SERVICE BULLETIN

SERVICE DEPARTMENT
DODGE
DIVISION OF CHRYSLER CORPORATION

TO ALL DIRECT DEALERS AND DEALERS:

Feb. 13, 1945

No. D-124

A number of Dodge 4-wheel drive trucks, which were built especially for the United States Army, are now being sold for civilian use. They carry model symbols such as VC-1, VC-2, VF-404, WF-51, etc.; there being a different symbol for each chassis and type of body. There are, therefore, so many different model symbols that it has become general practice to use the engine symbol -- such as T-202, T-203, T-207, etc. -- and we will refer to the engine symbols in this bulletin.

These vehicles conform to United States Army specifications and were designed and built to meet certain requirements -- principally "off the road" operation.

They are equipped with a transfer case (located behind the transmission) which can be shifted by a lever in the driver's compartment so that either both the front and rear axles are driving the truck or the rear only is in operation; the front axle being disconnected.

When the T-202 vehicle is being operated in 4-wheel drive, the transmission can be shifted into all speeds. However, when the front axle is disconnected, it is impossible to shift the transmission into either reverse or first speeds. In all other trucks, the transmission can be shifted into all speeds at any time.

<u>When being operated in 4-wheel drive, the vehicles should never be driven at a speed greater than 25 miles per hour</u>.

Because of the above limitations, owners, who intend to use their vehicles for highway operation, may wish to permanently disconnect the front axle and lock the transfer case shifter shaft so there will be no possibility of its being shifted to the 4-wheel drive position. If so, the following procedure can be used.

PERMANENTLY DISCONNECTING FRONT WHEEL DRIVE ARMY TRUCKS

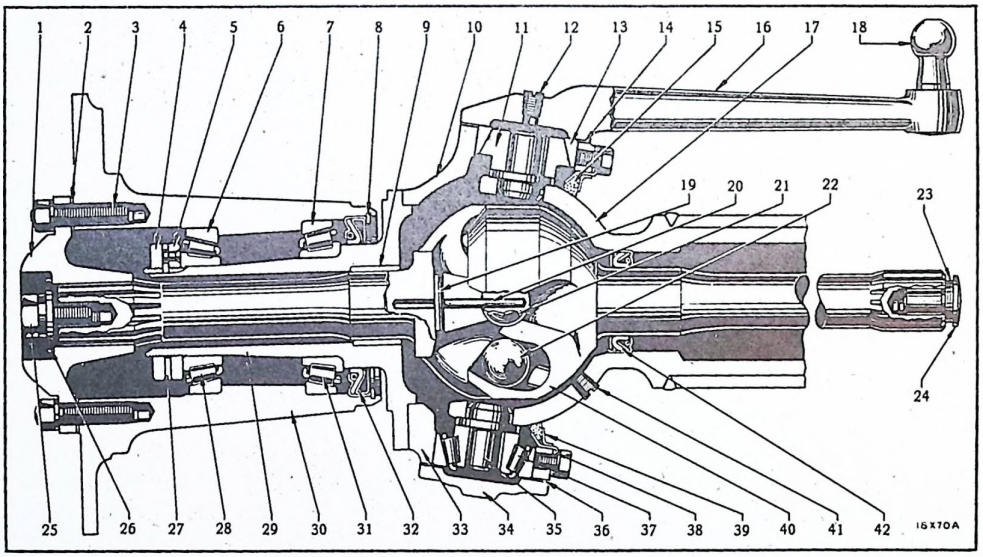
REMOVAL OF FRONT PROPELLER SHAFT

1. Remove the front propeller shaft by disconnecting it from the flanges at front axle and transfer case.

5105
Prtd. in U.S.A.
14765

REMOVAL OF FRONT AXLE UNIVERSAL DRIVE ASSEMBLY

1. Jack up front end of vehicle.
2. Remove wheels.
3. Remove nuts and lockwashers which hold axle drive flanges to hubs.
4. Remove front axle drive shaft screw, lockwasher and plain washer from both flanges. (See illustration, items 25 and 26.)



5. Pull off drive shaft flanges by loosening lock nuts and turning pusher screws in. If vehicle is not equipped with pusher screws obtain two screws, part number 102896, and screw into the two opposite threaded holes in flange -- then repeat on other flange.
6. Remove the wheel bearing adjusting nuts and adjusting nut locks.
7. Remove hub and brake drum assemblies.
8. Disconnect brake hose hold down springs from clips.
9. Remove brake supports but do not disconnect brake hoses.
10. Pull off steering knuckles.

