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48CJ2a starting point

Post Reply

Message

Author

Topic: 48CJ2a starting point

Replied: 20 Dec 2018 at 8:26am



Senior Member
Joined: 20 Nov 2015
Location: Me
Posts: 723

Greetings all. These 213 lock truck is the one I'm starting with. This is the condition of the 48 series no 28970 that's been in the barn since 1950. The body has had several hits (1956, 1966, 1989 and present). The floor is steel and the exhaust manifold was leaning forward and cracked manifold (I've unsuccessfully tried to remove the stud and with the floor now I would be getting the motor and top. The top is on the backside of the floor now but I will get it on the next day. What looks like is a few bolts



questions The 48 series CJ2a but the frame looks to be going by body mounts. The tranny stays T700-L. Are these different from T-50? The front and clutch pedals appear to be different than some styles of 1957-1966. I have not thought CJ2a when I read. Well, I have still an option



Mark W. G.

Replied: 20 Dec 2018 at 8:26am

Message

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Replied: 20 Dec 2018 at 8:26am



Senior Member
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Location: Me
Posts: 723

CJ2A's were I took the overhead valve I need came in the CJ2B. Your job has a number of modifications including the fuel channel under the front floor in red stock. The top bar pedals on the left side of the body have been removed.



amfule g

Replied: 03 Jan 2017 at 11:05am

Message

Topic: 48CJ2a starting point

Replied: 03 Jan 2017 at 11:05am



Senior Member
Joined: 20 Nov 2015
Location: Me
Posts: 723

Hi, I'll be right here, but the 1950 is not and around a few more. If it works the 1950/1951 works with it. These pins can get really rusty and break. On original CJ2A transfer cases they are held in 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 CJ2B of a more modern vintage, that pin is sometimes threaded. I doubt if you have that, but just mentioning it, just in case.



wadogdog

Replied: 03 Jan 2017 at 11:05am

Message

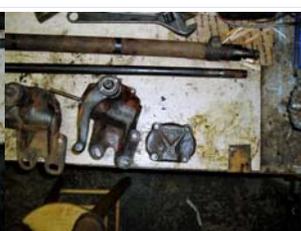
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Replied: 03 Jan 2017 at 11:05am



Senior Member
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Thanks for the reply Stan, just what I was hoping to hear. I gotta tell you how impressed I am with all your posts and advice the whole story. The job of the system holding the gear shaft and the one with the splines in the rear could be my aunt. The stories of growing up around very funny! I accident how you went from farm home videos to posting on internet! Thanks again Joe Wadogdog.



ethack11 g

Replied: 03 Jan 2017 at 6:43pm

Message

Topic: 48CJ2a starting point

Replied: 03 Jan 2017 at 6:43pm



Senior Member
Joined: 20 Nov 2015
Location: Me
Posts: 723

you on the right is off the 48 the other 71 call spare on left which is 0 line to use. Both wear gears have run. T122041 on them but the spare shaft is about 1" longer with a different steering wheel shown in another pic (one with longer) both steering wheels say 5 trailer on them. Will the spare (longer shaft work alright)? Also one of the pins shows the rear cap, 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.

The longer worm gear shaft looks belongs in a 36. They are longer than a 24 shaft. You had a only question about the frame. Very nice 24 frames and a "hammer". There are some 24 frames and some 36 frames. Expect was to tell if you have a 24 frame or a 36 frame is to take a look at the motor mounts on the frame. If offset from each other, it's a 36 frame. If they are in line with each other, it's a 24 frame.

wadogdog

Replied: 27 Jan 2017 at 7:13pm

Message

Topic: 48CJ2a starting point

Replied: 27 Jan 2017 at 7:13pm



Senior Member
Joined: 20 Nov 2015
Location: Me
Posts: 723

Hi Stan

I-1946 CJ2A
I-1949 CJ2A

