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48CJ2a starting point

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Author: wadogdog
Topic: 48CJ2a starting point
Posted: 20 Dec 2016 at 8:26am

Greetings all. These 173 look nice and show what I'm starting with. This is the condition of the 48 series no 28970's that's been in the family since 1950. The body has had several body kits (1956, 1966, 1989 and present). The floor is steel and the exhaust manifold was leaning forward and cracked and needed to be replaced. I was trying to remove the steel and with the floor now I decided to remove the motor and top. The top was in the back and I was able to remove the floor now by just pulling it out the back door. What looks like is a new back



questions The 173 series CJ2a but the frame looks to be going by body mounts. The tranny stays T700A-1. Are these different from T-50? The front and clutch pedals appear to be different than some styles of 1987 T frame. Did they change CJ2a when F head was I heads still an option?



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Mark W. G.
CJ-3A's were I took the overhead valve F head came in the CJ2a

Your 173 has a number of modifications including the fuel channel under the front floor in red stock. The Tip top pedals on the left side of the body have been removed.

1966 28 Sep 2015
Location: - Ontario, CA
Forum: CJ2A
Posts: 3823
1968 21 Oct 2015
1968 24 Nov Customized
1969 28 Nov
1971 CJ2A Frame Modded
Last edit: 24 Dec 2015 10:04 AM (1.2K) 54608 flagged E-Ladder 535 5.38 Since 1962

wadogdog
Posted: 20 Jan 2017 at 10:05am



The 173 from 1966 is at the border and I know some of you had more right than I do but I can't see reason to disassemble, the gears look good so extensive play never had starting or loose problems back but original was ok. What do the experts think I could like to remove the shift lever and shift cable to work to remove. Thought I'd check with the experts on that to have things be smoother.

should have known from past experience the "to the floor, and exhaust leak" project was going to turn into a complete redo, but what the heck I've used before I was born. It probably convinced me of my father figured I didn't need to "you get the real thing" attitude. D it back to the ranch. What they

on original CJ2A transfer cases they are back by a set screw. If that set screw is out, all that is holding it is a pin and a shoulder. Use your favorite solvent penetrating sauce and give it a kick.

On CJ2A of a more modern vintage, that pin is sometimes threaded. I doubt if you have that, but just mentioning it, just in case.

1966 20 Sep 2015
Location: - Salem, VA
Forum: CJ2A
Posts: 4277
1968 21 Oct 2015
1968 24 Nov Customized
1969 28 Nov
1971 CJ2A Frame Modded
Last edit: 24 Dec 2015 10:04 AM (1.2K) 54608 flagged E-Ladder 535 5.38 Since 1962

wadogdog
Posted: 20 Jan 2017 at 11:05am

Thanks for the reply Stan, just what I was hoping to hear. I gotta tell ya how impressed I am with all your posts and advice the whole story. The pin of the nut on the hub that the axle and the one with the nut in the hub could be my aunt. The stories of growing up around very funny! I accident how you went from home movies to posting on internet! Thanks again Joe Wadogdog.

1966 20 Sep 2015
Location: - Salem, VA
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wadogdog
Posted: 20 Jan 2017 at 11:22am



you on the right is off the 48 the other 71 call space on left which is 20 bar to use. Both work gears have run. T1220A on them but the spare shaft is about 1" longer with a different steering wheel shown in another pic (one with longer) but steering wheel say 5 heater on them. Will the spare (longer shaft work alright)? Also one of the pins shows the rear "ax", broke the drive hammer and trying to remove the oil seal. Any tricks to getting the oil seal out? and while I'm at it go for 3. Anyone recognize the washer to rear cap? Any info will be greatly appreciated. Thanks Joe Wadogdog.

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atbaak11 g
Posted: 20 Jan 2017 at 6:43pm

The longer worm gear shaft looks belongs in a 3A. They are longer than a 2A shaft.

You had a only question about the frame. Very nice 2A frames and a "hammer". There are some 2A frames and some 3A frames. Expect was to tell if you have a late 2A frame or a 3A frame is to take a look at the motor mounts on the frame. If offset from each other, it's a 3A frame. If they are in line with each other, it's a late 2A frame.

1966 17 Jan 2012
Location: - Florida, Colorado
Forum: CJ2A
Posts: 2220
1-1966 CJ2A
2-1969 CJ2A

wadogdog
Posted: 27 Jan 2017 at 7:13pm

1966 20 Sep 2015
Location: - Salem, VA
Forum: CJ2A
Posts: 4277
1968 21 Oct 2015
1968 24 Nov Customized
1969 28 Nov
1971 CJ2A Frame Modded
Last edit: 24 Dec 2015 10:04 AM (1.2K) 54608 flagged E-Ladder 535 5.38 Since 1962



Update on the 48 CJ2a. The first pic should show the front bumper set ready to go, shifted thru all gears like tighter but should be fine. would install on transfer case but going to wait till it's outside for easier handling. Next pic transfer case don't usually disassemble just new seals gaskets. had hard brake shoes without cleaned parts tried to use OEM parts including hardware. If brake wires good. Next pic shows parts might be of interest. I ordered a new U joints from CJM made in US was, learned to work good on bases, was able to find errors after several changes unless looked good also. Two used U joints (probably still usable) say Spendor original equipment? The throw out bearing probably stamped made in USA is at least 48hrs old if not original (date of stamp). I think this build is going to be about 2000, maybe more parts to be received. The transfer case with just a case of the new one parts I've used plus the standard green frame doesn't fit but to be honest I'm from what I've read on both the parts way of anything "brand new" that won't I want to cut the new task. Should probably mention about the new gears set. See website.

