 641-1048 (LH)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
WHEEL STUD NUT SOCKET - (2-9/16, 8 point hexagonal)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
½ Ton WC Truck Tube (7.50 x 16 – TR150 Rubber Stem)	<p>According to the War Department's TM 31-200, Maintenance and Care of Pneumatic Tires and Rubber Treads issued 4/1/1943, the correct tube for the 1/2-ton trucks, is a tube with a "Hand Bendable" rubber covered valve stem. This stem is found on 7.50x16 LT tubes and is straight and can be bent using a "Bending Tool" before the tube is installed, or a block of wood and your hands after the tube is installed and aired to the proper pounds. Make sure it is the long stem tube for a truck that you use.</p> <p>If you bend it yourself, place a 3/4thk. x 1-1/2wide x 6” inches long block of wood with end against the stem to keep it in the straight position, and with your other hand, bend the stem towards the outside of the tire to the desired angle. You can only bend the stem one way. If you bend the stem back to correct the angle, it will break the stem via cracks, however you can continue to bend the stem to get the angle you want.</p>										

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
<b>Wheel Alignment Toe Gauge</b>	<a href="#">Wheel-A-Matic Gauge</a> <a href="#">Part Source</a>										
<b>GROUP 24. BODY</b>											
				<b>1<sup>st</sup> Series Bed 1946 – Early 50</b>	<b>2<sup>nd</sup> Series Bed Late 1950 – Early 56 1954 – 80 Stepside Tailgate</b>	<b>3<sup>rd</sup> Series Bed Late 1956 – 71 1954 – 80 Stepside Crossmember</b>				<b>3<sup>rd</sup> Series Bed</b>	
<b>Bed Panel - Front</b>	No	No	No	No	Yes	No	No	No	No	No	No
<b>Bed Panel – Front</b>	No	No	No	Yes	Yes	No	No	No	No	No	No
<b>Bed Panel – Sides – 1<sup>st</sup></b>	No	No	No	Yes	Yes	No	No	No	No	No	No
<b>Bed Panel – Sides – 2<sup>nd</sup></b>	No	No	No	No	Yes	Yes	No	No	No	No	No
<b>Bed Panel – Sides – 3<sup>rd</sup></b>	No	No	No	No	No	No	Yes	Yes	Yes	No	Yes
<b>Cab – Floor Pans</b>	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
<b>Cab – Glove Box</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
<b>Cab – Transmission Floor Cover</b>	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
<b>Cab Closed – Doors</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
<b>Deluxe Heater – Model 36</b>	No	No	No	Yes	No	No	No	No	No	No	No
<b>Deluxe Heater – Model 62</b>	No	No	No	No	Yes	Yes	No	No	No	No	No
<b>Mounting Bracket – Spare Tire</b>	No	No	No	No	No	Yes	Yes	Yes	Yes	No	Yes
<b>Shell - Radiator</b>	No	Yes	Yes	No	No	No	No	No	No	No	No
<b>Shell - Radiator</b>	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
<b>Tailgate</b>	No	Yes	Yes	No	No	No	No	No	No	No	No
<b>Tailgate – 1<sup>st</sup></b>	No	No	No	Yes	Yes	No	No	No	No	No	No
<b>Tailgate – 2<sup>nd</sup></b>	No	No	No	No	Yes	Yes	No	No	No	No	No
<b>Tailgate – 3<sup>rd</sup></b>	No	No	No	No	No	No	Yes	Yes	Yes	No	Yes
<b>Vacuum Wiper Motor (KSB-463 (DS))</b>	Motor kit Interchanges with Ford										<a href="#">Part Source</a>