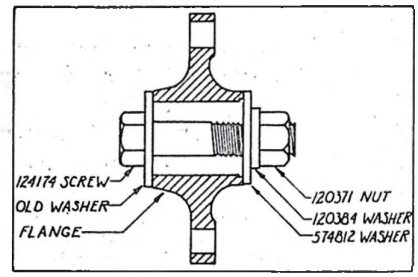
11. With steering knuckle flanges straight with axle housing, pull out universal drive assemblies (turn them clockwise at same time).

12. To close the hole in drive shaft flanges to prevent entrance of dirt, proceed as follows:

T-202, T-207, T-211, T-215

Obtain the following parts.

2 - 574812 Plain Washer
2 - 120384 Lockwasher
2 - 120371 Nut
2 - 124174 Screw



Discard the old drive shaft screws and assemble the old plain washers together with the above parts to the drive shaft flanges. (See illustration.)

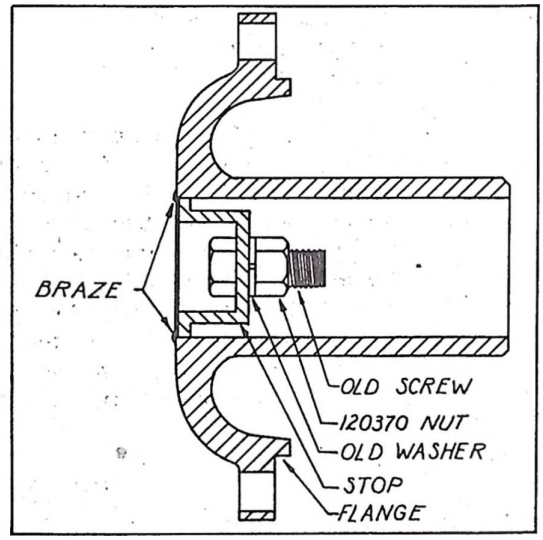
T-200, T-201, T-203

Obtain the following part:

2 - 120370 Nut

Remove drive shaft stops from the drive shaft flanges and install old screws and lockwashers together with new nuts in hole in stops. (See illustration.)

Slide stops back in flanges and braze stops to flanges.



13. Cover the steering knuckle flange lower pivot bearings with wheel bearing lubricant to a level of 1/2" above the bearings.

14. Discard universal drive assemblies and reassemble axle.

5105
Prtd. in U.S.A.

PERMANENTLY DISCONNECTING FRONT WHEEL DRIVE

ARMY TRUCKS

TRANSFER CASE

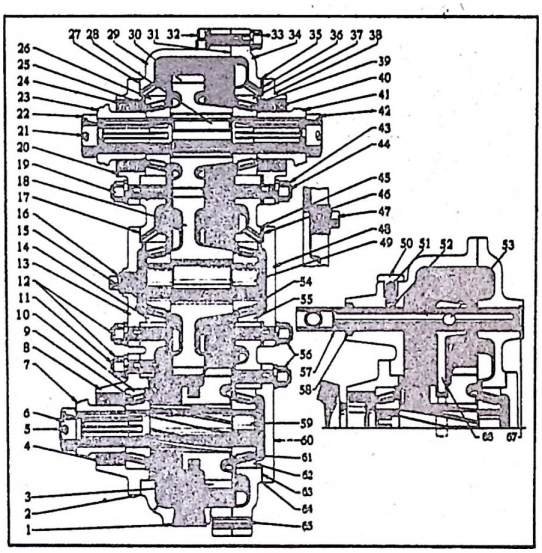
T-207, T-211, T-215, T-214

1. Move the transfer case control lever forward and remove the lever and linkage.

2. Remove the transfer case shift rail poppet screw and discard the ball spring but leave ball in place. (See illustration, items 50, 51 and 52.)

3. Obtain a rod 5/16" in diameter and cut off a piece 5/8" long.

4. Slide this rod in the hole in transfer case against the lock ball and reinstall the poppet screw.



CAUTION: Due to manufacturing variations, the length of the rod may not be exactly correct. Therefore, when installing the poppet screw, care should be exercised -- if the screw bottoms on the rod before it is screwed down into place, the rod should be removed and filed off. After the poppet screw is installed, try to move the shifter shaft back and forth to make sure it is locked in place. If it can be moved, it indicates that the rod is not long enough and it should be removed and a longer rod out and installed.