GIU Member
 @Post: 27 Jan 2017 at 8:40pm
 Keep up the good work. @one piece at a time.

GIU Member
 Joined: 26 Jul 2016
 Location: St. Louis, MO
 Status: Offline
 Points: 148

wadogdog Member
 @Post: 28 Jan 2017 at 11:45am
 Thanks GIU coming from you I consider that a real compliment! Did you happen to notice the clutch control tube in one of the pics? I decided to go with the worn and pitted original after reading about the build- problems you had. Thanks for the warning. See Wadogdog

GIU Member
 Joined: 26 Jul 2016
 Location: St. Louis, MO
 Status: Offline
 Points: 148

wadogdog Member
 @Post: 30 Mar 2017 at 9:18am



GIU Member
 @Post: 19 Feb 2017 at 11:59am
 Well at least I was able to get the pic's going had to cut it short the

wadogdog Member
 @Post: 21 Mar 2017 at 5:17am
 These pic's are pretty much self explanatory. I used the tip on cross member, measured 12 1/2" (13") loaded some thickens patch pins. I did weld wheel to cut not quite as perfect. Then noticed in next picture (pic) looking small gap if possible. Then the welder using "hot" steel not low carbon content. I skipped the pic showing the backside of the weld (100% penetration. This is the same way I recommend to enhance to repair the large dent on the front frame cross bars, only sand and you'd have to recure the gap. I got the impression from a couple of posts that I was taking away. I can't wait with the "hot" steel because said he had 8000 working experience which is why I suggested just take in the patches then bring to a professional. Thanks, Joe (PLEASE DON'T CUT THAT FRAMED) Wadogdog.

GIU Member
 Joined: 26 Sep 2016
 Location: MO
 Status: Offline
 Points: 722

wadogdog Member
 @Post: 01 Nov 2017 at 8:26pm
 Working at what seems to be a snail pace, the great site 48 has been coming together. Had a few good days while the wife was working last week. Was able to get the train and TC out of the basement and installed. Things moving along pretty good (no stripped threads missing hardware either one for up yet). The 5 bands on the break lines took some doing but was for-warned by Jagsstaffer in the thread (thanks). Then I woke up Tuesday and left I'd been knocked in the shoulder by a MULTIMANAAA, and now it's feeling better but it still isn't me a few days. Sucks getting hurt Joe Wadogdog.

GIU Member
 Joined: 26 Sep 2016
 Location: MO
 Status: Offline
 Points: 722

GIU Member
 @Post: 01 Nov 2017 at 8:26pm
 It's unbelievable how much you don't know about the jeep you're been driving all your life! (McKay Horley paraphrase)

wadogdog Member
 @Post: 01 Nov 2017 at 8:26pm
 @Post: 01 Nov 2017 at 8:26pm



GIU Member
 @Post: 01 Nov 2017 at 8:26pm
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GIU Member
 @Post: 01 Nov 2017 at 8:26pm
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GIU Member
 @Post: 01 Nov 2017 at 8:26pm
 @Post: 01 Nov 2017 at 8:26pm

wadogdog Member
 @Post: 01 Nov 2017 at 8:26pm



Garner Member
Joined: 26 Feb 2016
Location: NC
Status: Offline
Posts: 722



probably close up at 515 (not sure) The original motor that was in it was pretty good (1000 over) broken on 4 ball and manifold. Lapped the valves the old school way, ended up running the cam from the S2 because I could see the timing marks, had a firm suggestion to remove the crank gear when setting the timing marks worked like a charm (thanks for the tip, lol) I removed the timing gear to ease installation of the motor stopped right in its sweet, had the head surfaced ground at my own shop (instead for welding). Decided to go with a copper head gasket from the 68 block is a quality product for much more \$\$\$ I'm assuming the casting was "Trucks Use Aluminum"

"It's unbelievable how much you don't know about the jeep you've been driving all your life" (Hobby Mag's paraphrase)

wadogdog Member

Posted: 31 Sep 2017 at 18:26am

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Garner Member
Joined: 26 Feb 2016
Location: NC
Status: Offline
Posts: 722



before I had a custom head I was put together and what was available. The Trip (in black) show about as far as I wanted to go before pulling the body out, which has been the big hole lol. I lined it with the timing marks back up, the big wheel came in the window, the other was in it and closed, the other in the 1.5 inch position with 2.0V (not sure) and it's not even right to be a replacement of 1.5V (not sure) lol. I had to do a suspension that using the original parts with the head is better than a suspension. I had to do a suspension that using the original parts with the head is better than a suspension. I had to do a suspension that using the original parts with the head is better than a suspension.

"It's unbelievable how much you don't know about the jeep you've been driving all your life" (Hobby Mag's paraphrase)

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