**DODGE CIVILIAN and MILITARY TRUCK MODELS**

<b>MODULE COMPONENTS</b>	<b>PRE/WWII (1/2 Ton 4x4) VC 1-6 VF 401-407 WC 1-50 1940-42</b>	<b>WWII (3/4 Ton 4x4) WC 51-60 1942-45</b>	<b>WWII (1.5 Ton 6x6) WC 62-63 1943-45</b>	<b>WDX (1 Ton 4x4) 1946-48</b>	<b>B1-B3 (1 Ton 4x4) 1948-53 F2PW, F3PW (1 Ton 4x4) Fargo 1950-51</b>	<b>C1-C4 (1 Ton 4x4) 1954-56</b>	<b>W300 (1 Ton 4x4) 1957</b>	<b>W300M (1 Ton 4x4) 1958-59</b>	<b>WM300 (1 Ton 4x4) 1960-1971</b>	<b>M37/M37B1/M43 (3/4 Ton 4x4) 1950-71</b>	<b>M601/M615 (1 Ton 4x4) 1958-1978</b>
Vacuum Wiper Motor Arm (DS-82622-1C)	ANCO# 41-01 (both sides), NAPA# NOE 8195837										<a href="#">Part Source</a>
Vacuum Wiper Motor Blade (86590"C – 8-1/4)	ANCO# 20-09 (both sides), 9 Inch										<a href="#">Part Source</a>
Arm & Blade Kit	ANCO# 41-02/20-12										<a href="#">Part Source</a>
Vacuum Wiper Motor (KSB-463-1 (PS))	Motor kit Interchanges with Ford										<a href="#">Part Source</a>
Vacuum Wiper Motor Arm (DS-82623-1C)											
Vacuum Wiper Motor Blade (86590"C – 8-1/4)											
Plastic 1-1/2 Flexible Defrost Hose											<a href="#">Part Source</a>
Metal 1-1/2 Flexible Defrost Hose											<a href="#">Part Source</a>
Aircraft 1-1/2 Flexible Defrost Hose											<a href="#">Part Source</a>
<b>GROUP 25. TECHNICAL/GENERAL INFORMATION/PART SOURCES</b>											
Classic Power-Wagons	<a href="#">Web Site</a>										
Power Wagon Part Pictures	<a href="#">Web Site</a>										



GROUP 26. U. S. MILITARY TRUCKS, WWII & KOREA ERA MODELS – UNIVERSAL JOINTS								
POSITION							ORIGINAL EQUIPMENT	
1	Transfer Case to Front Axle	9	Brake to Rear Axle	* = Discontinued			C = CLEVELAND D = DETROIT M = MECHANICS S = SPICER	
2	Transfer Case to Rear Axle	10	Midship Bearing to 1 <sup>st</sup> Rear Axle					
3	Transmission to Transfer Case	11	Auxiliary Transmission to 1 <sup>st</sup> Rear Axle					
4	Transmission to Rear Axle	12	Transmission to Auxiliary Transmission					
5	1 <sup>st</sup> Rear Axle to 2 <sup>nd</sup> Rear Axle	13	Transmission to 1 <sup>st</sup> Rear Axle					
6	Transfer Case to 1 <sup>st</sup> Rear Axle	14	Transmission to Pump					
7	Power Take-Off to Winch	15	Pump to Rear Axle					
8	Power Take-Off to Pump							
YEAR	MODEL			POSITION	ORIGINAL EQUIPMENT	SUPPLIER	PART No.	PART SOURCE
<b>¼ Ton Military Trucks – Made by Ford and Willys</b>								
41-52	¼ Ton, 4x4 Jeep MC-38 (1950-52) MB, GPW (1941-45)			1, 2	S	SKF	10200	<a href="#">Source</a>
52-53	¼ Ton, 4x4 Jeep MD (Willy's Only)			1, 2	S	SKF	10200	<a href="#">Source</a>
<b>½ Ton Military Trucks – Made by Dodge</b>								
40-41	T-202, T-207, T-211				D	SKF	304	<a href="#">Source</a>
41-42	T-112				D	SKF	480	<a href="#">Source</a>
41-46	T-207, T-211, T-215				M	SKF	531G	<a href="#">Source</a>
<b>¾ Ton Military Trucks – Made by Chevrolet</b>								
41-42	4x2, 20D, 21D, 21E, 21F			1			*	
41-42	4x2, 20D, 21D, 21E, 21F			4	S	SKF	331	<a href="#">Source</a>
<b>¾ Ton Military Trucks – Made by Dodge</b>								
42	T-214B				D	SKF	305	<a href="#">Source</a>
43-45	T-214B; 1.5 Ton, 6x6, T-223			3	D	SKF	304	<a href="#">Source</a>
43-45	T-214B; 1.5 Ton, 6x6, T-223							
51-54	M-37CDN, M-43CDN, (T-249) (Canada)			1, 2	D	SKF	305	<a href="#">Source</a>
51-54	M-37, M-43 (T-245)							
<b>1-1/2 Ton Military Trucks – Made by Chevrolet</b>								
41-42	4x2, All "30" Models				S	Precision	331	<a href="#">Source</a>