TRANSFER CASE

T-202

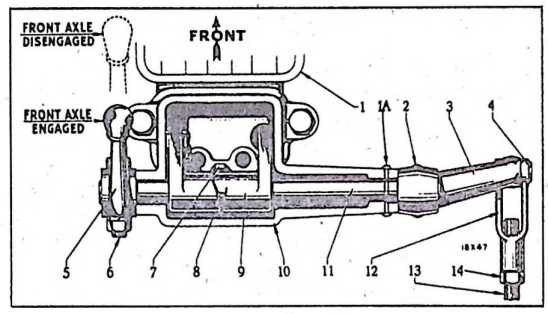
As stated previously, when the T-202 vehicles are being operated with the front axle disconnected, the transmission cannot be shifted into either first speed or reverse. However, if the following operations are performed, it will then be possible to shift into all speeds.

1. Move the transfer case control hand lever (in driver's compartment) forward and remove the transfer case control rod -- disconnect from transfer case control shift lever (see illustration, item 3) and from transfer case.

5105
Prtd. in U.S.A.

2. Move the transfer case control hand lever backward.

3. Drill a hole through the transfer case control housing and shaft and insert a pin. Locate hole 1/2" from hub of transfer case control shift lever. (See illustration, item 1-A.)



4. Remove the transfer case control hand lever and transfer case control shift lever.

5. Remove the transfer case shift rail poppet screw and discard the ball spring but leave ball in place.

6. Obtain a rod 5/16" in diameter and cut off a piece 5/8" long.

7. Slide this rod in the hole in transfer case against the lock ball and reinstall the poppet screw.

CAUTION: Due to manufacturing variations, the length of the rod may not be exactly correct. Therefore, when installing the poppet screw, care should be exercised -- if the screw bottoms on the rod before it is screwed down into place, the rod should be removed and filed off. After the poppet screw is installed, try to move the shifter shaft back and forth to make sure it is locked in place. If it can be moved, it indicates that the rod is not long enough and it should be removed and a longer rod cut and installed.

TRANSFER CASE

T-200, T-201, T-203

1. Move the transfer case shifting lever forward until it is opposite the letters "HI." Then move it toward the right and back. This shifts the transfer case into high speed and disconnects the front axle drive.

2. Remove the transfer case gearshift hand lever and the intermediate lever (on other end of hand lever shaft) together with the shift rods.

3. Remove the shifter cover and discard the lock plunger and spring but leave the lock ball in place. (See illustration, items 14, 16 and 17.

PERMANENTLY

DISCONNECTING

FRONT

WHEEL

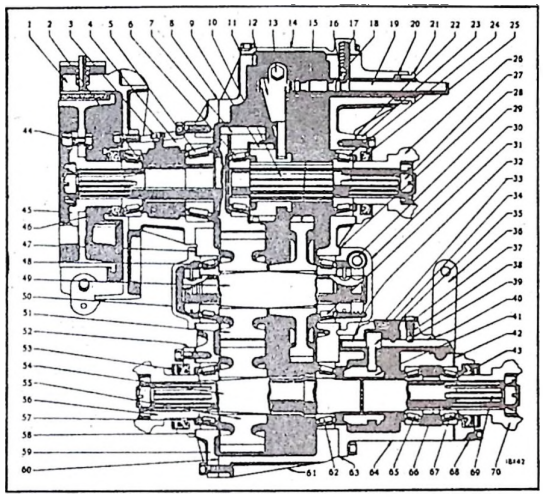
DRIVE

ARMY

TRUCKS

4. Obtain a rod 7/16" in diameter and cut off a piece 29/32" long.

5. Slide this rod in the hole in transfer case against the lock ball and reinstall the shifter cover. This locks the shifter shaft in position. See "CAUTION" below.



6. Remove the declutch shifter shaft ball lock screw and discard the ball spring. (See illustration, items 37 and 38.)

7. Obtain a rod 5/16" in diameter and cut off a piece 13/32" long.

8. Slide the rod in the hole in the case against the ball and reinstall the lock screw.

CAUTION: Due to manufacturing variations, the length of the rod may not be exactly correct. Therefore, when installing the poppet screw, care should be exercised -- if the screw bottoms on the rod before it is screwed down into place, the rod should be removed and filed off. After the poppet screw is installed, try to move the shifter shaft back and forth to make sure it is locked in place. If it can be moved, it indicates that the rod is not long enough and it should be removed and a longer rod cut and installed.

