

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

gasket" (see figure 6-1). On all unmodified housings with a 9-5/8 third member, three gaskets must be used to provide proper spacing.

If a truck exhibits a rear axle breaking off near the outer end, the reason may be that a 9-5/8 third member is mounted in an unmodified housing with only one gasket, severely stressing the axle shaft by pushing it 1/16 off axis. This is the reason for note c(1) about three gaskets on page 285 of TM 9-808, January, 1944 (3/4-ton WC series trucks). The same condition can also occur by installing an unmodified 8-3/4 third member in a 9-5/8 housing, thus stressing the axle shaft by pulling it 1/16 off axis (see paragraphs 5.3 (b) and (c)).

d) M37 series trucks. The housings for these trucks are functionally equivalent to the housings described in paragraph 6.1 (c), but differ in construction details to allow for a narrower track width, tubular shocks, wider springs, etc. They use only one carrier gasket.

e) M601, PW series trucks. The housings for these trucks are functionally equivalent to those described in paragraph 6.1 (c). The front housing has a late-type shock absorber mounting ear on the right-hand spring plate (which is welded to the housing); an adapter must be made to use lever-type shock absorbers. They use only one carrier gasket.

6.2 INTERCHANGEABILITY

a) 1/2-ton WC series trucks. The housings for these trucks are smaller than those for the other trucks and therefore do not have any direct interchanges.

b) 3/4-ton WC series trucks. The front housings are almost identical to those in the 1-1/2-ton WC, M601, PW series trucks, except for the shock absorber mounting ear described in paragraph 6.1 (e). The rear housings will not interchange directly with those in any other trucks. The rear housing, however, was modified to produce the 1-1/2-ton WC series rear rear end; one of these housings could be un-modified to fit into a 3/4-ton truck.

c) 1-1/2-ton WC series trucks. The rear ends do not directly interchange with those from other trucks. However, for the front rear end, a modified M601, PW

AXLE HOUSINGS

series truck rear end could be used, and for the rear rear end, a modified 3/4-ton rear end could be used. See also paragraph 6.2 (b) above.

d) M37 series trucks. The housings for these trucks are narrower than those for other trucks and have different spring pads; they therefore do not have any direct interchanges.

e) M601, PW series trucks. See paragraphs 6.2 (b) and (c)

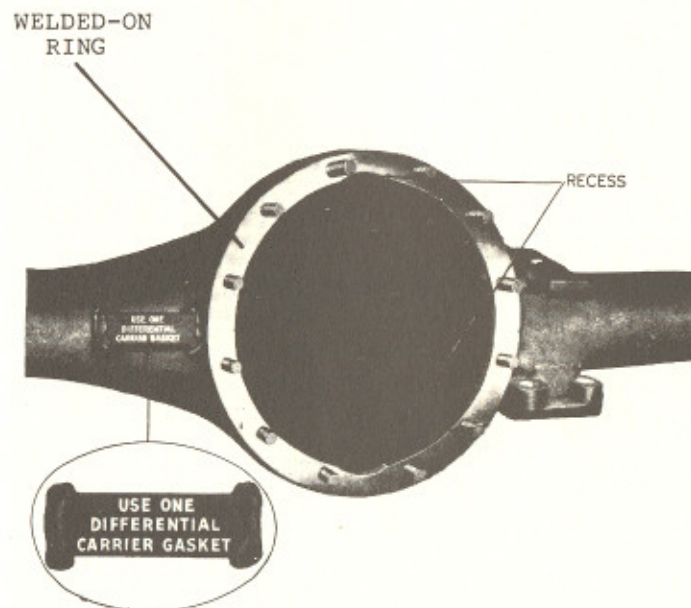


Figure 6-1 -- Modified Axle Housing