**GROUP 26. U. S. MILITARY TRUCKS, WWII & KOREA ERA MODELS – UNIVERSAL JOINTS**

POSITION					ORIGINAL EQUIPMENT		
1	Transfer Case to Front Axel	9	Brake to Rear Axle	* = Discontinued			C = CLEVELAND D = DETROIT M = MECHANICS S = SPICER
2	Transfer Case to Rear Axle	10	Midship Bearing to 1 <sup>st</sup> Rear Axle				
3	Transmission to Transfer Case	11	Auxiliary Transmission to 1 <sup>st</sup> Rear Axle				
4	Transmission to Rear Axle	12	Transmission to Auxiliary Transmission				
5	1 <sup>st</sup> Rear Axle to 2 <sup>nd</sup> Rear Axle	13	Transmission to 1 <sup>st</sup> Rear Axle				
6	Transfer Case to 1 <sup>st</sup> Rear Axle	14	Transmission to Pump				
7	Power Take-Off to Winch	15	Pump to Rear Axle				
8	Power Take-Off to Pump						
YEAR	MODEL		POSITION	ORIGINAL EQUIPMENT	SUPPLIER	PART No.	PART SOURCE
41-43	4x4, All N, Y, Z Models			S	Precision	331	<a href="#">Source</a>
41-43	4x4, All N, Y, Z Models with Power Take-Off			S	SKF	10200	<a href="#">Source</a>
1-1/2 Ton Military Trucks – Made by Dodge							
40-41	1-1/2 Ton, 4x4, T-203			C	Precision	414*	
2-1/2 Ton Military Trucks – Made by Reo & Studebaker							
42-45	6x4, US-6X4; 6X6, US-6X6			S	SKF	484	<a href="#">Source</a>
42-45	6x4, US-6X4; 6X6, US-6X6		7	S	SKF	10200	<a href="#">Source</a>
50-53	6x6, M-34, M-35, M-36, M-44, M-45, M-46, M-47, M-48, M-49, M-50, M-59, M-60, M-108, M-109, XM-110, XM-275 with Spicer 3052 Trans.		1, 5	S	SKF	484	<a href="#">Source</a>
			3, 6	S	SKF	332	<a href="#">Source</a>
			7, 8	S	SKF	10200	<a href="#">Source</a>
2-1/2 Ton Military Trucks – Made by GMC							
40-45	6X6, DUKW-353 Amphibian, ACKWX-353, AFKWX-353			S	SKF	484	<a href="#">Source</a>
41-45	6X6, CCKW-352, CCKW-353, CCKWX-353			S	SKF	484	<a href="#">Source</a>
51-53	6X6, M-135, M-211, M-215, M-217, M-220, M-221, M-222		All exc. 3	S	SKF	484	<a href="#">Source</a>
51-53	6X6, M-135, M-211, M-215, M-217, M-220, M-221, M-222		3	S	SKF	332	<a href="#">Source</a>
4 Ton Military Trucks – Made by Diamond T							
40-45	6x6, 967, 968, 968A, 968B, 969B, 969A, 970, 970A, 975, 975A		5, 1	S	SKF	332	<a href="#">Source</a>
40-45	6x6, 967, 968, 968A, 968B, 969B, 969A, 970, 970A, 975, 975A		All exc. 5, 1	S	Precision	333	<a href="#">Source</a>

