

ORDNANCE MAINTENANCE -- POWER TRAINS AND INTERCHANGES:
MILITARY/ CIVILIAN TRUCKS 1941 TO 1971 (DODGE)

CHAPTER 5

THIRD MEMBERS
(Differential, with carrier, assembly)

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5.1 DESCRIPTION

The third member is an assembly that bolts into the axle housing, provides gear reduction and differential functions, and is connected to the wheels by the axle shafts. It is driven by the propeller (drive) shaft from the transfer case and turns the wheels to drive the vehicle.

Correct definitions of the various sub-assemblies are:

- 1) Differential: **only** the pinion (spider) gears and side gears (located inside the differential case).
- 2) Differential case: the cylindrical part to which the ring gear is bolted.
- 3) Differential carrier: the housing that bolts into the truck.
- 4) Third member: The complete "drop-out" assembly.

5.2 CHARACTERISTICS

a) 8-3/4 diameter ring gear assemblies. (All 1/2-ton WC, early 3/4-ton WC, some civilian series trucks.) See figure 5-1.

- 1) Common to all units.
 - a) Ring gear diameter
 - b) Differential carrier (except for some mounting hole diameters)
 - c) Drive pinion shaft support -- provided by two bearings
 - d) Differential case bearing adjuster cap retention -- by hex-head cap screws (bolts)
 - e) Weight -- total for complete unit is about 70 pounds

THIRD MEMBERS

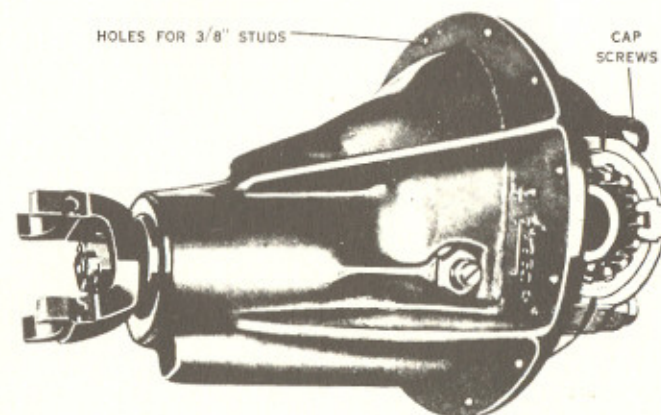
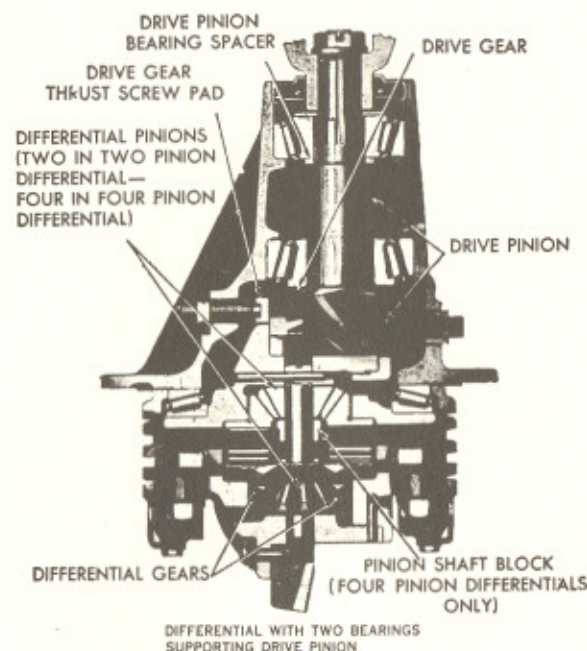


Figure 5-1 -- 8-3/4 Ring Gear and Carrier Assembly