J. E. HOPPER
Technical Service Manager
DODGE DIVISION

SERVICE BULLETIN

SERVICE DEPARTMENT
DODGE
DIVISION OF CHRYSLER CORPORATION

Mar. 16, 1945

No. D-127

TRANSMISSION

- - -

TRANSMISSION CHANGES

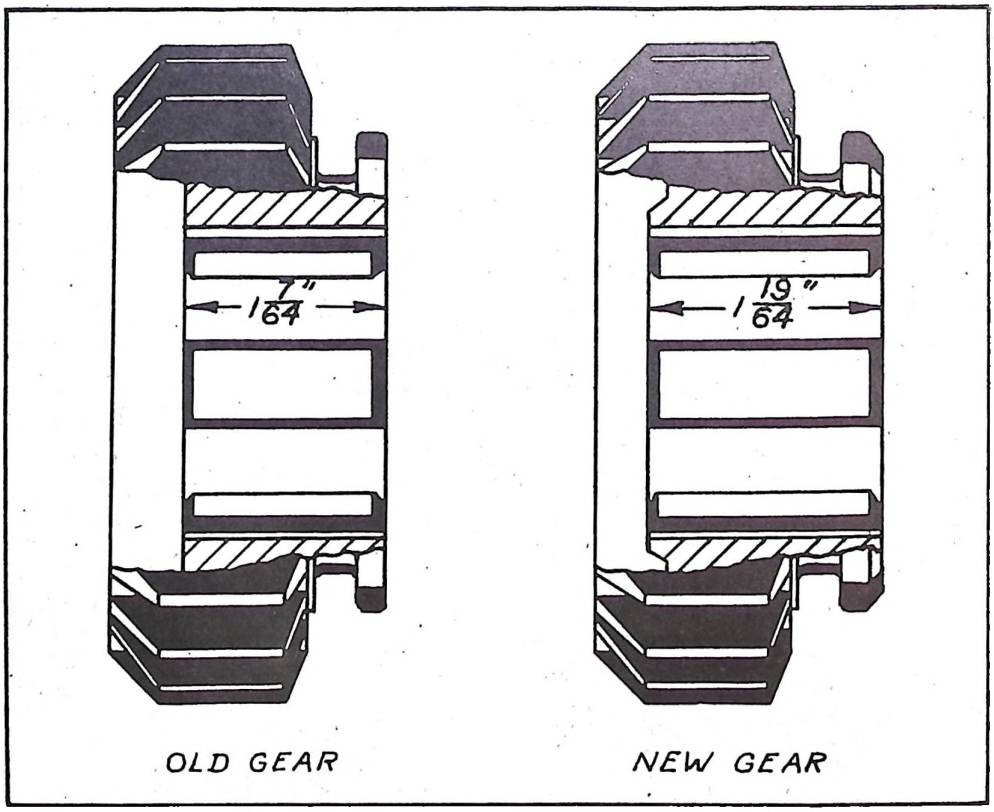
- - -

WF AND WFM 1944 TRUCKS

TO ALL DIRECT DEALERS AND DEALERS:

A change was recently made in the four-speed transmission of the 1944 production WF and WFM series trucks.

This change consisted in increasing the length of the hub of the third and direct speed sliding gear and changing the main drive gear to provide sufficient clearance for the lengthened hub.



The old gears have been cancelled and are no longer available through the Parts Division. When installing new gears in the place of the old, the person ordering the parts and the one making the repairs should be thoroughly familiar with the following MOST IMPORTANT information.

5506
Prtd. in U.S.A.
14765

1. When installing a new drive gear only in the place of the old, no other parts are necessary.

2. When installing a new third and direct sliding gear in the place of the old, a new main drive gear must also be installed. If, by mistake, a new third and direct speed gear is installed in the place of the old without also installing a new drive gear, it will be impossible to shift fully into high gear.

TRANSMISSION

- - -

The part numbers of the new gears are:

1091489	Main drive gear
1091490	Third and direct sliding gear

TRANSMISSION CHANGES

- - -

This change went into effect at truck serial number 81342056 for Model WF series and number 83500637 for the WFM series trucks, and the gears in trucks above these serial numbers are of the new type.

WF AND WFM 1944 TRUCKS

Transmissions which have been shipped by the Parts Division for the last several weeks and those which will be shipped in the future have the new gears. Some of these transmissions will be used to replace those in previously built 1944 trucks so that, in the future, it is not going to be possible to assume that all trucks with serial numbers below the above are equipped with the old transmission gears.

Accordingly, in all cases, when replacing a third and direct sliding gear in a truck with a serial number between 81335001 and 81342056, inclusive, for the Model WF series or between 83500001 and 83500637, inclusive, for the WFM series, the hub of the gear should be measured. If it is 1-7/64" long, the new main drive gear as well as the new third and direct sliding gear should be installed. However, if it measures 1-19/64", the new third and direct gear only can be installed.

It is suggested that everyone in your Service Department read and become thoroughly familiar with the contents of this bulletin.

Enter this bulletin number and subject in your Truck Shop Manual under Group - Transmission.

J. E. HOPPER
Technical Service Manager
DODGE DIVISION

5506
Prtd. in U.S.A.