**GROUP 26. U. S. MILITARY TRUCKS, WWII & KOREA ERA MODELS – UNIVERSAL JOINTS**

POSITION					ORIGINAL EQUIPMENT		
1	Transfer Case to Front Axel	9	Brake to Rear Axle	* = Discontinued			C = CLEVELAND D = DETROIT M = MECHANICS S = SPICER
2	Transfer Case to Rear Axle	10	Midship Bearing to 1 <sup>st</sup> Rear Axle				
3	Transmission to Transfer Case	11	Auxiliary Transmission to 1 <sup>st</sup> Rear Axle				
4	Transmission to Rear Axle	12	Transmission to Auxiliary Transmission				
5	1 <sup>st</sup> Rear Axle to 2 <sup>nd</sup> Rear Axle	13	Transmission to 1 <sup>st</sup> Rear Axle				
6	Transfer Case to 1 <sup>st</sup> Rear Axle	14	Transmission to Pump				
7	Power Take-Off to Winch	15	Pump to Rear Axle				
8	Power Take-Off to Pump						
YEAR	MODEL		POSITION	ORIGINAL EQUIPMENT	SUPPLIER	PART No.	PART SOURCE
4-5 Ton Military Trucks – Made by Autocar, White, Federal							
41-45	4x4 Tractor, U7144T, 444T, 94X43B & C		1	S	SKF	332	<a href="#">Source</a>
41-45	4x4 Tractor, U7144T, 444T, 94X43B & C		2, 3	S	Precision	333	<a href="#">Source</a>
5 Ton Military Trucks – Made by Diamond T, Int. Har., & Mack							
52-53	6x6, M-40, M-41, M-54, M-62, (179" W.B.), M-51, M-52, M-61, (167" W.B.), M-63, M-64, M-139, M-246, (215" W.B.) Spicer Joints		All exc. 6, 7	S	Precision	333	<a href="#">Source</a>
52-53	6x6, M-40, M-41, M-54, M-62, (179" W.B.), M-51, M-52, M-61, (167" W.B.), M-63, M-64, M-139, M-246, (215" W.B.) Spicer Joints		6	S	Precision	334	<a href="#">Source</a>
52-53	6x6, M-40, M-41, M-54, M-62, (179" W.B.), M-51, M-52, M-61, (167" W.B.), M-63, M-64, M-139, M-246, (215" W.B.) Spicer Joints		7	S	SKF	10200	<a href="#">Source</a>
5-6 Ton Military Trucks – Made by Autocar							
41-45	4x4, Ponton Truck Tractor, U8144T		1	S	SKF	332	<a href="#">Source</a>
41-45	4x4, Ponton Truck Tractor, U8144T		2, 3	S	Precision	333	<a href="#">Source</a>
5-6 Ton Military Trucks – Made by Coleman							
41-43	4x4, G-55-A – For Quickway Shovel or Dragline			S	Precision	333	<a href="#">Source</a>
6 Ton Military Trucks – Made by Brockway, Four-Wheel-Drive & White							
42-45	6x6, Bridge or Crane Truck, 666, 666CE, B-666, C-666		2, 3	S	Precision	334	<a href="#">Source</a>
42-45	6x6, Bridge or Crane Truck, 666, 666CE, B-666, C-666		1, 5	S	Precision	333	<a href="#">Source</a>

**GROUP 26. U. S. MILITARY TRUCKS, WWII & KOREA ERA MODELS – UNIVERSAL JOINTS**

POSITION					ORIGINAL EQUIPMENT		
1	Transfer Case to Front Axel	9	Brake to Rear Axle	* = Discontinued			C = CLEVELAND D = DETROIT M = MECHANICS S = SPICER
2	Transfer Case to Rear Axle	10	Midship Bearing to 1 <sup>st</sup> Rear Axle				
3	Transmission to Transfer Case	11	Auxiliary Transmission to 1 <sup>st</sup> Rear Axle				
4	Transmission to Rear Axle	12	Transmission to Auxiliary Transmission				
5	1 <sup>st</sup> Rear Axle to 2 <sup>nd</sup> Rear Axle	13	Transmission to 1 <sup>st</sup> Rear Axle				
6	Transfer Case to 1 <sup>st</sup> Rear Axle	14	Transmission to Pump				
7	Power Take-Off to Winch	15	Pump to Rear Axle				
8	Power Take-Off to Pump						
YEAR	MODEL		POSITION	ORIGINAL EQUIPMENT	SUPPLIER	PART No.	PART SOURCE
6 Ton Military Trucks – Made by Mack							
40-45	6x6, NM		1, 3, 5	S	Precision	333	<a href="#">Source</a>
40-45	6x6, NM		6	S	Precision	334	<a href="#">Source</a>
7-1/2 Ton Military Trucks – Made by Biederman							
41-43	6x6, Fuel Servicing, F1		1, 3	S	Precision	333	<a href="#">Source</a>
41-43	6x6, Fuel Servicing, F1		6	S	Precision	334	<a href="#">Source</a>
41-43	6x6, Fuel Servicing, F1		5	S	Precision	334	<a href="#">Source</a>
44-45	6x6 Wrecker, P1		1, 3, 5	S	Precision	333	<a href="#">Source</a>
44-45	6x6 Wrecker, P1		6	S	Precision	334	<a href="#">Source</a>
7-1/2 & 10 Ton Military Trucks – Made by Mack							
42-45	6x6, Prime Mover, No. 2		1	S	Precision	333	<a href="#">Source</a>
42-45	6x6, Prime Mover, No. 2		6	S	Precision	335	<a href="#">Source</a>
42-45	6x6, Prime Mover, No. 2		5	S	Precision	334	<a href="#">Source</a>
53	6x6, XM-121, XM-123, XM-125, XM-125-E1		6	S	Precision	335	<a href="#">Source</a>
53	6x6, XM-121, XM-123, XM-125, XM-125-E1		1, 5	S	Precision	334	<a href="#">Source</a>
10 Ton Military Trucks – Made by Mack & White							
41-45	6x4, NR, 1064		9, 10	S	Precision	334	<a href="#">Source</a>
41-45	6x4, NR, 1064		5	S	Precision	333	<a href="#">Source</a>

**GROUP 26. U. S. MILITARY TRUCKS, WWII & KOREA ERA MODELS – UNIVERSAL JOINTS**

POSITION					ORIGINAL EQUIPMENT		
1	Transfer Case to Front Axel	9	Brake to Rear Axle	* = Discontinued			C = CLEVELAND D = DETROIT M = MECHANICS S = SPICER
2	Transfer Case to Rear Axle	10	Midship Bearing to 1 <sup>st</sup> Rear Axle				
3	Transmission to Transfer Case	11	Auxiliary Transmission to 1 <sup>st</sup> Rear Axle				
4	Transmission to Rear Axle	12	Transmission to Auxiliary Transmission				
5	1 <sup>st</sup> Rear Axle to 2 <sup>nd</sup> Rear Axle	13	Transmission to 1 <sup>st</sup> Rear Axle				
6	Transfer Case to 1 <sup>st</sup> Rear Axle	14	Transmission to Pump				
7	Power Take-Off to Winch	15	Pump to Rear Axle				
8	Power Take-Off to Pump						
YEAR	MODEL		POSITION	ORIGINAL EQUIPMENT	SUPPLIER	PART No.	PART SOURCE
12 Ton Military Trucks – Made by Diamond T & Four-Wheel-Drive							
42-45	6x4, 980, 981		11, 12	S	Precision	334	<a href="#">Source</a>
42-45	6x4, 980, 981		5	S	Precision	333	<a href="#">Source</a>
12 & 20 Ton Military Trucks – Made by Federal							
41-45	12 Ton, 6x6 Wrecker & Fuel Servicing 605, 606		3, 6	S	Precision	334	<a href="#">Source</a>
41-45	12 Ton, 6x6 Wrecker & Fuel Servicing 605, 606		1, 5	S	Precision	333	<a href="#">Source</a>
42-45	20 Ton, 6x4 Diesel, 604		13	S	Precision	334	<a href="#">Source</a>
42-45	20 Ton, 6x4 Diesel, 604		5	S	Precision	333	<a href="#">Source</a>
10 Ton Crane Carriers or ¾ Yard Power Shovel – Made by Available and P. & H.							
42-43	6x4, C-700-DSW		5, 12	S	Precision	333	<a href="#">Source</a>
42-43	6x4, C-700-DSW		11	S	Precision	334	<a href="#">Source</a>
43-45	6x4, CS-700-SW, 225-A		5, 12	S	Precision	333	<a href="#">Source</a>
43-45	6x4, CS-700-SW, 225-A		11	S	Precision	334	<a href="#">Source</a>
43-45	6x4, CS-600-SW, CS-600L-SW			S	Precision	333	<a href="#">Source</a>
20 Ton Crane Carriers– Made by Four-Wheel-Drive							
51-52	6x6, MUC			S	Precision	333	<a href="#">Source</a>
20 Ton Crane Carriers– Made by Available and Hendrickson							
51-52	6x6, Crane Carrier, QW63M, 500 F1		6	S	Precision	334	<a href="#">Source</a>
51-52	6x6, Crane Carrier, QW63M, 500 F1		All exc. 6	S	Precision	333	<a href="#">Source</a>

**GROUP 26. U. S. MILITARY TRUCKS, WWII & KOREA ERA MODELS – UNIVERSAL JOINTS**

POSITION				ORIGINAL EQUIPMENT		
1	Transfer Case to Front Axel	9	Brake to Rear Axle	* = Discontinued	C = CLEVELAND D = DETROIT M = MECHANICS S = SPICER	
2	Transfer Case to Rear Axle	10	Midship Bearing to 1 <sup>st</sup> Rear Axle			
3	Transmission to Transfer Case	11	Auxiliary Transmission to 1 <sup>st</sup> Rear Axle			
4	Transmission to Rear Axle	12	Transmission to Auxiliary Transmission			
5	1 <sup>st</sup> Rear Axle to 2 <sup>nd</sup> Rear Axle	13	Transmission to 1 <sup>st</sup> Rear Axle			
6	Transfer Case to 1 <sup>st</sup> Rear Axle	14	Transmission to Pump			
7	Power Take-Off to Winch	15	Pump to Rear Axle			
8	Power Take-Off to Pump					

YEAR	MODEL	POSITION	ORIGINAL EQUIPMENT	SUPPLIER	PART No.	PART SOURCE
51-52	6x6, Crane Carrier, 360-4-T	All exc. 5	S	Precision	334	<a href="#">Source</a>
51-52	6x6, Crane Carrier, 360-4-T	5	S	Precision	333	<a href="#">Source</a>

6X6 Crash Trucks – Made by Biederman, American La France & Marmon-Herrington

50-53	6x6 Crash Trucks, FT-FF, O-10	All exc. 1, 5	S	Precision	333	<a href="#">Source</a>
50-53	6x6 Crash Trucks, FT-FF, O-10	1, 5	S	SKF	332	<a href="#">Source</a>
51-53	6x6 Crash Truck, O-12 - (American La France)	All exc. 3, 6	S	Precision	333	<a href="#">Source</a>
51-53	6x6 Crash Truck, O-12 - (American La France)	3, 6	S	Precision	334	<a href="#">Source</a>

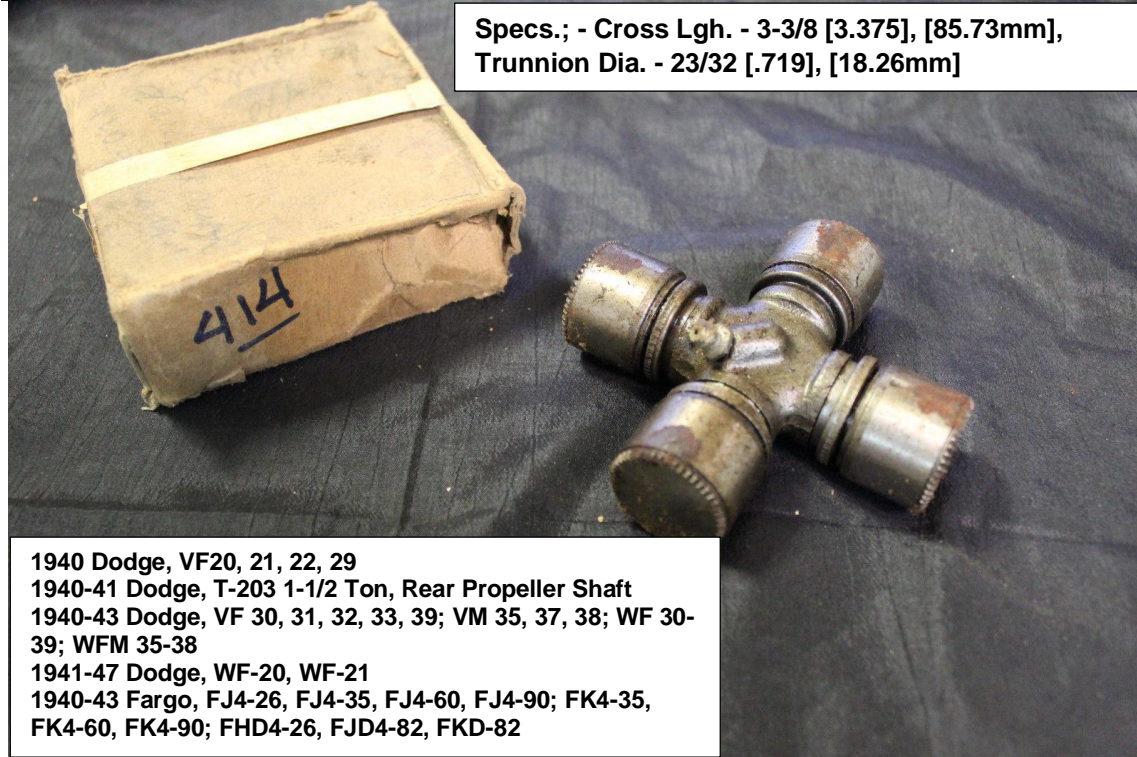
Transporters, Tow Tractors & Fire Trucks

43-45	4x4 Tractor, M-25 (Made by Pacific Car & Foundry)	1, 3	S	Precision	334	<a href="#">Source</a>
43-45	4x4 Tractor, M-25 (Made by Pacific Car & Foundry)	2	S	SKF	335	<a href="#">Source</a>
51-52	8x8 Transporter, T-10 (Made by Kenworth)	All exc. 4	S	Precision	334	<a href="#">Source</a>
51-52	8x8 Transporter, T-10 (Made by Kenworth)	4	S	SKF	335	<a href="#">Source</a>
51-53	4x4 Tow Tractor, CF55-AF, TT-11 (Made by Coleman & Federal)		S	Precision	333	<a href="#">Source</a>
51-53	4x4 Tow Tractor, CF55-AF Only	7	S	SKF	331	<a href="#">Source</a>
53	4x2 Fire Truck, FT-45 (Made by Federal)	14	S	Precision	333	<a href="#">Source</a>
53	4x2 Fire Truck, FT-45 (Made by Federal)	15	S	SKF	332	<a href="#">Source</a>

**GROUP 27. USED TRUCK PART SOURCES**

<a href="#">DC Truck Parts - Job Rated</a>	<a href="#">Midwest Military</a>	<a href="#">Rough &amp; Ready</a>	<a href="#">Vintage Power Wagons</a>
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**GROUP 28. IMAGES - RARE PARTS**



a. Waking a Sleepy Truck

The best place to start is a ground up restoration to replace all bad parts and get your various modules in good order. You can also work on individual modules at a time to bring them into good order.

- 1 - Rebuild the brake system;
- 2 - Replace all gear oil in the modules; transmission/transfer case 140, differentials 90, steering box make sure it's full to the top of the plug hole with 90 (straight WAE);
- 3 - Grease everything that has a grease zert fitting;
- 4 – Oil your generator and distributor with 30WAE. You will see a lift cap on each with felt underneath;
- 5 - Replace your points, distributor cap, wire and plugs;
- 6 - Replace your fan belt, water hoses and antifreeze;
- 7 - Adjust your wheel bearings;
- 8 - Lube the back of your speedometer. There is a long screw that has a felt in it that must be oiled with 10WAE or 3-in-1. Also squirt some gun oil in the hole to revive the old grease;
- 9 - Replace your battery cables and battery;
- 10 - Air your tires;
- 11 - Check the cab transmission floor cover to determine if it rests on top of the transmission. If it does, you will need to add 1/4 inch slab rubber to raise up the cab until it is off the transmission;
- 12 - Look at the emergency brake rod to see if it rests on top of the transfer case. If it does you will need to replace the hanger's upper rubber insulators;
- 13 - If the emergency brake yoke does not move when you grab it and try a side to side movement, then adjust your band .010 to .030 off the drum.

After completing the above, you are ready to drive the truck and work out any remaining problems/bugs moving towards a restoration.



## b. Storing a Truck Long Term

1. Change out all running gear oil to fresh oil and add half a bottle of STP to each module;
2. Give your truck a good run to burn out all water from the crankcase then change your engine oil and filter;
3. Bleed the brakes to make sure you have all the air out of the wheel cylinders, fill the master cylinder, and fully back off the brake shoes;
4. Cover and tie the end of the tail pipe with a plastic bag and, also the air cleaner. Also, the breathing vents of each module;
5. Drain the cooling system and leave the radiator cap off, but cover with a piece of screen wire and the water drain cocks open;
6. Take the battery out of the truck;
7. Jack the tires up and block them off the ground,
8. Drain the gas tank and carburetor;
9. Leave the key in the ignition switch. 10 years is a long time,
10. Make sure all windows are up and vents closed,
11. Store it in a building if possible, or under a car port.

## c. Axles

When installing the third member, be sure to use bronze Thrust washers inside the carrier instead of fiber washers. Bronze last longer and are available from Bob Stahl/Veteran Vehicles [Part Source](#).

## d. Body

Bed 14 ga, Cab and fenders are 16 ga

**BED INTERCHANGES** -- You can modify a 9-foot bed by cutting 7-5/16" off front and 5-11/16" off the rear. You also need to shorten and re-bend the forward lower area of the sides to clear the WM running boards. Re-attach the stake pockets. Fill in any extra fender holes. The under-bed steel supports are a bit different (lighter duty) but workable. A similar modification can be said for second series boxes from a 1-ton 2x4's.

## WINDSHIELD FRAME DISASSEMBLY

1. Use a 1/16th drill for a pilot hole (no deeper than 5/16);
2. Then use a 5/32 drill, to drill new holes;
3. Use a 10-32 tape for new threads, chaffer with a 5/16 drill (side bars if required);
4. Use 10-32x1/4 flat head Phillip screws for the sides, top and round head Phillips for the regulator;
5. Use an anti-seize lubricant on re-assembly.

Tailgate -- Look for any Utiline fender side Dodge with a 54" wide tailgate. It is the only one with a center hinge. It is the most common tailgate found on the following 2wd's: '48-'60 1 ton's, '54-'60 3/4 tons, all '61-'71 1/2, 3/4, and 1 ton. The tailgate was used up to the middle

80's without the Dodge embossed in.

**COWL LIGHTS** - The Power Wagon uses some of the same cowl light parts as the 1934 Ford. The reflector, lens and paper gasket will fit into the Power Wagon.

Starting with the '48 thru '55, the 1-ton 2wd Dodges used the 9' long x 54" wide box with flare board top rails. Any Dodge tailgate with a center hinge slot is of the wider (54") variety and will work for PW's post '50. Post '55 are similar but have a flat top. You will need to remove stake pockets shorten side length and re-attach them. Also, the lower front will have to be brought up to work with the running boards. '51 and up PW fenders will work fine, they have the inside lip. The 2nd series box is hardest to find (for PW's) and repo and the 1-ton 2wd's seem to reflect low parts truck prices. As far as W300's they also used a 9' box but of the flat top variety, so cut as you wish.

## CABS

The biggest difference is that the military cab has an angled cowl lip where the back of the hood rests. A civilian cab is level at this point. Using a civilian cab in place of a military cab forces the rear of the hood up a little bit, leaving a noticeable gap. The civilian cab has holes on the cowl just ahead of the doors for cowl lights. A military cab lacks these. A civilian cab has a centrally located crank on the dash to crack the windshield open. A military cab has finger knobs on each windshield pillar and can open completely up. If I recall right, a civilian cab has a fuel tank filler spout opening on one of the rear corners, while the military cab has no hole, the fuel tank filler spout being behind the driver's side rear fender. A 41 1/2-ton military cab is not the same as a 41 1/2-ton civilian cab, although they are for the most part swappable (I don't know about the 2-1/2-ton cabs).

e. Manuals

[Link](#)

## MAINTENANCE

## f. Trouble Shooting

### **SPUR GEAR TRANSMISSIONS**

- Bent Reverse Gear Fork – This will cause a clicking of gears in first gear when descending steep hills.
- Worn Counter Shafts or Gear Roller Bearing Surface – This will produce knocking of gears in first, second or reverse gear, and a hard knocking in 4<sup>th</sup> above 40 mph.
- Worn Reverse Gear Shaft or Gear Bushing – This will produce a knocking of gears in first or reverse gear.
- Worn PTO Idler Shaft/Gear – This will produce knocking of gears in third gear.

### **FRONT AXLE**

- Front End Shaking – This can be caused by tires out-of-balance or worn steering knuckle trunion bearings.

## g. Spicer Parts to Make a Front PTO Shaft

- Winch Shaft Yoke, Spicer # 10-4-443;
- PTO Yoke, Spicer # 10-4-103;
- (2) Shaft Yokes, Spicer # 10-4-193;
- (2) Universal Joints, Spicer # 5-170X;
- 6' PTO Shaft, round with keyways, Spicer # 1579
- Set Screw # 1588

Date: February 21, 2019

Vaughn P.

Hanford, CA